



Stage Set for Entry of Liquid Gas Injection Engine

Copenhagen,
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Unveiling of ME-LGI concept signals impending, further expansion of MAN B&W dual-fuel portfolio

Ole Grøne, Senior Vice President – Low Speed Promotion & Sales – MAN Diesel & Turbo, said: “We can really see the momentum towards dual-fuel operation building now. The ME-GI engine we introduced – and immediately received orders for – in late-2012 confirmed the growing demand to have the option to run ships on LNG as well as HFO in the face of increasing fuel prices. Owing to market interest, we have now extended our dual-fuel engine programme with an ME-LGI unit that can run on liquid fuels.”

He continued: “The interest in our ME-LGI engine confirms this dual-fuel, low-speed trend and offers even more alternatives to HFO – including methanol, LPG, dimethyl ether (DME), and (bio-) ethanol as well as other, low-flash-point fuels.”

Grøne concluded: “MAN Diesel & Turbo’s experience with two-stroke, dual-fuel engines stretches back to the 1990s. As such, we have long been prepared for this market development and feel uniquely poised to deliver the optimal solutions.”

Methanol

Methanol is a sulphur-free fuel and MAN Diesel & Turbo sees much market potential for it stemming from the low-sulphur fuel requirements for ship operation within SECA zones. The company states that it expects all of its existing MAN B&W two-stroke engines to be retrofittable – in a cost-efficient manner – to operation according to the LGI concept on either methanol or LPG.

The ME-LGI concept

The ME-LGI concept is an entirely new concept that can be applied to all MAN Diesel & Turbo low-speed engines, either ordered as an original unit or through retrofitting. With two new injection concepts, the ME-LGI concept greatly expands the company’s dual-fuel portfolio and enables the exploitation of more low-flash-point fuels such as methanol and LPG.

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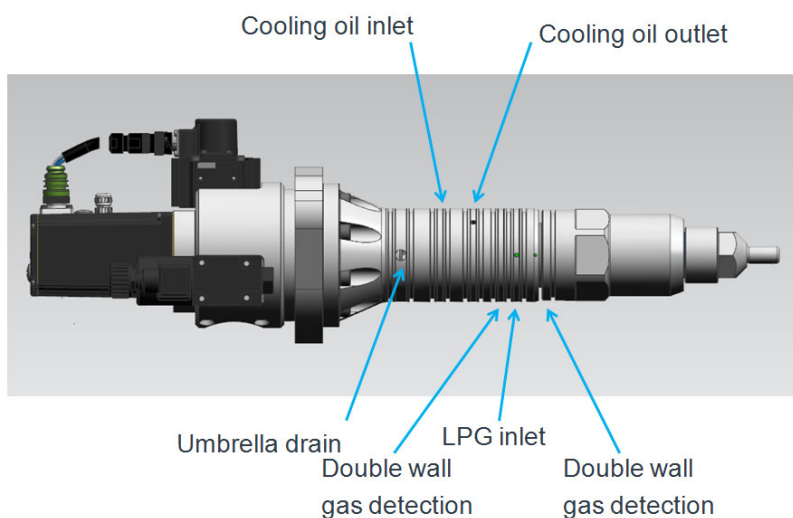


The engine's 'ME-' prefix indicates that the new engine benefits from well-proven electronic controls that also encompass the fuel being injected by a so-called Booster Fuel Injection Valve. This innovative fuel booster, specially developed for the ME-LGI engine, ensures that a low pressure fuel-gas supply system can be employed, significantly reducing first-time costs and increasing reliability.

The ME-LGI came about due to interest from the shipping world in operating on alternatives to HFO. Methanol and LPG carriers have already operated at sea for many years and many more LPG tankers are currently being built as the global LPG infrastructure grows. With a viable, convenient and comparatively cheap fuel already onboard, it makes sense to use a fraction of the cargo to power the vessel with an important, side-benefit being it's better for the environment. MAN Diesel & Turbo states that it is already working towards a Tier-III-compatible ME-LGI version.

Expected emissions reduction*				
	NO _x	SO _x	PM	CO ₂
LNG	10-15%	90-95%	90%	24%
LPG	10-15%	90-95%	90%	10%

* Compared to Tier II engine operating on HFO and conventional fuel valve, and HFO pilot oil



Annotated diagram of the new fuel booster valve showing the main constituent parts

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About MAN Diesel & Turbo

MAN Diesel & Turbo SE, based in Augsburg, Germany, is the world's leading provider of large-bore diesel engines and turbomachinery for marine and stationary applications. It designs two-stroke and four-stroke engines that are manufactured both by the company and by its licensees. The engines have power outputs ranging from 450 kW to 87 MW. MAN Diesel & Turbo also designs and manufactures gas turbines of up to 50 MW, steam turbines of up to 150 MW and compressors with volume flows of up to 1.5 million m³/h and pressures of up to 1,000 bar. The product range is rounded off by turbochargers, propellers, gas engines and chemical reactors. MAN Diesel & Turbo's range of goods includes complete marine propulsion systems, turbomachinery units for the oil & gas as well as the process industries and turnkey power plants. Customers receive worldwide after-sales services marketed under the MAN PrimeServ brand. The company employs around 15,000 staff at more than 100 international sites, primarily in Germany, Denmark, France, Switzerland, the Czech Republic, India and China. MAN Diesel & Turbo is a company in the Power Engineering business area of MAN SE.

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