Marine engine programme

MAN Energy Solutions

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All data provided in this document is non-binding. This data serves informational purposes only and is especially not guaranteed in any way.

Depending on the subsequent specific individual projects, the relevant data may be subject to changes and will be assessed and determined individually for each project. This will depend on the particular characteristics of each individual project, especially specific site and operational conditions.

If this document is delivered in another language than English and doubts arise concerning the translation, the English text shall prevail.

Contents

MAN B&W two-stroke propulsion engines


LNG

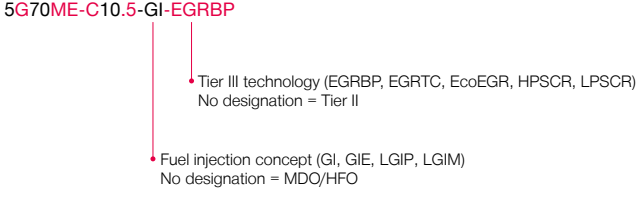
MAN Energy Solutions Tier II and Tier III engine programme

The two-stroke engines in this programme are either:
- Tier II engines complying with IMO Tier II
- Tier III engines complying with Tier II when operated in Tier II mode, and with Tier III when operated in Tier III mode

The latest updates on engine development and options are available at:
www.man-es.com → marine → planning-tools-and-downloads → market-update-notes

The latest updated engine programme is available at:
www.man-es.com → marine → planning-tools-and-downloads → marine-engine-programme

Engine type designation
To ensure that the engine designation describes the engine with regard to the fuel injection concept and the Tier III technology applied, the engine type designation also includes these concepts as described below (full designation, see page 19):



Fuel injection concepts are explained in detail on page 10 (ME-GI and ME-LGI dual fuel engines) and Tier III technologies on page 11.

ME-C engines
The electronic control of the ME-C engines includes flexible control of the cylinder processes, i.e. fuel injection timing and actuation of exhaust valves, starting valves, and cylinder lubrication.

ME-B engines
ME-B engines use electronically controlled pressure boosters for the fuel injection whereas actuation of the exhaust valves is camshaft operated, but with electronically controlled variable closing timing.

CEAS, TCS and Engine selection guide

CEAS (computerized engine application system), TCS (turbocharger selection) and Engine selection guide applications cover all engine variants including available dual fuel and Tier III technology options. These applications provide essential data for the design and dimensioning of a ship's engine room (CEAS), applicable turbochargers (TCS) and Engine selection guide.

CEAS/TCS/Engine selection guide are available online at:
www.man-es.com → marine → planning-tools-and-downloads → ceas-engine-calculations/turbocharger-selection/engine-selection-guide

In CEAS and TCS, all engines in this programme can be selected from the category 'Catalogue: Official'.

Earlier versions of this engine programme mention additional engine types. Some of these are still available in CEAS and TCS under the category 'Catalogue: Replaced'. New development will only be implemented in these designs to the extent it is considered necessary based on service experience. New efficiency enhancing features will not be available on older engine types.

The Engine selection guide is our recently launched web tool designed to offer an easy overview of our two-stroke MAN B&W engine portfolio. With a few inputs, it provides a selection of relevant engines and variants and offers the option to sort the engine selection according to fuel consumption.

Engine power

The engine brake power is stated in kW. The power values stated in the tables are available up to tropical conditions at sea level, i.e.:
- turbocharger inlet air temperature 45°C
- turbocharger inlet air pressure 1,000 mbar
- cooling water (sea/fresh) temperature 32/36°C

Specific fuel oil consumption (SFOC)

The figures in the two-stroke chapter represent the values obtained when the engine and turbocharger are matched to the lowest possible SFOC values while fulfilling the IMO NO_x Tier II or Tier III emission limits.

The SFOC figures are given in g/kWh and are based on the use of a fuel oil with a lower calorific value (LCV) equal to 42,700 kJ/kg at ISO conditions:
- turbocharger inlet air temperature 25°C
- turbocharger inlet air pressure 1,000 mbar
- cooling water temperature 25°C

Tolerances
The energy efficiency design index (EEDI) has led to increased focus on part-load SFOC. Therefore, MAN Energy Solutions offers the option to select the SFOC guarantee at a load point in the range from 50% to 100%. It is recommended that the SFOC guarantee point should be limited to the range 50% to 85% for part-load or low-load tuning methods.

When choosing an SFOC guarantee at or below 100%, the tolerances, adjustment, and calibration at 100% will affect an engine running at the lower SFOC guarantee load point. This includes tolerances on measuring equipment, engine process control, and turbocharger performance.

For actual SFOC tolerances, reference is given to CEAS.

Please note that the SFOC guarantee can only be given in one load point for Tier II engines. For Tier III engines see page 11.

Turbocharging system

Two-stroke engines can be delivered with MAN, Accelleron, or MHI turbochargers as standard.

The SFOC figures given in the two-stroke chapter are based on turbocharging with the best possible turbocharging efficiency generally available, which means 67% for all engines with 45-cm bore and larger, and 64% for engine bores smaller than 45 cm. Both efficiency figures refer to 100% SMCR.

There are exceptions to this rule, S40ME-C9.5 and S35ME-C9.7 are also available as standard high-efficiency applications offering all Tier II standard tunings and all Tier III options requiring a high-efficiency turbocharger.

Only engine specifications for which an applicable high-efficiency turbocharger is available are subject to firm order.

Fuel consumption and optimisation possibilities for Tier II engines

Various optimisation possibilities for improved part-load and low-load SFOC are available for MAN B&W type engines. High-load optimisation is for best possible SFOC at 100% engine load.

Optimisation of SFOC in the part-load range (50-85%) or low-load range (25-70%) requires selection of the EGB (exhaust gas bypass) tuning method available for most ME-C and ME-B engines. For G80ME-C10.6, G70ME-C10.7, S60ME-C10.6, G50ME-C10.7 and S50ME-C10.6, the EGB tuning method is available in the low-load version.

EPT (engine process tuning) is available for G95ME-C10.5, G80ME-C10.5 and G60ME-C10.5. EPT uses engine control process parameters to improve part or low-load SFOC.

SEQ (sequential tuning) is standard for G95ME-C10.6. This includes sequential fuel injection and turbocharging application similar to the EGRTC Tier III technology. This will be available in the low-load version.

The tuning methods mentioned are available for all SMCR points, but cannot be combined.

In cases where a higher steam production is needed, the EEC (economiser energy control) solution offers additional automatic control of an EGB. Forcing an EGB open at loads where the EGB is normally closed results in a higher exhaust gas temperature, but with an SFOC penalty. However, the total fuel consumption (engine and oil-fired boiler) will be improved.

By adding an EGB, a higher steam production can also be obtained for EPT and SEQ-tuned engines. The EGB must be closed above 90% engine load, but can be opened below 90% to obtain higher exhaust temperatures resulting in increased steam production.

Calculations with EEC are made on request.

ME-GI and ME-LGI dual fuel engines

This engine programme includes a number of engines designed for gas fuel (ME-GI) and liquid gas fuel (ME-LGI engines) operation.

Fuel types

Fuel	Fuel designation	LCV [kJ/kg]
Methane (LNG)	GI	50,000
Methanol	LGIM	19,900
LPG*	LGIP	46,000
Ethane (LEG)	GIE	47,500

*LPG is a mixture of liquid propane and butane.

In this engine programme, engines available for the different fuel types are listed in separate sections: GI (page 39), LGIM (page 51), LGIP (page 63), and GIE (page 67).

Pilot oil energy fraction

In dual fuel mode, the pilot oil energy fraction amounts to 1.5%-5.0% for GI, depending on engine type, 5.0% for GIE, LGIP and for LGIM in L_1 rating. For actual pilot oil energy fractions, refer to individual engine pages and CEAS.

Fuel designation	Available pilot oil fraction in %	Compatible pilot fuel oil types
GI	1.5-5.0	MDO & HFO (<0.5% S)
LGIM	5.0	MDO & HFO (<0.5% S)
LGIP	5.0	MDO & HFO (<0.5% S)
GIE	5.0	MDO & HFO (<0.5% S)

G95/90/80/70ME-C10.5-GI engines have a gas tuning, called “dual fuel gas optimised”, with improved gas consumption in dual fuel mode. All other ME-GI engines have a “dual fuel standard” gas tuning. Both gas tunings apply to both Tier II and all Tier III technologies.

The following fuel consumption figures are shown in the tables for dual fuel engines:

- dual fuel mode with distribution of specific gas consumption (SGC) and specific pilot oil consumption (SPOC)
- fuel oil mode

Guarantee figures for dual fuel engines are given for heat rate, which has the same tolerances as SFOC guarantees, see page 8.

Heat rate is defined as follows (example for methane as dual fuel): Heat rate (kJ/kWh) = SGC (g/kWh) × 50 kJ/g + SPOC (g/kWh) × 42.7 kJ/g.

The CEAS report will specify the distribution between SGC and SPOC as well as the heat rate over the load range.

In the past, cylinder lubrication oils have been mixed to optimise the cleaning performance of an oil to the level required by a specific engine, or specific operating conditions. For example, by mixing a Cat. II BN 100 oil with a less efficient BN 40–70 oil. With the introduction of Cat. II BN 40 oils, alternating between high- and low-BN cylinder oils is no longer necessary.

Greenhouse gas emissions

In existing IMO regulations, the energy efficiency design index (EEDI) and other measures operate with CO_2 as the only contributor to greenhouse gas (GHG) emissions. However, IMO is considering to regulate other GHGs than CO_2 (methane and laughing gas). The expected timeframe for adoption of the IMO regulation on methane slip is 3-5 years. Further, upcoming EU regulations (FuelEU Maritime and EU Emission trading system (ETS)) are expected to cover methane slip and laughing gas from 2025 and 2026, respectively

In its effort to facilitate decarbonisation in the shipping industry, MAN Energy Solutions will, for the complete two-stroke engine programme, be able to guarantee a methane slip of 0.2 g/kWh with a tolerance of +/-0.2 g/kWh for ME-GI engines. Additionally, MAN Energy Solutions provides methane slip figures for part-load engine operation, please refer to CEAS.

Tier III technologies

To ensure compliance with IMO Tier III regulations, a Tier III NO_X reduction technology must be selected. The preferred technology depends on market demands, engine type, other requirements, and operational pattern.

The Emission Project Guide provides more detailed descriptions of these technologies at:
www.man-es.com → marine → planning-tools-and-downloads → project-guides → two-stroke

All Tier III engines have at least two operating modes:
- Tier III mode fulfilling the IMO Tier III regulations
- Tier II mode fulfilling the IMO Tier II regulations

Tier III technologies are designed for either low-sulphur fuels (<0.1%) or high-sulphur fuels (>0.5% and <3.5%) in Tier III operation. In Tier II operation, the engine is in all cases capable of using fuels with a high sulphur content. The fuel sulphur content must be selected when the engine is ordered, as it impacts the engine design. Fuel consumption guarantees can be given for engines for both Tier II and Tier III modes.

EGR

Two EGR-matching concepts are available depending on engine bore:
- **EGRTC:** T/C cut-out matching for ME-C engines with bores ≥ 80 cm
- **EGRBP:** Bypass matching for ME-C engines with bores ≤ 70 cm

EGR operation is also possible for GI and LGIM engines.

EcoEGR

EcoEGR is an SFOC-optimised version of the EGRBP system available on most ME-C engines. Compared to the standard EGRBP system, EcoEGR engines operate with 10–15% recirculation in Tier II mode and with slightly increased recirculation in Tier III mode. EcoEGR engines are available for compliant fuels (<0.5 %S) where considerable overall savings are obtained.

EcoEGR operation is also possible for GI and some LGIM engines, except engines with gas-optimised tuning.

SCR

Two SCR concepts are available:
- **HPSCR:** High-pressure SCR with a reactor installed upstream the turbocharger(s)
- **LPSCR:** Low-pressure SCR with a reactor installed downstream the turbocharger(s)

SCR operation applies to most ME-C and ME-B engines, including some dual fuel engine types. The SCR system must be supplied by an approved supplier.

Application of high-sulphur fuels and SO_X scrubbers

All two-stroke engines in the MAN Energy Solutions marine engine programme are compatible with SO_X scrubbers, with the exception of ME-GIE engines.

A SO_X scrubber installation will increase the backpressure, thereby affecting engine performance. Accordingly, it is required that a SO_X scrubber installation does not increase the backpressure by more than 30 mbar at SMCR.

Fuels

Since 1 January 2020, the global sulphur content for marine fuels must not exceed 0.5%. To ensure compliant operation, one of the following methods must be selected:

- Use a compliant fuel:
  - Global: max. 0.5% sulphur
  - ECA: max. 0.1% sulphur
- Use methane, ethane, methanol, or LPG together with a compliant pilot fuel.
- Use a high-sulphur fuel in combination with a SO_X scrubber to obtain an exhaust gas SO_X level equivalent to operation on a compliant fuel.

Some dual fuel engines are available on request with high-sulphur fuels in Tier II fuel oil mode with a scrubber installed.

The fuel specification must be selected at engine order as it impacts the engine design.

Fuels with a viscosity below 700 cSt at 50°C can be used.

Waste heat recovery systems

Waste heat recovery systems (WHRS) are available for certain engine configurations on request for both Tier II and Tier III engines with high-efficiency turbochargers. Contact MAN Energy Solutions for further information.

Power take off systems

Power take off (PTO) systems are available on request for both Tier II and Tier III engines with high-efficiency turbochargers. PTO systems operate in the margin between the light propeller curve and the load limits of the engine. The magnitude of PTO power permitted is as such influenced by the propeller light running margin applied for the specific project. The specific load of the engine permitted for design, including power for propulsion and PTO power, as a function of speed, is governed by the PTO layout limit.

For further information on the PTO layout limit as well as the availability and integration of PTOs, please contact MAN Energy Solutions. Information about the different PTO solutions can be found in the paper “Shaft generators for low speed main engines” – available at: www.man-es.com → marine → planning-tools-and-downloads → technical-papers

Lubricating oil consumption

The system oil consumption varies according to engine sizes and, operational and maintenance patterns.

Specific cylinder oil consumption

Alpha ACC (Adaptive Cylinder oil Control) is the lubricating mode for MAN B&W two-stroke engines that involves lube oil dosing proportional to the engine load and to the sulphur content in the fuel being burned.

Dosage:
- 0-0.5% sulphur fuels including methane (LNG), methanol, LPG and ethane (LEG):
  Minimum feed rate: 0.6 g/kWh
- >0.5% sulphur fuels (HSFO) (scrubber applications):
  Feed rate (g/kWh) = ACC × S%,
  - where typically ACC = 0.3 g/(kWh × S%)

Recommended cylinder oils:
- Cat. II BN 40 cylinder oil is recommended for engines using low-sulphur fuels:
  0-0.5% sulphur fuels including methane, methanol, LPG and ethane
- Cat. II BN 100-140+ cylinder oil is recommended for engines using high-sulphur fuels:
  >0.5% sulphur fuels

For specific lubrication guidelines, reference is made to the latest lubrication guidelines available for your specific engine type, for example service letters. Service letters are available at: www.man-es.com → marine → planning-tools-and-downloads → Service Letters

Extent of delivery

The final and binding extent of delivery of MAN B&W two-stroke engines is to be supplied by our licensee, the engine maker, who should be contacted to determine the execution for the actual project.

Special certification processes will need to be specified before an order is placed as they require a different scope of delivery, for example: engines certified for US EPA, engines with SCR certified by Scheme B, etc.

MAN Asset+

MAN Asset+ engine functionality options enable installation and management of optional updates and features for MAN B&W engines. It is a flexible solution that can match the individual needs of the end users. The first MAN Asset+ options available are described in the following.
Their application depends on the engine and ship type, and they can be ordered directly from our licensees.

PMI ACCo

Adaptive Cylinder Control (ACCo) is a fully automatic system that ensures constant optimal engine tuning regardless of engine load, load changes, and varying fuel calorific values. Using performance values from the

engine's official shop test as reference, the algorithm adjusts the fuel index and exhaust valve operation of each cylinder. PMI ACCo ensures the lowest possible fuel consumption.

ACCo is available on request for ME-C engines and is delivered as the standard configuration for ME-C10.7 and dual fuel engines.

Synchrophasing

Synchrophasing is an effective, maintenance-free tool introduced for ship types with twin propulsion to reduce vibrations on both vessel and engine structures. Vibrations are reduced by synchronising the port and starboard shaft speeds, thereby out-balancing forces/moments from the starboard engine/propeller with the same forces/moments from the portside engine/propeller.

Vibrations can be reduced by up to 50-70% depending on sea wave state and vessel roll/pitch. Synchrophasing is available on request for all ME-C engines.

PTO interface option C

PTO interface option C is an enhanced interface between the engine control system (ECS) and the vessel's power management system (PMS) for plants with a large power take off (PTO) or shaft generator capacity relative to the SMCR-power.

The enhanced interface improves governor stability and performance, and increases PTO power availability in the design. In addition, PTO interface option C provides signals to the PMS that enable automatic load sharing between the main engine, the PTO, and the gensets. This ensures a higher utilisation rate of the PTO, thus reducing the genset's running hours. If power is supplied solely by the PTO, it will also reduce the risk of blackout without overloading of the engine.

PTO interface option C is available on request for all ME-C engines equipped with a large PTO.

PTO option 2 for EEDI

PTO option 2 for EEDI adds additional benefits for engines using PTO interface option C. By applying the EEDI guideline's option 2 for accounting for the PTO, the EEDI can be improved, especially, but not exclusively, for vessels with a large onboard electric power consumption. At the same time, it ensures installation of a main engine with sufficient power and, hereby, torque capacity for driving the PTO in conditions less ideal than at sea trial.

Adaptive Cooling

Adaptive Cooling is an improved design of the piping and valve arrangement for automatic control of the cooling water flow to the scavenge air cooler and the exhaust gas recirculation cooler for EGR engines, depending on the engine operating mode.

It reduces the power consumption for cooling water circulation significantly when running in Tier II mode (EGRBP and EcoEGR engines) or TC cut-out mode (EGRTC engines), see page 12, and, as a result, reduces fuel consumption and improves the carbon intensity indicator (CII) rating.

Adaptive Cooling is available on request for all EGR engines.

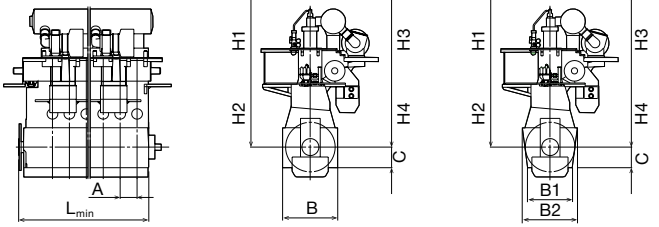
Two-stage Cooler

The Two-stage Cooler is a new scavenge air cooler design that uniquely enables utilisation of the energy from the scavenge air cooling process for other energy-consuming processes on board, such as increasing the boiler feedwater temperature, gas vaporisation, freshwater production, air condition heating, organic Rankine cycle system, or the ballast water treatment system. This leads to lower fuel consumption and improved CII rating.

The Two-stage Cooler is available on request for all MAN B&W two-stroke engines, based on a case-specific pre-study conducted by MAN Energy Solutions.

Engine dimensions

The minimum length Lmin is stated from the aft end of the crankshaft to the fore end of the engine.



L_{min}	Minimum length of engine
A	Cylinder distance
B	Bedplate width
B1	Bedplate width at foot flange
B2	Bedplate width at top flange
C	Crankshaft to underside of foot flange
H1	Normal height lifting procedure
H2	Reduced height lifting procedure
H3	Reduced height lifting procedure with MAN B&W double-jib crane
H4	Normal height lifting procedure with MAN B&W double-jib crane

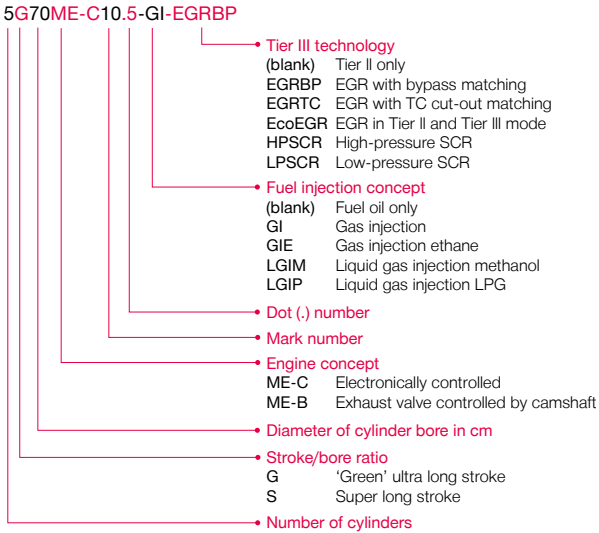
Dry masses

Dry masses are stated in metric tonnes for engines with MAN turbocharger(s) and a standard turning wheel. Figures will vary depending on the design and options chosen, for example, moment compensators, turning wheel, etc.

Dry masses for Tier III engines cover components directly integrated on the engine.

Indicated values are for guidance only and are not binding.

Engine type designation



Engine fuel variants

Engine type	Fuel oil	GI	LGIM	LGIP	GIE
G95ME-C10.6	●				
G95ME-C10.5	●	●	●		
G90ME-C10.5	●	●			
G80ME-C10.6	●				
G80ME-C10.5	●	●	●		
G70ME-C10.7	●		●		
G70ME-C10.5		●			
S70ME-C10.5	●	●			
G60ME-C10.5	●	●	●	●	
G60ME-C9.5					●
S60ME-C10.7	●		●		
S60ME-C10.5		●	●		
G50ME-C10.7	●				
G50ME-C9.6		●	●	●	
G50ME-C9.5					●
S50ME-C10.7	●		●		
S50ME-C9.7		●			
S50ME-C9.6			●		
S46ME-C8.6	●				
G45ME-C9.7	●		●		
G45ME-C9.5		●			
S40ME-C9.5	●				
S35ME-C9.7	●	●			
S30ME-B9.5	●				

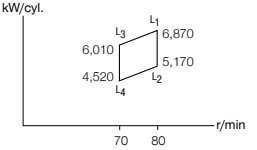
Fuel oil

MAN B&W G95ME-C10.6

Tier II Tier III

Cyl.	L_1 kW
6	41,220
7	48,090
8	54,960
9	61,830
10	68,700
11	75,570
12	82,440

Stroke: 3,460 mm/**L_1 MEP: 21.0 bar**



MAN B&W G95ME-C10.6

L_1 SFOC [g/kWh]			
Opt. load range	**50%**	**75%**	**100%**
Low-load SEQ	151.5	155.0	163.5

MAN B&W G95ME-C10.6-EGRTC

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	151.5	155.0	163.5
Tier III mode	158.5	158.0	161.0

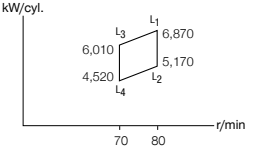
MAN B&W G95ME-C10.6-LPSCR

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	151.5	155.0	163.5
Tier III mode	155.5	158.0	161.0

MAN B&W G95ME-C10.5

Cyl.	L_1 kW
6	41,220
7	48,090
8	54,960
9	61,830
10	68,700
11	75,570
12	82,440

Stroke: 3,460 mm/**L_1 MEP:** 21.0 bar



MAN B&W G95ME-C10.5

L_1 SFOC [g/kWh]			
Opt. load range	**50%**	**75%**	**100%**
High-load	158.5	157.0	161.0
Part-load EPT	156.5	155.5	163.5
Low-load EPT	154.5	156.5	163.5

MAN B&W G95ME-C10.5-EGRTC

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	154.5	156.5	163.0
Tier III mode	160.5	160.0	165.0

MAN B&W G95ME-C10.5-LPSCR

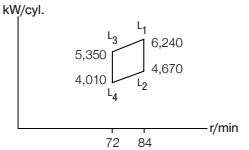
L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	154.5	156.5	163.5
Tier III mode	155.5	157.5	164.5

MAN B&W G90ME-C10.5

Tier II | Tier III

Cyl.	L_1 kW
6	37,440
7	43,680
8	49,920
9	56,160
10	62,400
11	68,640
12	74,880

Stroke: 3,260 mm/**L_1 MEP:** 21.5 bar



MAN B&W G90ME-C10.5

L_1 SFOC [g/kWh]			
Opt. load range	**50%**	**75%**	**100%**
High-load	162.5	161.0	165.0
Part-load EGB	160.5	159.5	167.5
Low-load EGB	158.5	160.5	167.5

MAN B&W G90ME-C10.5-EGRTC

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	158.5	160.5	167.0
Tier III mode	164.5	164.0	169.0

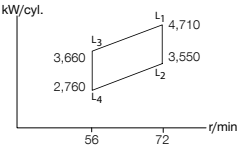
MAN B&W G90ME-C10.5-LPSCR

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	158.5	160.5	167.5
Tier III mode	159.5	161.5	168.5

MAN B&W G80ME-C10.6

Cyl.	L_1 kW
6	28,260
7	32,970
8	37,680
9*	42,390

Stroke: 3,720 mm/**L_1 MEP:** 21.0 bar



MAN B&W G80ME-C10.6

L_1 SFOC [g/kWh]			
Opt. load range	**50%**	**75%**	**100%**
High-load	158.5	157.0	161.0
Low-load EGB	154.5	155.0	165.0

MAN B&W G80ME-C10.6-EGRTC

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	154.5	155.0	165.0
Tier III mode	156.5	156.0	162.0

MAN B&W G80ME-C10.6-HPSCR

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	154.5	155.0	165.0
Tier III mode	154.5	155.0	165.5

MAN B&W G80ME-C10.6-LPSCR

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	154.5	155.0	165.0
Tier III mode	157.0	156.5	165.5

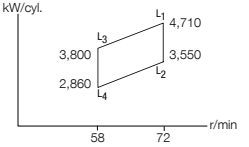
* Available on request for HPSCR

MAN B&W G80ME-C10.5

Tier II Tier III

Cyl.	L_1 kW
6	28,260
7	32,970
8	37,680
9*	42,390

Stroke: 3,720 mm/L_1 **MEP:** 21.0 bar



MAN B&W G80ME-C10.5

L_1 SFOC [g/kWh]			
Opt. load range	**50%**	**75%**	**100%**
High-load	160.5	159.0	163.0
Part-load EPT	158.5	157.5	165.5
Low-load EPT	156.5	158.5	165.5

MAN B&W G80ME-C10.5-EGRTC

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	156.5	158.5	165.0
Tier III mode	162.5	162.0	167.0

MAN B&W G80ME-C10.5-HPSCR

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	156.5	158.5	165.5
Tier III mode	158.0	159.5	166.0

MAN B&W G80ME-C10.5-LPSCR

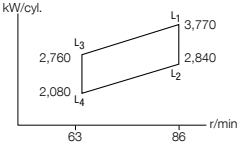
L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	156.5	158.5	165.5
Tier III mode	157.5	159.5	166.5

* Available on request for HPSCR

MAN B&W G70ME-C10.7

Cyl.	L_1 kW
5	18,850
6	22,620

Stroke: 3,256 mm/**L_1 MEP:** 21.0 bar



MAN B&W G70ME-C10.7

L_1 SFOC [g/kWh]			
Opt. load range	**50%**	**75%**	**100%**
High-load	160.5	159.0	163.0
Low-load EGB	156.5	158.5	165.5

MAN B&W G70ME-C10.7-EGRBP

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	156.5	158.5	166.0
Tier III mode	163.5	163.0	168.0

MAN B&W G70ME-C10.7-HPSCR

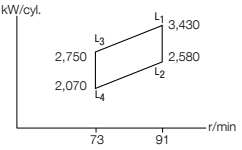
L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	156.5	158.5	165.5
Tier III mode	158.0	159.5	166.0

MAN B&W S70ME-C10.5

Tier II | Tier III

Cyl.	L_1 kW
5	17,150
6	20,580
7	24,010
8	27,440

Stroke: 2,800 mm/**L_1 MEP:** 21.0 bar



MAN B&W S70ME-C10.5

L_1 SFOC [g/kWh]			
Opt. load range	**50%**	**75%**	**100%**
High-load	164.5	163.0	167.0
Part-load EGB	162.5	161.5	169.5
Low-load EGB	160.5	162.5	169.5

MAN B&W S70ME-C10.5-EGRBP

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	160.5	162.5	170.0
Tier III mode	167.5	167.0	172.0

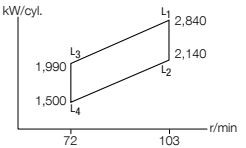
MAN B&W S70ME-C10.5-HPSCR

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	160.5	162.5	169.5
Tier III mode	162.0	163.5	170.0

MAN B&W G60ME-C10.5

Cyl.	L_1 kW
5	14,200
6	17,040
7	19,880
8	22,720

Stroke: 2,790 mm/**L_1 MEP:** 21.0 bar



MAN B&W G60ME-C10.5

L_1 SFOC [g/kWh]			
Opt. load range	50%	75%	100%
High-load	161.5	160.0	164.0
Part-load EPT	159.5	158.5	166.5
Low-load EPT	157.5	159.5	166.5

MAN B&W G60ME-C10.5-EGRBP

L_1 SFOC [g/kWh]			
	50%	75%	100%
Tier II mode	157.5	159.5	167.0
Tier III mode	164.5	164.0	169.0

MAN B&W G60ME-C10.5-HPSCR

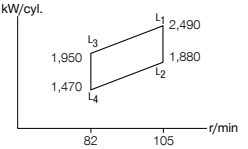
L_1 SFOC [g/kWh]			
	50%	75%	100%
Tier II mode	157.5	159.5	166.5
Tier III mode	159.0	160.5	167.0

MAN B&W S60ME-C10.7

Tier II Tier III

Cyl.	L_1 kW
5	12,450
6	14,940
7	17,430
8	19,920

Stroke: 2,400 mm/L_1 **MEP:** 21.0 bar



MAN B&W S60ME-C10.7

L_1 SFOC [g/kWh]			
Opt. load range	**50%**	**75%**	**100%**
High-load	160.5	159.0	163.0
Low-load EGB	156.5	158.5	165.5

MAN B&W S60ME-C10.7-EGRBP

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	156.5	158.5	166.0
Tier III mode	163.5	163.0	168.0

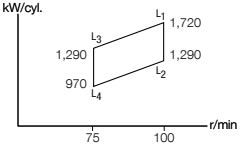
MAN B&W S60ME-C10.7-HPSCR

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	156.5	158.5	165.5
Tier III mode	158.0	159.5	166.0

MAN B&W G50ME-C10.7

Cyl.	L_1 kW
5	8,600
6	10,320
7	12,040
8	13,760

Stroke: 2,500 mm/**L_1 MEP:** 21.0 bar



MAN B&W G50ME-C10.7

L_1 SFOC [g/kWh]			
Opt. load range	**50%**	**75%**	**100%**
High-load	161.5	160.0	164.0
Low-load EGB	157.5	159.5	166.5

MAN B&W G50ME-C10.7-EGRBP

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	157.5	159.5	167.0
Tier III mode	164.5	164.0	169.0

MAN B&W G50ME-C10.7-HPSCR

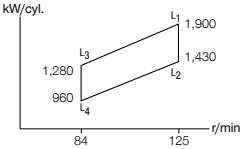
L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	157.5	159.5	166.5
Tier III mode	159.0	160.5	167.0

MAN B&W S50ME-C10.7

Tier II Tier III

Cyl.	L_1 kW
5	9,500
6	11,400
7	13,300
8	15,200
9	17,100

Stroke: 2,214 mm/L_1 **MEP:** 21.0 bar



MAN B&W S50ME-C10.7

L_1 SFOC [g/kWh]			
Opt. load range	**50%**	**75%**	**100%**
High-load	160.5	159.0	163.0
Low-load EGB	156.5	158.5	165.5

MAN B&W S50ME-C10.7-EGRBP

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	156.5	158.5	166.0
Tier III mode	163.5	163.0	168.0

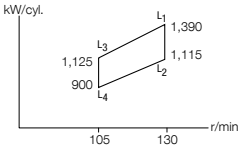
MAN B&W S50ME-C10.7-HPSCR

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	156.5	158.5	165.5
Tier III mode	158.0	159.5	166.0

MAN B&W S46ME-C8.6

Cyl.	L_1 kW
5	6,950
6	8,340
7	9,730
8	11,120

Stroke: 1,932 mm/L_1 **MEP:** 20.0 bar



MAN B&W S46ME-C8.6

L_1 SFOC [g/kWh]			
Opt. load range	**50%**	**75%**	**100%**
High-load	165.5	163.0	167.0
Part-load EGB	163.5	161.5	169.5
Low-load EGB	161.5	162.5	169.5

MAN B&W S46ME-C8.6-EGRBP

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	161.5	162.5	170.0
Tier III mode	168.5	167.0	172.0

MAN B&W S46ME-C8.6-HPSCR

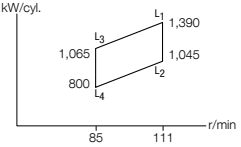
L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	161.5	162.5	169.5
Tier III mode	163.0	163.5	170.0

MAN B&W G45ME-C9.7

Tier II Tier III

Cyl.	L_1 kW
5	6,950
6	8,340
7	9,730
8	11,120

Stroke: 2,250 mm/**L_1 MEP:** 21.0 bar



MAN B&W G45ME-C9.7

L_1 SFOC [g/kWh]			
Opt. load range	**50%**	**75%**	**100%**
High-load	162.5	161.0	165.0
Part-load EGB	160.5	159.5	167.5
Low-load EGB	158.5	160.5	167.5

MAN B&W G45ME-C9.7-EGRBP

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	158.5	160.5	168.0
Tier III mode	165.5	165.0	170.0

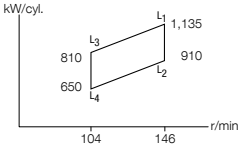
MAN B&W G45ME-C9.7-HPSCR

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	158.5	160.5	167.5
Tier III mode	160.0	161.5	168.0

MAN B&W S40ME-C9.5

Cyl.	L_1 kW
5	5,675
6	6,810
7	7,945
8	9,080
9*	10,215

Stroke: 1,770 mm/**L_1 MEP:** 21.0 bar



MAN B&W S40ME-C9.5

L_1 SFOC [g/kWh]			
Opt. load range	**50%**	**75%**	**100%**
High-load	172.5	170.0	174.0
Part-load EGB	169.5	168.5	175.5
Low-load EGB	167.5	169.5	175.5

MAN B&W S40ME-C9.5-HPSCR

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	167.5	169.5	175.5
Tier III mode	169.0	170.5	176.0

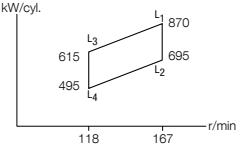
Note: All fuel consumption figures are based on engine driven HPS
* Not available with HPSCR

MAN B&W S35ME-C9.7

Tier II Tier III

Cyl.	L_1 kW
5	4,350
6	5,220
7	6,090
8	6,960

Stroke: 1,550 mm/**L_1 MEP:** 21.0 bar



MAN B&W S35ME-C9.7

L_1 SFOC [g/kWh]			
Opt. load range	**50%**	**75%**	**100%**
High-load	169.5	167.0	171.0
Part-load EGB	166.5	165.5	172.5
Low-load EGB	164.5	166.5	172.5

MAN B&W S35ME-C9.7-HPSCR

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	164.5	166.5	172.5
Tier III mode	166.0	167.5	173.0

MAN B&W S35ME-C9.7-LPSCR

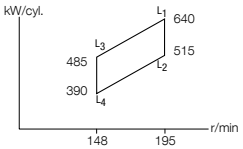
L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	164.5	166.5	172.5
Tier III mode	165.5	167.5	173.5

Note: All fuel consumption figures are based on engine driven HPS

MAN B&W S30ME-B9.5

Cyl.	L_1 kW
5	3,200
6	3,840
7	4,480
8	5,120

Stroke: 1,328 mm/**L_1 MEP:** 21.0 bar



MAN B&W S30ME-B9.5

L_1 SFOC [g/kWh]			
Opt. load range	50%	75%	100%
High-load	175.5	173.0	176.0

MAN B&W S30ME-B9.5-HPSCR

L_1 SFOC [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	175.5	173.0	176.0
Tier III mode	177.0	174.0	176.5

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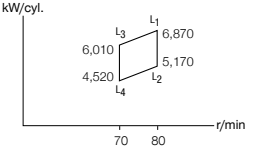
Methane/LNG (GI)

MAN B&W G95ME-C10.5-GI

Tier II Tier III

Cyl.	L_1 kW
6	41,220
7	48,090
8	54,960
9	61,830
10	68,700
11	75,570
12	82,440

Stroke: 3,460 mm/**L_1 MEP:** 21.0 bar



MAN B&W G95ME-C10.5-GI (gas optimised)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Gas optimised	126.9+3.8/157.5	126.3+2.9/160.0	132.9+2.4/164.0

MAN B&W G95ME-C10.5-GI-EGRTC (gas optimised)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	125.2+3.8/157.5	126.3+2.9/160.0	132.9+2.4/164.0
Tier III mode	131.1+3.8/157.5	131.5+2.9/157.5	134.6+2.4/161.0

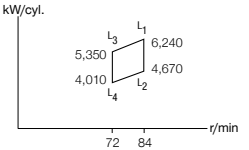
MAN B&W G95ME-C10.5-GI-LPSCR (gas optimised)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	126.9+3.8/157.5	127.8+2.9/160.0	133.7+2.4/165.0
Tier III mode	128.6+3.8/155.5	131.5+2.9/158.0	134.6+2.4/161.0

MAN B&W G90ME-C10.5-GI

Cyl.	L_1 kW
6	37,440
7	43,680
8	49,920
9	56,160
10	62,400
11	68,640
12	74,880

Stroke: 3,260 mm/**L_1 MEP:** 21.5 bar



MAN B&W G90ME-C10.5-GI (gas optimised)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Gas optimised	130.2+3.9/161.5	129.7+3.0/164.0	136.2+2.5/168.0

MAN B&W G90ME-C10.5-GI-EGRTC (gas optimised)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	128.5+3.9/161.5	129.7+3.0/164.0	136.2+2.5/168.0
Tier III mode	134.5+3.9/162.5	134.8+3.0/162.0	137.9+2.5/165.0

MAN B&W G90ME-C10.5-GI-LPSCR (gas optimised)

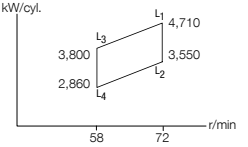
L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	130.2+3.9/161.5	131.1+3.0/164.0	137.1+2.5/169.0
Tier III mode	131.9+3.9/159.5	134.8+3.0/162.0	137.9+2.5/165.0

MAN B&W G80ME-C10.5-GI

Tier II Tier III

Cyl.	L_1 kW
6	28,260
7	32,970
8	37,680
9*	42,390

Stroke: 3,720 mm/**L_1 MEP:** 21.0 bar



MAN B&W G80ME-C10.5-GI (gas optimised)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Gas optimised	128.5+3.9/159.5	128.0+3.0/162.0	134.6+2.5/166.0

MAN B&W G80ME-C10.5-GI-EGRTC (gas optimised)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	126.8+3.9/159.5	128.0+3.0/162.0	134.6+2.5/166.0
Tier III mode	132.8+3.9/160.5	133.1+3.0/160.0	136.3+2.5/163.0

MAN B&W G80ME-C10.5-GI-HPSCR (gas optimised)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	128.5+3.9/159.5	128.0+3.0/162.0	135.4+2.5/167.0
Tier III mode	130.3+3.9/157.5	131.4+3.0/158.0	135.4+2.5/162.0

MAN B&W G80ME-C10.5-GI-LPSCR (gas optimised)

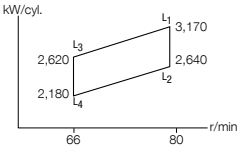
L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	128.5+3.9/159.5	129.5+3.0/162.0	135.4+2.5/167.0
Tier III mode	130.3+3.9/157.5	133.1+3.0/160.0	136.3+2.5/163.0

* Available on request for HPSCR

MAN B&W G70ME-C10.5-GI

Cyl.	L_1 kW
5	15,850
6	19,020

Stroke: 3,256 mm/**L_1 MEP:** 19.0 bar



MAN B&W G70ME-C10.5-GI (gas optimised)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Gas optimised	130.1+3.9/161.0	129.8+3.0/164.0	135.4+2.5/167.0

MAN B&W G70ME-C10.5-GI-EGRBP (gas optimised)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	130.1+3.9/161.0	129.8+3.0/164.0	137.1+2.5/169.0
Tier III mode	136.0+3.9/164.0	136.7+3.0/164.0	138.8+2.5/166.0

MAN B&W G70ME-C10.5-GI-HPSCR (gas optimised)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	130.1+3.9/161.0	129.8+3.0/164.0	136.2+2.5/168.0
Tier III mode	131.8+3.9/159.0	133.2+3.0/160.0	136.2+2.5/163.0

MAN B&W G70ME-C10.5-GI-LPSCR (gas optimised)

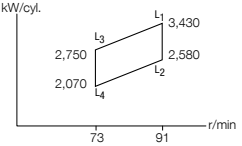
L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	130.1+3.9/161.0	131.3+3.0/164.5	136.2+2.5/168.0
Tier III mode	131.8+3.9/159.0	134.9+3.0/162.0	137.1+2.5/164.0

MAN B&W S70ME-C10.5-GI

Tier II Tier III

Cyl.	L_1 kW
5	17,150
6	20,580
7	24,010
8	27,440

Stroke: 2,800 mm/L_1 **MEP:** 21.0 bar



MAN B&W S70ME-C10.5-GI (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Standard tuned	133.6+4.0/164.5	133.1+3.0/163.0	139.6+2.5/167.0

MAN B&W S70ME-C10.5-GI-EGRBP (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	133.6+4.0/160.5	136.1+3.0/162.5	143.0+2.5/170.0
Tier III mode	139.6+4.0/167.5	139.9+3.0/167.0	144.7+2.5/172.0

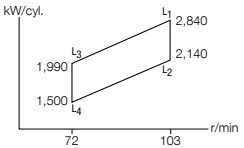
MAN B&W S70ME-C10.5-GI-HPSCR (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	133.6+4.0/160.5	136.1+3.0/162.5	142.6+2.5/169.5
Tier III mode	134.9+4.0/162.0	136.9+3.0/163.5	143.0+2.5/170.0

MAN B&W G60ME-C10.5-GI

Cyl.	L_1 kW
5	14,200
6	17,040
7	19,880
8	22,720

Stroke: 2,790 mm/**L_1 MEP:** 21.0 bar



MAN B&W G60ME-C10.5-GI (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Standard tuned	131.1+3.9/161.5	130.6+3.0/160.0	137.1+2.5/164.0

MAN B&W G60ME-C10.5-GI-EGRBP (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	131.1+3.9/157.5	133.5+3.0/159.5	140.5+2.5/167.0
Tier III mode	137.1+3.9/164.5	137.4+3.0/164.0	142.2+2.5/169.0

MAN B&W G60ME-C10.5-GI-HPSCR (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	131.1+3.9/157.5	133.5+3.0/159.5	140.1+2.5/166.5
Tier III mode	132.4+3.9/159.0	134.4+3.0/160.5	140.5+2.5/167.0

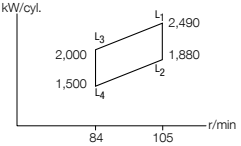
Note: Also available with 5.0% pilot oil fraction

MAN B&W S60ME-C10.5-GI

Tier II Tier III

Cyl.	L_1 kW
5	12,450
6	14,940
7	17,430
8	19,920

Stroke: 2,400 mm/L_1 **MEP:** 21.0 bar



MAN B&W S60ME-C10.5-GI (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Standard tuned	134.5+4.0/165.5	133.4+3.0/163.5	138.8+2.5/166.0

MAN B&W S60ME-C10.5-GI-EGRBP (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	133.6+4.0/160.5	136.4+3.0/163.0	141.3+2.5/168.0
Tier III mode	140.4+4.0/168.5	140.3+3.0/167.5	143.9+2.5/171.0

MAN B&W S60ME-C10.5-GI-HPSCR (standard gas tuning)

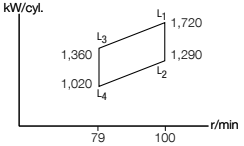
L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	133.6+4.0/160.5	136.4+3.0/163.0	140.9+2.5/167.5
Tier III mode	134.9+4.0/162.0	137.3+3.0/164.0	141.3+2.5/168.0

Note: Also available with 5.0% pilot oil fraction

MAN B&W G50ME-C9.6-GI

Cyl.	L_1 kW
5	8,600
6	10,320
7	12,040
8	13,760
9	15,480

Stroke: 2,500 mm/**L_1 MEP:** 21.0 bar



MAN B&W G50ME-C9.6-GI (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Standard tuned	134.4+4.0/165.5	133.9+3.1/164.0	140.5+2.5/168.0

MAN B&W G50ME-C9.6-GI-EGRBP (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	134.4+4.0/161.5	136.9+3.1/163.5	143.9+2.5/171.0
Tier III mode	140.4+4.0/168.5	140.7+3.1/168.0	145.6+2.5/173.0

MAN B&W G50ME-C9.6-GI-HPSCR (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	134.4+4.0/161.5	136.9+3.1/163.5	143.5+2.5/170.5
Tier III mode	135.7+4.0/163.0	137.7+3.1/164.5	143.9+2.5/171.0

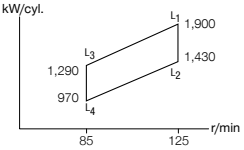
Note: Also available with 5.0% pilot oil fraction

MAN B&W S50ME-C9.7-GI

Tier II Tier III

Cyl.	L_1 kW
5	9,500
6	11,400
7	13,300
8	15,200
9	17,100

Stroke: 2,214 mm/L_1 **MEP:** 21.0 bar



MAN B&W S50ME-C9.7-GI (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Standard tuned	131.9+3.9/162.5	132.2+3.0/162.0	137.9+2.5/165.0

MAN B&W S50ME-C9.7-GI-EGRBP (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	131.9+3.9/158.5	135.1+3.0/161.5	141.4+2.5/168.0
Tier III mode	137.9+3.9/165.5	139.0+3.0/166.0	143.1+2.5/170.0

MAN B&W S50ME-C9.7-GI-HPSCR (standard gas tuning)

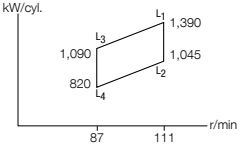
L_1 dual fuel mode (SGC+SPOC (1.5%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	131.9+3.9/158.5	135.1+3.0/161.5	140.9+2.5/167.5
Tier III mode	133.2+3.9/160.0	136.0+3.0/162.5	141.4+2.5/168.0

Note: Also available with 5.0% pilot oil fraction

MAN B&W G45ME-C9.5-GI

Cyl.	L_1 kW
5	6,950
6	8,340
7	9,730
8	11,120

Stroke: 2,250 mm/**L_1 MEP:** 21.0 bar



MAN B&W G45ME-C9.5-GI (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Standard tuned	129.0+13.5/168.5	129.7+10.3/166.0	137.1+8.5/170.0

MAN B&W G45ME-C9.5-GI-EGRBP (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	128.1+13.5/163.5	132.6+10.3/165.5	139.6+8.5/172.0
Tier III mode	134.9+13.5/171.5	136.5+10.3/170.0	142.2+8.5/175.0

MAN B&W G45ME-C9.5-GI-HPSCR (standard gas tuning)

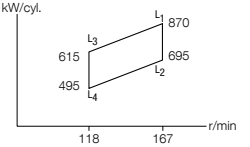
L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	128.1+13.5/163.5	132.6+10.3/165.5	139.2+8.5/171.5
Tier III mode	129.4+13.5/165.0	133.5+10.3/166.5	139.6+8.5/172.0

MAN B&W S35ME-C9.7-GI

Tier II | Tier III

Cyl.	L_1 kW
5	4,350
6	5,220
7	6,090
8	6,960

Stroke: 1,550 mm/**L_1 MEP:** 21.0 bar



MAN B&W S35ME-C9.7-GI (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Standard tuned	129.8+13.6/169.5	130.5+10.4/167.0	137.9+8.6/171.0

MAN B&W S35ME-C9.7-GI-HPSCR (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	128.9+13.6/164.5	133.5+10.4/166.5	140.0+8.6/172.5
Tier III mode	130.2+13.6/166.0	134.3+10.4/167.5	140.4+8.6/173.0

Note: All fuel consumption figures are based on engine driven HPS

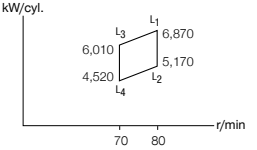
Methanol (LGIM)

MAN B&W G95ME-C10.5-LGIM

Tier II Tier III

Cyl.	L_1 kW
6	41,220
7	48,090
8	54,960
9	61,830
10	68,700
11	75,570
12	82,440

Stroke: 3,460 mm/**L_1 MEP:** 21.0 bar



MAN B&W G95ME-C10.5-LGIM (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Standard tuned	297.4+12.8/154.5	306.0+9.8/156.5	329.3+8.1/163.5

MAN B&W G95ME-C10.5-LGIM-EGRTC (standard methanol tuning)

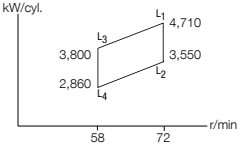
L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	297.4+12.8/154.5	306.0+9.8/156.5	328.2+8.1/163.0
Tier III mode	310.3+12.8/160.5	315.6+9.8/160.0	332.5+8.1/165.0

Note: LPSCR available on request

MAN B&W G80ME-C10.5-LGIM

Cyl.	L_1 kW
6*	28,260
7	32,970
8	37,680
9**	42,390

Stroke: 3,720 mm/**L_1 MEP:** 21.0 bar



MAN B&W G80ME-C10.5-LGIM (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Standard tuned	301.4+12.9/156.5	310.0+9.9/158.5	333.3+8.2/165.5

MAN B&W G80ME-C10.5-LGIM-EGRTC (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	301.4+12.9/156.5	310.0+9.9/158.5	332.3+8.2/165.0
Tier III mode	314.3+12.9/162.5	319.7+9.9/162.0	336.6+8.2/167.0

MAN B&W G80ME-C10.5-LGIM-HPSCR (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	301.4+12.9/156.5	310.0+9.9/158.5	333.3+8.2/165.5
Tier III mode	304.6+12.9/158.0	314.3+9.9/159.5	334.4+8.2/166.0

Note: LPSCR available on request

* 6-cylinder engines can be ordered with reduced or external moment compensation depending on rating and ship dynamics. Evaluation is made on request.

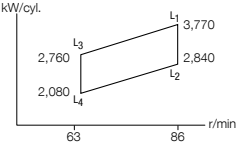
** Available on request for HPSCR

MAN B&W G70ME-C10.7-LGIM

Tier II Tier III

Cyl.	L_1 kW
5	18,850
6	22,620

Stroke: 3,256 mm/**L_1 MEP:** 21.0 bar



MAN B&W G70ME-C10.7-LGIM (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Standard tuned	310.0+13.0/160.5	311.1+9.9/159.0	328.0+8.2/163.0

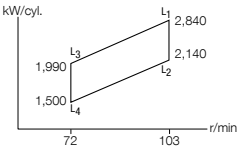
MAN B&W G70ME-C10.7-LGIM-EGRBP (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	301.4+13.0/156.5	310.0+9.9/158.5	334.4+8.2/166.0
Tier III mode	316.4+13.0/163.5	321.8+9.9/163.0	338.7+8.2/168.0

MAN B&W G60ME-C10.5-LGIM

Cyl.	L_1 kW
5	14,200
6	17,040
7	19,880
8	22,720

Stroke: 2,790 mm/**L_1 MEP:** 21.0 bar



MAN B&W G60ME-C10.5-LGIM (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Standard tuned	317.9+13.3/164.5	319.1+10.1/163.0	336.1+8.4/167.0

MAN B&W G60ME-C10.5-LGIM-EGRBP (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	309.3+13.3/160.5	318.1+10.1/162.5	342.6+8.4/170.0
Tier III mode	324.3+13.3/167.5	329.9+10.1/167.0	346.9+8.4/172.0

MAN B&W G60ME-C10.5-LGIM-HPSCR (standard methanol tuning)

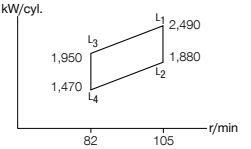
L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	309.3+13.3/160.5	318.1+10.1/162.5	341.5+8.4/169.5
Tier III mode	312.5+13.3/162.0	322.4+10.1/163.5	342.6+8.4/170.0

MAN B&W S60ME-C10.7-LGIM

Tier II Tier III

Cyl.	L_1 kW
5	12,450
6	14,940
7	17,430
8	19,920

Stroke: 2,400 mm/**L_1 MEP:** 21.0 bar



MAN B&W S60ME-C10.7-LGIM (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Standard tuned	310.0+12.9/160.5	311.1+9.9/159.0	328.0+8.2/163.0

MAN B&W S60ME-C10.7-LGIM-EGRBP (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	301.4+12.9/156.5	310.0+9.9/158.5	334.4+8.2/166.0
Tier III mode	316.4+12.9/163.0	321.8+9.9/163.0	338.7+8.2/168.0

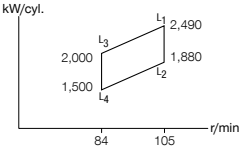
MAN B&W S60ME-C10.7-LGIM-HPSCR (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	301.4+12.9/156.5	310.0+9.9/158.5	333.3+8.2/165.5
Tier III mode	304.6+12.9/158.0	314.3+9.9/159.5	334.4+8.2/166.0

MAN B&W S60ME-C10.5-LGIM

Cyl.	L_1 kW
5	12,450
6	14,940
7	17,430
8	19,920

Stroke: 2,400 mm/**L_1 MEP:** 21.0 bar



MAN B&W S60ME-C10.5-LGIM (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Standard tuned	319.9+13.3/165.5	321.2+10.2/164.0	338.2+8.4/168.0

MAN B&W S60ME-C10.5-LGIM-EGRBP (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	309.1+13.3/160.5	320.1+10.2/163.5	342.5+8.4/170.0
Tier III mode	326.3+13.3/168.5	331.9+10.2/168.0	348.9+8.4/173.0

MAN B&W S60ME-C10.5-LGIM-HPSCR (standard methanol tuning)

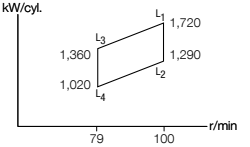
L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	313.4+13.3/162.5	323.1+10.2/165.0	341.4+8.4/169.5
Tier III mode	316.6+13.3/164.0	327.4+10.2/166.0	342.5+8.4/170.0

MAN B&W G50ME-C9.6-LGIM

Tier II Tier III

Cyl.	L_1 kW
5	8,600
6	10,320
7	12,040
8	13,760
9	15,480

Stroke: 2,500 mm/**L_1 MEP:** 21.0 bar



MAN B&W G50ME-C9.6-LGIM (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Standard tuned	319.8+13.3/165.5	321.2+10.2/164.0	338.2+8.4/168.0

MAN B&W G50ME-C9.6-LGIM-EGRBP (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	311.3+13.3/161.5	320.1+10.2/163.5	344.6+8.4/171.0
Tier III mode	326.3+13.3/168.5	331.9+10.2/168.0	348.9+8.4/173.0

MAN B&W G50ME-C9.6-LGIM-HPSCR (standard methanol tuning)

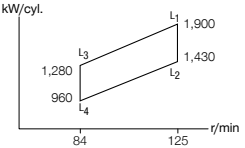
L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	311.3+13.3/161.5	320.1+10.2/163.5	343.5+8.4/170.5
Tier III mode	314.5+13.3/163.0	324.4+10.2/164.5	344.6+8.4/171.0

MAN B&W S50ME-C10.7-LGIM

Tier II Tier III

Cyl.	L_1 kW
5	9,500
6	11,400
7	13,300
8	15,200
9	17,100

Stroke: 2,214 mm/**L_1 MEP:** 21.0 bar



MAN B&W S50ME-C10.7-LGIM (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Standard tuned	312.0+13.0/161.5	313.1+9.9/160.0	330.0+8.2/164.0

MAN B&W S50ME-C10.7-LGIM-EGRBP (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	303.4+13.0/157.5	312.0+9.9/159.5	336.5+8.2/167.0
Tier III mode	318.4+13.0/164.5	323.8+9.9/164.0	340.7+8.2/169.0

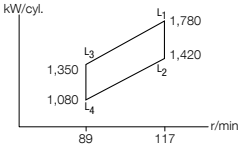
MAN B&W S50ME-C10.7-LGIM-HPSCR (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	303.4+13.0/157.5	312.0+9.9/159.5	335.4+8.2/166.5
Tier III mode	306.6+13.0/159.0	316.3+9.9/160.5	336.5+8.2/167.0

MAN B&W S50ME-C9.6-LGIM

Cyl.	L_1 kW
5	8,900
6	10,680
7	12,460
8	14,240
9	16,020

Stroke: 2,214 mm/**L_1 MEP:** 21.0 bar



MAN B&W S50ME-C9.6-LGIM (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Standard tuned	317.9+13.3/164.5	321.1+10.1/164.0	336.1+8.4/167.0

MAN B&W S50ME-C9.6-LGIM-EGRBP (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	309.3+13.3/160.5	320.0+10.1/163.5	342.6+8.4/170.0
Tier III mode	324.3+13.3/167.5	331.8+10.1/168.0	346.9+8.4/172.0

MAN B&W S50ME-C9.6-LGIM-HPSCR (standard methanol tuning)

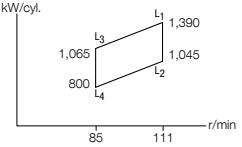
L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	309.3+13.3/160.5	320.0+10.1/163.5	341.5+8.4/169.5
Tier III mode	312.5+13.3/162.0	324.3+10.1/164.5	342.6+8.4/170.0

MAN B&W G45ME-C9.7-LGIM

Tier II Tier III

Cyl.	L_1 kW
5	6,950
6	8,340
7	9,730
8	11,120

Stroke: 2,250 mm/**L_1 MEP:** 21.0 bar



MAN B&W G45ME-C9.7-LGIM (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Standard tuned	321.8+13.4/166.5	323.2+10.2/165.0	340.2+8.5/169.0

MAN B&W G45ME-C9.7-LGIM-EGRBP (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	313.2+13.4/162.5	322.1+10.2/164.5	346.6+8.5/172.0
Tier III mode	328.3+13.4/169.5	333.9+10.2/169.0	350.9+8.5/174.0

MAN B&W G45ME-C9.7-LGIM-HPSCR (standard methanol tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	313.2+13.4/162.5	322.1+10.2/164.5	345.6+8.5/171.5
Tier III mode	316.5+13.4/164.0	326.4+10.2/165.5	346.6+8.5/172.0

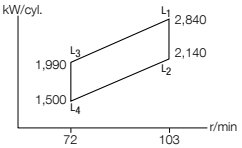
LPG (LGIP)

MAN B&W G60ME-C10.5-LGIP

Tier II Tier III

Cyl.	L_1 kW
5	14,200
6	17,040
7	19,880
8	22,720

Stroke: 2,790 mm/**L_1 MEP:** 21.0 bar



MAN B&W G60ME-C10.5-LGIP (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Standard tuned	137.7+13.0/161.5	139.2+9.9/160.0	144.6+8.2/164.0

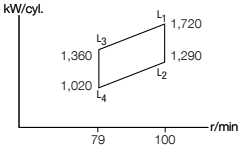
MAN B&W G60ME-C10.5-LGIP-HPSCR (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	134.0+13.0/157.5	138.7+9.9/159.5	146.9+8.2/166.5
Tier III mode	135.4+13.0/159.0	139.6+9.9/160.5	147.4+8.2/167.0

MAN B&W G50ME-C9.6-LGIP

Cyl.	L_1 kW
5	8,600
6	10,320
7	12,040
8	13,760
9	15,480

Stroke: 2,500 mm/**L_1 MEP:** 21.0 bar



MAN B&W G50ME-C9.6-LGIP (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Standard tuned	141.2+13.3/165.5	142.6+10.2/164.0	148.2+8.4/168.0

MAN B&W G50ME-C9.6-LGIP-HPSCR (standard gas tuning)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	137.4+13.3/161.5	142.2+10.2/163.5	150.5+8.4/170.5
Tier III mode	138.8+13.3/163.0	143.1+10.2/164.5	150.9+8.4/171.0

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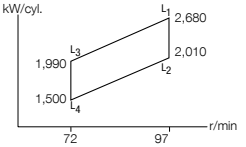
Ethane/LEG (GIE)

MAN B&W G60ME-C9.5-GIE

Tier II Tier III

Cyl.	L_1 kW
5	13,400
6	16,080
7	18,760
8	21,440

Stroke: 2,790 mm/**L_1 MEP:** 21.0 bar



MAN B&W G60ME-C9.5-GIE (gas optimised)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Gas optimised	139.3+13.6/168.5	141.2+10.4/167.5	146.0+8.6/171.0

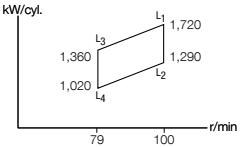
MAN B&W G60ME-C9.5-GIE-HPSCR (gas optimised)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	75%	100%
Tier II mode	134.8+13.6/163.5	140.8+10.4/167.0	147.4+8.6/172.5
Tier III mode	136.1+13.6/165.0	141.7+10.4/168.0	147.8+8.6/173.0

MAN B&W G50ME-C9.5-GIE

Cyl.	L_1 kW
5	8,600
6	10,320
7	12,040
8	13,760
9	15,480

Stroke: 2,500 mm/**L_1 MEP:** 21.0 bar



MAN B&W G50ME-C9.5-GIE (gas optimised)

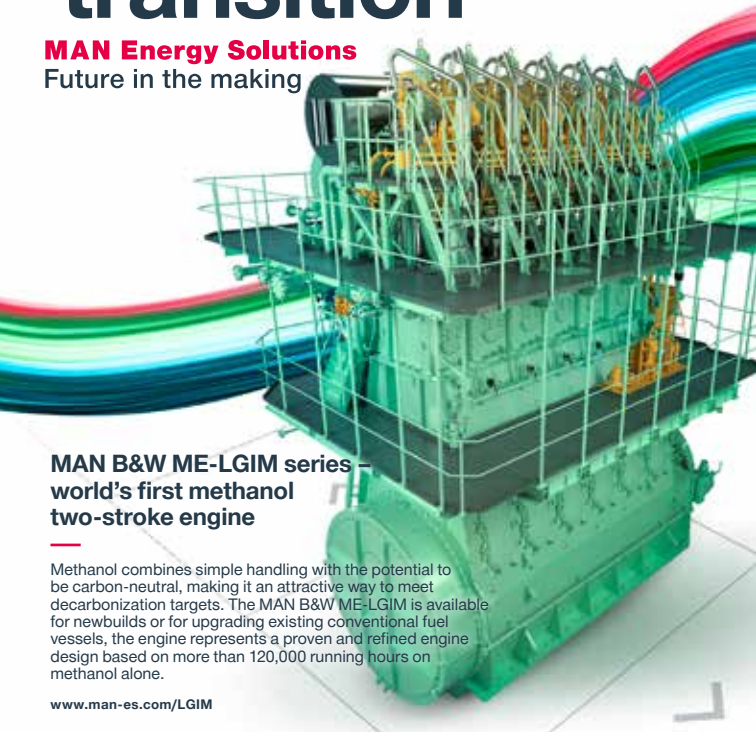
L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Gas optimised	140.1+13.7/169.5	142.1+10.4/168.5	146.9+8.6/172.0

MAN B&W G50ME-C9.5-GIE-HPSCR (gas optimised)

L_1 dual fuel mode (SGC+SPOC (5.0%))/fuel oil mode (SFOC) [g/kWh]			
	50%	**75%**	**100%**
Tier II mode	135.6+13.7/164.5	141.6+10.4/168.0	148.2+8.6/173.5
Tier III mode	136.9+13.7/166.0	142.5+10.4/169.0	148.7+8.6/174.0

Scalable energy transition

MAN Energy Solutions
Future in the making



MAN B&W ME-LGIM series – world's first methanol two-stroke engine

Methanol combines simple handling with the potential to be carbon-neutral, making it an attractive way to meet decarbonization targets. The MAN B&W ME-LGIM is available for newbuilds or for upgrading existing conventional fuel vessels, the engine represents a proven and refined engine design based on more than 120,000 running hours on methanol alone.

www.man-es.com/LGIM

Specifications
(dimensions and dry masses)

MAN B&W G95ME-C10.6

Tier II | Tier III

Specifications

Dimensions:	A	B	C	H1
Fuel oil mm	1,574	5,380	2,060	16,100

Cyl. distance	6-9 cyl.	10 cyl.	11 cyl.	12 cyl.
mm	1,574	1-6: 1,574	1-6: 1,574	1-6: 1,574
mm	-	7-10: 1,670	7-11: 1,670	7-12: 1,670

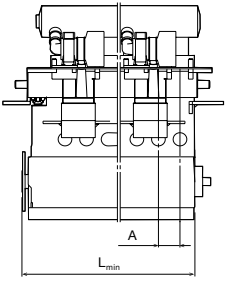
Cylinders:	6	7	8	9	10	11	12
L_{min} mm	13,042	14,616	16,190	17,804	19,779	21,489	23,159

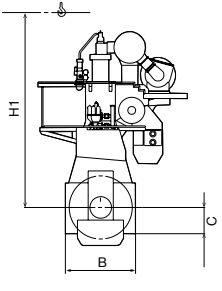
Dry mass

Tier II t	1,220	1,360	1,615	1,780	1,950	2,130	2,320

Tier III (added)

EGRTC t	16	17	18	19	20	21	31
LPSCR t	0	0	0	0	0	0	0





MAN B&W G95ME-C10.5

Specifications

Dimensions:		A	B	C	H1
Fuel oil	mm	1,574	5,380	2,060	16,100
GI	mm	1,574	5,380	2,060	16,100
LGIM	mm	1,574	5,380	2,060	16,100

Cyl. distance	6-9 cyl.	10 cyl.	11 cyl.	12 cyl.
mm	1,574	1-6: 1,574	1-6: 1,574	1-6: 1,574
mm		7-10: 1,670	7-11: 1,670	7-12: 1,670

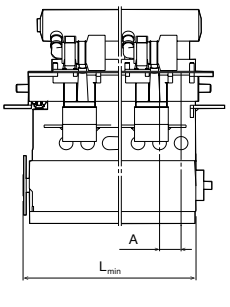
Cylinders:		6	7	8	9	10	11	12
L_{min}	mm	13,042	14,616	16,190	17,804	19,779	21,489	23,159

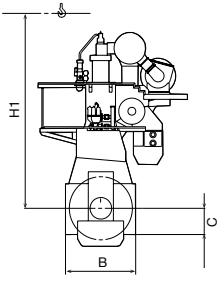
Dry mass

Tier II	t	1,220	1,360	1,615	1,780	1,950	2,130	2,320

Tier III (added)								
EGRTC	t	16	17	18	19	20	21	31
LPSCR	t	0	0	0	0	0	0	0

Dual fuel (added)								
GI	t	8	9	10	11	12	13	14
LGIM	t	9	10	11	12	13	14	15





MAN B&W G90ME-C10.5

Tier II Tier III

Specifications

Dimensions:		A	B1	B2	C	H1
Fuel oil	mm	1,490	5,110	5,034	1,885	14,425
GI	mm	1,490	5,110	5,034	1,885	14,425

Cylinders:		6	7	8	9	10	11	12
L_{min}	mm	12,040	12,855	14,345*	15,835*	18,040	19,530	21,020

Dry mass

Tier II	t	1,050	1,170	1,330	1,470	1,610	1,750	1,890

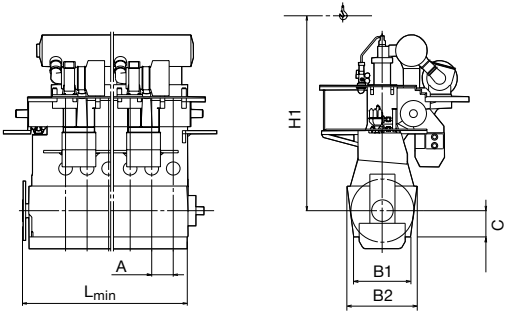
Tier III (added)

EGRTC	t	17	17	18	18	20	20	20
LPSCR	t	0	0	0	0	0	0	0

Dual fuel (added)

GI	t	7	8	9	10	11	12	13

* 8- and 9-cylinder engines can be ordered with either divided or undivided crankshaft. Data is given for undivided crankshaft.



MAN B&W G80ME-C10.6

Specifications

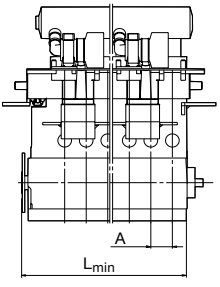
Dimensions:		A	B1	B2	C	H1
Fuel oil	mm	1,400	5,018	5,254	1,960	15,750

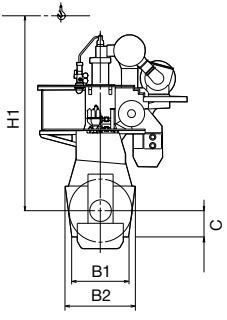
Cylinders:		6	7	8	9
L_{min}	mm	11,509	12,135	13,535	14,935

Dry mass

Tier II	t	900	1,000	1,110	1,240

Tier III (added)					
EGRTC	t	14	14	14	15
HPSCR	t	4	5	5	-
LPSCR	t	0	0	0	0





MAN B&W G80ME-C10.5

Tier II Tier III

Specifications

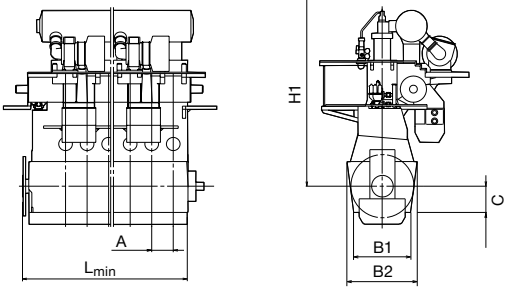
Dimensions:		A	B1	B2	C	H1
Fuel oil	mm	1,400	5,018	5,254	1,960	15,750
GI	mm	1,400	5,018	5,254	1,960	15,750
LGIM	mm	1,400	5,018	5,254	1,960	15,750

Cylinders:		6	7	8	9
L_{min}	mm	11,509	12,135	13,535	14,935

Dry mass					
Tier II	t	900	1,000	1,110	1,240

Tier III (added)					
EGRTC	t	14	14	14	15
HPSCR	t	4	5	5	-
LPSCR	t	0	0	0	0

Dual fuel (added)					
GI	t	6	7	8	9
LGIM	t	7	8	9	10



Specifications

Dimensions:		A	B1	B2	C	H1
Fuel oil	mm	1,166	4,470	4,754	1,750	-
LGIM	mm	1,166	4,470	4,754	1,750	-

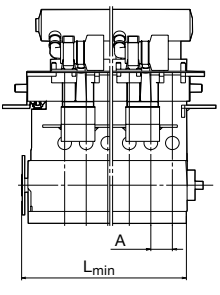
Cylinders:		5	6
L_{min}	mm	8,645	9,811

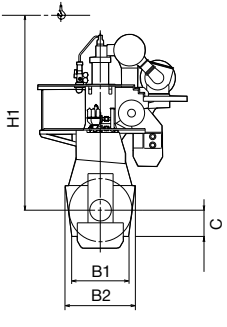
Dry mass

Tier II	t	593	672

Tier III (added)			
EGRBP	t	-	-

Dual fuel (added)			
LGIM	t	-	-





MAN B&W G70ME-C10.5

Tier II Tier III

Specifications

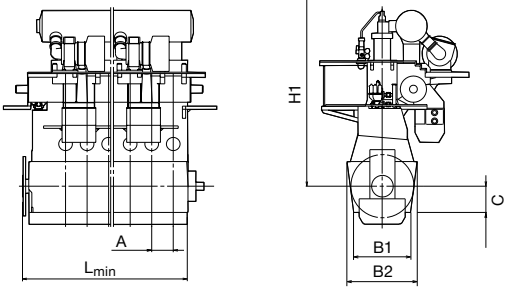
Dimensions:		A	B1	B2	C	H1
GI	mm	1,044	4,470	4,628	1,750	13,625

Cylinders:		5	6
L_{min}	mm	7,399	8,443

Dry mass			
Tier II	t	525	590

Tier III (added)			
EGRBP	t	11	11
HPSCR	t	3	3
LPSCR	t	0	0

Dual fuel (added)			
GI	t	5	6



Specifications

Dimensions:		A	B1	B2	C	H1
Fuel oil	mm	1,098	4,012	4,150	1,520	12,675
GI	mm	1,098	4,012	4,150	1,520	12,725

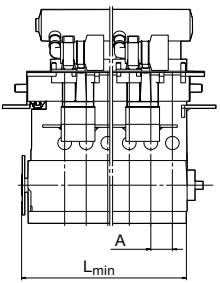
Cylinders:		5	6	7	8
L_{min}	mm	7,581	8,679	9,777	10,875

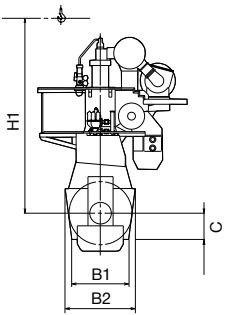
Dry mass

Tier II	t	460	510	545	615

Tier III (added)					
EGRBP	t	11	11	12	12
HPSCR	t	4	5	6	7

Dual fuel (added)					
GI	t	5	6	7	8





MAN B&W G60ME-C10.5

Tier II Tier III

Specifications

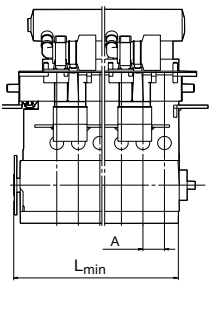
Dimensions:		A	B1	B2	C	H1	H4
Fuel oil	mm	1,080	4,090	4,220	1,500	12,175	11,975
GI	mm	1,080	4,090	4,220	1,500	12,175	11,975
LGIM	mm	1,080	4,090	4,220	1,500	-	-
LGIP	mm	1,080	4,090	4,220	1,500	12,175	11,975

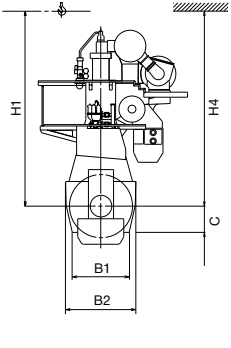
Cylinders:		5	6	7	8
L_{min}	mm	7,390	8,470	9,550	10,630

Dry mass					
Tier II	t	395	440	490	555

Tier III (added)					
EGRBP	t	10	10	11	11
HPSCR	t	3	4	5	5

Dual fuel (added)					
GI	t	5	5	6	7
LGIM	t	5	5	6	7
LGIP	t	5	5	6	7





MAN B&W G60ME-C9.5

Specifications

Dimensions:		A	B1	B2	C	H1	H2	H3
GIE	mm	1,080	4,090	4,220	1,500	12,175	11,700	11,550

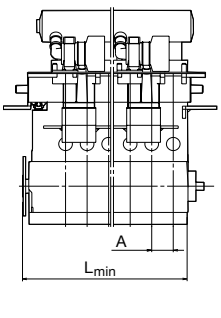
Cylinders:		5	6	7	8
L_{min}	mm	7,390	8,470	9,550	10,630

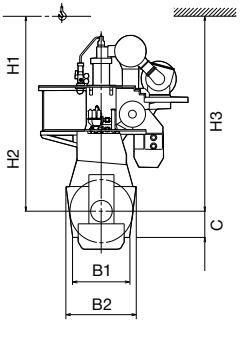
Dry mass

Tier II	t	395	440	490	555

Tier III (added)					
HPSCR	t	3	4	5	5

Dual fuel (added)					
GIE	t	5	6	7	7





MAN B&W S60ME-C10.7

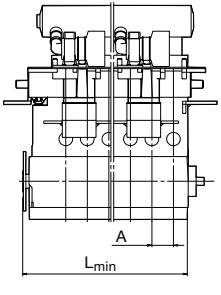
Tier II Tier III

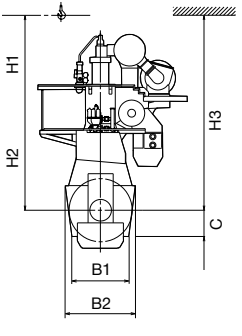
Specifications

Dimensions:		A	B1	B2	C	H1	H2	H3
Fuel oil		940	3,420	3,550	1,300	-	-	-
LGIM	mm	940	3,420	3,550	1,300	-	-	-

Cylinders:		5	6	7	8
L_{min}	mm	6,502	7,442	8,382	9,322

Dry mass					
Tier II	t	320	345	370	410
Tier III (added)					
EGRBP	t	10	10	11	11
HPSCR	t	6	6	6	6
Dual fuel (added)					
LGIM	t	5	5	6	7





Specifications

Dimensions:		A	B1	B2	C	H1	H2	H3
GI	mm	940	3,420	3,550	1,300	10,500	10,025	10,375
LGIM	mm	940	3,420	3,550	1,300	10,500	10,175	10,525

Cylinders:		5	6	7	8
L_{min}	mm	6,502	7,442	8,382	9,322

Dry mass

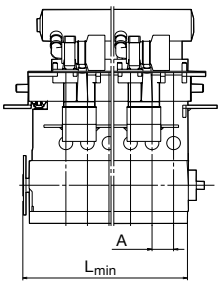
Tier II	t	305	330	355	395

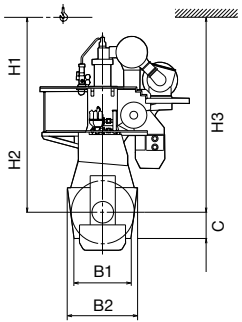
Tier III (added)

EGRBP	t	10	10	11	11
HPSCR	t	6	6	6	6

Dual fuel (added)

GI	t	5	5	6	7
LGIM	t	5	5	6	7





MAN B&W G50ME-C10.7

Tier II Tier III

Specifications

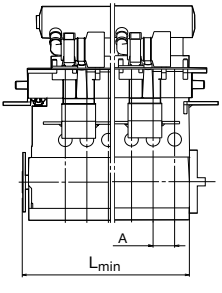
Dimensions:	A	B1	B2	C	H1	H2	H3
Fuel oil mm	872	-	3,652	1,205	-	-	-

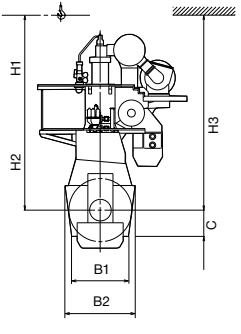
Cylinders:	5	6	7	8
L_{min} mm	5,748	6,620	7,492	8,364

Dry mass

Tier II t	214	249	280	315

Tier III (added)				
EGRBP t	12	12	13	13
HPSCR t	6	6	7	7





MAN B&W G50ME-C9.6

Specifications

Dimensions:		A	B1	B2	C	H1	H2	H3
Fuel oil	mm	872	3,776	3,652	1,205	10,775	10,075	9,825
GI	mm	872	3,776	3,652	1,205	10,775	10,075	9,825
LGIM	mm	872	3,776	3,652	1,205	10,775	10,075	9,825
LGIP	mm	872	3,776	3,652	1,205	10,775	10,075	9,825

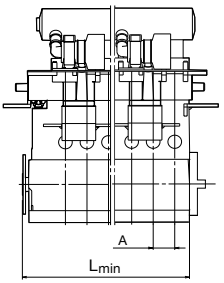
Cylinders:		5	6	7	8	9
L_{min}	mm	5,748	6,620	7,492	8,364	9,236

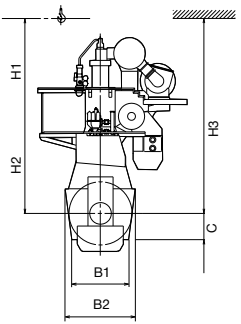
Dry mass						
Tier II	t	211	246	276	311	346

Tier III (added)						
EGRBP	t	12	12	13	13	13
HPSCR	t	6	6	7	7	7

Dual fuel (added)						
GI	t	4	4	5	5	6
LGIM	t	7	7	8	9	10
LGIP	t	6	6	7	8	9

* Tier III compliance





MAN B&W G50ME-C9.5

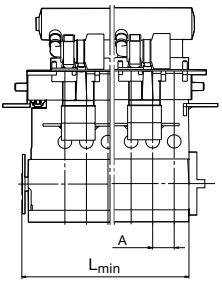
Tier II Tier III

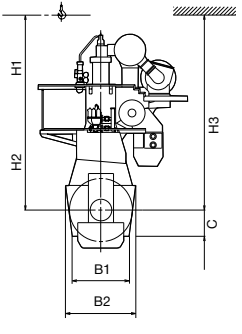
Specifications

Dimensions:		A	B1	B2	C	H1	H2	H3
GIE	mm	872	3,776	3,652	1,205	10,775	10,075	9,825

Cylinders:		5	6	7	8	9
L_{min}	mm	5,748	6,620	7,492	8,364	9,236

Dry mass						
Tier II	t	211	246	276	311	346
Tier III (added)						
HPSCR	t	6	6	7	7	7
Dual fuel (added)						
GIE	t	4	4	5	5	6





MAN B&W S50ME-C10.7

Specifications

Dimensions:		A	B1	B2	C	H1	H2	H3
Fuel oil	mm	875	3,350	3,290	1,190	-	-	-
LGIM	mm	-	-	-	-	-	-	-

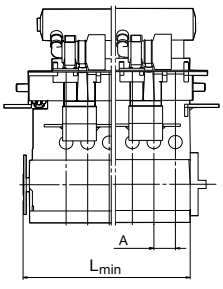
Cylinders:		5	6	7	8	9
L_{min}	mm	5,747	6,622	7,497	8,372	9,247

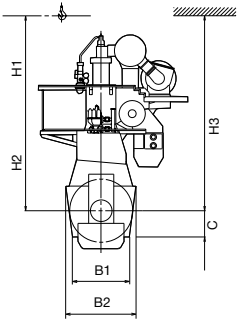
Dry mass

Tier II	t	195	226	262	293	324

Tier III (added)						
EGRBP	t	12	12	13	13	13
HPSCR	t	6	6	6	6	6

Dual fuel (added)						
LGIM	t	7	7	8	9	10





MAN B&W S50ME-C9.7

Tier II | Tier III

Specifications

Dimensions:		A	B1	B2	C	H1	H2	H3
GI	mm	875	3,350	3,290	1,190	9,875	9,200	8,850

Cylinders:		5	6	7	8	9
L_{min}	mm	5,747	6,622	7,497	8,372	9,247

Dry mass

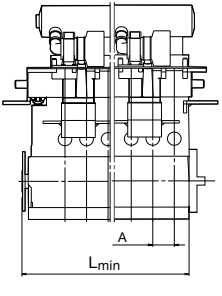
Tier II	t	193	223	259	289	320

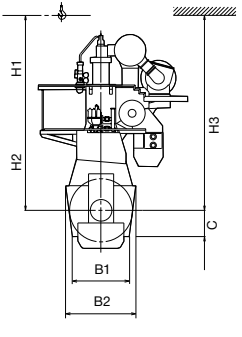
Tier III (added)

EGRBP	t	12	12	13	13	13
HPSCR	t	4	4	5	6	7

Dual fuel (added)

GI	t	4	4	5	5	6





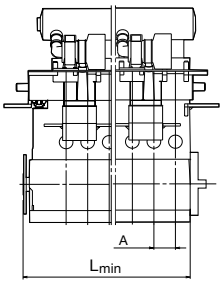
Specifications

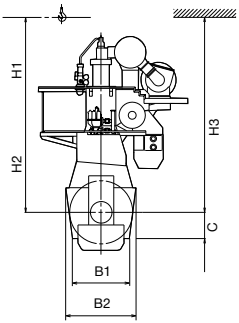
Dimensions:		A	B1	B2	C	H1	H2	H3
LGIM	mm	875	3,350	3,290	1,190	9,875	9,200	8,850

Cylinders:		5	6	7	8	9
L_{min}	mm	6,073	6,948	7,823	8,698	9,573

Dry mass

Tier II	t	190	220	255	285	315
Tier III (added)						
EGRBP	t	12	12	13	13	13
HPSCR	t	4	4	5	6	7
Dual fuel (added)						
LGIM	t	7	7	8	9	10





MAN B&W S46ME-C8.6

Tier II Tier III

Specifications

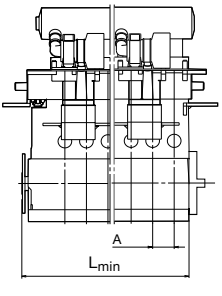
Dimensions:	A	B	C	H1	H2	H3
Fuel oil mm	782	2,924	986	8,725	8,175	7,925

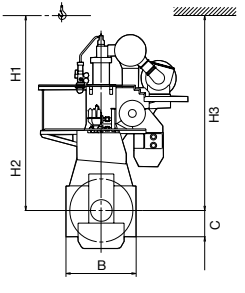
Cylinders:	5	6	7	8
L_{min} mm	5,100	5,882	6,664	7,446

Dry mass

Tier II t	150	168	191	211

Tier III (added)				
EGRBP t	12	12	12	12
HPSCR t	3	3	4	4





MAN B&W G45ME-C9.7

Specifications

Dimensions:		A	B1	B2	C	H1	H2	H3
Fuel oil	mm	784	3,350	3,260	1,169	9,775	9,575	9,275
LGIM	mm	784	3,350	3,260	1,169	-	-	-

Cylinders:		5	6	7	8
L_{min}	mm	5,200	5,984	6,768	7,552

Dry mass

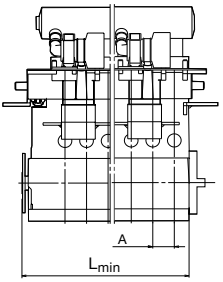
Tier II	t	165	186	209	238

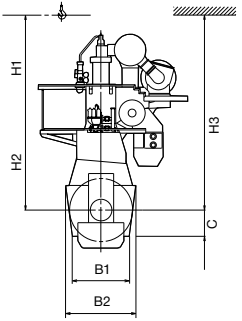
Tier III (added)

EGRBP	t	12	12	12	12
HPSCR	t	3	3	4	4

Dual fuel (added)

LGIM	t	7	7	8	9





MAN B&W G45ME-C9.5

Tier II Tier III

Specifications

Dimensions:		A	B1	B2	C	H1	H2	H3
GI	mm	784	3,350	3,260	1,169	9,775	9,575	9,275

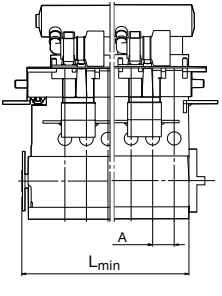
Cylinders:		5	6	7	8
L_{min}	mm	5,200	5,984	6,768	7,552

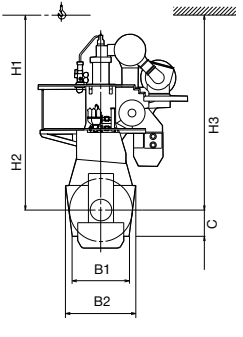
Dry mass

Tier II	t	163	183	206	234

Tier III (added)					
EGRBP	t	12	12	12	12
HPSCR	t	3	3	4	4

Dual fuel (added)					
GI	t	4	4	5	5





MAN B&W S40ME-C9.5

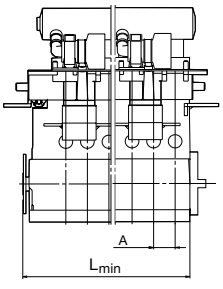
Specifications

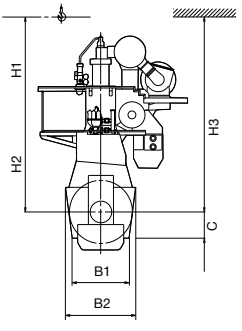
Dimensions:		A	B1	B2	C	H1	H2	H3
Fuel oil	mm	700	2,650	2,610	950	7,975	7,475	7,200

Cylinders:		5	6	7	8	9
L_{min}	mm	4,642	5,342	6,042	6,742	7,442

Dry mass

Tier II	t	107	126	142	157	189
Tier III (added)						
EGRBP	t	10	10	10	10	10
HPSCR	t	3	3	4	4	-
LPSCR	t	0	0	0	0	0





MAN B&W S35ME-C9.7

Tier II Tier III

Specifications

Dimensions:		A	B1	B2	C	H1	H2	H3
Fuel oil	mm	612	2,300	2,288	830	7,025	6,675	6,275
GI	mm	612	2,300	2,288	830	7,025	6,675	6,275

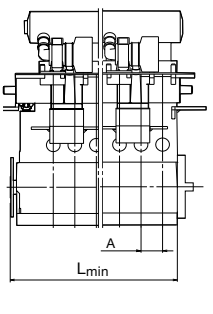
Cylinders:		5	6	7	8
L_{min}	mm	4,080	4,692	5,304	5,916

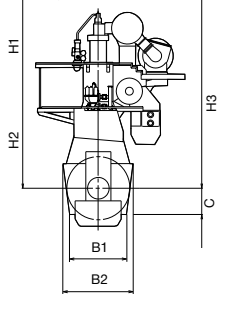
Dry mass

Tier II	t	77	87	98	108

Tier III (added)					
EGRBP	t	8	8	8	8
HPSCR	t	3	3	4	4
LPSCR	t	0	0	0	0

Dual fuel (added)					
GI	t	3	3	4	4





MAN B&W S30ME-B9.5

Specifications

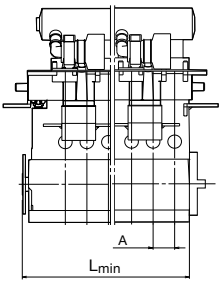
Dimensions:		A	B1	B2	C	H1	H2	H3
Fuel oil	mm	538	1,980	2,020	712	6,025	5,950	5,625

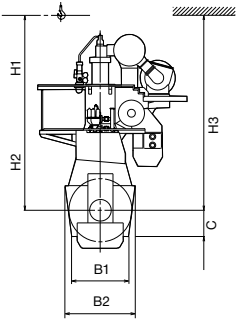
Cylinders:		5	6	7	8
L_{min}	mm	3,700	4,238	4,776	5,314

Dry mass

Tier II	t	61	69	77	86

Tier III (added)					
HPSCR	t	3	3	4	4





MAN B&W two-stroke propulsion systems

MAN Alpha

Propeller Programme – FPP and CPP

The MAN Alpha FPP (Fixed Pitch Propeller) portfolio covers:

- power range of 4-40 MW per shaft
- blade configurations for 3-, 4-, 5- and 6-bladed propellers
- propellers with integrated shaft line and stern tube solutions
- a wide range of stern tube lube and sealing systems
  - oil, water, biodegradable oils.

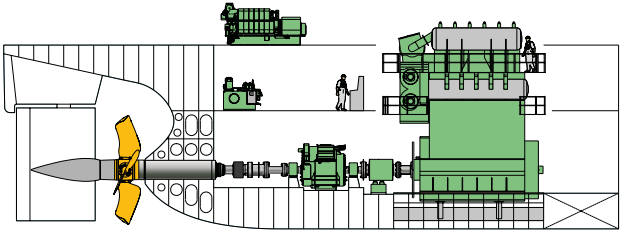
The MAN Alpha FPPs are characterised by the following benefits:

- High-efficient, hydrodynamically optimised blade profiles
  - Kappel designs available
- High reliability: robust approach with ample mechanical design margins
- High-efficient aft-ship integration with rudder, rudder bulb, ducts, etc.
- Layouts for complete two-stroke propulsion systems, e.g. with PTO solutions
- Plant calculations with upfront consideration to torsional vibration calculation (TVC), alignment and control systems.

MAN Alpha CPP (Controllable Pitch Propeller)

- Standard Mk 5 versions are 4-bladed – 3- and 5-bladed propellers are available upon request
- The figures stated after the VBS indicate the propeller hub diameter
- Standard blade/hub materials are Ni-Al-bronze; stainless steel is optional
- The propellers are available up to the highest ice classes; however the standard programme is based on ‘no ice’
- A wide range of stern tube lube and sealing systems are offered for oil, water and biodegradable oils.

Two-stroke propulsion system installation



Complete powertrain with propeller and aft ship equipment.

The hydrodynamic edge

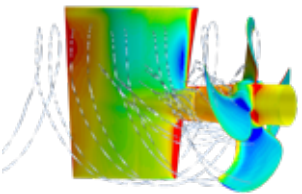
In the complex hydrodynamic entity embracing hull, propeller, and rudder - our CFD-based software masters the holistic approach of customised blade and rudder bulb designs.

We perform ‘Resistance calculations’ and ‘Calculations of wake field’, which form the basis for the following:

- Final propeller design
- Self-propulsion calculations
- Cavitation extent calculations
- Propeller-induced pressure impulses and CIS (cavitation inception speed)

Save the ‘stock propeller test’; save time and save money.

With EcoBulb rudder bulb and propeller hub fairing cone installed, uniform flow without separation creates improved thrust ahead, and less power is required.



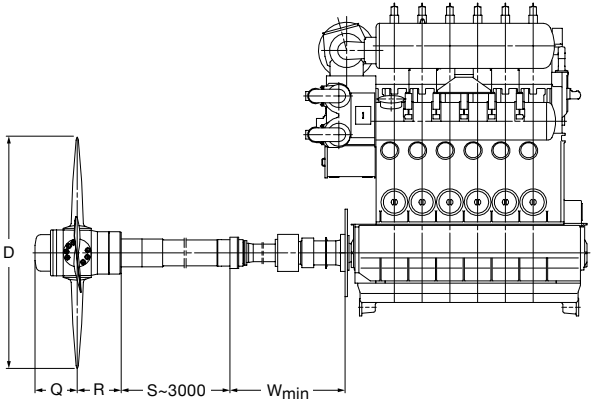
CFD model with streamlines and surface pressure distribution.

MAN B&W standard package examples

Cyl.	kW	Prop. speed r/min	D [1] mm	Hub VBS mm	Q mm	R mm	Wmin mm	Prop. mass t [2]
G70ME-C10.5-GI								
5	15,850	80	8,100	1,890	1,622	1,441	4,300	84.1
6	19,020	80	8,450	1,970	1,690	1,504	4,300	92.5
G50ME-C9.6-GI/-LGIM/-LGIP								
5	8,600	100	6,150	1,450	1,102	1,174	3,100	42.7
6	10,320	100	6,450	1,550	1,178	1,231	3,100	45.1
7	12,040	100	6,650	1,550	1,178	1,231	3,100	48.1
8	13,760	100	6,850	1,640	1,246	1,287	2,900	50.9
9	15,480	100	7,050	1,730	1,315	1,339	3,100	58.1

[1] For optimal Kappel blades, the propeller diameter is reduced by an average of 3-10% compared to the listed standard diameters

[2] The masses are stated for 4,000 mm stern tube and 8,000 mm propeller shaft



MAN B&W standard package examples

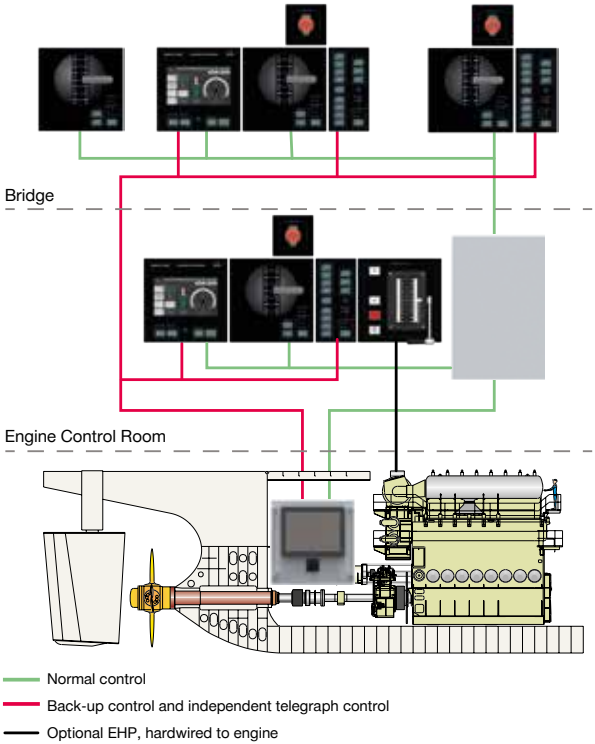
Cyl.	kW	Prop. speed r/min	D [1] mm	Hub VBS mm	Q mm	R mm	Wmin mm	Prop. mass t [2]
S50ME-C9.7-GI								
5	9,500	125	5,650	1,450	1,114	1,163	2,700	35.3
6	11,400	125	5,850	1,550	1,187	1,163	2,700	39.6
7	13,300	125	6,050	1,640	1,295	1,281	2,700	43.8
8	15,200	125	6,200	1,730	1,424	1,327	2,700	48.7
9	17,100	125	6,350	1,810	1,553	1,377	2,950	56.3
G45ME-C9.7/-LGIM								
5	6,950	111	5,650	1,350	1,026	1,109	2,700	28.8
6	8,340	111	5,900	1,350	1,026	1,109	2,700	30.6
7	9,730	111	6,100	1,450	1,102	1,197	2,700	35.1
8	11,120	111	6,250	1,550	1,178	1,236	2,700	37.6
S40ME-C9.5								
5	5,675	146	4,650	1,100	885	972	2,500	22.1
6	6,810	146	4,800	1,180	957	1,025	2,500	24.6
7	7,945	146	4,950	1,180	957	1,025	2,500	26.0
8	9,080	146	5,050	1,260	975	1,081	2,500	29.8
9	10,215	146	5,550	1,350	1,026	1,140	2,700	34.4
S35ME-C9.7/-GI								
5	4,350	167	4,050	940	821	920	2,500	16.3
6	5,220	167	4,200	1,020	821	920	2,500	16.9
7	6,090	167	4,350	1,100	885	946	2,500	19.4
8	6,960	167	4,450	1,100	885	946	2,500	20.4
S30ME-B9.5								
5	3,200	195	3,500	860	653	750	2,350	10.5
6	3,840	195	3,600	860	653	750	2,350	11.0
7	4,480	195	3,700	940	714	886	2,350	12.3
8	5,120	195	3,800	940	714	886	2,350	13.0

[1] For optimal Kappel blades, the propeller diameter is reduced by an average of 3-10% compared to the listed standard diameters

[2] The masses are stated for 3,000 mm stern tube and 8,000 mm propeller shaft

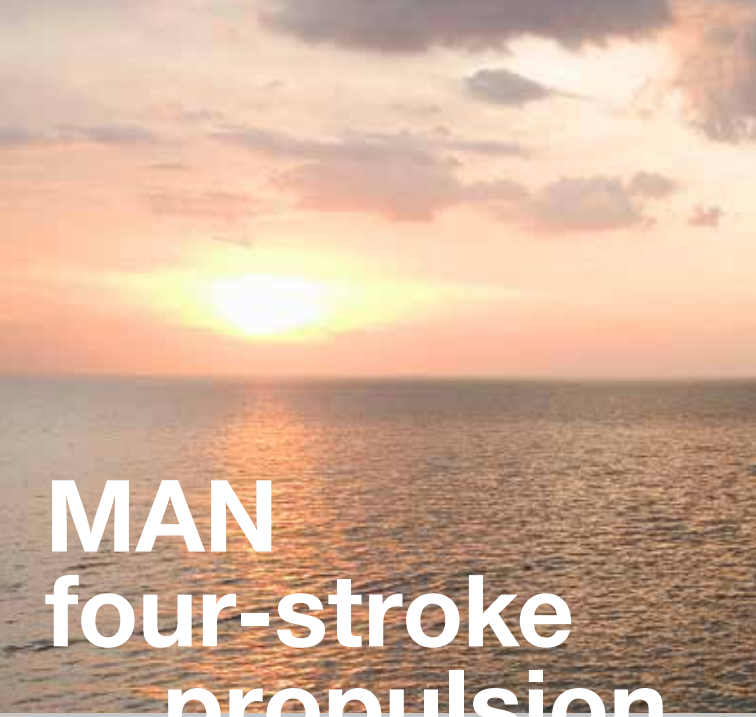
Alphatronic 3000 Propulsion control system

A high number of various FPP and CPP propulsion package applications are controlled by the Alphatronic 3000 system – customised for combinations of MAN low and medium speed engines in a wide range of diesel-mechanical, hybrid or diesel-electric propulsion setups.



Simple system architecture for a straightforward two-stroke CPP propulsion plant

Alphatronic propulsion control system



MAN four-stroke propulsion engines

MAN four-stroke propulsion engines – all emission requirements

Besides focus on power density and fuel economy, MAN Energy Solutions is committed to a steady reduction of the environmental impact of our engines.

IMO Tier II

Applying well-proven methods to achieve a cleaner and more efficient combustion process, MAN Energy Solutions has significantly decreased NO_x emissions. Our four-stroke propulsion engines are IMO Tier II compliant with internal engine measures alone.

IMO Tier III

For operation in emission control areas (ECA), MAN Energy Solutions has developed a comprehensive range of selective catalytic reduction (SCR) systems that tremendously reduce NO_x levels surpassing IMO Tier III requirements.

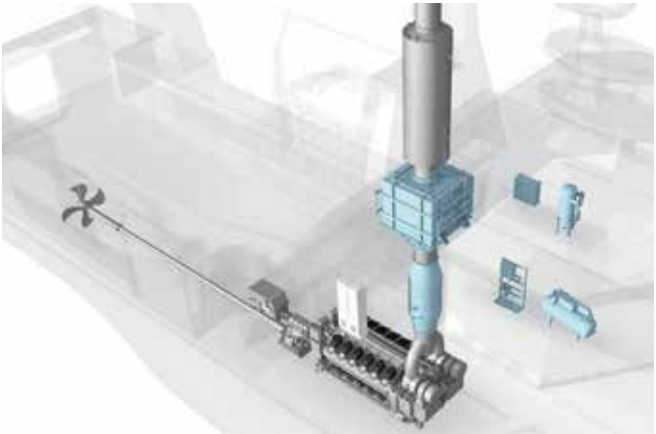
MAN Energy Solutions is the first manufacturer to successfully produce and offer IMO Tier III compliant four-stroke marine engines based on a fully modular SCR kit covering our entire four-stroke engine portfolio. In 2014, MAN Energy Solutions was awarded the first IMO Tier III EIAPP certificate together with the classification society DNV-GL.

MAN Energy Solutions' standard SCR system is available in fourteen different sizes covering our entire portfolio of four-stroke engines. Customised SCR systems are offered on demand.

MAN has developed a complete range of SCR systems that work perfectly with our engines for maximum system efficiency. The intelligent exhaust gas temperature control allows significant savings in fuel consumptions as compared to third-party supplier systems. MAN SCR systems work with MGO, MDO and HFO with up to 3.5% sulphur. Our modular system comes in 14 different sizes to match all power demands. Some notable benefits of standardisation are significant cost reduction and simplification of installation.

Note:
Stated SFOC/SGC values are valid for currently applicable rules acc. IMO

MARPOL ANNEX VI/NTC 2008, 2023 Edition. They are subject to change regarding the upcoming IMO MARPOL ANNEX VI/NTC rules as proposed in IMO PPR 11/8, to be approved at MEPC 82 (September 2024).



MAN SCR system

The modular SCR component kit

Urea consumption

The urea consumption depends on engine type, selected performance characteristics (engine map), in case of an engine with ECOMAP capability, operating profile, fuel type, ambient conditions, type of reduction agent, etc.

For more detailed information on the expected level of urea consumption, please contact MAN Energy Solutions with your project specific request.

Conventional injection engines

Our well-established engine types are used in a vast array of applications all over the world. Based on long-term experience of historical proportions, our engines are in continuous development to increase power, reduce emissions, increase reliability, reduce fuel oil consumption, and increase longevity. Our engines are the prime movers of choice in the maritime sector.

Common rail (CR) engines

The flexibility of our CR technology enables a substantial improvement of the combustion process that improves the fuel economy and reduces emission levels. It is particularly advantageous in the low-load and mid-load ranges where our unique ECOMAP system (optional) applies different engine maps to reduce fuel consumption while observing IMO emission limits. Another feature is our patented Boost Injection. Our engine control system senses a load increase at a very early stage and tremendously improves the load response with the activation of boost injection by the common rail control. In addition, exhaust gas opacity is markedly reduced, far below the visibility limit. Our CR engines run efficiently on liquid fuels complying with ISO 8217 DMA, DMZ, and DMB, and on residual fuels (HFO) up to 700 cSt (in compliance with ISO-F-RMK 700).

Diesel oil (D) engines

The V28/33D STC features very favourable ratios of power-to-weight and power-to-installation space. The combination of low fuel consumption, low emissions and reduced life cycle costs makes this engine the ideal solution

for propulsion in high speed ferries, naval and offshore patrol vessels. The V28/33D STC engine operates on distillates according to ISO 8217 DMA or equivalent fuel types.

With the MAN 175D, MAN Energy Solutions is presenting a new power pack setting future standards in the high-speed diesel engine market. The MAN 175D, developed especially for use in the shipping industry, is part of a product initiative aimed at providing MAN customers with a product portfolio that covers every power requirement, from high-speed diesel engines to low-speed diesel engines.

Sequential turbocharging (STC)

The MAN Energy Solutions sequential turbocharging system operates with two high-efficiency turbochargers. Depending on the amount of charge air required, the second turbocharger is switched on or off. In this way, the engine is operated at its optimum operating point over the whole applicable load range.

The result is an extended operating envelope at low engine speeds, which gives a power reserve for ship acceleration, ship turning, sprints or towing. Furthermore, the STC system is characterised by a low thermal signature, decreased smoke emission, low vibrations and continuous low-load operation with reduced fuel consumption, which makes it the ideal solution for propulsion in naval applications and offshore patrol vessels.

Dual fuel (DF) engines

Dual fuel engines from MAN Energy Solutions run efficiently on liquid fuels or natural gas with very low emissions that are compliant with IMO limits. On gaseous fuel, the engines comply with IMO Tier III without the need for additional exhaust gas aftertreatment, and on liquid fuel they either fulfill IMO Tier II, or IMO Tier III together with an SCR system. The possibility to switch over seamlessly from gas to diesel operation and vice versa provides full flexibility in multiple applications.

All dual fuel engines can run on natural gas with a methane number higher than 80 without adjustments. For lower methane numbers, MAN Energy Solutions can deliver well-adapted solutions. The optimised combustion chamber ensures very low fuel consumption in both operational modes.

ECOLOAD advisory system

ECOLOAD is an advisory tool for marine powertrains (diesel-mechanic and diesel-electric) installed on-board the vessel on its own dedicated server hardware. Taking into account the current operating condition of the propulsion plant as well as input values entered by the operator, ECOLOAD calculates the optimum operating condition for the entire powertrain, and displays it via a graphical unit interface. On multi-engine plants, the holistically-optimised operation of the engines becomes very complex. In particular, engines with ECOMAP capability have a huge potential for lowering fuel oil consumption and emissions.

Typical features of the ECOLOAD advisory tool are recommendations regarding the selection of the best ECOMAP (diesel-electric powertrain) or best combinatory curve (diesel-mechanic powertrain) for the upcoming trip. Furthermore, ECOLOAD provides advice on the optimum load distribution for each engine and the optimum number of running engines highlighting potential opex savings and the lowest possible emissions.

ECOLOAD advisory system providing advice on holistic powertrain operation

Methane emissions

CH_4 has a notably higher impact on the climate than CO_2, and the emission of unburnt CH_4 fuel not only reduces the overall operation efficiency, but also affects the environmental footprint of ship operation.

Modern low-pressure dual fuel four-stroke engines provide extensive means of controlling the combustion process. Due to the operating principle, CH_4 emissions cannot be avoided completely. However, based on extensive expertise and experience, the latest MAN four-stroke dual fuel engines are designed to achieve the best possible results, for example:

- Halving of the CH_4 slip
- The newest developments have halved the values once more
- Further development is successfully ongoing to reach yet another 50% reduction
- Using smart vessel operation optimisation, effective emissions can be additionally reduced already today.

Biofuel

MAN engines are capable of operating on various kinds and shares of biofuel. Contact MAN Energy Solutions if this option is required.

Methanol

MAN Energy Solutions is developing methanol technology paths for various engine types. Green methanol is an important fuel option to decarbonise the operation of propulsion and auxiliary GenSet equipment. Ensuring the feasibility of later retrofits can be crucial to avoid the risk of stranded assets by enabling the concurrent adaption of ships to expected regulations and fuel supply.

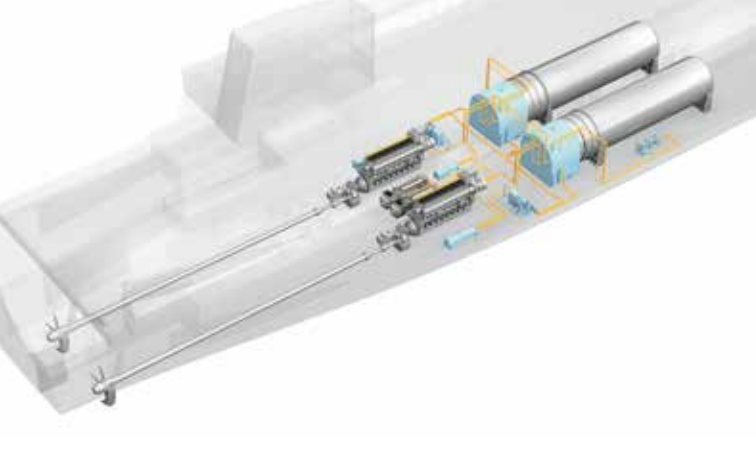
Products marked with Methanol ready* are intended to be available in future to be sold as methanol capable or will be intended to be available for retrofit to methanol operation under specific boundary conditions.

Please contact MAN Energy Solutions for further details on the engines marked as methanol ready, the certifying class societies, and the currently expected availability of methanol ready for the individual marked engines.

MAN Cryo

MAN Cryo are world leaders in engineering solutions for safe storage of energy on board ships, and reliably providing gas to both engines and fuel cells.

After 20 years of pioneering the market for LNG-fuelled ships with more than 60 reference projects, MAN Cryo has entered groundbreaking territory, developing unique solutions for storage and regasification of liquid hydrogen. With this milestone, MAN Cryo consolidates its position as your reliable engineering partner for marine applications, as well as breaking new ground with its green power-to-X solutions for onshore applications.



Dual fuel propulsion package including fuel gas storage and supply system

Engine power

Engine brake power is stated in kW.

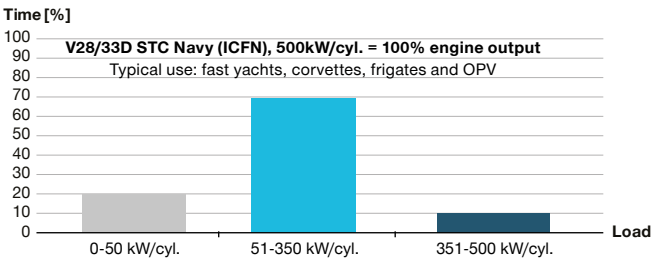
Ratings are given according to ISO 3046-1.

According to ISO 15550, the power figures in the tables are valid within a range of ±3% up to tropical conditions at sea level, i.e.:
- compressor inlet temperature 45°C
- compressor inlet pressure 1,000 mbar
- seawater temperature 32°C

For all commercial medium speed propulsion engines the power is defined according to the ICN[1] definition (ISO 3046-1:2002: ISO standard power).

For all navy medium speed propulsion applications the engine rated power is stated as ICFN (ISO standard Continuous Fuel stop Net power), derived from standard ISO 3046-1:2002. It means the engine is capable to deliver power continuously during a period of time corresponding to the application. The engine is operated at stated speed and reference ambient conditions as stated above, while the fuel amount is limited and the fuel stop power cannot be exceeded. The engine rated power is delivered between the maintenance intervals as defined. The ICFN[1] engine power rating description corresponds to 100% engine power output and cannot be exceeded.

Exemplary load profile type:



[1] **I** = Power ISO 3046. **C** = continuous power output. **F** = fuel stop power. **N** = net

Specific fuel oil consumption (SFOC) and heat rate

The stated consumption figures refer to the following reference conditions according to ISO 3046-1:

- ambient air pressure: 1,000 mbar
- ambient air temperature: 25°C (77 °F)
- charge air temperature: according to engine type, corresponding to 25°C cooling water temperature before CAC

The figures are given with a tolerance of +5% and without engine driven pumps. Additional fuel oil consumption must be considered for attached pumps and for engines directly driving dredge pumps.

In accordance with the NO_x Technical Code 2008 of the International Maritime Organization, DM-grade fuel oil is used as reference fuel oil for engine tests and, thus, also forms the basis for the SFOC figures stated for engines in liquid fuel operation.

Unless otherwise specifically stated, SFOC figures are based on a lower calorific value of the fuel oil of 42,700 kJ/kg and, in addition for engines with common rail injection (CR-engines), on DMA-grade fuel oil (ISO 8217). For engines with conventional fuel injection, SFOC figures are based on DMB-grade fuel oil (ISO 8217). For further details, please refer to our engine specific project guides available from MAN Energy Solutions.

Specific lube oil consumption (SLOC)

The specific lube oil consumption is specified at MCR (maximum continuous rating) with a tolerance of 20%.

Blocking of output

Blocking of output is made for engines driving a propeller at 100% of the rated output. For engines powering an alternator, blocking of output is made at 110%. However, operation above 100% load is only recommended for a short period of time for recovery and prevention of a frequency drop.

Weights and dimensions

For marine main engines, the weights stated refer to engines without a flywheel.

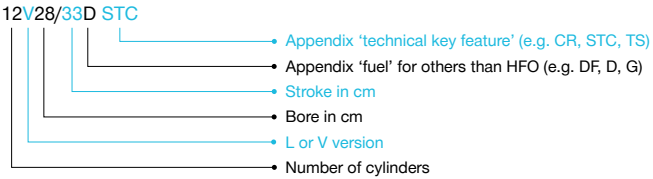
All weights given are without lube oil and cooling water.

For auxiliary engines (GenSets), weights refer to the unit (including alternator). The weight of the GenSet may vary depending on the alternator make.

The length of the GenSet unit depends on the alternator make. For a twin engine installation, the centreline distance is stated for each engine type.

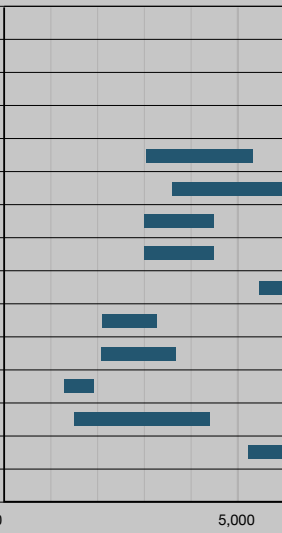
The centreline distance for twin engine installation is given as a minimum value. Specific requirements to the passageway (e.g. of classification societies or flag state authority), seating type or a gallery can lead to higher values.

Engine type designation

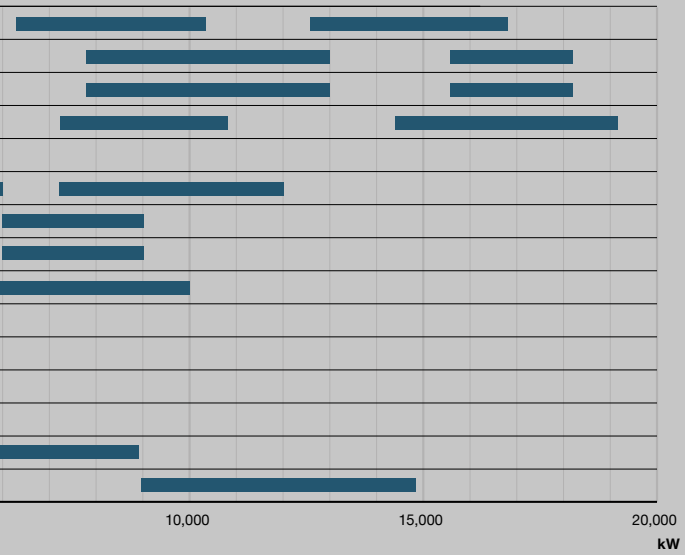


MAN four-stroke propulsion engines programme

r/min	Engine type
500-514	L51/60DF V51/60DF
600	L49/60DF V49/60DF
600	L49/60 V49/60
500-514	L48/60CR V48/60CR
720-750	L35/44DF
720-750	L32/44CR V32/44CR
720-750	L32/40 V32/40 – NR Turbocharging variant
720-750	L32/40 V32/40 – TCF Turbocharging variant
1,000-1,032	V28/33D STC
750-800	L27/38 L27/38 (MDO/MGO)
750-900	L27/38 Mk 2
1,000	L21/31
1,600-2,000	175D
1,050-1,084	S.E.M.T. Pielstick PA6B STC
600	S.E.M.T. Pielstick PC2.6B



We refer to page 164 for a complete overview of engines which can be used for diesel-electric propulsion applications.


10,000
15,000
20,000
kW

MAN V51/60DF

Tier II | Tier III

High efficiency variant

Tier III in gas mode

Bore: 510 mm, **Stroke:** 600 mm

Speed	**r/min**	514	500
mep	**bar**	20.0	20.6
		kW	**kW**
12V51/60DF		12,600	12,600
14V51/60DF		14,700	14,700
16V51/60DF		16,800	16,800

LHV of fuel gas ≥ 28,000 kJ/Nm^3
(Nm^3 corresponds to one cubic metre of gas at 0°C and 1.013 bar)

Specific fuel oil consumption (SFOC) and heat rate at ISO conditions

MCR	**100%**	**85%**
Specific fuel oil consumption[1]	177.0 g/kWh (43°C)[4]	174.5 g/kWh (43°C)[4]
Heat rate[2]	7,150 kJ/kWh (43°C)[4]	7,150 kJ/kWh (45°C)[4]

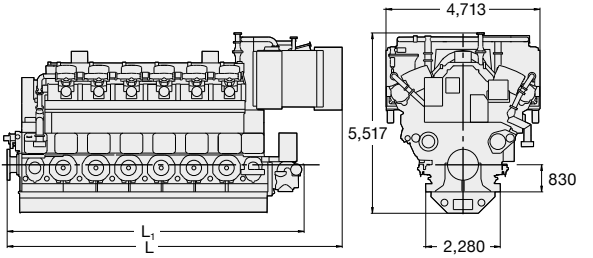
Specific lube oil consumption[3]: 0.38 g/kWh for nominal output 1,050 kW/cyl.

[1] Liquid fuel operation
[2] Gas operation (including pilot fuel, cetane no. 55 - 60), gas fuel: methane no. 80
[3] Related to 100% actual engine load
[4] Engine type specific reference charge air temperature before cylinder

Dimensions

Cyl. No.		**12**	**14**	**16**
L	**mm**	10,254	11,254	12,254
L_1	**mm**	9,088	10,088	11,088
Dry mass	**t**	199	228	250

Minimum centreline distance for twin engine installation: 4,800 mm



MAN L51/60DF

High efficiency variant

Bore: 510 mm, **Stroke:** 600 mm

Speed	**r/min**	514	500
mep	**bar**	20.0	20.6
		kW	**kW**
6L51/60DF		6,300	6,300
7L51/60DF		7,350	7,350
8L51/60DF		8,400	8,400
9L51/60DF		9,450	9,450

LHV of fuel gas ≥ 28,000 kJ/Nm^3
(Nm^3 corresponds to one cubic metre of gas at 0°C and 1.013 bar)

Specific fuel oil consumption (SFOC) and heat rate at ISO conditions

MCR	**100%**	**85%**
Specific fuel oil consumption[1]	178.5 g/kWh (43°C)[4]	176.0 g/kWh (43°C)[4]
Heat rate[2]	7,150 kJ/kWh (43°C)[4]	7,150 kJ/kWh (45°C)[4]

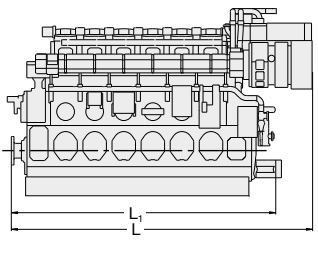
Specific lube oil consumption[3]: 0.38 g/kWh for nominal output 1,050 kW/cyl.

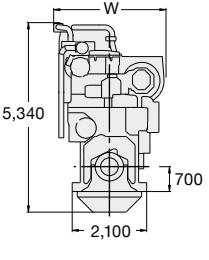
[1] Liquid fuel operation
[2] Gas operation (including pilot fuel, cetane no. 55 - 60), gas fuel: methane no. 80
[3] Related to 100% actual engine load
[4] Engine type specific reference charge air temperature before cylinder

Dimensions

Cyl. No.		**6**	**7**	**8**	**9**
L	**mm**	8,494	9,314	10,134	11,160
L_1	**mm**	7,455	8,275	9,095	9,915
W	**mm**	3,165	3,165	3,165	3,283
Dry mass	**t**	110	124	137	155

Minimum centreline distance for twin engine installation: 3,200 mm





MAN V51/60DF

Tier II Tier III

High power variant

Tier III in gas mode

Bore: 510 mm, **Stroke:** 600 mm

Speed	**r/min**	514	500
mep	**bar**	21.9	22.5
		kW	**kW**
12V51/60DF		13,800	13,800
14V51/60DF		16,100	16,100

LHV of fuel gas ≥ 28,000 kJ/Nm^3
(Nm^3 corresponds to one cubic metre of gas at 0°C and 1.013 bar)

Specific fuel oil consumption (SFOC) and heat rate at ISO conditions

MCR	**100%**	**85%**
Specific fuel oil consumption[1]	185.0 g/kWh (43°C)[4]	181.0 g/kWh (43°C)[4]
Heat rate[2] **(12V51/60DF)**	7,350 kJ/kWh (50°C)[4]	7,250 kJ/kWh (50°C)[4]
Heat rate[2] **(14V51/60DF)**	7,350 kJ/kWh (50°C)[4]	7,300 kJ/kWh (50°C)[4]

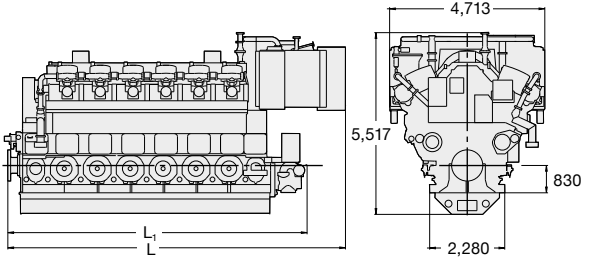
Specific lube oil consumption[3]: 0.35 g/kWh for nominal output 1,150 kW/cyl.

[1] Liquid fuel operation
[2] Gas operation (including pilot fuel, cetane no. 55 - 60), gas fuel: methane no. 80
[3] Related to 100% actual engine load
[4] Engine type specific reference charge air temperature before cylinder

Dimensions

Cyl. No.		**12**	**14**
L	**mm**	10,254	11,254
L$_1$	**mm**	9,088	10,088
Dry mass	**t**	199	228

Minimum centreline distance for twin engine installation: 4,800 mm



MAN L51/60DF

High power variant

Bore: 510 mm, **Stroke:** 600 mm

Speed	**r/min**	514	500
mep	**bar**	21.9	22.5
		kW	**kW**
6L51/60DF		6,900	6,900
7L51/60DF		8,050	8,050
8L51/60DF		9,200	9,200
9L51/60DF		10,350	10,350

LHV of fuel gas ≥ 28,000 kJ/Nm^3
(Nm^3 corresponds to one cubic metre of gas at 0°C and 1.013 bar)

Specific fuel oil consumption (SFOC) and heat rate at ISO conditions

MCR	**100%**	**85%**
Specific fuel oil consumption[1]	186.5 g/kWh (43°C)[4]	182.5 g/kWh (43°C)[4]
Heat rate[2]	7,420 kJ/kWh (50°C)[4]	7,350 kJ/kWh (50°C)[4]

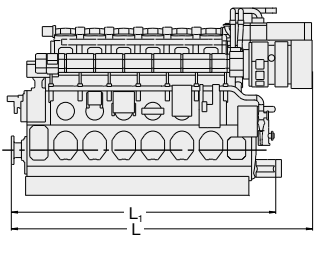
Specific lube oil consumption[3]: 0.35 g/kWh for nominal output 1,150 kW/cyl.

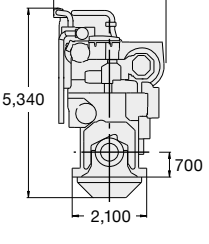
[1] Liquid fuel operation
[2] Gas operation (including pilot fuel, cetane no. 55 - 60), gas fuel: methane no. 80
[3] Related to 100% actual engine load
[4] Engine type specific reference charge air temperature before cylinder

Dimensions

Cyl. No.		**6**	**7**	**8**	**9**
L	**mm**	8,494	9,314	10,134	11,160
L_1	**mm**	7,455	8,275	9,095	9,915
W	**mm**	3,165	3,165	3,165	3,283
Dry mass	**t**	110	124	137	155

Minimum centreline distance for twin engine installation: 3,200 mm





MAN V49/60DF

Tier II Tier III

Tier III in gas mode

Bore: 490 mm, **Stroke:** 600 mm

Speed	**r/min**	600
mep	**bar**	23
		kW
12V49/60DF		15,600
14V49/60DF		18,200

LHV of fuel gas ≥ 28,000 kJ/Nm^3
(Nm^3 corresponds to one cubic metre of gas at 0°C and 1.013 bar)

Specific fuel oil consumption (SFOC) and heat rate at ISO conditions

MCR	**100%**	**85%**
Specific fuel oil consumption[1)]	174.4 g/kWh	171.0 g/kWh
Heat rate[2)]	6,985 kJ/kWh	6,990 kJ/kWh

Specific lube oil consumption[3)]: 0.38 g/kWh for nominal output 1,300 kW/cyl.

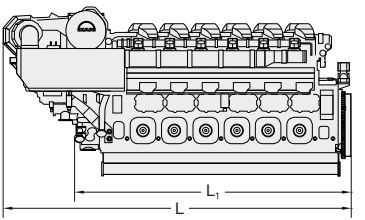
Engine type specific reference charge air temperature before cylinder 50°C

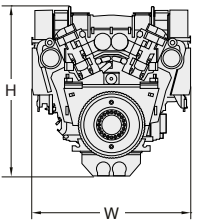
1) Liquid fuel operation.
2) Gas operation (including pilot fuel, cetane no. 55-60), gas fuel: methane no. 80
3) Related to 100% actual engine load

Dimensions

Cyl. No.		**12**	**14**
L	**mm**	10,898	11,878
L_1	**mm**	9,350	10,330
W	**mm**	5,019	5,019
H	**mm**	5,681	5,681
Dry mass	**t**	217	245

Minimum centreline distance for twin engine installation: 5,050 mm





MAN L49/60DF

Tier III in gas mode

Bore: 490 mm, **Stroke:** 600 mm

Speed	**r/min**	600
mep	**bar**	23
		kW
6L49/60DF		7,800
7L49/60DF		9,100
8L49/60DF		10,400
9L49/60DF		11,700
10L49/60DF		13,000

LHV of fuel gas ≥ 28,000 kJ/Nm^3
(Nm^3 corresponds to one cubic metre of gas at 0°C and 1.013 bar)

Specific fuel oil consumption (SFOC) and heat rate at ISO conditions

MCR	**100%**	**85%**
Specific fuel oil consumption[1), 4)]	174.4 g/kWh	171.0 g/kWh
Heat rate[2), 4)]	6,985 kJ/kWh	6,990 kJ/kWh

Specific lube oil consumption[3)]: 0.38 g/kWh for nominal output 1,300 kW/cyl.

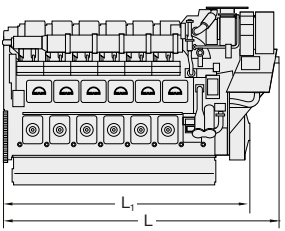
Engine type specific reference charge air temperature before cylinder 50°C

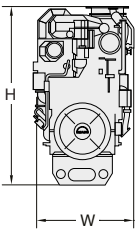
1) Liquid fuel operation.
2) Gas operation (including pilot fuel, cetane no. 55-60), gas fuel: methane no. 80
3) Related to 100% actual engine load
4) Higher values for 8L
* Refer to page 111 for further information

Dimensions

Cyl. No.		**6**	**7**	**8**	**9**	**10**
L	**mm**	8,518	9,338	10,399	11,219	12,039
L_1	**mm**	7,238	8,058	8,878	9,698	10,518
W	**mm**	3,134	3,134	3,134	3,154	3,154
H	**mm**	5,426	5,426	5,426	5,582	5,582
Dry mass	**t**	130	145	165	180	195

Minimum centreline distance for twin engine installation: 3,700 mm





MAN V49/60

Tier II Tier III

Tier III with SCR

Bore: 490 mm, **Stroke:** 600 mm

Speed	**r/min**	600
mep	**bar**	23
		kW
12V49/60		15,600
14V49/60		18,200

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	**100%**	**85%**
Specific fuel oil consumption	174.4 g/kWh	171.0 g/kWh

Specific lube oil consumption [1]: 0.38 g/kWh for nominal output 1,300 kW/cyl.

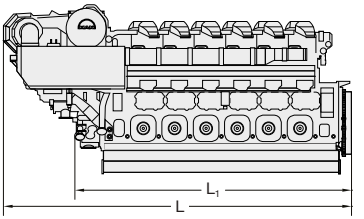
Engine type specific reference charge air temperature before cylinder 50°C

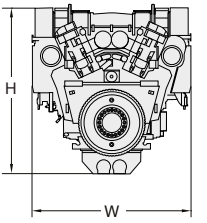
[1] Related to 100% actual engine load

Dimensions

Cyl. No.		**12**	**14**
L	**mm**	10,898	11,878
L_1	**mm**	9,350	10,330
W	**mm**	5,019	5,019
H	**mm**	5,681	5,681
Dry mass	**t**	217	245

Minimum centreline distance for twin engine installation: 5,050 mm





Tier III with SCR

Bore: 490 mm, **Stroke:** 600 mm

Speed	**r/min**	600
mep	**bar**	23
		kW
6L49/60		7,800
7L49/60		9,100
8L49/60		10,400
9L49/60		11,700
10L49/60		13,000

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	**100%**	**85%**
Specific fuel oil consumption[1)]	174.4 g/kWh	171.0 g/kWh

Specific lube oil consumption[2)]: 0.38 g/kWh for nominal output 1,300 kW/cyl.

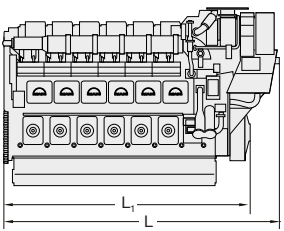
Engine type specific reference charge air temperature before cylinder 50°C

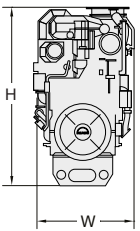
[1)] Higher values for 8L
[2)] Related to 100% actual engine load
* Refer to page 111 for further information

Dimensions

Cyl. No.		**6**	**7**	**8**	**9**	**10**
L	**mm**	8,518	9,338	10,399	11,219	12,039
L_1	**mm**	7,238	8,058	8,878	9,698	10,518
W	**mm**	3,134	3,134	3,134	3,154	3,154
H	**mm**	5,426	5,426	5,426	5,582	5,582
Dry mass	**t**	130	145	165	180	195

Minimum centreline distance for twin engine installation: 3,700 mm





MAN V48/60CR

Tier II | Tier III

Tier III with SCR

Bore: 480 mm, **Stroke:** 600 mm

Speed	**r/min**	514	500
mep	**bar**	25.8	26.5
		kW	**kW**
12V48/60CR		14,400	14,400
14V48/60CR		16,800	16,800
16V48/60CR		19,200	19,200

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	**100%**	**85%**
V48/60CR	182.0 g/kWh	173.5 g/kWh

Specific lube oil consumption[1]: 0.5 g/kWh for nominal output 1,200 kW/cyl.

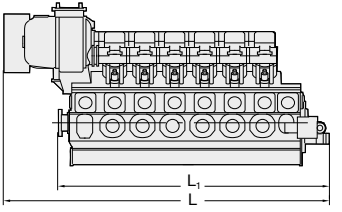
Engine type specific reference charge air temperature before cylinder 37°C

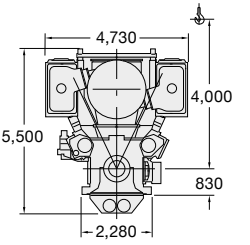
[1] Related to 100% actual engine load

Dimensions

Cyl. No.		**12**	**14**	**16**
L	**mm**	10,790	11,790	13,140
L_1	**mm**	9,088	10,088	11,088
Dry mass	**t**	189	213	240

Minimum centreline distance for twin engine installation: 4,800 mm





MAN L48/60CR

Bore: 480 mm, **Stroke:** 600 mm

Speed	**r/min**	514	500
mep	**bar**	25.8	26.5
		kW	**kW**
6L48/60CR		7,200	7,200
7L48/60CR		8,400	8,400
8L48/60CR		9,600	9,600
9L48/60CR		10,800	10,800

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	**100%**	**85%**
L48/60CR	184.0 g/kWh	175.5 g/kWh

Specific lube oil consumption[1]: 0.5 g/kWh for nominal output 1,200 kW/cyl.

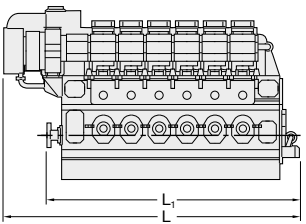
Engine type specific reference charge air temperature before cylinder 37°C

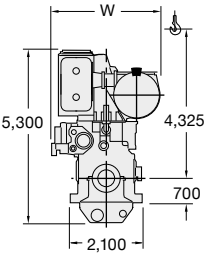
[1] Related to 100% actual engine load

Dimensions

Cyl. No.		**6**	**7**	**8**	**9**
L	**mm**	8,760	9,580	10,540	11,360
L_1	**mm**	7,455	8,275	9,095	9,915
W	**mm**	3,165	3,165	3,280	3,280
Dry mass	**t**	106	119	135	148

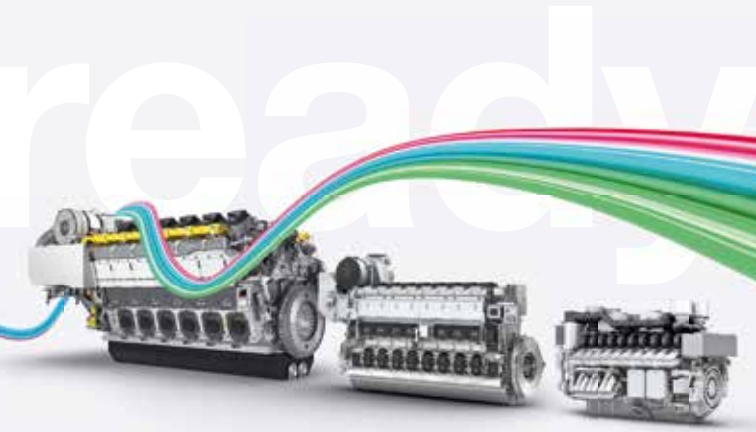
Minimum centreline distance for twin engine installation: 3,200 mm





Methanol-ready

MAN Energy Solutions
Future in the making



Ready when you are

Green methanol is one of the most promising future fuels, but not yet widely available. MAN methanol-ready engines keep your options open until then.
The MAN 49/60DF, MAN 32/44CR, 35/44CD and MAN 175D run on conventional fuels with full emissions compliance. When market conditions are favorable to you, we can convert them to methanol.

www.man-es.com/methanol-ready

Tier III in gas mode

Bore: 350 mm, **Stroke:** 440 mm

Speed	**r/min**	750	720
mep	**bar**	20.0	20.1
		kW	**kW**
6L35/44DF		3,180	3,060
7L35/44DF		3,710	3,570
8L35/44DF		4,240	4,080
9L35/44DF		4,770	4,590
10L35/44DF		5,300	5,100

LHV of fuel gas ≥ 28,000 kJ/Nm^3
(Nm^3 corresponds to one cubic metre of gas at 0°C and 1.013 bar)

Specific fuel oil consumption (SFOC) and heat rate at ISO conditions

MCR	**100%**	**85%**
Specific fuel oil consumption[1)]	177.0 g/kWh	174.0 g/kWh
Heat rate[2)]	7,410 kJ/kWh	7,440 kJ/kWh

Specific lube oil consumption[3)]: 0.5 g/kWh for nominal output 530 kW/cyl. or 0.52 g/kWh for nominal output 510 kW/cyl.

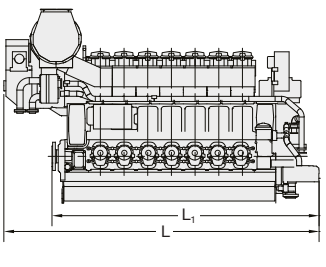
Engine type specific reference charge air temperature before cylinder 40°C

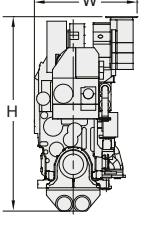
1) Liquid fuel operation
2) Gas operation (including pilot fuel, cetane no. 55 - 60), gas fuel: methane no. 80
3) Related to 100% actual engine load

Dimensions

Cyl. No.		**6**	**7**	**8**	**9**	**10**
L	**mm**	6,485	7,015	7,545	8,075	8,605
L_1	**mm**	5,265	5,877	6,407	6,937	7,556
W	**mm**	2,539	2,678	2,678	2,678	2,678
H	**mm**	4,163	4,369	4,369	4,369	4,369
Dry mass[4)]	**t**	43.1	48.2	53.3	57.6	62.3

Minimum centreline distance for twin engine installation: 2,500 mm
4) Including built-on lube oil automatic filter, fuel oil filter and electronic equipment
Speed 720 r/min for generator drive only





MAN V32/44CR

Methanol ready* | Tier II | Tier III

Tier III with SCR

Bore: 320 mm, **Stroke:** 440 mm

Speed	**r/min**	750	720
mep	**bar**	27.1	28.3
		kW	**kW**
12V32/44CR		7,200	7,200
14V32/44CR[1]		8,120	8,120
16V32/44CR		9,600	9,600
18V32/44CR[2]		10,800	10,800
20V32/44CR		12,000	12,000

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	**100%**	**85%**
V32/44CR	175.5 g/kWh	171.0 g/kWh
14V32/44CR	176.0 g/kWh	171.5 g/kWh
V32/44CR FPP	176.5 g/kWh	172.5 g/kWh
14V32/44CR FPP	177.5 g/kWh	174.0 g/kWh

Specific lube oil consumption[3]: 0.5 g/kWh for nominal output 600 kW/cyl., 0.52 g/kWh for nominal output 580 kW/cyl., 0.55 g/kWh for nominal output 550 kW/cyl.

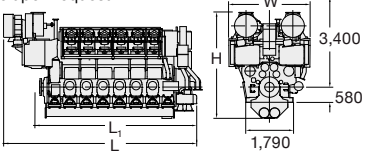
Engine type specific reference charge air temperature before cylinder 40°C

* Refer to page 111 for further information

Dimensions

Cyl. No.		**12**	**14**	**16**	**18**	**20**
L	**mm**	7,195	7,970	8,600	9,230	9,860
L_1	**mm**	5,795	6,425	7,055	7,685	8,315
W	**mm**	3,100	3,100	3,100	3,100	3,100
H	**mm**	4,039	4,262	4,262	4,262	4,262
Dry mass[4]	**t**	70	79	87	96	104

Minimum centreline distance for twin engine installation: 4,000 mm
Speed 720 r/min for generator drive/constant speed operation only
[1] 580 kW/cyl.
[2] 18V32/44CR available rigidly mounted only
[3] Related to 100% actual engine load
[4] Including built-on lube oil automatic filter, fuel oil filter and electronic equipment
Fixed pitch propeller: 550 kW/cyl., 750 r/min
Wet oil sump available upon request



Tier III with SCR

Bore: 320 mm, **Stroke:** 440 mm

Speed	**r/min**	750	720
mep	**bar**	27.1	28.3
		kW	**kW**
6L32/44CR		3,600	3,600
7L32/44CR[1]		4,060	4,060
8L32/44CR		4,800	4,800
9L32/44CR		5,400	5,400
10L32/44CR		6,000	6,000

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	**100%**	**85%**
L32/44CR	176.0 g/kWh	172.0 g/kWh
7L32/44CR	176.5 g/kWh	172.5 g/kWh
L32/44CR FPP	176.5 g/kWh	172.5 g/kWh
7L32/44CR FPP	177.5 g/kWh	174.0 g/kWh

Specific lube oil consumption[2]: 0.5 g/kWh for nominal output 600 kW/cyl., 0.52 g/kWh for nominal output 580 kW/cyl., 0.55 g/kWh for nominal output 550 kW/cyl.

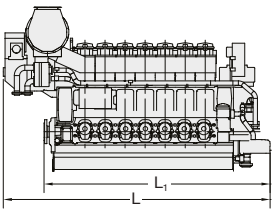
Engine type specific reference charge air temperature before cylinder 40°C

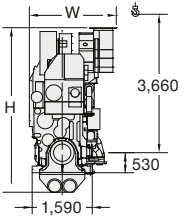
* Refer to page 111 for further information

Dimensions

Cyl. No.		**6**	**7**	**8**	**9**	**10**
L	**mm**	6,312	6,924	7,454	7,984	8,603
L_1	**mm**	5,265	5,877	6,407	6,937	7,556
W	**mm**	2,174	2,359	2,359	2,359	2,359
H	**mm**	4,163	4,369	4,369	4,369	4,369
Dry mass[3]	**t**	39.5	44.5	49.5	53.5	58.0

Minimum centreline distance for twin engine installation: 2,500 mm
Speed 720 r/min for generator drive/constant speed operation only
[1] 580 kW/cyl.
[2] Related to 100% actual engine load
[3] Including built-on lube oil automatic filter, fuel oil filter and electronic equipment
Fixed pitch propeller: 550 kW/cyl., 750 r/min
Wet oil sump available upon request





MAN V32/40

Tier II | Tier III

NR Turbocharging variant

Tier III with SCR

Bore: 320 mm, **Stroke:** 400 mm

Speed	**r/min**	750	720
mep	**bar**	24.9	25.9
		kW	**kW**
12V32/40		6,000	6,000
14V32/40		7,000	7,000
16V32/40		8,000	8,000
18V32/40		9,000	9,000

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	100%	85%
V32/40	184 g/kWh	182 g/kWh
V32/40 FPP	187 g/kWh	183 g/kWh

Specific lube oil consumption[1]: 0.5 g/kWh for nominal output 500 kW/cyl., 0.56 g/kWh for nominal output 450 kW/cyl.

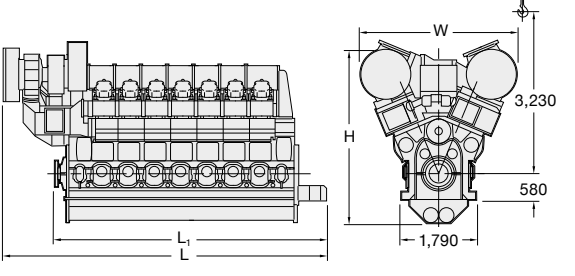
Engine type specific reference charge air temperature before cylinder 43°C

Dimensions

Cyl. No.		12	14	16	18
L	**mm**	6,915	7,545	8,365	8,995
L_1	**mm**	5,890	6,520	7,150	7,780
W	**mm**	3,140	3,140	3,730	3,730
H	**mm**	4,100	4,100	4,420	4,420
Dry mass	**t**	61	68	77	85

Minimum centreline distance for twin engine installation: 4,000 mm
Speed 720 r/min for generator drive/constant speed operation only
Fixed pitch propeller: 450 kW/cyl., 750 r/min
V32/40 as marine main engine to be applied for multi-engine plants only

[1] Related to 100% actual engine load



MAN L32/40

NR Turbocharging variant

Bore: 320 mm, **Stroke:** 400 mm

Speed	**r/min**	750	720
mep	**bar**	24.9	25.9
		kW	**kW**
6L32/40		3,000	3,000
7L32/40		3,500	3,500
8L32/40		4,000	4,000
9L32/40		4,500	4,500

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	100%	85%
L32/40	186 g/kWh	183 g/kWh
L32/40 FPP	189 g/kWh	184 g/kWh

Specific lube oil consumption[1]: 0.5 g/kWh for nominal output 500 kW/cyl., 0.56 g/kWh for nominal output 450 kW/cyl.

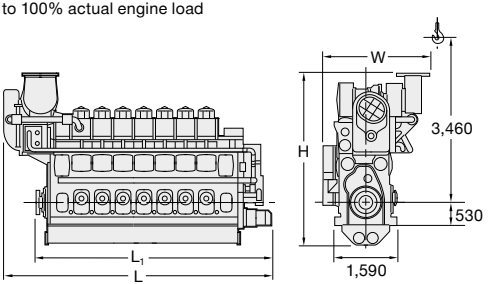
Engine type specific reference charge air temperature before cylinder 43°C

Dimensions

Cyl. No.		6	7	8	9
L	**mm**	5,940	6,470	7,000	7,530
L_1	**mm**	5,140	5,670	6,195	6,725
W	**mm**	2,630	2,630	2,715	2,715
H	**mm**	4,010	4,010	4,490	4,490
Dry mass	**t**	38	42	47	51

Minimum centreline distance for twin engine installation: 2,500 mm. Please contact MAN Energy Solutions for the precise information about the centreline distance for two engines with the same cylinder number standing near each other.
Speed 720 r/min for generator drive/constant speed operation only.
Fixed pitch propeller: 450 kW/cyl., 750 r/min

[1] Related to 100% actual engine load



MAN V32/40

Tier II | Tier III

TCF Turbocharging variant*

Tier III with SCR

Bore: 320 mm, **Stroke:** 400 mm

Speed	**r/min**	750	720
mep	**bar**	24.9	25.9
		kW	**kW**
12V32/40		6,000	6,000
14V32/40		7,000	7,000
16V32/40		8,000	8,000
18V32/40		9,000	9,000

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	100%	85%
V32/40	to be decided	to be decided
V32/40 FPP	to be decided	to be decided

Specific lube oil consumption[1]: 0.5 g/kWh for nominal output 500 kW/cyl., 0.56 g/kWh for nominal output 450 kW/cyl.

Engine type specific reference charge air temperature before cylinder 43°C

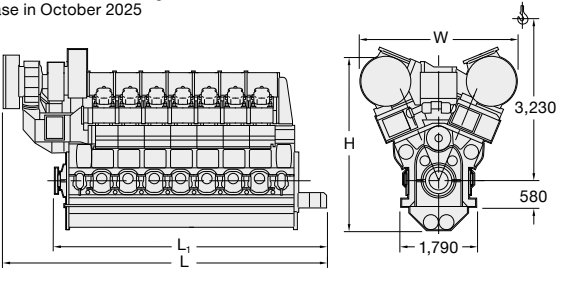
Dimensions

Cyl. No.		12	14	16	18
L	**mm**	6,974	7,604	8,228	8,858
L_1	**mm**	5,890	6,520	7,150	7,780
W	**mm**	3,255	3,255	3,255	3,255
H	**mm**	4,181	4,181	4,181	4,181
Dry mass	**t**	62	69	76	85

Minimum centreline distance for twin engine installation: 4,000 mm
Speed 720 r/min for generator drive/constant speed operation only
Fixed pitch propeller: 450 kW/cyl., 750 r/min
V32/40 as marine main engine to be applied for multi-engine plants only

[1] Related to 100% actual engine load

* Release in October 2025



MAN L32/40

TCF Turbocharging variant*

Bore: 320 mm, **Stroke:** 400 mm

Speed	**r/min**	750	720
mep	**bar**	24.9	25.9
		kW	**kW**
6L32/40		3,000	3,000
7L32/40		3,500	3,500
8L32/40		4,000	4,000
9L32/40		4,500	4,500

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	100%	85%
L32/40	to be decided	to be decided
L32/40 FPP	to be decided	to be decided

Specific lube oil consumption[1)]: 0.5 g/kWh for nominal output 500 kW/cyl., 0.56 g/kWh for nominal output 450 kW/cyl.

Engine type specific reference charge air temperature before cylinder 43°C

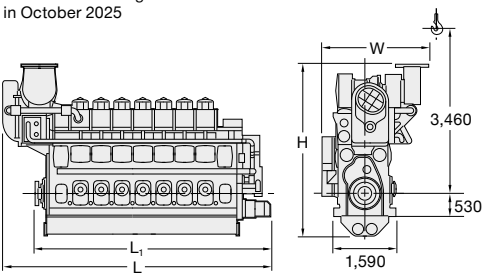
Dimensions

Cyl. No.		6	7	8	9
L	**mm**	5,940	6,470	7,000	7,530
L_1	**mm**	5,140	5,670	6,195	6,725
W	**mm**	2,630	2,630	2,630	2,630
H	**mm**	4,010	4,010	4,010	4,010
Dry mass	**t**	39	43	47	51

Minimum centreline distance for twin engine installation: 2,500 mm. Please contact MAN Energy Solutions for the precise information about the centreline distance for two engines with the same cylinder number standing near each other.
Speed 720 r/min for generator drive/constant speed operation only.
Fixed pitch propeller: 450 kW/cyl., 750 r/min

1) Related to 100% actual engine load

* Release in October 2025



MAN V28/33D STC

Tier II Tier III

Tier III with SCR

Bore: 280 mm, **Stroke:** 330 mm

		Standard engine	Load profile 'Navy'
Speed	**r/min**	1,000	1,032
mep	**bar**	26.9	28.6
12V28/33D STC		5,460	6,000
16V28/33D STC		7,280	8,000
20V28/33D STC		9,100	10,000

Specific fuel oil consumption (SFOC) at ISO conditions

Output		100%	85%	100%	85%
12V28/33D STC	**g/kWh**	189.0	186.0	194.0	188.5
16V28/33D STC	**g/kWh**	188.0	183.5	192.0	186.5
20V28/33D STC	**g/kWh**	188.0	183.5	192.0	186.5

Specific lube oil consumption[1]: 0.4 g/kWh for nominal output 455 kW/cyl., 0.36 g/kWh for nominal output 500 kW/cyl.

Engine type specific reference charge air temperature before cylinder 40°C

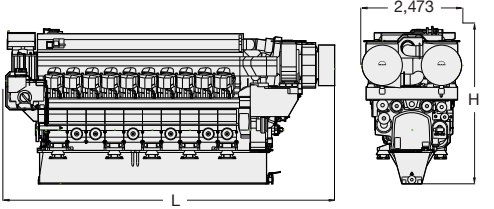
Figures on theoretical propeller curve for distillates according to ISO 8217 DMA, with all attached pumps

Dimensions

Cyl. No.		12	16	20
L	**mm**	6,207	7,127	8,047
H[2]	**mm**	3,417	3,417	3,417
H[3]	**mm**	3,682	3,682	3,682
Dry mass[4]	**t**	35.6	43.0	50.6

[1] Related to 100% actual engine load
[2] With low oilsump
[3] With deep oilsump
[4] Tolerance: 5%

Weight and performance parameters refer to engine with flywheel, TC silencer, attached pumps, oil filters and lube oil cooler.
V28/33D STC as marine main engine to be applied for multi-engine plants only in class-approved vessels.



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MAN L27/38

Tier II Tier III

Tier III with SCR

Bore: 270 mm, **Stroke:** 380 mm

Speed	**r/min**	750	800	800 (MDO[1])/MGO)
mep	**bar**	25.7	23.5	25.2
		kW	**kW**	**kW**
6L27/38		2,100	2,040	2,190
7L27/38		2,450	2,380	2,555
8L27/38		2,800	2,720	2,920
9L27/38		3,150	3,060	3,285

Specific fuel oil consumption (SFOC) at ISO conditions

MCR			**100%**			**85%**
	340 kW	350 kW	365 kW	340 kW	350 kW	365 kW
L27/38 CPP	188 g/kWh	189 g/kWh	191 g/kWh	185 g/kWh	186 g/kWh	186 g/kWh
L27/38 FPP	187 g/kWh	-	191 g/kWh	181 g/kWh	-	185 g/kWh

Specific lube oil consumption 0.8 g/kWh

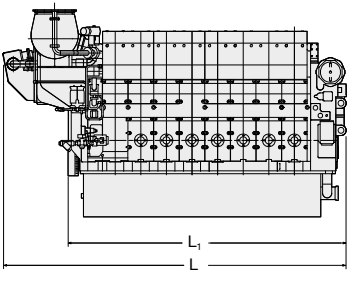
Engine type specific reference charge air temperature before cylinder 40°C

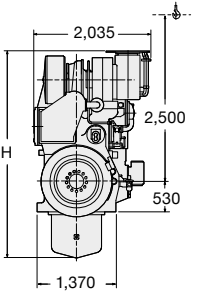
Dimensions

Cyl. No.		**6**	**7**	**8**	**9**
L	**mm**	5,070	5,515	5,960	6,405
L_1	**mm**	3,962	4,407	4,852	5,263
H	**mm**	3,555	3,687	3,687	3,687
Dry mass	**t**	29.0	32.5	36.0	39.5

Minimum centreline distance for twin engine installation: 2,500 mm

[1] MDO viscosity must not exceed 6 mm^2/s = cSt at 40°C.





MAN L27/38 Mk 2

Tier III with SCR

Bore: 270 mm, **Stroke:** 380 mm

Speed	**r/min**	750	900
mep	**bar**	25.7	23.5
		kW	**kW**
6L27/38 Mk 2		2,100	2,460
7L27/38 Mk 2		2,450	2,870
8L27/38 Mk 2		2,800	3,280
9L27/38 Mk 2		3,150	3,690

Specific fuel oil consumption (SFOC) at ISO conditions

MCR		**100%**		**85%**	
	350 kW	410 kW	350 kW	410 kW
L27/38 CPP	189 g/kWh	191 g/kWh	186 g/kWh	186 g/kWh
L27/38 FPP	-	191 g/kWh	-	185 g/kWh

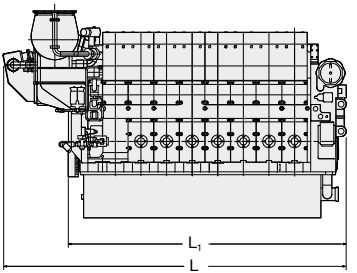
Specific lube oil consumption 0.8 g/kWh

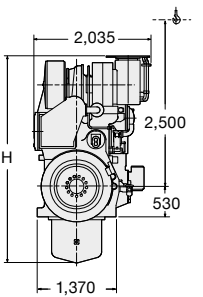
Engine type specific reference charge air temperature before cylinder 40°C

Dimensions

Cyl. No.		**6**	**7**	**8**	**9**
L	**mm**	5,070	5,515	5,960	6,405
L_1	**mm**	3,962	4,407	4,852	5,263
H	**mm**	3,555	3,687	3,687	3,687
Dry mass	**t**	29.0	32.5	36.0	39.5

Minimum centreline distance for twin engine installation: 2,500 mm





MAN L21/31

Tier II Tier III

Tier III with SCR

Bore: 210 mm, **Stroke:** 310 mm

Speed	**r/min**	1,000
mep	**bar**	24.0
		kW
6L21/31		1,290
7L21/31		1,505
8L21/31		1,720
9L21/31		1,935

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	**100%**	**85%**
L21/31 CPP	192 g/kWh	190 g/kWh
L21/31 FPP	192 g/kWh	190 g/kWh

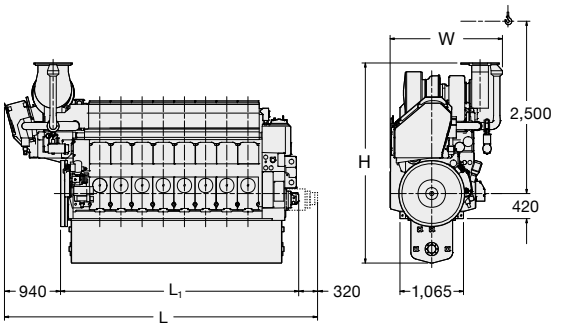
Specific lube oil consumption 0.4-0.8 g/kWh

Engine type specific reference charge air temperature before cylinder 40°C

Dimensions

Cyl. No.		**6**	**7**	**8**	**9**
L	**mm**	4,544	4,899	5,254	5,609
L_1	**mm**	3,284	3,639	3,994	4,349
H	**mm**	3,113	3,267	3,267	3,267
W	**mm**	1,695	1,695	1,820	1,820
Dry mass	**t**	16.0	17.5	19.0	20.5

Minimum centreline distance for twin engine installation: 2,400 mm



Bore: 175 mm, **Stroke:** 215 mm

Engine model	Rating def.	kW	rpm	SFOC at 100% MCR Tier II/Tier III g/kWh	Avg. Load %
12V175D-MH	Heavy Duty	1,740	1,800	192.5/193.0	85
12V175D-MM	Medium Duty	1,860	1,800	191.0/192.0	80
12V175D-MM	Medium Duty	1,920	1,800	193.0/194.0	80
12V175D-MM	Medium Duty	2,040	1,800	191.0/191.5	70
12V175D-MM	Medium Duty**	2,220	1,800	191.5/193.0	40
12V175D-MM	Medium Duty	2,220	1,900	195.0/196.0	65
12V175D-MM	Medium Duty**	2,400	1,800	193.0/193.0	40
12V175D-ML	Light Duty	2,400	2,000	197.5/198.0	60
12V175D-ML	Light Duty	2,580	2,000	202.0/ -	60

For multi-engine arrangement only. Specific fuel oil consumption according to ISO 3046-1:2002 based on a lower calorific value of 42,700 kJ/kg with attached lube oil, HT and LT cooling water pumps fulfilling IMO Tier II/Tier III emission limits with 5% tolerance.

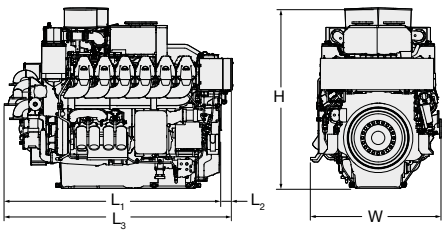
* Refer to page 111 for further information

** for tug applications only

Dimensions

Cyl. No.		12
L_1	mm	2,734
L_2	mm	167
L_3	mm	2,901
H	mm	2,295
W	mm	1,661
Dry mass	t	8.80

Configuration shown: MAN 12V175D-MM without seawater cooler



MAN 175D

Methanol ready* | Tier II | Tier III

16V

Tier III with SCR

Bore: 175 mm, **Stroke:** 215 mm

Engine model	Rating def.	kW	rpm	SFOC at 100% MCR Tier II/Tier III g/kWh	Avg. Load %
16V175D-MM	Medium Duty	2,560	1,800	193.0/194.0	80
16V175D-MM	Medium Duty	2,720	1,800	191.0/192.5	70
16V175D-MM	Medium Duty**	2,960	1,800	192.5/194.0	40
16V175D-MM	Medium Duty	2,960	1,900	196.0/197.0	65
16V175D-ML	Light Duty	3,200	2,000	197.5/198.0	60

For multi-engine arrangement only. Specific fuel oil consumption according to ISO 3046-1:2002 based on a lower calorific value of 42,700 kJ/kg with attached lube oil, HT and LT cooling water pumps fulfilling IMO Tier II/Tier III emission limits with 5% tolerance.

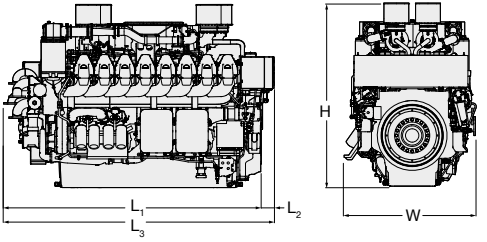
* Refer to page 111 for further information

** for tug applications only

Dimensions

Cyl. No.		16
L_1	mm	3,254
L_2	mm	167
L_3	mm	3,421
H	mm	2,316
W	mm	1,661
Dry mass	t	10.85

Configuration shown: MAN 16V175D-MM without seawater cooler



Tier II | Tier III | Methanol ready*

Tier III with SCR

MAN 175D

20V

Bore: 175 mm, **Stroke:** 215 mm

Engine model	Rating def.	kW	rpm	SFOC at 100% MCR Tier II/Tier III g/kWh	Avg. Load %
20V175D-MM	Medium Duty	3,400	1,800	191.0/191.5	70
20V175D-MM	Medium Duty**	3,700	1,800	191.5/193.0	40
20V175D-MM	Medium Duty	3,700	1,900	194.0/195.0	65
20V175D-ML	Light Duty	4,000	2,000	197.5/198.0	60
20V175D-ML	Light Duty	4,400	2,000	199.0/-	60

For multi-engine arrangement only. Specific fuel oil consumption according to ISO 3046-1:2002 based on a lower calorific value of 42,700 kJ/kg with attached lube oil, HT and LT cooling water pumps fulfilling IMO Tier II/Tier III emission limits with 5% tolerance.

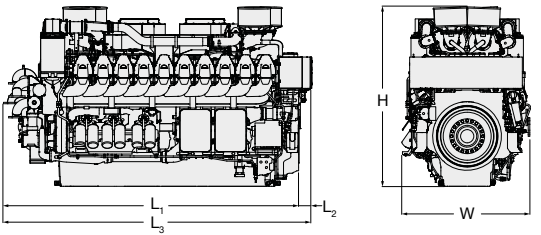
* Refer to page 111 for further information

** for tug applications only

Dimensions (preliminary)

Cyl. No.		20
L_1	mm	3,774
L_2	mm	167
L_3	mm	3,941
H	mm	2,297
W	mm	1,647
Dry mass	t	13.10

Configuration shown: MAN 20V175D-MM without seawater cooler



MAN four-stroke marine mechanical pump drive

Picture courtesy Dragages-Ports

MAN V48/60CR

Tier II | Tier III

Tier III with SCR

Bore: 480 mm, **Stroke:** 600 mm

Speed	**r/min**	514	500
mep	**bar**	23.2	23.9
		kW	**kW**
12V48/60CR		12,960	12,960
14V48/60CR		15,120	15,120
16V48/60CR		17,280	17,280

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	**100%**	**85%**
V48/60CR	180.5 g/kWh	175.5 g/kWh

Specific lube oil consumption[1]: 0.6 g/kWh for nominal output 1,080 kW/cyl.

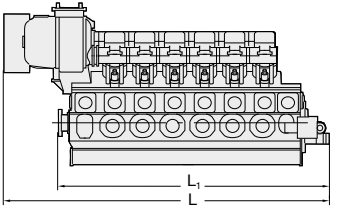
Engine type specific reference charge air temperature before cylinder 37°C

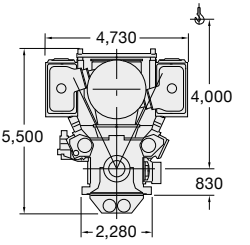
[1] Related to 100% actual engine load

Dimensions

Cyl. No.		**12**	**14**	**16**
L	**mm**	10,790	11,790	13,140
L_1	**mm**	9,088	10,088	11,088
Dry mass	**t**	189	213	240

Minimum centreline distance for twin engine installation: 4,800 mm





MAN L48/60CR

Bore: 480 mm, **Stroke:** 600 mm

Speed	**r/min**	514	500
mep	**bar**	23.2	23.9
		kW	**kW**
6L48/60CR		6,480	6,480
7L48/60CR		7,560	7,560
8L48/60CR		8,640	8,640
9L48/60CR		9,720	9,720

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	**100%**	**85%**
L48/60CR	181.5 g/kWh	177.5 g/kWh

Specific lube oil consumption[1]: 0.6 g/kWh for nominal output 1,080 kW/cyl.

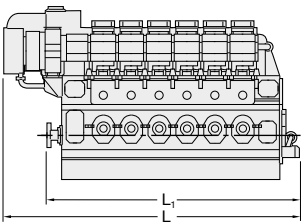
Engine type specific reference charge air temperature before cylinder 37°C

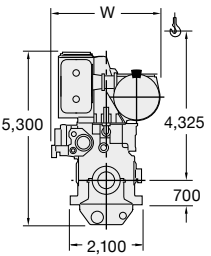
[1] Related to 100% actual engine load

Dimensions

Cyl. No.		**6**	**7**	**8**	**9**
L	**mm**	8,760	9,580	10,540	11,360
L_1	**mm**	7,455	8,275	9,095	9,915
W	**mm**	3,165	3,165	3,280	3,280
Dry mass	**t**	106	119	135	148

Minimum centreline distance for twin engine installation: 3,200 mm





MAN V32/44CR

Methanol ready* | Tier II | Tier III

Tier III with SCR

Bore: 320 mm, **Stroke:** 440 mm

Speed	**r/min**	750
mep	**bar**	24.9
		kW
12V32/44CR		6,600
14V32/44CR		7,700
16V32/44CR		8,800
18V32/44CR[1]		9,900

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	**100%**	**85%**
V32/44CR	176.5 g/kWh	172.5 g/kWh
14V32/44CR	177.5 g/kWh	174.0 g/kWh

Specific lube oil consumption[2]: 0.55 g/kWh for nominal output 550 kW/cyl.

Engine type specific reference charge air temperature before cylinder 40°C

* Please contact MAN Energy Solutions for further details

Dimensions

Cyl. No.		**12**	**14**	**16**	**18**
L	**mm**	7,195	7,970	8,600	9,230
L_1	**mm**	5,795	6,425	7,055	7,685
W	**mm**	3,100	3,100	3,100	3,100
H	**mm**	4,039	4,262	4,262	4,262
Dry mass[3]	**t**	70	79	87	96

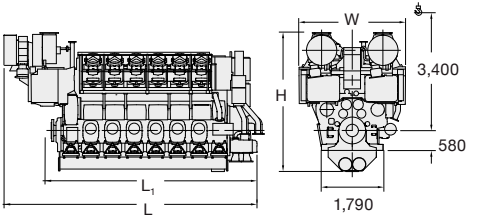
Minimum centreline distance for twin engine installation: 4,000 mm

[1] 18V32/44CR available rigidly mounted only

[2] Related to 100% actual engine load

[3] Including built-on lube oil automatic filter, fuel oil filter and electronic equipment

Wet oil sump available upon request



MAN L32/44CR

Tier III with SCR

Bore: 320 mm, **Stroke:** 440 mm

Speed	**r/min**	750
mep	**bar**	24.9
		kW
6L32/44CR		3,300
7L32/44CR		3,850
8L32/44CR		4,400
9L32/44CR		4,950
10L32/44CR		5,500

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	**100%**	**85%**
L32/44CR	176.5 g/kWh	172.5 g/kWh
7L32/44CR	177.5 g/kWh	174.0 g/kWh

Specific lube oil consumption[1]: 0.55 g/kWh for nominal output 550 kW/cyl.

Engine type specific reference charge air temperature before cylinder 40°C

* Please contact MAN Energy Solutions for further details

Dimensions

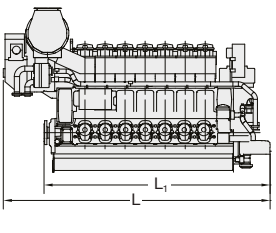
Cyl. No.		**6**	**7**	**8**	**9**	**10**
L	**mm**	6,312	6,924	7,454	7,984	8,603
L_1	**mm**	5,265	5,877	6,407	6,937	7,556
W	**mm**	2,174	2,359	2,359	2,359	2,359
H	**mm**	4,163	4,369	4,369	4,369	4,369
Dry mass[2]	**t**	39.5	44.5	49.5	53.5	58.0

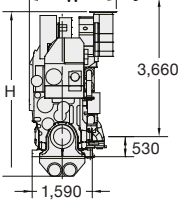
Minimum centreline distance for twin engine installation: 2,500 mm

[1] Related to 100% actual engine load

[2] Including built-on lube oil automatic filter, fuel oil filter and electronic equipment

Wet oil sump available upon request





MAN V32/40

NR Turbocharging variant

Tier II Tier III

Tier III with SCR

Bore: 320 mm, **Stroke:** 400 mm

Speed	**r/min**	750
mep	**bar**	22.4
		kW
12V32/40		5,400
14V32/40		6,300
16V32/40		7,200
18V32/40		8,100

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	100%	85%
V32/40	189.0 g/kWh	189.0 g/kWh

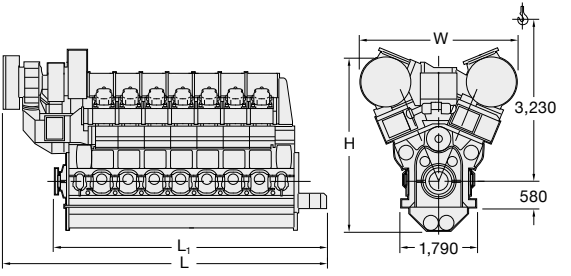
Specific lube oil consumption[1]: 0.56 g/kWh for nominal output 450 kW/cyl.

Engine type specific reference charge air temperature before cylinder 43°C

Dimensions

Cyl. No.		12	14	16	18
L	**mm**	6,915	7,545	8,365	8,995
L_1	**mm**	5,890	6,520	7,150	7,780
W	**mm**	3,140	3,140	3,730	3,730
H	**mm**	4,100	4,100	4,420	4,420
Dry mass	**t**	61	68	77	85

Minimum centreline distance for twin engine installation: 4,000 mm
V32/40 as marine main engine to be applied for multi-engine plants only
[1] Related to 100% actual engine load



MAN L32/40

NR Turbocharging variant

Bore: 320 mm, **Stroke:** 400 mm

Speed	**r/min**	750
mep	**bar**	22.4
		kW
6L32/40		2,700
7L32/40		3,150
8L32/40		3,600
9L32/40		4,050

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	100%	85%
L32/40	191 g/kWh	190.0 g/kWh

Specific lube oil consumption[1]: 0.56 g/kWh for nominal output 450 kW/cyl.

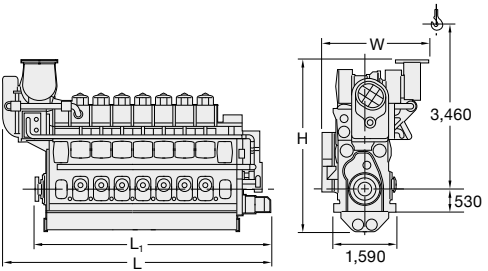
Engine type specific reference charge air temperature before cylinder 43°C

Dimensions

Cyl. No.		6	7	8	9
L	**mm**	5,940	6,470	7,000	7,530
L_1	**mm**	5,140	5,670	6,195	6,725
W	**mm**	2,630	2,630	2,715	2,715
H	**mm**	4,010	4,010	4,490	4,490
Dry mass	**t**	38	42	47	51

Minimum centreline distance for twin engine installation: 2,500 mm. Please contact MAN Energy Solutions for the precise information about the centreline distance for two engines with the same cylinder number standing near each other.

[1] Related to 100% actual engine load



MAN V32/40

TCF Turbocharging variant*

Tier II Tier III

Tier III with SCR

Bore: 320 mm, **Stroke:** 400 mm

Speed	**r/min**	750
mep	**bar**	22.4
		kW
12V32/40		5,400
14V32/40		6,300
16V32/40		7,200
18V32/40		8,100

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	100%	85%
V32/40	to be decided	to be decided

Specific lube oil consumption[1]: 0.56 g/kWh for nominal output 450 kW/cyl.

Engine type specific reference charge air temperature before cylinder 43°C

Dimensions

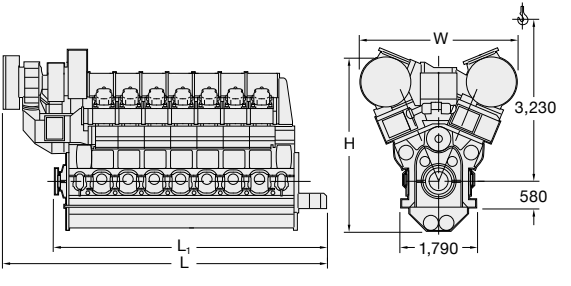
Cyl. No.		12	14	16	18
L	**mm**	6,974	7,604	8,228	8,858
L_1	**mm**	5,890	6,520	7,150	7,780
W	**mm**	3,255	3,255	3,255	3,255
H	**mm**	4,180	4,180	4,180	4,420
Dry mass	**t**	62	69	76	85

Minimum centreline distance for twin engine installation: 4,000 mm

V32/40 as marine main engine to be applied for multi-engine plants only

[1] Related to 100% actual engine load

* Release in October 2025



Tier II Tier III

Tier III with SCR

MAN L32/40

TCF Turbocharging variant*

Bore: 320 mm, **Stroke:** 400 mm

Speed	**r/min**	750
mep	**bar**	22.4
		kW
6L32/40		2,700
7L32/40		3,150
8L32/40		3,600
9L32/40		4,050

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	100%	85%
L32/40	to be decided	to be decided

Specific lube oil consumption[1]: 0.56 g/kWh for nominal output 450 kW/cyl.

Engine type specific reference charge air temperature before cylinder 43°C

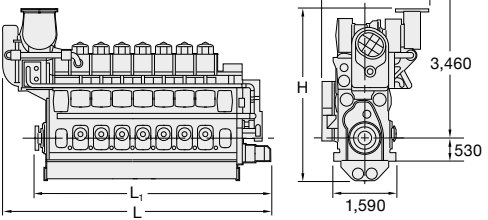
Dimensions

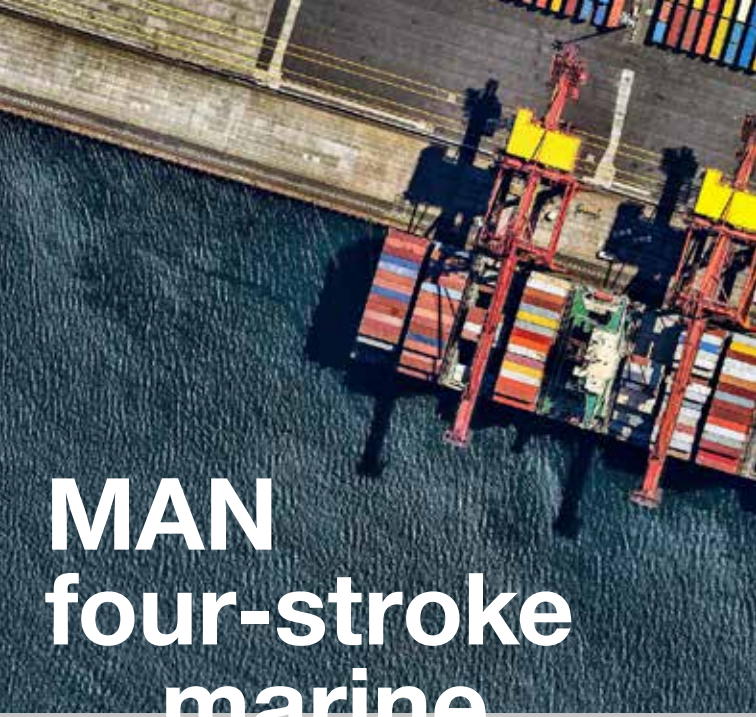
Cyl. No.		6	7	8	9
L	**mm**	5,940	6,470	7,000	7,530
L_1	**mm**	5,140	5,670	6,195	6,725
W	**mm**	2,630	2,630	2,630	2,630
H	**mm**	4,010	4,010	4,010	4,010
Dry mass	**t**	39	43	47	51

Minimum centreline distance for twin engine installation: 2,500 mm. Please contact MAN Energy Solutions for the precise information about the centreline distance for two engines with the same cylinder number standing near each other.

[1] Related to 100% actual engine load

* Release in October 2025





MAN four-stroke marine GenSets

MAN four-stroke marine GenSets – all emission requirements

Besides focus on power density and fuel economy, MAN Energy Solutions is committed to a steady reduction of the environmental impact of our engines.

IMO Tier II

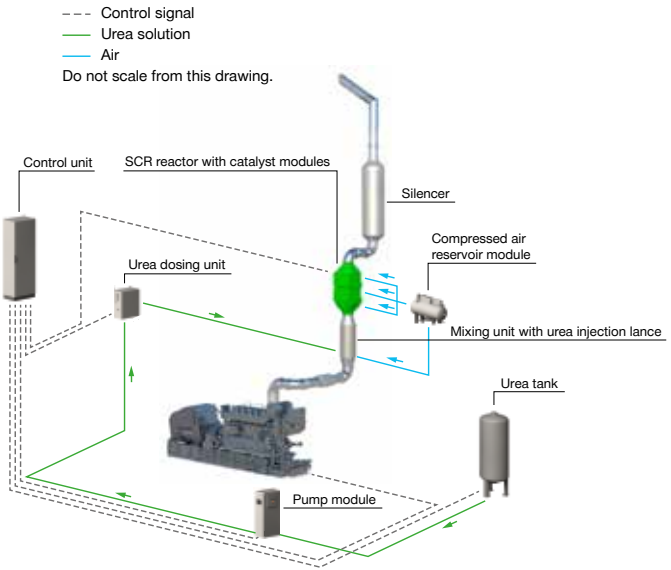
MAN Energy Solutions has decreased NO_x emissions significantly by applying well-proven methods that ensure a cleaner and more efficient combustion process. Our four-stroke propulsion engines are IMO Tier II compliant by internal engine measures alone.

IMO Tier III

For operation in emission control areas (ECA), MAN Energy Solutions has developed a comprehensive range of selective catalytic reduction (SCR) systems that provides a tremendous reduction in NO_x levels surpassing IMO Tier III requirements.

MAN Energy Solutions' standard SCR system is available in fourteen different sizes covering our entire portfolio of four-stroke engines. Customised SCR systems are offered on demand.

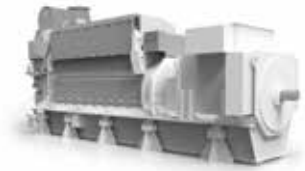
MAN has developed a complete range of SCR systems that work perfectly with our engines for maximum system efficiency. The intelligent exhaust gas temperature control enables significant savings in fuel consumption as compared to third party supplier systems. MAN SCR systems work with MGO, MDO and HFO with up to 3.5% sulphur.



MAN GenSet plant with complete SCR system

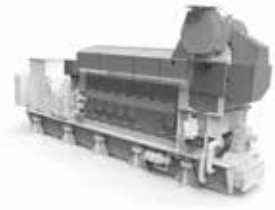
100% MCR PTO-solutions for L21/31 Mk 2 and L27/38 GenSets

Optimised for both new and existing ship designs.



PTO on alternator – external pump

Pump on alternator – common base frame



PTO on front end – external pump (new feature)

Pump on front end – common base frame (new feature)

Fuel oil saving for small bore GenSet (part load optimised)

GenSets can be delivered with improved fuel oil consumption at low load and part load. The penalty will be higher SFOC at high load. The part-load optimised engine complies with the IMO Tier II limit.

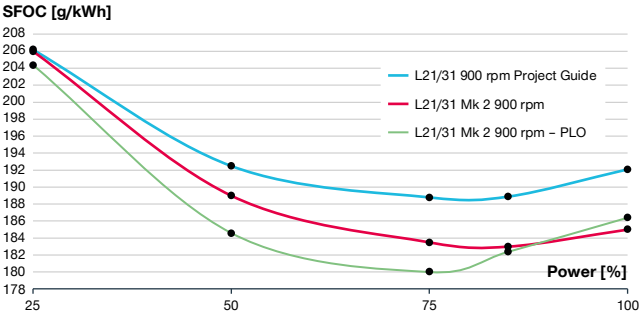
The new tuning method, referred to as part-load optimisation, optimises the engine performance at approx. 60-65% MCR, as this is often the load range in which the GenSet is operating, but it can also be customised to other specific operating conditions.

With the new development of L21/31 Mk 2 together with part-load optimisation techniques, fuel oil savings of up to nearly 12 g/kWh have been obtained, depending on the engine type/model and load point.

Traditionally, GenSets are optimised at 80-85% MCR due to limitations in turbocharger matching, but this is also the load point where power management will engage additional GenSets when more power is needed.

With part-load optimisation, there is a fuel oil penalty when the load exceeds approx. 80% MCR, but this has no practical consequence as the GenSet rarely exceeds 85% MCR.

This is illustrated in the figure below. For further information, please contact MAN Energy Solutions.



Based on Project Guide figures for IMO Tier II engines – 60Hz: ISO reference condition, HFO/MDO, Without pumps, tolerance +5% (not included) August 2020.

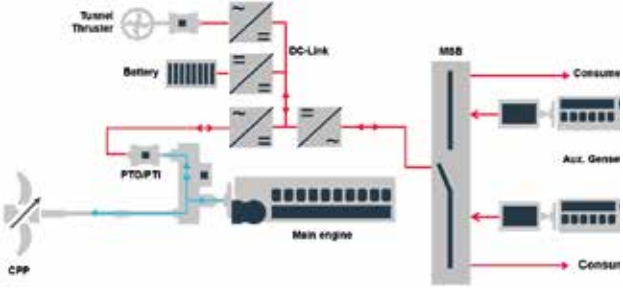
Electric and hybrid propulsion trains (HyProp ECO)

MAN Energy Solutions offers a full range of electric and hybrid power and propulsion plants. Our solutions are designed and optimised to meet the highest efficiencies of an integrated system covering the complete operational profile of the vessel. Our propulsion systems provide a well-balanced and tailor-made solution with emphasis on increased fuel efficiency, flexibility and performance.

Our comprehensive propulsion packages include the complete array of required components from GenSets to propulsors, including switchboards, variable speed drives, propulsion motors and controls. They ensure the optimal technical and economical solution while minimising the operational costs.

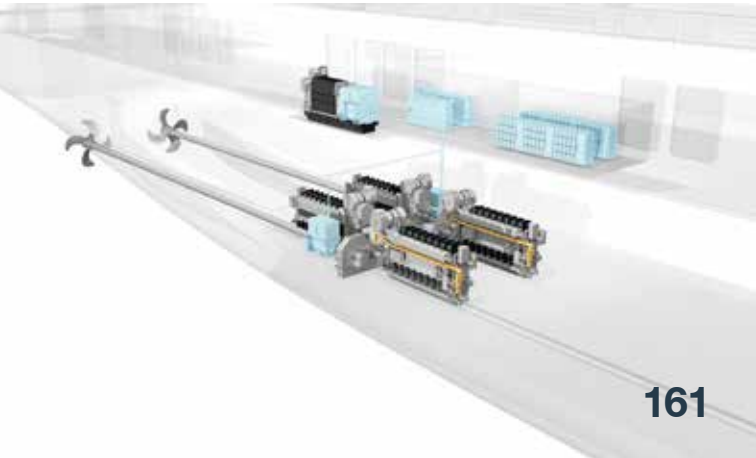
The HyProp ECO introduces a system to control the power delivered by or to the shaft machine. It overcomes the constraint on constant speed propulsion machinery by utilising variable speed drives at the shaft generator/motor.

Our innovative HyProp Battery system also integrates batteries which enable an optimised loading of our engines, and provide an electric spinning reserve, dynamic support of the propellers as well as peak shaving.



HyProp ECO Battery system with integrated energy storage system

HyProp ECO
Hybrid
propulsion
system

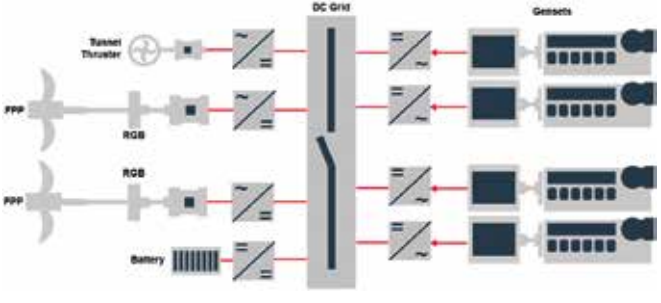


Energy-saving electric propulsion (EPROX-DC)

Recent developments in electric propulsion have resulted in electric systems where engines can operate at variable speed. The “classic” constant speed operation of GenSets is no longer a constraint. Utilising an enlarged engine operation map with a speed range of 60% to 100% paves the way to a high potential in fuel oil savings. Each speed set point of the engines can be adjusted independently in order to achieve a minimum fuel oil consumption according to the system load. The electric system using DC distribution enables a decoupled operation of the engines, propulsion drives, and other consumers.

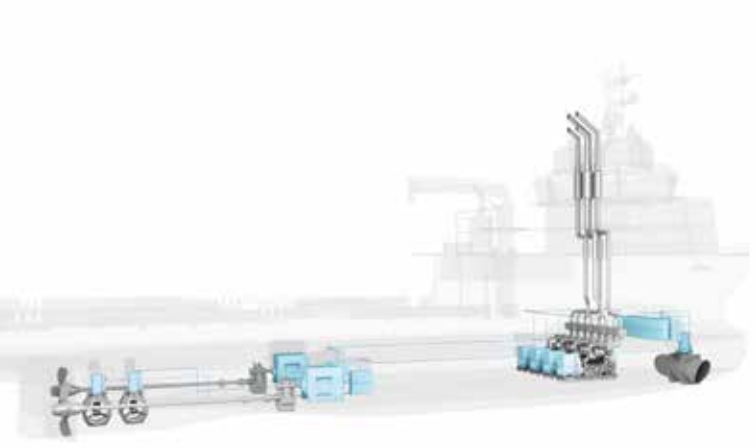
Another major advantage is the possible integration of energy storage systems, like batteries. They can reduce the transient loads on the engines and improve the dynamic response of the propulsion system. Fast load application is removed from the engines and load peaks are shaved. Also, emission free propulsion can be realized when running on the batteries. In addition, the energy storage system allows a constant and high loading of the engines, provides spinning reserve and will have a positive effect on engine maintenance.

MAN Energy Solutions offers this advanced package solution in close cooperation with our partner Aspin Kemp & Associates.



EPROX-DC energy-saving electric propulsion plant

EPROX-DC propulsion solution



EPROX-DC propulsion solution on anchor handling tug supply vessel

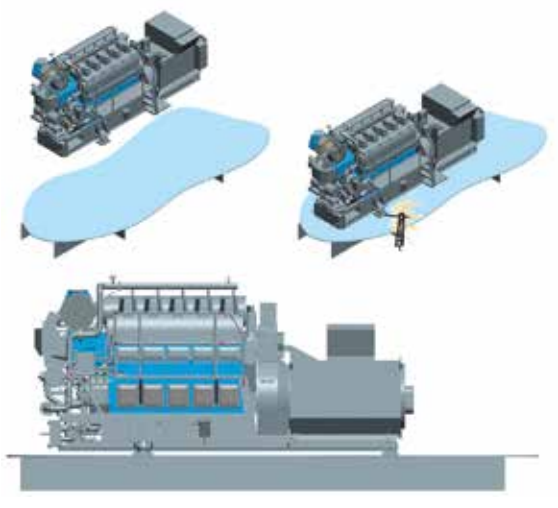
MAN L23/30H monocoque GenSet – continued development

The monocoque GenSet includes several updates of the tried and tested L23/30H engine, which are focused on weight reduction, vibration optimisation and simplified installation.

The most significant update is that the alternator is now a load-bearing component, with a 'top brace' connection to the engine. This enables up to 63% weight reduction of the base frame, which again results in weight reduction of up to 13% of the GenSet and a lower vibration level.

The three and four point 'deck-level' supports significantly simplify the GenSet installation process. This design is installed on a flat deck, which is a major reduction of the vessels foundation structure. Furthermore, applying only three conicals makes the GenSets self-leveling.

The monocoque GenSet application is available for all variants of the L23/30H engine.



Monocoque GenSet

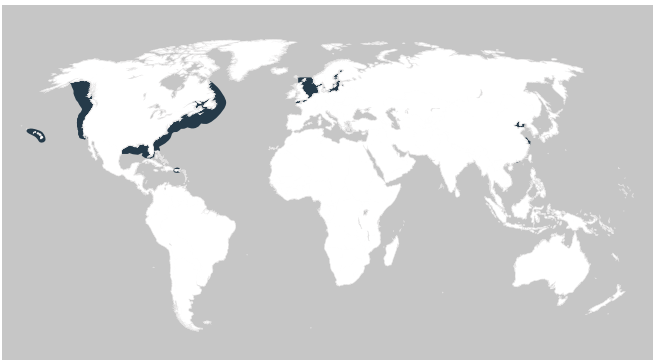
Marine fuels after 2020 (in accordance with ISO 8217)

From 1 January 2020, the global 0.5% limit for sulphur content in marine fuels enters into force. To ensure compliant operation, one of following methods must be used:

- HFO GenSet running on a compliant low-sulphur fuel oil (LSFO) in accordance with ISO 8217.
- Global: max 0.5% sulphur (VLSFO).
- ECA: max 0.1% sulphur (ULSFO).
- HFO GenSet running on a high-sulphur fuel oil (HSFO) in accordance with ISO 8217 and with a SO_X scrubber for exhaust gas cleaning.
- DF GenSet running on LNG with a compliant pilot distillate fuel.

MAN GenSets have for decades been running on low-sulphur and low-viscosity fuels on small power plants on Greenland. The many years of experience have been transferred to the standard marine GenSet. To be prepared for operation on compliant fuels after 2020, the HFO GenSets will be updated with optimised fuel pumps and inlet/exhaust valve materials for low-viscosity fuels.

It is important to note that paraffinic and aromatic fuels are incompatible and should not be mixed in the same fuel tank. Notice the issued Service Letters, PrimeServ Customer Information and follow MAN guidelines.



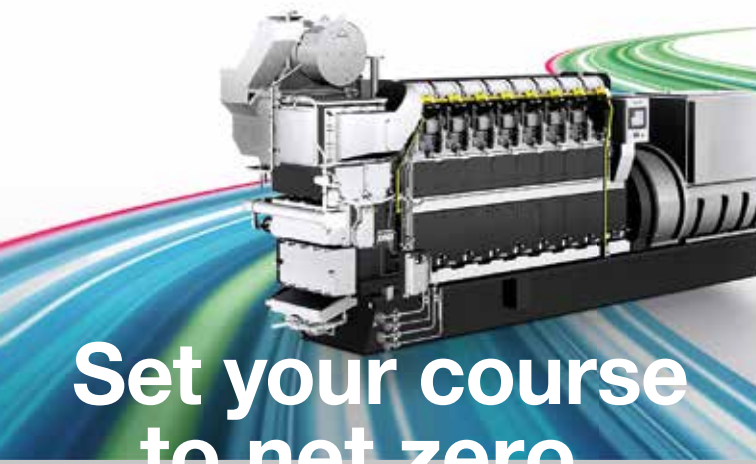
ECAs – 0.10% S (effective 2015) Global sulfur cap – 0.50% S (effective 2020)

Methanol

MAN Energy Solutions is developing methanol technology paths for various engine types. Green methanol is an important fuel option to decarbonise the operation of propulsion and auxiliary GenSet equipment. Ensuring the feasibility of later retrofits can be crucial to avoid the risk of stranded assets by enabling the concurrent adaption of ships to expected regulations and fuel supply.

Products marked with Methanol ready* are intended to be available in future to be sold as methanol capable or will be intended to be available for retrofit to methanol operation under specific boundary conditions.

Please contact MAN Energy Solutions for further details on the engines marked as methanol ready, the certifying class societies, and the currently expected availability of methanol ready for the individual marked engines.



Set your course to net zero with methanol

MAN Energy Solutions
Future in the making

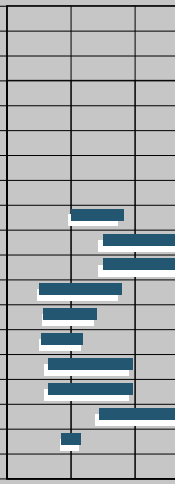
New MAN L21/31DF-M GenSet based on proven technology

High reliability, high performance, and fuel flexibility make the new MAN L21/31DF-M the perfect partner for methanol main engines. The new GenSet ensures power supply on large vessels and handles load steps with confidence. Running on methanol, it maintains the proven reliability and low consumption of its predecessor, which has already accumulated more than 110 million operating hours.

www.man-es.com/man-l21-31df-m

MAN four-stroke marine GenSets programme

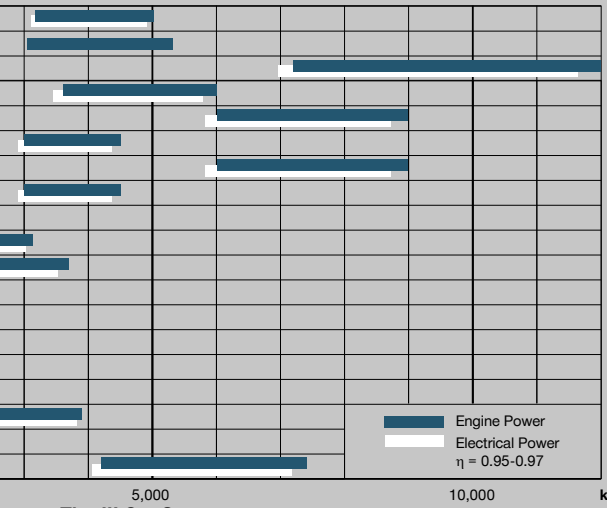
r/min	Engine type
720-750	L35/44DF CD
720-750	L35/44CD
720-750	V32/44CR
720-750	L32/44CR
720-750	V32/40 – NR Turbocharging variant
720-750	L32/40 – NR Turbocharging variant
720-750	V32/40 – TCF Turbocharging variant
720-750	L32/40 – TCF Turbocharging variant
720-750	L28/32DF
720-750	L27/38 L27/38 (MDO/MGO)
720-900	L27/38 Mk 2
720-900	L23/30H Mk 3
720-900	L23/30H Mk 2
720-900	L23/30DF
900-1,000	L21/31 Mk 2
900-1,000	L21/31DF-M
1,080-1,800	175D
1,300	S.E.M.T. Pielstick PA4 SM & SMDS
900-1,000	S.E.M.T. Pielstick PA6B



GenSets

GenSets can be applied as auxiliary GenSets, GenSets for electric propulsion or for offshore applications.

Project specific demands can be clarified at an early project stage.



Tier III GenSets

Four-stroke GenSets are Tier III compatible when a downstream SCR is added to clean the exhaust gas on a Tier II engine. The additional SCR will only have an impact on SFOC if the backpressure is increased.

MAN L35/44CD

Methanol ready* | Tier II | Tier III

Tier III in gas mode

Bore: 350 mm, **Stroke:** 440 mm

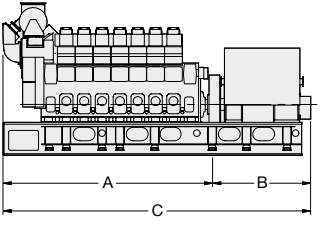
Speed	**r/min**	750		720	
Frequency	**Hz**	50		60	
		Eng. kW	**Gen. kW**[1)]	**Eng. kW**	**Gen. kW**[1)]
6L35/44CD		3,360	3,242	3,360	3,242
7L35/44CD		3,920	3,783	3,920	3,783
8L35/44CD		4,480	4,323	4,480	4,323
9L35/44CD		5,040	4,864	5,040	4,864

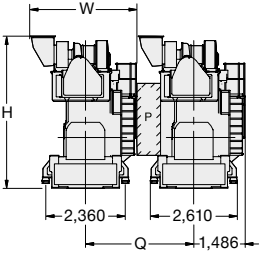
* Refer to page 166 for further information

Dimensions[2)]

Cyl. no.		**6**	**7**	**8**	**9**
A	**mm**	6,270	6,900	7,480	8,110
B[3)]	**mm**	3,900	4,100	4,400	4,600
C[3)]	**mm**	10,170	11,000	11,880	12,710
W	**mm**	2,958	3,108	3,108	3,108
H	**mm**	4,631	4,867	4,867	4,867
Dry mass[3)]	**t**	76	84	91	96

1) Based on nominal generator efficiencies of 96.5%
2) Dimensions are not finally fixed
3) Depending on alternator applied





P Free passage between the engines, width 600 mm and height 2,000 mm
Q Minimum distance between centre of engines: ~3,400 mm (with gallery)

MAN L35/44DF CD

Tier III in gas mode

Bore: 350 mm, **Stroke:** 440 mm

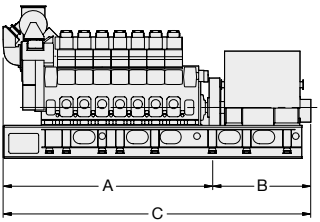
Speed r/min	750		720	
Frequency Hz	50		60	
	Eng. kW	**Gen. kW**[1)]	**Eng. kW**	**Gen. kW**[1)]
6L35/44DF CD	3,360	3,242	3,360	3,242
7L35/44DF CD	3,920	3,783	3,920	3,783
8L35/44DF CD	4,480	4,323	4,480	4,323
9L35/44DF CD	5,040	4,864	5,040	4,864

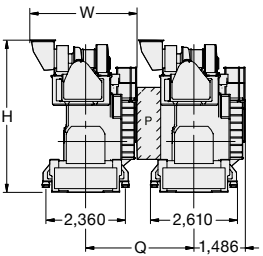
* Refer to page 166 for further information

Dimensions[2)]

Cyl. no.	**6**	**7**	**8**	**9**
A mm	6,270	6,900	7,480	8,110
B[3)] mm	3,900	4,100	4,400	4,600
C[3)] mm	10,170	11,000	11,880	12,710
W mm	2,958	3,108	3,108	3,108
H mm	4,631	4,867	4,867	4,867
Dry mass[3)] t	76	84	91	96

1) Based on nominal generator efficiencies of 96.5%
2) Dimensions are not finally fixed
3) Depending on alternator applied





P Free passage between the engines, width 600 mm and height 2,000 mm
Q Minimum distance between centre of engines: ~3,400 mm (with gallery)

MAN V32/44CR

Methanol ready* | Tier II | Tier III

Tier III with SCR

Bore: 320 mm, **Stroke:** 440 mm

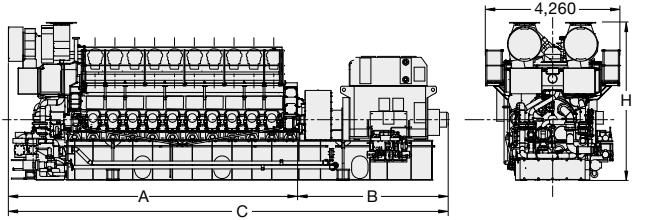
Speed	r/min	750		720	
Frequency	Hz	50		60	
		Eng. kW	Gen. kW[1)]	Eng. kW	Gen. kW[1)]
12V32/44CR		7,200	6,984	7,200	6,984
14V32/44CR[2)]		8,120	7,876	8,120	7,876
16V32/44CR		9,600	9,312	9,600	9,312
18V32/44CR[3)]		10,800	10,476	10,800	10,476
20V32/44CR		12,000	11,640	12,000	11,640

* Refer to page 166 for further information

Dimensions

Cyl. no.		12	14	16	18	20
A	mm	5,382	6,012	6,642	7,272	7,902
B	mm	4,201	4,201	4,201	4,201	4,201
C	mm	11,338	11,968	12,598	13,228	13,858
H	mm	5,014	5,014	5,014	5,014	5,014
Dry mass	t	117	131	144	159	172

1) Based on nominal generator efficiencies of 97%
2) 580 kW/cyl.
3) 18V32/44CR available rigidly mounted only
Frame Auxiliary Box (FAB) available upon request
Available for Electric Propulsion application and as Auxiliary GenSet



Tier III with SCR

Bore: 320 mm, Stroke: 440 mm

Speed r/min	750		720	
Frequency Hz	50		60	
	Eng. kW	Gen. kW[1)]	Eng. kW	Gen. kW[1)]
6L32/44CR	3,600	3,474	3,600	3,474
7L32/44CR[2)]	4,060	3,918	4,060	3.918
8L32/44CR	4,800	4,632	4,800	4,632
9L32/44CR	5,400	5,211	5,400	5,211
10L32/44CR	6,000	5,790	6,000	5,790

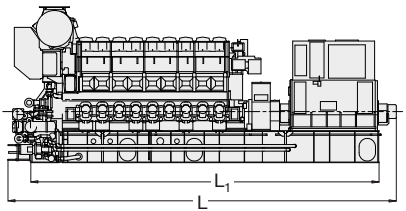
* Refer to page 166 for further information

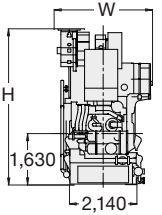
Dimensions

Cyl. no.		6	7	8	9	10
L	mm	10,738	11,268	11,798	12,328	12,858
L_1	mm	10,150	10,693	11,236	11,779	12,309
W	mm	2,490	2,490	2,573	2,573	2,573
H	mm	4,768	4,768	4,955	4,955	4,955
Dry mass	t	71	78	84	91	97

1) Based on nominal generator efficiencies of 96.5%
2) 580 kW/cyl.

Frame Auxiliary Box (FAB) available upon request
Available for Electric Propulsion application and as Auxiliary GenSet





Free passage between the engines, width 600 mm and height 2,000 mm
Minimum distance between centre of engines: ~2,835 mm (without gallery) ~3,220 mm (with gallery)

MAN V32/40

Tier II Tier III

NR Turbocharging variant

Tier III with SCR

Bore: 320 mm, **Stroke:** 400 mm

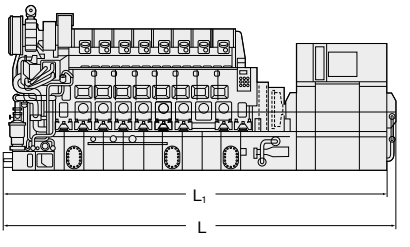
Speed	**r/min**	750		720	
Frequency	**Hz**	50		60	
		Eng. kW	**Gen. kW**[1)]	**Eng. kW**	**Gen. kW**[1)]
12V32/40		6,000	5,820	6,000	5,820
14V32/40		7,000	6,790	7,000	6,790
16V32/40		8,000	7,760	8,000	7,760
18V32/40		9,000	8,730	9,000	8,730

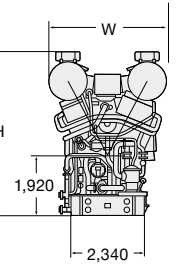
Dimensions

Cyl. no.		**12**	**14**	**16**	**18**
L	**mm**	11,045	11,710	12,555	13,185
L_1	**mm**	10,450	11,115	11,950	12,580
W	**mm**	3,365	3,365	3,730	3,730
H	**mm**	4,850	4,850	5,245	5,245
Dry mass	**t**	101	113	126	138

[1)] Based on nominal generator efficiencies of 97%

Available for Electric Propulsion application and as Auxiliary GenSet





MAN L32/40

NR Turbocharging variant

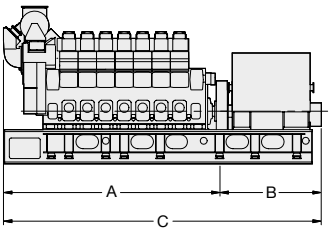
Bore: 320 mm, **Stroke:** 400 mm

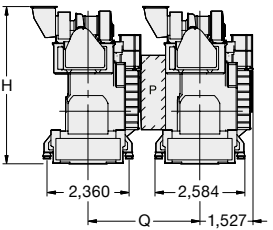
Speed	r/min	750		720	
Frequency	Hz	50		60	
		Eng. kW	Gen. kW[1)]	Eng. kW	Gen. kW[1)]
6L32/40		3,000	2,895	3,000	2,895
7L32/40		3,500	3,378	3,500	3,378
8L32/40		4,000	3,860	4,000	3,860
9L32/40		4,500	4,343	4,500	4,343

Dimensions

Cyl. no.		6	7	8	9
A	mm	6,340	6,870	7,400	7,930
B	mm	3,415	3,415	3,635	3,635
C	mm	9,755	10,285	11,035	11,565
H	mm	4,622	4,622	4,840	4,840
Dry mass	t	70.5	74.3	81.8	85.8

[1)] Based on nominal generator efficiencies of 96.5%
Available for Electric Propulsion application and as Auxiliary GenSet





P Free passage between the engines, width 600 mm and height 2,000 mm
Q Minimum distance between centre of engines: ~2,835 mm (without gallery) ~3,220 mm (with gallery)

MAN V32/40

TCF Turbocharging variant*

Tier II Tier III

Tier III with SCR

Bore: 320 mm, **Stroke:** 400 mm

Speed	**r/min**	750		720	
Frequency	**Hz**	50		60	
		Eng. kW	**Gen. kW[1)]**	**Eng. kW**	**Gen. kW[1)]**
12V32/40		6,000	5,820	6,000	5,820
14V32/40		7,000	6,790	7,000	6,790
16V32/40		8,000	7,760	8,000	7,760
18V32/40		9,000	8,730	9,000	8,730

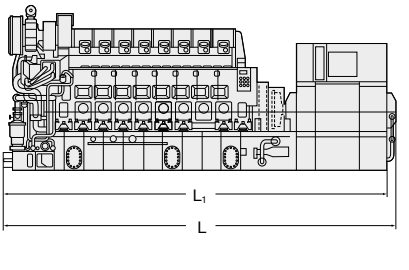
Dimensions

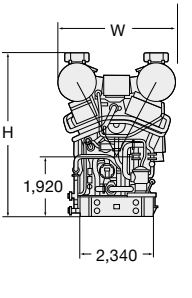
Cyl. no.		**12**	**14**	**16**	**18**
L	**mm**	6974	7604	8228	8858
L_1	**mm**	10,450	11,115	11,950	12,580
W	**mm**	3,255	3,255	3,255	3,255
H	**mm**	4,181	4,181	4,181	4,181
Dry mass	**t**	62	69	76	85

[1)] Based on nominal generator efficiencies of 97%

Available for Electric Propulsion application and as Auxiliary GenSet

* Release in October 2025





Tier II Tier III

Tier III with SCR

MAN L32/40

TCF Turbocharging variant*

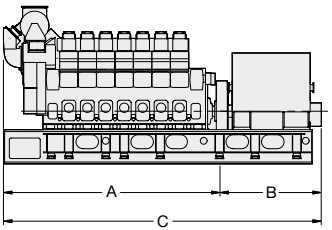
Bore: 320 mm, **Stroke:** 400 mm

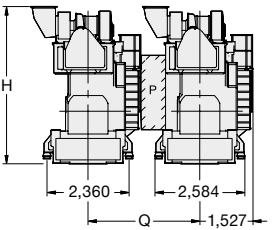
Speed	**r/min**	750		720	
Frequency	**Hz**	50		60	
		Eng. kW	**Gen. kW[1)]**	**Eng. kW**	**Gen. kW[1)]**
6L32/40		3,000	2,895	3,000	2,895
7L32/40		3,500	3,378	3,500	3,378
8L32/40		4,000	3,860	4,000	3,860
9L32/40		4,500	4,343	4,500	4,343

Dimensions

Cyl. no.		**6**	**7**	**8**	**9**
A	**mm**	6,340	6,870	7,400	7,930
B	**mm**	3,415	3,415	3,635	3,635
C	**mm**	9,755	10,285	2,630	2,630
H	**mm**	4,622	4,622	4,010	4,010
Dry mass	**t**	39	43	47	51

[1)] Based on nominal generator efficiencies of 96.5%
Available for Electric Propulsion application and as Auxiliary GenSet
* Release in October 2025





P Free passage between the engines, width 600 mm and height 2,000 mm
Q Minimum distance between centre of engines: ~2,835 mm (without gallery) ~3,220 mm (with gallery)

MAN L28/32DF

Tier II | Tier III

Tier III in gas mode

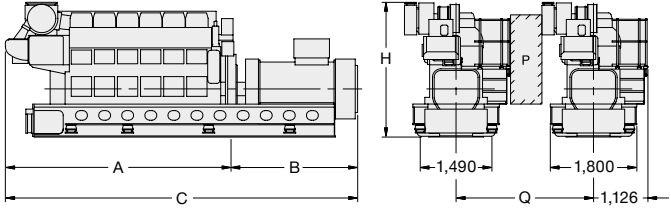
Bore: 280 mm, **Stroke:** 320 mm

Speed	**r/min**	750		720	
Frequency	**Hz**	50		60	
		Eng. kW	**Gen. kW**[1)]	**Eng. kW**	**Gen. kW**[1)]
5L28/32DF		1,050	1,000	1,050	1,000
6L28/32DF		1,260	1,200	1,260	1,200
7L28/32DF		1,470	1,400	1,470	1,400
8L28/32DF		1,680	1,600	1,680	1,600
9L28/32DF		1,890	1,800	1,890	1,800

Dimensions

Cyl. no.		**5**	**6**	**7**	**8**	**9**
A	**mm**	4,321	4,801	5,281	5,761	6,241
B	**mm**	2,400	2,510	2,680	2,770	2,690
C	**mm**	6,721	7,311	7,961	8,531	8,931
H	**mm**	2,835	3,009	3,009	3,009	3,009
Dry mass	**t**	32.6	36.3	39.4	40.7	47.1

[1)] Based on nominal generator efficiencies of 95%
Gas methane number ≥ 80



P Free passage between the engines, width 600 mm and height 2,000 mm
Q Minimum distance between centre of engines: ~2,655 mm (without gallery)
~2,850 mm (with gallery)

The full spectrum of power

MAN Energy Solutions
Future in the making

New MAN 35/44DF CD GenSet

Low carbon emissions, high power density, fuel flexibility, and future-proof engineering: the new MAN 35/44DF CD delivers a full spectrum of strengths. Its unique blend of proven and innovative technologies is designed to boost your economic and environmental performance, even reducing methane slip by up to 85 % compared with the standard.

www.man-es.com/3544DFCD

MAN L27/38

Tier II Tier III

Tier III with SCR

Bore: 270 mm, **Stroke:** 380 mm

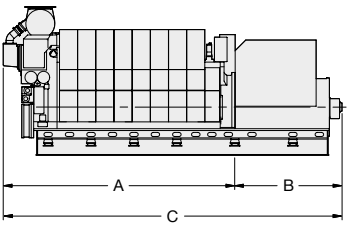
Speed	**r/min**	750/720		750/720 (MDO[1]/MGO)	
Frequency	**Hz**	50/60		50/60	
		Eng. kW	**Gen. kW[2]**	**Eng. kW**	**Gen. kW[2]**
5L27/38		1,600/1,500	1,535/ 1,440	-	-
6L27/38		1,980	1,900	2,100	2,015
7L27/38		2,310	2,220	2,450	2,355
8L27/38		2,640	2,535	2,800	2,690
9L27/38		2,970	2,850	3,150	3,025

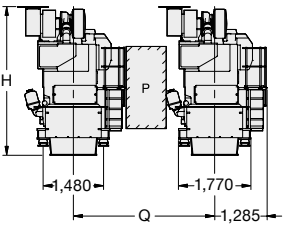
Dimensions

Cyl. no.		**5**	**6**	**7**	**8**	**9**
A	**mm**	4,346	4,791	5,236	5,681	6,126
B	**mm**	2,486	2,766	2,766	2,986	2,986
C	**mm**	6,832	7,557	8,002	8,667	9,112
H	**mm**	3,712	3,712	3,899	3,899	3,899
Dry mass	**t**	40.0	44.5	50.4	58.2	64.7

[1] MDO viscosity must not exceed 6 mm^2/s = cSt @ 40 °C

[2] Based on nominal generator efficiencies of 96%





P Free passage between the engines, width 600 mm and height 2,000 mm

Q Minimum distance between centre of engines: ~2,900 mm (without gallery) ~3,100 mm (with gallery).

MAN L27/38 Mk 2

Bore: 270 mm, **Stroke:** 380 mm

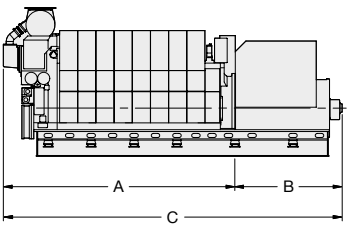
Speed	**r/min**	750/720		900	
Frequency	**Hz**	50/60		60	
		Eng. kW	**Gen. kW[1)]**	**Eng. kW**	**Gen. kW[1)]**
6L27/38 Mk 2		1,980	1,900	2,460	2,360
7L27/38 Mk 2		2,310	2,220	2,870	2,755
8L27/38 Mk 2		2,640	2,535	3,280	3,150
9L27/38 Mk 2		2,970	2,850	3,690	3,540

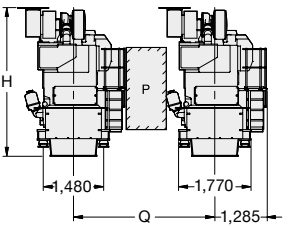
* Refer to page 166 for further information

Dimensions

Cyl. no.		**6**	**7**	**8**	**9**
A	**mm**	4,791	5,236	5,681	6,126
B	**mm**	2,766	2,766	2,986	2,986
C	**mm**	7,557	8,002	8,667	9,112
H	**mm**	3,712	3,899	3,899	3,899
Dry mass	**t**	44.5	50.4	58.2	64.7

[1)] Based on nominal generator efficiencies of 96%





P Free passage between the engines, width 600 mm and height 2,000 mm
Q Minimum distance between centre of engines: ~2,900 mm (without gallery) ~3,100 mm (with gallery).

MAN L23/30H Mk 3

Tier II Tier III

Tier III with SCR

Bore: 225 mm, **Stroke:** 300 mm

Speed	r/min	750		720		900	
Frequency	Hz	50		60		60	
		Eng. kW	Gen. kW[1)]	Eng. kW	Gen. kW[1)]	Eng. kW	Gen. kW[1)]
5L23/30H Mk 3 ECR		-	-	500-600	475-570	-	-
5L23/30H Mk 3		885	840	850	810	-	-
6L23/30H Mk 3		1,062	1,010	1,020	970	1,200	1,140
7L23/30H Mk 3		1,239	1,180	1,190	1,130	1,400	1,330
8L23/30H Mk 3		1,416	1,345	1,360	1,290	1,600	1,520
9L23/30H Mk 3		1,593	1,515	1,530	1,455	1,800	1,710

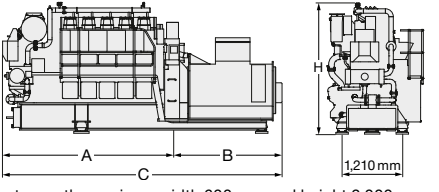
Dimensions (5-7 cylinder)

Cyl. no.		5	5	6	6	7	7
	r/min	720 ECR	720/750	720/750	900	720/750	900
A	mm	3,379	3,379	3,749	3,749	4,119	4,276
B	mm	2,202	2,202	2,252	2,252	2,302	2,302
C	mm	5,581	5,581	6,001	6,001	6,421	6,578
H	mm	2,621	2,621	2,621	2,621	2,621	2,621
Dry mass	t	16.8	16.8	18.4	18.6	20.7	20.7

Dimensions (8-9 cylinder)

Cyl. no.		8	8	9	9
	r/min	720/750	900	720/750	900
A	mm	4,489	4,896	4,859	5,266
B	mm	2,352	2,352	2,402	2,402
C	mm	6,841	7,248	7,261	7,668
H	mm	2,621	2,621	2,621	2,621
Dry mass	t	22.5	22.6	24.5	24.5

[1)] Based on nominal generator efficiencies of 95%
Note: Part load optimised – available



Free passage between the engines, width 600 mm and height 2,000 mm
Minimum distance between centre of engines: ~2,250 mm (without gallery) ~2,600 mm (with gallery)

Tier II Tier III

Tier III with SCR

MAN L23/30H Mk 2

Bore: 225 mm, **Stroke:** 300 mm

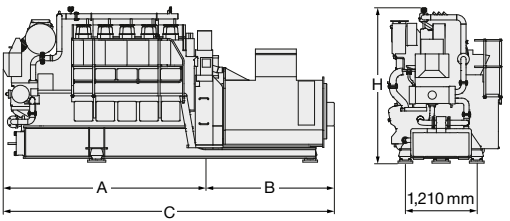
Speed	**r/min**	750		720		900	
Frequency	**Hz**	50		60		60	
		Eng. kW	**Gen. kW**[1)]	**Eng. kW**	**Gen. kW**[1)]	**Eng. kW**	**Gen. kW**[1)]
5L23/30H Mk 2 ECR		580	550	580	550	-	-
5L23/30H Mk 2		675/740	640/705	650/710	620/675	-	-
6L23/30H Mk 2		888	845	852	810	1,050	1,000
7L23/30H Mk 2		1,036	985	994	945	1,225	1,165
8L23/30H Mk 2		1,184	1,125	1,136	1,080	1,400	1,330

Dimensions

Cyl. no.		5	6	6	7	7	8	8
	r/min	720/750	720/750	900	720/750	900	720/750	900
A	**mm**	3,379	3,749	3,749	4,119	4,276	4,489	4,896
B	**mm**	2,202	2,252	2,252	2,302	2,302	2,352	2,352
C	**mm**	5,581	6,001	6,001	6,421	6,578	6,841	7,248
H	**mm**	2,621	2,621	2,621	2,621	2,621	2,621	2,621
Dry mass	**t**	16.8	18.4	18.6	20.7	20.7	22.5	22.6

[1)] Based on nominal generator efficiencies of 95%

Note: Part load optimised – available



Free passage between the engines, width 600 mm and height 2,000 mm

Minimum distance between centre of engines: ~2,250 mm (without gallery) ~2,600 mm (with gallery)

MAN L23/30DF

Tier II Tier III

Tier III in gas mode

Bore: 225 mm, **Stroke:** 300 mm

Speed	**r/min**	750		720		900[2]	
Frequency	**Hz**	50		60		60	
		Eng. kW	**Gen. kW**[1]	**Eng. kW**	**Gen. kW**[1]	**Eng. kW**	**Gen. kW**[1]
5L23/30DF		625	590	625	590	-	-
6L23/30DF		750	710	750	710	990	940
7L23/30DF		875	830	875	830	1,155	1,095
8L23/30DF		1,000	950	1,000	950	1,320	1,255
9L23/30DF		-	-	-	-	-	-

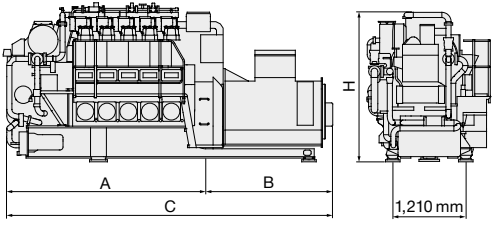
Dimensions

Cyl. no.		**5**	**6**	**6**	**7**	**7**	**8**	**8**
	r/min	720/750	720/750	900	720/750	900	720/750	900
A	**mm**	3,469	3,839	3,839	4,209	4,276	4,579	4,896
B	**mm**	2,202	2,252	2,252	2,302	2,302	2,352	2,352
C	**mm**	5,671	6,091	6,091	6,511	6,578	6,931	7,241
H	**mm**	2,749	2,749	2,749	2,749	2,749	2,749	2,749
Dry mass	**t**	17.3	19.0	19.2	21.4	21.4	23.3	23.4

[1] Based on nominal generator efficiencies of 95%.

[2] The 900 rpm version is only approved for Aux GenSet application. For Diesel-Electric Propulsion please contact MAN Energy Solutions.

Gas methane number ≥ 80.



Free passage between the engines, width 600 mm and height 2,000 mm

Minimum distance between centre of engines: ~2,250 mm (without gallery) ~2,600 mm (with gallery)

MAN L21/31 Mk 2

Methanol ready* | Tier II | Tier III

Tier III with SCR

Bore: 210 mm, **Stroke:** 310 mm

Speed	**r/min**	1,000		900	
Frequency	**Hz**	50		60	
		Eng. kW	**Gen. kW**[1)]	**Eng. kW**	**Gen. kW**[1)]
5L21/31 Mk 2		1,000	950	1,000	950
6L21/31 Mk 2		1,320	1,255	1,320	1,255
7L21/31 Mk 2		1,540	1,465	1,540	1,465
8L21/31 Mk 2		1,760	1,675	1,760	1,675
9L21/31 Mk 2		1,980	1,880	1,980	1,880

* Refer to page 166 for further information

Dimensions (1 bearing)

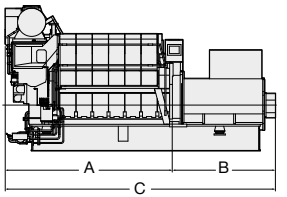
Cyl. no.		**5**	**5**	**6**	**6**	**7**	**7**
	r/min	900	1,000	900	1,000	900	1,000
A	**mm**	3,504	3,504	3,859	3,859	4,214	4,214
B	**mm**	1,995	1,995	2,047	2,047	2,027	2,027
C	**mm**	5,499	5,499	5,906	5,906	6,241	6,241
H	**mm**	3,074	3,074	3,161	3,161	3,161	3,161
Dry mass	**t**	22.2	22.2	25.7	25.7	29.2	29.2

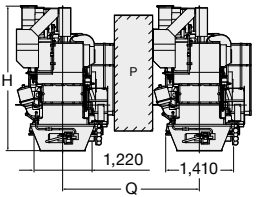
Dimensions (2 bearings)

Cyl. no.		**5**	**5**	**6**	**6**	**7**	**7**	**8**	**8**	**9**	**9**
	r/min	900	1,000	900	1,000	900	1,000	900	1,000	900	1,000
A	**mm**	3,504	3,504	3,859	3,859	4,214	4,214	4,569	4,624	4,979	4,979
B	**mm**	2,545	2,545	2,597	2,597	2,577	2,577	2,577	2,577	2,657	2,657
C	**mm**	6,049	6,049	6,456	6,456	6,791	6,791	7,146	7,201	7,636	7,636
H	**mm**	3,074	3,074	3,161	3,161	3,161	3,161	3,161	3,267	3,267	3,267
Dry mass	**t**	22.2	22.2	25.7	25.7	29.2	29.2	32.7	32.7	36.2	36.2

[1)] Based on nominal generator efficiencies of 95%

Note: Part load optimised – available





P Free passage between the engines, width 600 mm and height 2,000 mm

Q Minimum distance between centre of engines: ~2,500 mm (without gallery) ~2,700 mm (with gallery).

MAN L21/31DF-M

Tier III with SCR

Bore: 210 mm, **Stroke:** 310 mm

Speed	r/min	1,000		900	
Frequency	Hz	50		60	
		Eng. kW	Gen. kW[1)]	Eng. kW	Gen. kW[1)]
5L21/31DF-M		1,000	950	1,000	950
6L21/31DF-M		1,320	1,255	1,320	1,255
7L21/31DF-M		1,540	1,465	1,540	1,465
8L21/31DF-M		1,760	1,675	1,760	1,675
9L21/31DF-M		1,980	1,880	1,980	1,880

Dimensions (1 bearing)

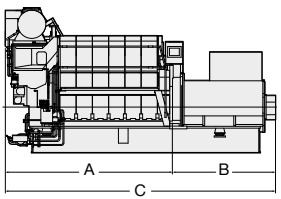
Cyl. no.		5	5	6	6	7	7
	r/min	900	1,000	900	1,000	900	1,000
A	mm	3,504	3,504	3,859	3,859	4,214	4,214
B	mm	1,995	1,995	2,047	2,047	2,027	2,027
C	mm	5,499	5,499	5,906	5,906	6,241	6,241
H	mm	3,074	3,074	3,161	3,161	3,161	3,161
Dry mass	t	22.2	22.2	25.7	25.7	29.2	29.2

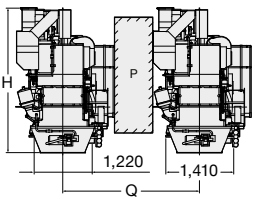
Dimensions (2 bearings)

Cyl. no.		5	5	6	6	7	7	8	8	9	9
	r/min	900	1,000	900	1,000	900	1,000	900	1,000	900	1,000
A	mm	3,504	3,504	3,859	3,859	4,214	4,214	4,569	4,624	4,979	4,979
B	mm	2,545	2,545	2,597	2,597	2,577	2,577	2,577	2,577	2,657	2,657
C	mm	6,049	6,049	6,456	6,456	6,791	6,791	7,146	7,201	7,636	7,636
H	mm	3,074	3,074	3,161	3,161	3,161	3,161	3,161	3,267	3,267	3,267
Dry mass	t	22.2	22.2	25.7	25.7	29.2	29.2	32.7	32.7	36.2	36.2

[1)] Based on nominal generator efficiencies of 95%

Note: Part load optimised – available





P Free passage between the engines, width 600 mm and height 2,000 mm

Q Minimum distance between centre of engines: ~2,500 mm (without gallery) ~2,700 mm (with gallery).

MAN 175D

12V

Methanol ready* | Tier II | Tier III

Tier III with SCR

Bore: 175 mm, **Stroke:** 215 mm, **Cylinder:** 12

Engine model	Rating def.	kWm	kWe[1)]	rpm (frequency)	SFOC at 100% MCR Tier II/Tier III g/kWh
		Electric propulsion			
12V175D-MEM	Medium duty	1,440	1,382	1,500 (50 Hz)	184/185
		1,620	1,555	1,500 (50 Hz)	183/184
		1,800	1,728	1,800 (60 Hz)	190/191
		1,920	1,843	1,800 (60 Hz)	190.5/190.5
12V175D-MEL	Light duty	1,800	1,728	1,500 (50 Hz)	186/187
		1,980	1,901	1,500 (50 Hz)	186/187
		2,100	2,016	1,800 (60 Hz)	191/192
		2,280	2,189	1,800 (60 Hz)	192/193
12V175D-MEV	Variable Speed	1,860	1,786	1,080-1,800 (36-60 Hz)	191/192
		2,040	1,958	1,080-1,800 (36-60 Hz)	190/191
		2,280	2,189	1,080-1,800 (36-60 Hz)	192/193
		Auxiliary power			
12V175D-MA	Auxiliary power	1,620	1,555	1,500 (50 Hz)	183/184
		1,800	1,728	1,500 (50 Hz)	185.5/186
		1,980	1,901	1,500 (50 Hz)	186/187.5
		1,920	1,843	1,800 (60 Hz)	190.5/190.5
		2,100	2,016	1,800 (60 Hz)	191/192
		2,280	2,189	1,800 (60 Hz)	192/193

[1)] 3-phase, 0.8 p.f., assumes alternator efficiency of 96.0%.

Specific fuel oil consumption related to mechanical output acc. to ISO 3046-1:2002 based on a lower calorific value of fuel 42,700 kJ/kg with attached lube oil, HT and LT-cooling water pumps fulfilling IMO Tier II/Tier III emission limits with 5% tolerance.

* Refer to page 166 for further information

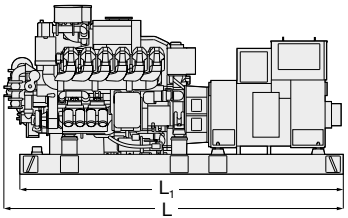
Rating definitions:

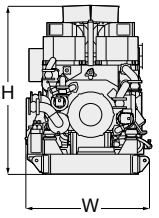
Marine electric propulsion medium duty	Average load: up to 75%/50%
Marine electric propulsion light duty	Average load: up to 50%
Marine electric propulsion, variable speed	Average load: up to 75%/50%
Marine auxiliary	Average load: up to 50%

Dimensions

L	**mm**	5,140
L_1	**mm**	4,900
H	**mm**	2,555
W	**mm**	1,880
Dry weight	**t**	19.0

Weight and dimensions are subject to confirmation and have to be adjusted acc. to the various configuration possibiliites. Please request installation drawings for planning purposes.





MAN 175D

Methanol ready* | Tier II | Tier III

16V

Tier III with SCR

Bore: 175 mm, **Stroke:** 215 mm, **Cylinder:** 16

Engine model	Rating def.	kWm	kWe[1)]	rpm (frequency)	SFOC at 100% MCR Tier II/Tier III g/kWh
16V175D-MEM	Electric	2,160	2,074	1,500 (50 Hz)	183.0/185.0
	propulsion	2,400	2,304	1,800 (60 Hz)	190.0/192.0
	medium duty	2,560	2,458	1,800 (60 Hz)	190.5/191.5
16V175D-MEL	Electric	2,400	2,304	1,500 (50 Hz)	186.0/187.0
	propulsion	2,640	2,534	1,500 (50 Hz)	186.5/187.5
	light	2,800	2,688	1,800 (60 Hz)	191.0/192.0
	duty	2,960	2,842	1,800 (60 Hz)	194.0/195.0
16V175D-MEV	Electric	2,480	2,381	1,080-1,800 (36-60 Hz)	191.0/193.0
	propulsion	2,720	2,611	1,080-1,800 (36-60 Hz)	191.0/193.0
	variable speed	2,960	2,842	1,080-1,800 (36-60 Hz)	194.5/195.0
16V175D-MA	Auxiliary power	2,400	2,304	1,800 (60 Hz)	190.0/192.0

[1)] 3-phase, 0.8 p.f., assumes alternator efficiency of 96.0%.

Specific fuel oil consumption related to mechanical output acc. to ISO 3046-1:2002 based on a lower calorific value of fuel 42,700 kJ/kg with attached lube oil, HT and LT-cooling water pumps fulfilling IMO Tier II/Tier III emission limits with 5% tolerance.

* Refer to page 166 for further information

Rating definitions

Marine electric propulsion medium duty	Average load: up to 75%/50%
Marine electric propulsion light duty	Average load: up to 50%
Marine electric propulsion, variable speed	Average load: up to 75%/50%
Marine auxiliary	Average load: up to 75%

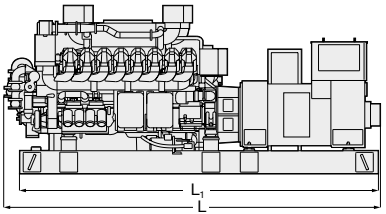
Tier III with SCR

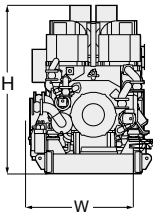
16V

Dimensions

L	**mm**	5,780
L_1	**mm**	5,500
H	**mm**	2,575
W	**mm**	1,880
Dry weight	**t**	22.65

Weight and dimensions are subject to confirmation and have to be adjusted acc. to the various configuration possibiliites. Please request installation drawings for planning purposes.





MAN 175D

Methanol ready* | Tier II | Tier III

20V

Tier III with SCR

Bore: 175 mm, **Stroke:** 215 mm, **Cylinder:** 20

Engine model	Rating def.	kWm	kWe[1)]	rpm (frequency)	SFOC at 100% MCR Tier II/Tier III g/kWh
20V175D-MEM	Electric	2,700	2,592	1,500 (50 Hz)	183.0/184.5
	propulsion	3,000	2,880	1,800 (60 Hz)	190.0/191.0
	medium duty	3,200	3,072	1,800 (60 Hz)	190.5/190.5
20V175D-MEL	Electric	3,000	2,880	1,500 (50 Hz)	186.0/187.0
	propulsion	3,300	3,168	1,500 (50 Hz)	186.5/187.5
	light	3,500	3,360	1,800 (60 Hz)	191.0/192.0
	duty	3,800	3,648	1,800 (60 Hz)	192.0/193.0
20V175D-MEV	Electric	3,100	2,976	1,080-1,800 (36-60 Hz)	191.0/192.0
	propulsion	3,400	3,264	1,080-1,800 (36-60 Hz)	190.0/191.0
	variable speed	3,800	3,648	1,080-1,800 (36-60 Hz)	192.0/193.0

[1)] 3-phase, 0.8 p.f., assumes alternator efficiency of 96.0%.
Specific fuel oil consumption related to mechanical output acc. to ISO 3046-1:2002 based on a lower calorific value of fuel 42,700 kJ/kg with attached lube oil, HT and LT-cooling water pumps fulfilling IMO Tier II/Tier III emission limits with 5% tolerance.
* Refer to page 166 for further information

Rating definitions

Marine electric propulsion medium duty	Average load: up to 75%/50%
Marine electric propulsion light duty	Average load: up to 50%
Marine electric propulsion, variable speed	Average load: up to 75%/50%

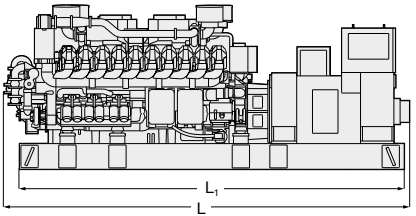
Tier III with SCR

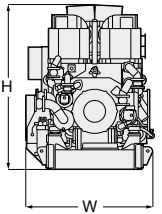
20V

Dimensions

L	**mm**	6,300
L_1	**mm**	6,000
H	**mm**	2,555
W	**mm**	1,980
Dry weight	**t**	26.8

Weight and dimensions are subject to confirmation and have to be adjusted acc. to the various configuration possibiliites. Please request installation drawings for planning purposes.





S.E.M.T. Pielstick four-stroke propulsion engines

S.E.M.T. Pielstick PA4 SM & SMDS

GenSet

Bore: 200 mm, **Stroke:** 210 mm

Speed	**r/min**	1,300
Rated power output		**kW**
8 PA4 V 200 SM[1)]		700
12 PA4 V 200 SMDS[2)]		1,330

		8 PA4 V 200 SM	12 PA4 V 200 SMDS
mep	**bar**	**12.2**	**15.5**

Specific fuel oil consumption (SFOC) to ISO conditions

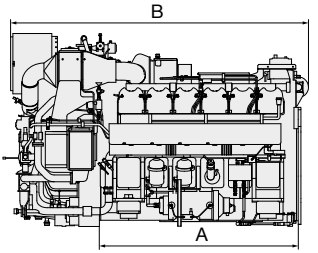
Engine rating	MCR 110%	MCR 100%	MCR 85%
8 PA4 V 200 SM			On demand
12 PA4 V 200 SMDS			On demand

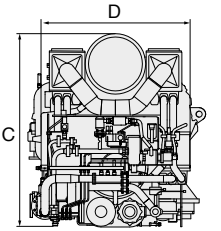
Dimensions[3)]

Engine type		8 PA4 V 200 SM	12 PA4 V 200 SMDS
A	**mm**	1,515	2,140
B	**mm**	2,350	3,120
C	**mm**	1,785	2,085
D	**mm**	1,470	1,670
Dry mass	**t**	8	10

All dimensions and masses are approximate and subject to change without prior notice.
For detailed information, please contact MAN Energy Solutions.

1) Power in surface conditions according to the “rules for the classification of naval submarines” guideline from Bureau Veritas
2) Power in snorkel conditions according to the “rules for the classification of naval submarines” guideline from Bureau Veritas
3) Without generator





Tier II Tier III

Tier III with SCR

S.E.M.T. Pielstick PA6 B STC

Bore: 280 mm, **Stroke:** 330 mm

		Standard engine	Load profile 'Navy'
Speed	**r/min**	1,050	1,084
mep	**bar**	22.8	24.3
Rated power output		**kW**[1)]	**- ICFN kW**
12PA6 B STC		4,860	5,346
16PA6 B STC		6,480	7,128
20PA6 B STC		8,100	8,910

Specific fuel oil consumption (SFOC) to ISO conditions

Engine rating	ICFN stop power	MCR 100%	MCR 85%
Load profile 'Navy'	213 g/kWh	205 g/kWh	200 g/kWh

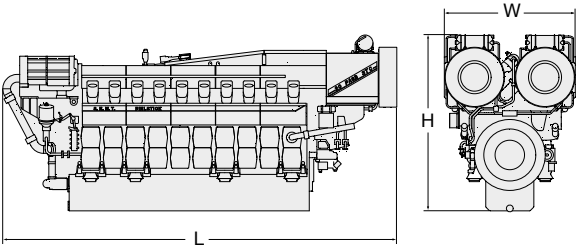
Specific lube oil consumption[1)]: 0.7 g/kWh.
Figures on theoretical propeller curve for distillates according to ISO 8217 DMA, with all attached pumps.
ICFN, 1 hour every 6 operating hours

Dimensions

Cyl. No.		12	16	20
L	**mm**	6,035	6,948	8,167
W	**mm**	2,444	2,444	2,714
H	**mm**	3,170	3,170	3,620
Dry mass	**t**	31	37	43

Engine fuel: distillate according to ISO 8217 DMX to DMB. Capabilities with JP-5 and bio-fuel.
Shock qualified.

[1)] Related to 100% actual engine load.



S.E.M.T. Pielstick PA6 B

Tier II Tier III

Tier III with SCR

GenSet for electric propulsion.

Bore 280 mm, **Stroke** 330 mm

Speed	**r/min**	**1,000**		**900**	
Frequency	**Hz**	50		60	
		Eng. kW	**Gen. kW**[1)]	**Eng. kW**	**Gen. kW**[1)]
12PA6 B		4,440	4,307	4,200	4,074
16PA6 B		5,920	5,742	5,600	5,432
18PA6 B		6,660	6,460	6,300	6,111
20PA6 B		7,400	7,178	7,000	6,790

Specific fuel oil consumption (SFOC) to ISO conditions

Engine rating	**MCR 110%**	**MCR 100%**	**MCR 85%**
Frequency 50 Hz	204 g/kWh	200 g/kWh	198 g/kWh
Frequency 60 Hz	204 g/kWh	199 g/kWh	197 g/kWh

Figures at constant speed for theoretical propeller curve for distillates according to ISO 8217 DMA, with all attached pumps.

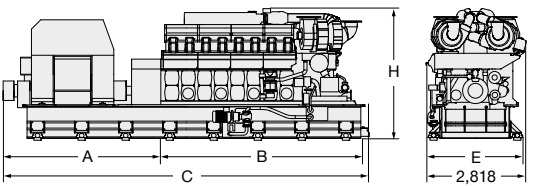
Dimensions[2)]

Cyl. No.		**12**	**16**	**18**	**20**
A	**mm**	4,370	4,727	4,732	4,770
B	**mm**	4,600	5,637	6,097	6,557
C	**mm**	9,287	10,583	11,048	11,547
H	**mm**	3,695	3,695	3,695	3,695
E	**mm**	2,670	2,670	2,670	2,670
Dry mass[3)]	**t**	60	72	80	85

1) Nominal generator efficiencies: 97%.
2) Dimensions are based on operation under inclination up to 25 degrees in any direction.
3) Incl. 5% tolerance, weight may vary due to different configurations.

Engine fuel: distillate according to ISO 8217 DMX to DMB. Capabilities with JP-5 and bio-fuel.

Engine rating: engine suitable for 110% overload during 1 hour every 12 operating hours. Shock qualified.



Tier II Tier III

Tier III with SCR

S.E.M.T. Pielstick PC2.6 B

Bore: 400 mm, **Stroke:** 500 mm

		Standard engine	Load profile 'Navy'
Speed	**r/min**	600	619
mep	**bar**	23.9	25.5
Rated power output		**kW**	**- ICFN kW**
12PC2.6 B		9,000	9,900
14PC2.6 B		10,500	11,550
16PC2.6 B		12,000	13,200
18PC2.6 B		13,500	14,850

Specific Fuel Oil Consumption (SFOC) to ISO conditions

Engine rating	ICFN stop power	MCR 100%	MCR 85%
PC2-6 B Standard Engine	On demand	185 g/kWh	179 g/kWh

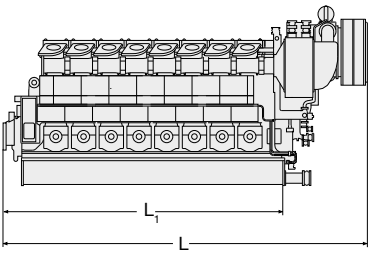
Specific lube oil consumption[1]: 1.2 g/kWh
Figures on theoritical propeller curve for distillates according to ISO 8217 DMA, with all attached pumps.
ICFN 1 hour every 6 operating hours

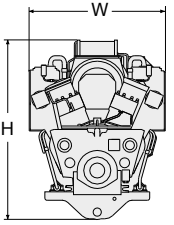
Dimensions

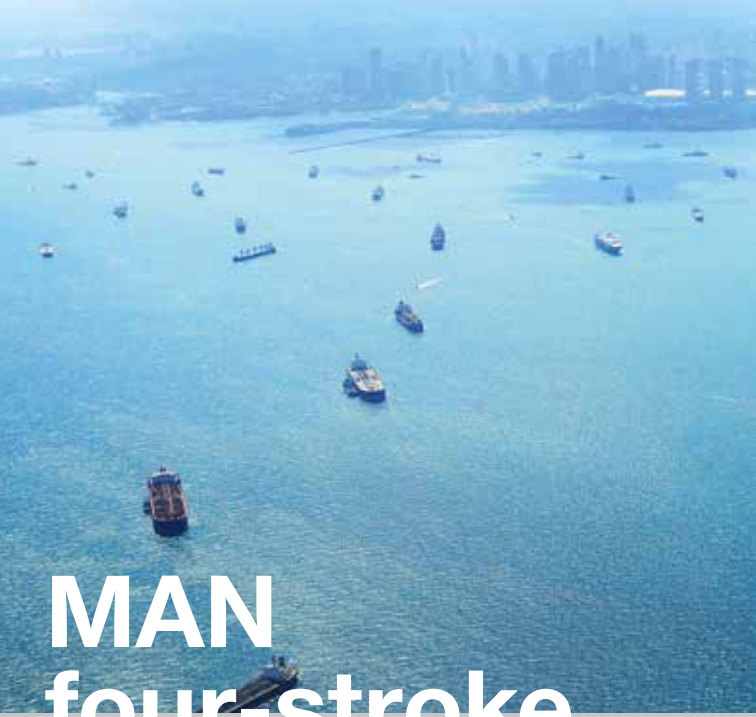
Cyl. No.		12	14	16	18
L	**mm**	8,247	8,987	9,727	10,467
L_1	**mm**	5,960	6,700	7,440	8,180
W	**mm**	3,674	3,674	3,674	3,674
H	**mm**	4,794	4,794	4,794	4,794
Dry mass	**t**	94	104	114	123

Engine fuel: distillate according to ISO 8217 DMX to DMB. Capabilities with JP-5 and heavy fuel oil.
Shock qualified.

[1] Related to 100% actual







MAN four-stroke propulsion systems

MAN Alpha

Propeller programme – FPP and CPP

The MAN Alpha FPP (Fixed Pitch Propeller) portfolio covers:

- power range of 4-50 MW per shaft
- blade configurations for 3-, 4-, 5- and 6-bladed propellers
- propellers with integrated shaft line and stern tube solutions
- a wide range of stern tube lube and sealing systems
  - oil, water, biodegradable oils

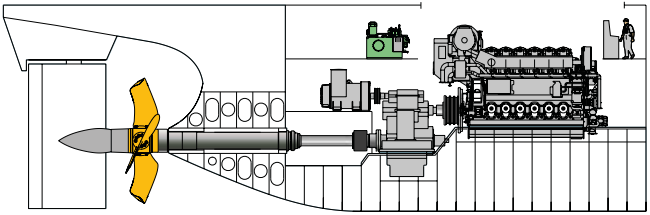
The MAN Alpha FPPs are characterised by the following benefits:

- High-efficient, hydrodynamically optimised blade profiles
  - Kappel designs available
- High reliability: robust approach with ample mechanical design margins
- High-efficient aft ship integration with rudder, rudder bulb, ducts, etc.
- Layouts for complete propulsion systems
- Plant calculations with upfront consideration to torsional vibration calculation (TVC), alignment and control systems

MAN Alpha CPP (Controllable Pitch Propeller)

- As standard Mk 5 versions are 4-bladed – optionally 3- and 5-bladed propellers are available on request
- The figures stated after VBS indicate the propeller hub diameter
- Standard blade/hub materials are Ni-Al-bronze, stainless steel is optional
- The propellers are available up to the highest ice classes. However the standard programme, is based on 'no ice'
- A wide range of stern tube lube and sealing systems are offered for oil, water and biodegradable oils.

Four-stroke propulsion system installation



Complete powertrain with propeller and aft ship equipment.

The hydrodynamic edge

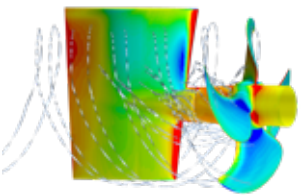
In the complex hydrodynamic entity embracing hull, propeller, and rudder - our CFD-based software masters the holistic approach of customised blade and rudder bulb designs.

We perform ‘Resistance calculations’ and ‘Calculations of wake field’, which form the basis for the following:

- Final propeller design
- Self-propulsion calculations
- Cavitation extent calculations
- Propeller-induced pressure impulses and CIS (cavitation inception speed)

Save the ‘stock propeller test’; save time and save money.

With EcoBulb rudder bulb and propeller hub fairing cone installed, uniform flow without separation creates improved thrust ahead, and less power is required.



CFD model with streamlines and surface pressure distribution.

MAN standard package examples

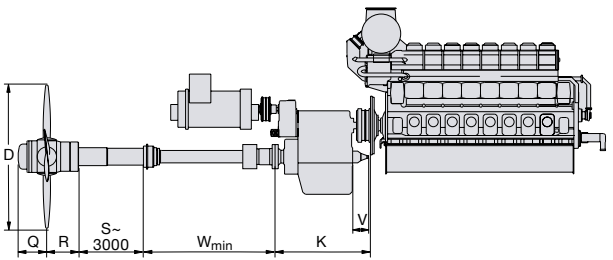
Cyl.	kW	Prop. speed r/min	D mm	Hub VBS mm	Q mm	R mm	Wmin mm	Prop. mass t[1)]
L51/60DF								
6	6,900	161	4,250	1,100	851	935	1,650	17.9
6	6,900	103	5,600	1,260	972	1,052	1,698	28.1
6	6,900	133	4,800	1,180	914	1,004	1,698	22.4
7	8,050	160	4,400	1,180	914	1,004	1,698	21.5
7	8,050	133	5,000	1,260	972	1,052	1,698	26.1
7	8,050	104	5,850	1,350	1,037	1,111	1,738	32.1
8	9,200	157	4,550	1,260	972	1,052	1,698	25.1
8	9,200	132	5,150	1,350	1,037	1,111	1,738	29.5
8	9,200	103	6,000	1,450	1,114	1,163	1,778	36.8
9	10,350	154	4,700	1,350	1,037	1,111	1,698	27.7
9	10,350	130	5,300	1,350	1,037	1,111	1,778	32.0
9	10,350	102	6,200	1,450	1,114	1,178	1,831	39.6
L49/60DF								
6	7,800	169	4,350	1,100	851	962	1,700	-
6	7,800	142	4,900	1,180	914	1,014	1,700	-
6	7,800	122	5,700	1,350	1,027	1,035	1,750	-
7	9,100	167	4,500	1,180	914	1,014	1,700	-
7	9,100	139	5,100	1,260	972	1,223	1,700	-
7	9,100	111	5,900	1,450	1,127	1,197	1,800	-
8	10,400	164	4,650	1,180	914	1,034	1,700	-
8	10,400	138	5,250	1,350	1,027	1,040	1,750	-
8	10,400	110	6,100	1,450	1,127	1,197	1,800	-
9	11,700	159	4,850	1,260	972	1,233	1,750	-
9	11,700	135	5,450	1,350	1,027	1,100	1,750	-
9	11,700	108	6,300	1,550	1,175	1,236	1,900	-
10	13,000	162	4,900	1,350	1,027	1,080	1,750	-
10	13,000	136	5,500	1,450	1,122	1,197	1,800	-
10	13,000	109	6,400	1,550	1,175	1,256	1,900	-

[1)] S_{min} and propeller mass are based on 6,000 mm propeller shaft and 3,000 mm stern tube

MAN standard package examples

Cyl.	kW	Prop. speed r/min	D mm	Hub VBS mm	Q mm	R mm	Wmin mm	Prop. mass t[1]
V49/60DF								
12	15,600	161	5,100	1,450	1,122	1,197	1,800	-
12	15,600	133	5,750	1,550	1,175	1,236	1,900	-
12	15,600	106	6,750	1,640	1,260	1,288	1,950	-
14	18,200	164	5,200	1,450	1,122	1,227	1,800	-
14	18,200	131	5,950	1,550	1,175	1,256	1,900	-
14	18,200	104	7,000	1,730	1,330	1,339	3,000	-
V48/60CR								
12	14,400	166	4,950	1,450	1,114	1,163	1,778	33.2
12	14,400	136	5,600	1,550	1,187	1,223	1,831	39.6
12	14,400	107	6,600	1,730	1,424	1,332	1,881	51.9
14	16,800	167	5,100	1,550	1,187	1,223	1,778	37.4
14	16,800	132	5,850	1,640	1,295	1,281	1,881	45.9
14	16,800	105	6,850	1,730	1,424	1,332	1,913	57.5
16	19,200	166	5,250	1,640	1,295	1,281	1,831	41.7
16	19,200	131	6,050	1,730	1,424	1,332	1,913	52.5
16	19,200	103	7,100	1,810	1,553	1,412	1,966	65.5

[1] S_{min} and propeller mass are based on 6,000 mm propeller shaft and 3,000 mm stern tube



MAN standard package examples

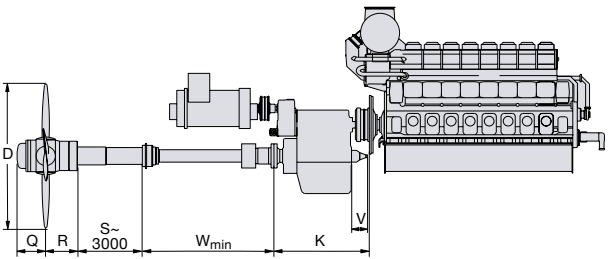
Cyl.	kW	Prop. speed r/min	D mm	Hub VBS mm	Q mm	R mm	Wmin mm	Prop. mass t[1)]
L48/60CR								
6	7,200	172	4,250	1,180	914	979	1,650	18.5
6	7,200	112	5,600	1,260	972	1,052	1,698	27.4
6	7,200	143	4,800	1,180	914	1,004	1,698	21.8
7	8,400	169	4,400	1,180	914	1,004	1,698	21.1
7	8,400	141	5,000	1,260	972	1,052	1,698	25.8
7	8,400	110	5,850	1,350	1,037	1,111	1,738	31.7
8	9,600	167	4,550	1,260	972	1,052	1,698	24.7
8	9,600	139	5,150	1,350	1,037	1,111	1,698	28.6
8	9,600	110	6,000	1,450	1,114	1,163	1,778	35.7
9	10,800	165	4,700	1,350	1,037	1,111	1,698	27.2
9	10,800	137	5,300	1,450	1,114	1,163	1,778	33.3
9	10,800	108	6,200	1,450	1,114	1,178	1,778	38.4
L35/44DF								
6	3,180	208	3,300	790	639	704	1,401	8.4
6	3,180	167	3,800	860	686	739	1,401	10.2
6	3,180	130	4,400	940	735	813	1,522	12.4
7	3,710	198	3,500	860	686	739	1,401	9.9
7	3,710	161	4,000	940	735	813	1,522	12.0
7	3,710	128	4,600	1,020	795	859	1,557	14.3
8	4,240	197	3,600	940	735	793	1,522	11.5
8	4,240	165	4,050	940	735	813	1,522	12.6
8	4,240	127	4,750	1,020	795	894	1,629	16.0
9	4,770	202	3,600	940	735	813	1,522	11.7
9	4,770	167	4,100	1,020	795	859	1,557	13.8
9	4,770	130	4,800	1,100	851	935	1,629	17.5
10	5,300	199	3,700	1,020	795	859	1,522	12.9
10	5,300	166	4,200	1,020	795	859	1,557	14.7
10	5,300	126	5,000	1,100	851	935	1,650	18.7

[1)] S_{min} and propeller mass are based on 6,000 mm propeller shaft and 3,000 mm stern tube

MAN standard package examples

Cyl.	kW	Prop. speed r/min	D mm	Hub VBS mm	Q mm	R mm	Wmin mm	Prop. mass t[1)]
V32/44CR								
12	7,200	209	3,800	1,100	851	935	1,629	15.8
12	7,200	167	4,400	1,180	914	979	1,698	19.7
12	7,200	128	5,250	1,260	972	1,052	1,698	25.8
14	8,120	204	3,950	1,180	914	979	1,629	17.7
14	8,120	163	4,550	1,180	914	1,004	1,698	21.5
14	8,120	126	5,400	1,260	972	1,052	1,698	27.4
16	9,600	208	4,050	1,180	914	1,004	1,698	20.1
16	9,600	165	4,650	1,260	972	1,052	1,698	25.1
16	9,600	127	5,550	1,350	1,037	1,111	1,738	31.4
18	10,800	207	4,150	1,260	972	1,052	1,698	22.9
18	10,800	165	4,750	1,350	1,037	1,111	1,698	27.4
18	10,800	126	5,700	1,450	1,114	1,163	1,778	35.2
20	12,000	206	4,250	1,260	972	1,052	1,698	24.2
20	12,000	165	4,850	1,350	1,037	1,111	1,738	29.0
20	12,000	124	5,850	1,450	1,114	1,178	1,778	37.4

[1)] S_{min} and propeller mass are based on 6,000 mm propeller shaft and 3,000 mm stern tube



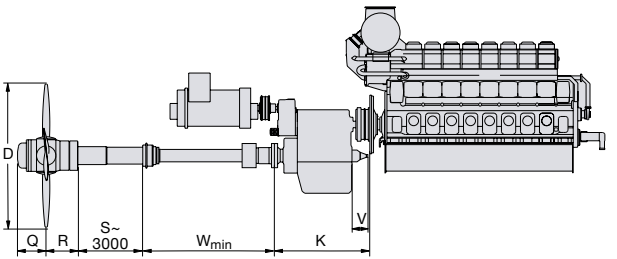
MAN standard package examples

Cyl.	kW	Prop. speed r/min	D mm	Hub VBS mm	Q mm	R mm	Wmin mm	Prop. mass t[1)]
L32/44CR								
6	3,600	210	3,350	860	686	739	1,401	9.5
6	3,600	173	3,800	940	735	793	1,522	11.5
6	3,600	133	4,450	940	735	813	1,522	13.0
7	4,200	203	3,500	860	686	739	1,401	10.1
7	4,200	170	3,950	940	735	813	1,522	12.1
7	4,200	133	4,600	1,020	795	859	1,557	15.0
8	4,800	203	3,600	940	735	813	1,522	11.7
8	4,800	170	4,050	1,020	795	859	1,522	13.5
8	4,800	132	4,750	1,100	851	935	1,629	17.2
9	5,400	204	3,650	1,020	795	859	1,522	12.8
9	5,400	169	4,150	1,020	795	859	1,557	14.6
9	5,400	131	4,900	1,100	851	935	1,650	18.5
10	6,000	205	3,700	1,020	795	859	1,557	13.4
10	6,000	168	4,250	1,100	851	935	1,629	16.6
10	6,000	131	5,000	1,180	914	1,004	1,698	21.6
V32/40								
12	6,000	186	3,950	1,020	795	859	1,557	20.4
12	6,000	159	4,400	1,100	851	935	1,629	17.2
12	6,000	128	5,050	1,180	914	1,004	1,698	21.8
14	7,000	183	4,100	1,100	851	935	1,629	16.8
14	7,000	158	4,550	1,180	914	1,004	1,698	20.8
14	7,000	127	5,250	1,260	972	1,052	1,698	25.7
16	8,000	183	4,200	1,180	914	979	1,698	19.4
16	8,000	155	4,700	1,180	914	1,004	1,698	22.0
16	8,000	126	5,400	1,260	972	1,052	1,698	27.1
18	9,000	183	4,300	1,260	972	1,052	1,698	22.8
18	9,000	153	4,850	1,260	972	1,052	1,698	25.5
18	9,000	123	5,600	1,350	1037	1,111	1,738	30.7

[1)] S_{min} and propeller mass are based on 6,000 mm propeller shaft and 3,000 mm stern tube

Cyl.	kW	Prop. speed r/min	D mm	Hub VBS mm	Q mm	R mm	Wmin mm	Prop. mass t[1]
L32/40								
6	3,000	205	3,300	790	639	704	1,401	8.3
6	3,000	171	3,700	860	686	739	1,401	9.8
6	3,000	137	4,200	940	735	813	1,522	11.8
7	3,500	199	3,450	860	686	739	1,401	9.3
7	3,500	168	3,850	940	735	793	1,522	11.6
7	3,500	134	4,400	940	735	813	1,522	12.7
8	4,000	198	3,550	860	686	739	1,401	10.2
8	4,000	165	4,000	940	735	813	1,522	12.2
8	4,000	133	4,550	1020	795	859	1,557	14.6
9	4,500	195	3,650	940	735	813	1,522	11.7
9	4,500	164	4,100	940	735	813	1,522	12.8
9	4,500	134	4,650	1020	795	859	1,629	15.9
V28/33D STC								
12	6,000	187	3,700	1,020	795	859	1,557	16.7
12	6,000	138	4,000	1,100	851	935	1,698	22.3
12	6,000	125	4,300	1,100	851	960	1,698	23.6
16	8,000	210	3,700	1,100	851	935	1,629	19.5
16	8,000	184	4,000	1,180	914	979	1,698	23.6
16	8,000	160	4,300	1,180	914	1,004	1,698	25.1
20	10,000	228	3,700	1,180	914	979	1,698	23.4
20	10,000	200	4,000	1,260	972	1,052	1,698	26.8
20	10,000	176	4,300	1,260	972	1,052	1,698	28.2

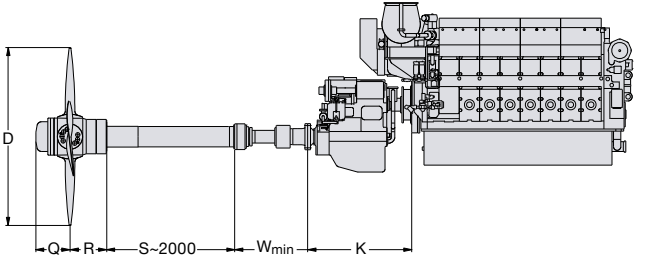
[1] S_{min} and propeller mass are based on 6,000 mm propeller shaft and 3,000 mm stern tube



MAN standard package examples

Cyl.	kW	Prop. speed r/min	D mm	Hub VBS mm	Q mm	R mm	Wmin mm	Prop. mass t[1)]
L27/38								
6	2,040	258	2,650	660	557	630	1,316	4.8
6	2,040	218	2,950	720	597	669	1,331	5.8
6	2,040	191	3,200	720	597	669	1,331	6.2
6	2,040	163	3,500	790	639	704	1,331	6.9
6	2,040	152	3,650	790	639	704	1,331	7.1
7	2,380	247	2,800	720	597	669	1,331	5.9
7	2,380	211	3,100	720	597	669	1,331	6.2
7	2,380	186	3,350	790	639	704	1,331	6.9
7	2,380	161	3,650	790	639	704	1,401	7.5
7	2,380	150	3,800	790	639	704	1,401	8.0
8	2,720	242	2,900	720	597	669	1,331	6.1
8	2,720	209	3,200	790	639	704	1,331	6.9
8	2,720	186	3,450	790	639	704	1,401	7.4
8	2,720	173	3,600	860	686	739	1,401	8.7
8	2,720	147	3,950	860	686	739	1,401	9.3
9	3,060	243	2,950	790	639	704	1,331	6.7
9	3,060	206	3,300	790	639	704	1,401	7.4
9	3,060	184	3,550	860	686	739	1,401	8.8
9	3,060	172	3,700	860	686	739	1,401	9.1
9	3,060	148	4,050	940	735	793	1,522	10.7

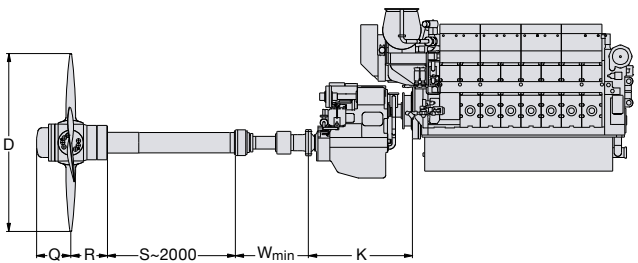
[1)] S_{min} and propeller mass are based on 4,000 mm propeller shaft and 2,000 mm stern tube for 21/31, 27/38 and 6,000 mm propeller shaft and 3,000 mm stem tube for the other types



MAN standard package examples

Cyl.	kW	Prop. speed r/min	D mm	Hub VBS mm	Q mm	R mm	Wmin mm	Prop. mass t[1)]
L21/31								
6	1,290	272	2,350	540	339	576	1,316	3.8
6	1,290	231	2,600	600	456	603	1,316	4.0
6	1,290	203	2,800	660	557	630	1,316	4.6
6	1,290	179	3,000	660	557	630	1,316	4.7
7	1,505	258	2,500	600	456	603	1,316	4.1
7	1,505	222	2,750	660	557	630	1,316	4.7
7	1,505	196	2,950	660	557	630	1,316	4.8
7	1,505	175	3,150	660	557	630	1,331	5.2
8	1,720	261	2,550	660	557	630	1,316	4.6
8	1,720	219	2,850	660	557	630	1,316	4.9
8	1,720	195	3,050	660	557	630	1,331	5.3
8	1,720	174	3,250	720	597	669	1,331	6.0
9	1,935	262	2,600	660	557	630	1,316	4.7
9	1,935	221	2,900	660	557	630	1,331	5.2
9	1,935	198	3,100	720	597	669	1,331	6.0
9	1,935	187	3,200	720	597	669	1,331	6.1

[1)] S_{min} and propeller mass are based on 4,000 mm propeller shaft and 2,000 mm stern tube for 21/31, 27/38 and 6,000 mm propeller shaft and 3,000 mm stem tube for the other types



MAN Alpha CPP solutions for MAN 175D

Engine		Output	Ship speeds [knots]							
Type	Power	RPM	30		25		20		15	
	[kW]	[r/min]	Recommended propeller diameters [mm]							
12V175D	1,740	1,800	1,400	1,500	1,600	1,700	1,800	1,950	2,050	2,200
12V175D	1,860	1,800	1,400	1,550	1,650	1,750	1,850	1,950	2,050	2,200
12V175D	2,040	1,800	1,450	1,550	1,700	1,800	1,850	1,975	2,100	2,225
12V175D	2,220	1,900	1,450	1,550	1,700	1,850	2,000	2,150	2,250	2,300
12V175D	2,220	1,800	1,450	1,600	1,750	1,850	1,900	2,000	2,150	2,250
12V175D	2,400	2,000	1,400	1,525	1,650	1,775	1,900	1,950	2,000	2,100
16V175D	2,720	1,800	1,525	1,675	1,800	1,950	2,050	2,100	2,200	2,350
16V175D	2,960	1,900	1,525	1,650	1,775	1,900	2,050	2,150	2,200	2,300
16V175D	2,960	1,800	1,550	1,700	1,850	1,975	2,100	2,175	2,200	2,350
16V175D	3,200	2,000	1,500	1,625	1,750	1,875	2,000	2,125	2,225	2,275
Reduction gear ratio			3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5

Propellers for the MAN 175D engines are optimised for a diesel-mechanical twin screw vessel operating at 85% engine rating. For engine versions and rating conditions, see the MAN four-stroke propulsion engines chapter. The standard propeller programme is dimensioned according to Lloyd's Register No Ice.

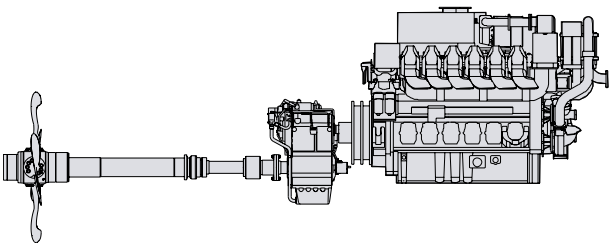
MAN Alpha CPP solutions for MAN 175D

Engine	Output		Ship speeds [knots]							
Type	Power	RPM	30		25		20		15	
	[kW]	[r/min]	Recommended propeller diameters [mm]							
20V175D	3,400	1,800	1,625	1,750	1,900	2,025	2,150	2,275	2,325	2,400
20V175D	3,700	1,900	1,600	1,750	1,850	2,000	2,150	2,250	2,350	2,425
20V175D	3,700	1,800	1,650	1,775	1,925	2,050	2,200	2,325	2,400	2,450
20V175D	4,000	2,000	1,600	1,700	1,850	1,975	2,100	2,200	2,350	2,450
20V175D	4,400	2,000	1,650	1,800	1,900	2,000	2,200	2,250	2,400	2,500
2x12V175D	4,440	1,900	1,700	1,800	1,950	2,050	2,200	2,350	2,450	2,575
2X16V175D	5,440	1,800	1,850	1,950	2,100	2,250	2,375			
2X16V175D	5,920	1,900	1,850	1,950	2,075	2,200				
2X20V175D	6,800	1,800	1,950	2,100	2,200					
2X20V175D	7,400	1,900	1,950	2,075	2,200					
2X20V175D	8,000	2,000	1,900	2,075						
Reduction gear ratio			3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5

Propellers for the MAN 175D engines are optimised for a diesel-mechanical twin screw vessel operating at 85% engine rating. For engine versions and rating conditions, see the MAN four-stroke propulsion engines chapter. The standard propeller programme is dimensioned according to Lloyd's Register No Ice.

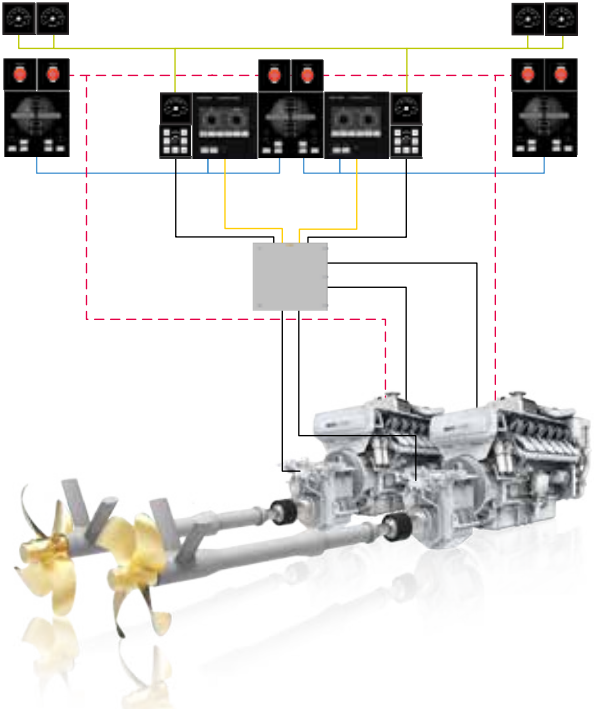
Standard shaft diameter:

- Ø 175 mm
- Ø 205 mm
- Ø 225 mm
- Ø 245 mm
- Ø 265 mm



Alphatronic 3000 propulsion control system

A high number of various FPP and CPP propulsion package applications are controlled by the Alphatronic 3000 system – customised for combinations of MAN medium and high speed engines in a wide range of diesel-mechanical, hybrid or electric propulsion setups.



Simple system architecture for a straightforward twin MAN 175D FPP plant

Alphatronic 3000 at your finger tips: Safe and accurate propulsion control all the way – from the navigator's finger tips to the propeller tips. Any manoeuvring order given is translated into electrical speed setting-, pitch- or clutch signals, governing the hydraulic servo circuits of the gearbox and propeller system. Swift and reliable vessel manoeuvres are ensured due to quick and stable system response.

MAN turbochargers and exhaust gas systems

Performance meets simplicity

Find your perfect fit

MAN Energy Solutions has a long and successful track record in the development of exhaust gas turbochargers for low-, medium- and high-speed combustion and gas engines. Drawing on its unrivalled expertise in the design and manufacture of this crucial engine component, MAN Energy Solutions can offer you world-leading technology that helps you maximise the efficiency of your operations.

MAN turbochargers are designed to deliver peak performance throughout their working lives – in some of the harshest conditions encountered anywhere in the world. This is achieved by combining three elements: simplicity, flexibility and reliability. For example, we develop and build our turbochargers to make installation, operation, servicing and maintenance as easy and efficient as possible. This reduces your initial capital investment and results in lower lifecycle costs.

Applications

- Marine propulsion
- Marine GenSets
- Power generation
- Construction
- Mining
- Off-road vehicles
- Locomotives
- Industrial
- Offshore
- Mechanical drives

MAN TCP and MAN TCF

Ready for the future

Ready for the future with enhanced performance and efficiency – the MAN TCP and TCF series of radial turbochargers can achieve maximum pressure ratios of up to 7. A benchmark figure that sets new industry standards.

MAN TCP and TCF turbochargers are from our latest generation of radial turbochargers. MAN TCP turbochargers are suitable for high-speed and medium-speed engines, whereas the TCF type turbochargers are suitable for all speed ranges, including low-speed. Both turbocharger types are used in marine, power, locomotive and off-road applications, designed for operation on both future and conventional fuels.

MAN TCP benefits

- Increase in power density of up to 20%
- Decrease of specific engine costs of up to 20%
- Improved efficiency levels of more than 70%
- Significantly improved dynamic behavior: 25% reduction in rotor moment of inertia
- Plug & play (keep the same flange connections as existing turbochargers)

MAN TCF benefits

- 20% increase in specific flow
- Potential use of smaller or fewer turbochargers: cost savings
- Highest efficiencies at part load
- Significant reductions in fuel consumption and emissions
- Significantly improved dynamic behavior: 25% reduction in rotor moment of inertia
- Same standard connection dimensions as previous turbochargers

MAN TCP Series

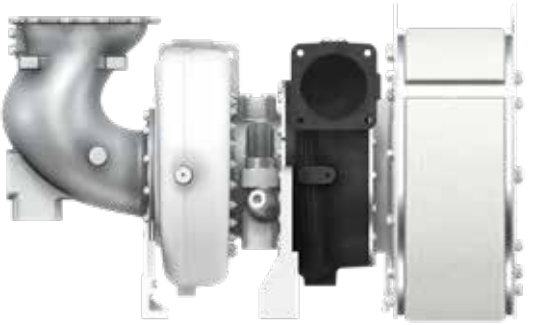
We are Future fuels *ready*

Technical data

Turbine type	Radial
Max. permissible temperature	650/750°C
Pressure ratio	up to 6.7
Suitable for future fuels (hydrogen, ammonia and methanol) as well as conventional fuels (HFO, MDO and gas)	

Supercharged engine output

Type	kW	Mass kg
TCP12	800	80
TCP14	1,150	120
TCP16	1,600	190
TCP18	2,200	320
TCP19	3,000	520
TCP20	4,200	840
TCP22	5,800	1,300



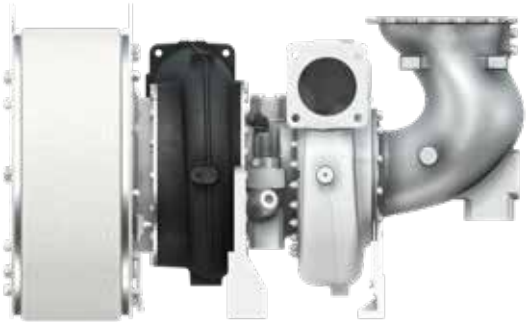
MAN TCF Series

Technical data

Turbine type	Radial
Max. permissible temperature	650/750°C
Pressure ratio	up to 5.4
Suitable for future fuels (hydrogen, ammonia and methanol) as well as conventional fuels (HFO, MDO and gas)	

Supercharged engine output

Type	kW	Mass kg
TCF12	1,000	70
TCF14	1,450	120
TCF16	2,000	190
TCF18	2,700	320
TCF19	3,800	520
TCF20	5,200	830
TCF22	7,200	1,400



MAN TCT

High- performance solution

The new MAN TCT design is optimised for IMO Tier III requirements, and suitable for both conventional and dual-fuelled, two- and four- stroke engines in marine and power applications.

The latest MAN Energy Solutions axial turbocharger generation offers significant down-sizing to meet current market requirements. It offers a smaller, lighter design with a superior charging efficiency, and a high charging pressure compared to its predecessor and other similar turbochargers available on the market.

MAN TCT features

- Long TBOs
- Maintenance friendly service concept
- Highest efficiency levels
- Compact and light design
- High-performance plain bearings

MAN TCT Series

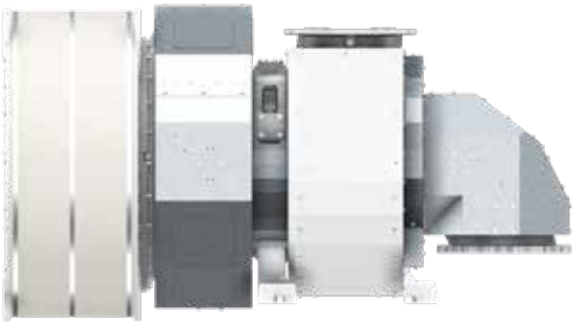
Technical data

Turbine type	Axial flow turbine
Max. permissible temperature	520°C
Pressure ratio	up to 4.7
Optimised for IMO Tier III	

Supercharged engine output

Type	kW	Mass kg
TCT30	7,500	1,820
TCT40	9,460	2,500
TCT50	12,000	4,375
TCT60	15,120	4,735
TCT70	19,040	6,480
TCT80	24,030	8,890

Specific air consumption (le) 7.5 kg/kWh



Market leader in two-stage turbocharging

Outstanding turbocharging efficiency

MAN ECOCHARGE two-stage turbocharging is suitable for high- and medium-speed engines of all fuel types and for application in all engine power ranges. Extremely high efficiencies and pressure ratios enable increased power density and improved key engine parameters. For example, it is possible to use a smaller engine for the same required power output or to achieve lower NO_X emissions and lower specific fuel oil consumption (SFOC).

As a compact two-stage unit, the MAN ECOCHARGE delivers outstanding turbocharging efficiency. A variety of product types and sizes are available, ensuring the perfect turbocharger-to-engine-fit. MAN ECOCHARGE always consists of a clever combination of high- and low-pressure turbochargers.

While MAN TCX has been specifically designed for high-pressure applications, MAN TCA and TCR as well as our new MAN TCT, TCF and TCP generation series round up the package as low-pressure turbochargers.

MAN TCX Series

Technical data

Turbine type	Mixed flow turbine
Max. permissible temperature	650°C
Pressure ratio (two stages)	up to 10.5
Suitable for HFO, MDO, gas	

TCX turbocharger programme

	Max. engine output*	Mass
Type	**kW**	**kg**
TCX17	8,500	517
TCX19	11,900	870
TCX21	16,600	1,564
TCX23	23,300	2,394

* le=6kg/kWh; pHPCin=3,5 bar, THPCin=45°C

MAN TCA Series

We are Future fuels *ready*

Technical data

Turbine type	Axial flow turbine
Max. permissible temperature	500°C two-stroke / 650°C four-stroke
Pressure ratio	up to 5.5
Suitable for HFO, MDO, gas	

Turbocharger programme

	Max. supercharged engine output kW		
	Two-stroke	**Four-stroke**	**Mass**
Type	**le* = 7.5 kg/kWh**	**le* = 6.5 kg/kWh**	**kg**
TCA33	-	5,400	1,370
TCA44	7,400	7,900	1,950
TCA55	10,200	10,400	3,200
TCA66	14,600	14,800	5,300
TCA77	20,700	21,000	8,330
TCA88	32,400	30,000	14,000

* Specific air consumption

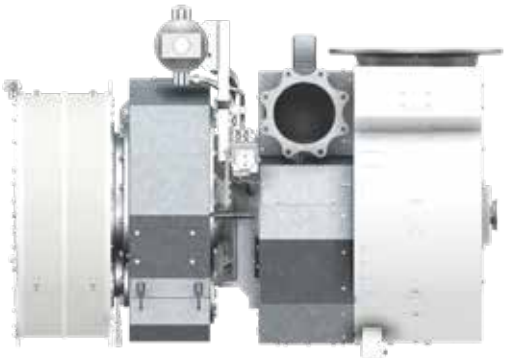
Technical data

Turbine type	Radial flow turbine
Max. permissible temperature	650°C
Pressure ratio	up to 5.4
Suitable for HFO, MDO, gas	

Turbocharger programme

	Max. supercharged engine output	
	Four-stroke	Mass
Type	**le* = 6.5 kg/kWh**	**kg**
TCR10	600	50
TCR12	880	80
TCR14	1,300	110
TCR16	1,850	180
TCR18	2,750	300
TCR20	4,000	500
TCR22	6,850	1,050

* Specific air consumption



MAN EGR blower series

Electrical Turbo Blower (ETB)

Specifically designed for EGR systems, the MAN ETB plays an important role in enabling these systems to reach the IMO Tier III emission limitation. The EGR blower is a core component of MAN Energy Solutions' high-pressure EGR system that raises the exhaust gas pressure to overcome the pressure difference between exhaust gas and scavenge air receivers. In addition, the recirculated exhaust gas amount is controlled during the EGR operation by varying the blower speed.

The desired EGR operating conditions are achieved by using a high-speed electric motor, directly coupled to the compressor wheel and speed controlled by a frequency converter. The scope of supply consists of the ETB and one cabinet with frequency converter and sine wave filter.

The MAN ETB features a high-efficient blower wheel, optimized for the low-pressure ratios necessary for the high-pressure EGR system of a two-stroke combustion engine with materials designed to withstand corrosive agents caused by the sulphur content of fuels. As such, MAN's ETB is suitable for high-pressure EGR engines of all fuel types and in all application ranges.

Technical data

Type	Max. blower speed	Mass of blower
	rpm	kg
ETB40	9,170	1,860

The maximum engine power output with one ETB depends on the EGR volume flow and the pressure difference between exhaust gas and scavenge air receivers. Therefore, an EGR blower selection tool will be introduced and the output will be available in CEAS soon.

For more information and blower assignment, please contact turbochargers@man-es.com.

ETB – explicitly designed for EcoEGR

MAN's ETB is explicitly designed for EcoEGR applications where the blower will run continuously in both Tier III and Tier II Eco mode. This results in a compact and cost-optimised design with the highest availability.

In the SFOC-optimised Tier II Eco mode, the EGR volume flow is approx. 50% of the required volume flow in Tier III mode. To cover the operating points of both running modes, the MAN ETB features an extremely wide compressor map.

The ETB achieves benchmark efficiencies and, therefore, minimises operational costs.

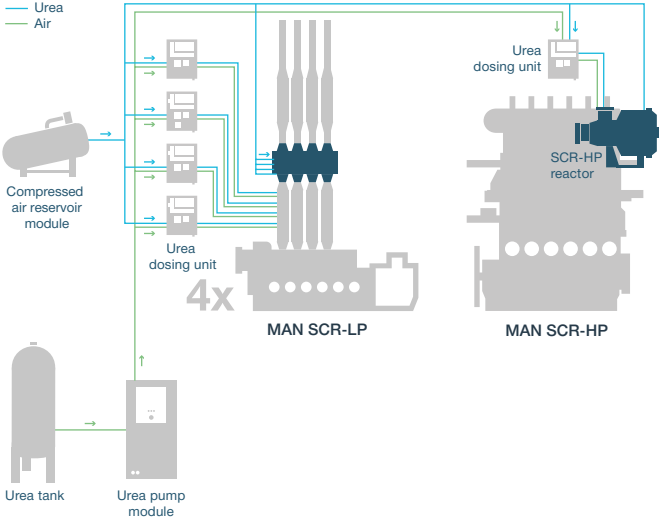
For more information about EcoEGR, see the section EcoEGR in the chapter describing MAN B&W two-stroke propulsion engines.

MAN SCR

Selective Catalytic Reduction (SCR) is a method to reduce nitrogen oxides (NO_X) in the exhaust gas flow of engines to meet the required Tier III limits. SCR is the most common and approved system for achieving NO_X reduction rates of up to 90%, suitable for power plants and marine applications.

MAN Energy Solutions has experience with both development and service of SCR systems. In 2017, the first SCR systems were introduced. There are two types of SCR layouts available:

- Low-pressure SCR-LP (after turbocharger)
- High-pressure SCR-HP (before turbocharger)



MAN SCR-LP and HP systems

MAN Energy Solutions is the first manufacturer to successfully produce and offer IMO Tier III compliant four-stroke marine engines based on a fully modular SCR kit covering our entire four-stroke engine portfolio. In 2014, MAN Energy Solutions was awarded the first IMO Tier III EIAPP certificate together with the classification society DNV-GL.

MAN Energy Solutions' standard SCR system is available in fourteen different sizes covering our entire portfolio of four-stroke engines. Customised SCR systems are offered on demand.

MAN has developed a complete range of SCR systems that work perfectly with our engines for maximum system efficiency. The intelligent exhaust gas temperature control allows significant savings in fuel consumption compared to third-party supplier systems. MAN SCR systems work with MGO, MDO and HFO with up to 3.5% sulphur.

Our modular system comes in 14 different sizes to match all power demands. Some notable benefits of standardisation are significant cost reduction and simplification of installation.

Urea consumption

The urea consumption depends on engine type, and selected performance characteristics (engine map). For an engine with ECOMAP capability it depends on, operating profile, fuel type, ambient conditions, type of reduction agent, etc.

For more detailed information on the expected level of urea consumption, please contact MAN Energy Solutions with your project specific request.

The modular SCR component kit

MAN SCR-HP

The MAN SCR-HP is a small and compact NO_X emission reduction system. The most compact design in the market allows for easy integration, and the few frame sizes will cover the entire two-stroke portfolio up to 25 MW per SCR reactor.

The integrated mixing unit reduces the overall length and volume. The specific honeycombs ensure a compact design.

The MAN SCR-HP can be mounted in all positions and is capable of running on all fuels.

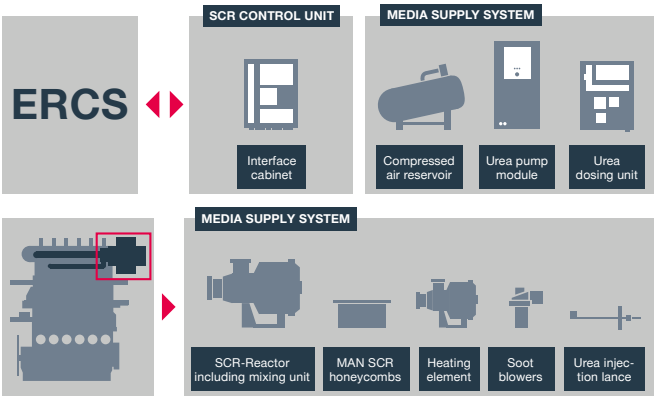
Auxiliary components like the urea injection lance, urea dosing unit and urea pump module are from MAN's well-proven SCR-LP system.

SCR-HP system

Dimensions

Cluster	Reactor diameter	Reactor length < 0.1% sulphur	Reactor length < 3.5% sulphur
	mm	mm	mm
1	2,000	4,800	5,800
2	2,400	5,000	6,000
3	2,900	5,500	6,500
4	3,400	5,900	6,900
5	3,900	6,300	7,300
6	4,500	6,900	7,900

Illustration contains optional features



Flexible turbocharging
MAN VTA

MAN VTA (variable turbine area) allows charge air delivery to allows charge air delivery to be precisely, steplessly and continously optimised to the demand for charge air at all engine loads and speeds. MAN VTA minimizes fuel consumption and related exhaust emissions.

Flexible air and fuel management is key to meeting the emissions legislation of the future while increasing engine performance and reducing specific fuel oil consumption (SFOC). In heavy fuel oil applications, VTA technology has a powerful and positive role to play.

Benefits

- Reduced consumption: up to 5 g/kWh lower fuel consumption
- Reduced emissions: lower soot and smoke emission and lower particle emissions
- Easy application: suitable for MAN TCA and TCR turbochargers and retrofit packages

MAN PrimeServ

Service for your piece of mind

- Increase uptime with high-quality OEM spare parts
- Manage maintenance costs with tailor-made service agreements
- High-quality maintenance, repair and reconditioning for all major brands
- Global service network for 24/7 reliable support, technical expertise and on-site recovery
- Digital service solutions for enhanced monitoring and analytics
- Hands-on training at our MAN PrimeServ Academies and flexibility with our digital training formats
- Optimise efficiency and sustainability with advanced retrofit and upgrade solutions

MAN Fluid Monitor

Step into a new dimension of operation & maintenance with condition monitoring

It all starts with a tiny anomaly, and sooner or later, it will have consequences: performance degradation, safety hazards, or even failure and downtime.

What if you could receive an alarm to stop your engine in real time? And then do something about it in time to prevent serious damage?

How do you detect tiny anomalies between planned maintenances, like a bearing seizure, cylinder scuffing, slight wear of components, water presence, fuel pollution, soot pollution, etc.?

Now you can. Now there's MAN Fluid Monitor for lube oil.

MAN Fluid Monitor for lube oil has been awarded cybersecurity certification – IACS UR E27-Sep 2023.

Read more about the last detection cases on MAN Fluid Monitor (www.man-es.com > Services > New service solutions > Digital solutions > MAN Fluid Monitor).

Omnicare

Your one-stop service solution, regardless of manufacturer

For over a century, MAN PrimeServ has been providing the best service solutions and technical support for all MAN engines and equipment. MAN PrimeServ now offers maintenance, repair, and spare parts supply for engines, turbochargers, and auxiliary equipment from non-MAN manufacturers under the name Omnicare. You benefit from a single point of contact for your third-party equipment, reduced complexity and cost of servicing you fleet, as well as OEM supply chain.

MAN PrimeServ is authorised by several OEMs to ensure the highest standards of competency and workmanship for your third-party equipment. Our Omnicare service scope currently covers MET turbochargers, CENTA flexible couplings, and C.C. Jensen lube oil filtration systems, bringing simplicity, cost-efficiency, and improved environmental performance to your fleet management.

Lifecycle Upgrade

MAN PrimeServ is now offering its customers the opportunity to retrofit MAN 48/60A and MAN 48/60B engines to state-of-the-art MAN 51/60 types.

The upgrade enables customers to prepare older engines already in service for future, climate-neutral operation.

Upgraded engines will effectively be equivalent technically to newly built MAN 51/60 units and, as a result, achieve significant savings in fuel consumption, CO_2 and pollutant emissions, and increase reliability.

As a further option, newly converted engines can be upgraded for operation on synthetic fuels for a low premium.

MAN L51/60R

Retrofit Variant for 48/60A and 48/60B*

Bore: 510 mm, **Stroke:** 600 mm

Speed	**r/min**	514	500
mep	**bar**	20.0	20.6
		kW	**kW**
6L51/60R		6,300	6,300
7L51/60R		7,350	7,350
8L51/60R		8,400	8,400
9L51/60R		9,450	9,450

Specific fuel oil consumption (SFOC) at ISO conditions

MCR	**100%**	**85%**
SFOC for retrofit based on 48/60A	180.0 g/kWh	172.5 g/kWh
SFOC for retrofit based on 48/60B	175.5 g/kWh	173.5 g/kWh

Specific lube oil consumption[1]: 0.38 g/kWh for nominal output 1,050 kW/cyl.

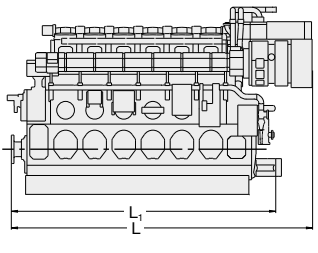
[1] Related to 100% actual engine load

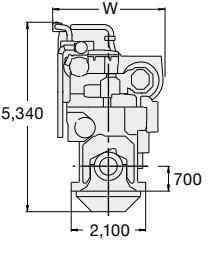
Dimensions

Cyl. No.		**6**	**7**	**8**	**9**
L	**mm**	8,494	9,314	10,134	11,160
L_1	**mm**	7,455	8,275	9,095	9,915
W	**mm**	3,165	3,165	3,165	3,283
Dry mass	**t**	110	124	137	155

Minimum centreline distance for twin engine installation: 3,200 mm

* Suitability of base engine has to be clarified during project specification





Dual-fuel conversion

A dual-fuel conversion is one of the most effective ways to drive greater efficiency and profitability from your fleet. In this process, we convert your existing diesel engine to a dual-fuel gas engine. This enables you to switch between diesel and gas as necessary, to both reduce operational costs and take advantage of optimal fuel prices as they arise.

Using alternative fuels, such as SNG, LNG, ethane, LPG, or methanol, greatly reduces SO_X, NO_X, CO_2, and particulate matter, enabling you to comply with global environmental regulations, secure worldwide port access, and meet your own sustainability targets.

Our dual-fuel retrofit solutions are not limited to the main engine, and customised projects can be provided as a turnkey solution, or including gas systems in partnership with MAN Cryo. To ensure the process is executed seamlessly from start to finish, MAN PrimeServ covers everything from research and site survey to engineering and project management, and finally to hardware commissioning.

MAN PrimeServ Academies

Professional certification

MAN PrimeServ Academies offer courses covering the entire portfolio of MAN Energy Solutions products, both two- and four-stroke, power generation, and turbochargers. In the academies, participants are guided through theoretical lectures, and hands-on exercises covering the operation, maintenance, and troubleshooting, of the MAN Energy Solutions product portfolio. We strive to create a “real life” atmosphere such that participants can relate learning objectives to their daily working environment. That includes working on original engines, fully functioning diesel GenSets, and simulators.

In addition to our on-site courses, we have adapted to the use of new digital training methods and solutions. From self-paced eLearning courses, to instructor led online courses, to blended learning courses, we offer you maximum flexibility in choosing a course format that perfectly fits your needs. Please find out more about the MAN PrimeServ Academies: www.man-es.com > Services > MAN PrimeServ Academy > Training.

PrimeServ Assist

Secured availability – optimised efficiency

Be one step ahead by using MAN PrimeServ Assist. A proactive service solution from MAN Energy Solutions.

Get an instant, accurate snapshot of your machinery's status with all relevant data consolidated on one interface. PrimeServ Assist makes sure your operators are always on top of efficiency data. The result: accelerated decision-making as well as improved efficiency and cost-effectiveness. For an even better fleet oversight, PrimeServ Assist provides precise and far-reaching efficiency insights about how the individual units perform. All digital and absolutely accurate, PrimeServ Assist offers the ideal groundwork for informed decisions and the right adjustments.

Get advice on how to keep your machinery operating at peak efficiency for longer. Our experts are here for you 24/7, continuously monitoring and analyzing live data from machinery in the field, diagnosing anomalies and notifying you with valuable operational and maintenance advice. Additionally, we have automated monthly reports to provide you with comprehensive insights on a regular basis.

The earlier you know about an anomaly, the earlier you can take action to prevent potential problems. That's the philosophy behind PrimeServ Assist.

MAN Data+

Data solutions for the shipping industry

A fleet of marine engines generates an overwhelming amount of data. MAN Data+ enables you to find the value in this sea of data – helping you to manage your ships and cargo more efficiently, ensuring vessel availability, and reducing emissions and costs. Thanks to our deep domain knowledge of the engines, we can ensure your equipment data is available, scalable and, most importantly, actionable.

Based on MAN CEON, the cloud-based platform behind our digital portfolio, MAN Data+ securely and intelligently collects and integrates engine data in a consumable and comprehensive way. It is available for both newbuilds and as a retrofit on MAN two-stroke.

MAN Asset+

MAN Asset+ is a range of solutions that gives you the opportunity to add functionalities to your vessels' engine systems. In other words, it makes your equipment better at performing specific tasks. MAN Asset+ solutions raise ship performance, keep your equipment up to date, and help you comply with environmental regulations, advancing your operations on the road to energy transition and decarbonization.

MAN Asset+ provides the possibility to select the functionality or service needed for a specific engine and, hence, add value to the particular vessel and its purpose/task. In addition, Asset+ will offer connectivity and regular security and software updates, thus offering an engine that can be maintained as state-of-the-art across the entire life cycle.

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List of licensees

Symbols used:

T: MAN Energy Solutions two-stroke licence
F: MAN Energy Solutions four-stroke licence
P: MAN Energy Solutions four-stroke SEMT Pielstick licence
TC: MAN Energy Solutions turbocharger licence
FP: MAN Energy Solutions fixed pitch propeller licence

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