



Odfjell and MAN Diesel Further ME-B Development

14 October, 2008. At a ceremony in Bergen on 26 September last, Odfjell, the Norwegian shipping group, signed an agreement with MAN Diesel for the rebuilding of the main engine aboard the M/T 'Bow Cecil'.

The agreement covers the rebuilding of the Bow Cecil's engine from type L60ME-C to type L60ME-B, a process which is expected to proceed in two stages. The first of these is during a scheduled docking in the ASRY shipyard in Bahrain, encompassing most of this month (October 2008), with the second taking place when a suitable gap in the Bow Cecil's schedule arises. MAN Diesel PrimeServ, MAN Diesel's after-sales arm, will provide technical back-up for both stages of the project.

The 37,500-dwt Bow Cecil is a chemical tanker and has played a central role in the development of MAN Diesel's ME-concept. In the wake of an agreement between MAN Diesel and Odfjell, prototypes of the ME engine's components and systems have been thoroughly tested on its main engine since November 2000. With the rebuild, the world's first ME-B retrofit, the Bow Cecil will be equipped with a cutting-edge, electronically controlled prime-mover that will provide MAN Diesel with a host of invaluable, in-service experience.

At the original presentation of the first ME-engine in February 2003, Peter Sunn Pedersen, Executive Vice President, MAN Diesel, praised the introduction of "the intelligent engine", which he said: "can be updated during

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its entire lifetime". As such, the rebuild of the Bow Cecil's engine, especially the updating of its fuel-injection control technology, is another stage in the continuous development of MAN Diesel electronic technology.

The Bow Cecil's main engine was originally designed as an L60MC engine and therefore still has a standard camshaft in place. Accordingly, the engine is particularly suited for testing ME-B technology.

MAN Diesel's ME-B concept

The economical ME-B design utilises a camshaft-operated exhaust valve and an electronically controlled fuel-injection system. In addition, the physical dimensions of the S46- and S60ME-B bedplates in particular are identical to those of their MC-C equivalents, greatly facilitating retrofit installation of the new technology on such engines with the same footprint if required.

Electronic fuel injection makes the new ME-B engines well-equipped to meet Tier-II emission requirements, and is an efficient way of managing current environmental, emission requirements.

As with the larger MAN B&W ME-engines, the Alpha Lubricator comes as standard with all ME-B engines, ensuring a very low, cylinder lubricating-oil consumption.

In summary, the ME-B series offers optimal engine performance in powerful, economic and future-oriented diesel engines, ensuring that they will remain market leaders for decades to come. Based on well-proven diesel

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technology, the ME-B series provides engines geared to market requirements for:

- electronic fuel-injection
- control reliability
- longer time between overhauls
- better vessel manoeuvrability
- very low life-cycle costs

The ME-B range of MAN B&W diesel engines now offers 35-, 40-, 46-, 50- and 60-cm models in the smaller bore range, while the ME-C concept covers the medium- to large-bore segment of the market.



The Bow Cecil (1998), 37,345 dwt, 40,515 CBM



Bow Cecil's original type L60ME-C engine

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About MAN Diesel

MAN Diesel is the world's leading provider of large-bore diesel engines for marine and power plant applications. The company designs two-stroke and four-stroke engines, generating sets, turbochargers, CP propellers and complete propulsion packages that are manufactured both by MAN Diesel and its licensees. The engines have power outputs ranging from 450 to 97,300 kW. MAN Diesel employs over 7,700 staff, primarily in Germany, Denmark, France, the Czech Republic, India and China. The global after-sales organisation, MAN Diesel PrimeServ, comprises a network of the company's own service centres, supported by authorised partners. MAN Diesel is a company of MAN AG, which is listed on the DAX share index of the 30 leading companies in Germany.

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