

Market Update Note



14 November 2022

Design plan for methanol-burning dual-fuel engines expands with MAN B&W G45ME-LGIM

G45ME-LGIM added and updated plan for design of S60-, G60-, and G70ME-LGIM

The interest in burning methanol in marine engines to reduce the carbon footprint continues to grow.

The vessel segments for application of methanol engines include container vessels, bulk carriers, tankers, PCTC, RoRo, and multi-purpose vessels. This has led MAN Energy Solutions to expand the methanol engine design to include a G45ME-LGIM engine.

This means that the future methanol engine portfolio will include G95-, G80-, G70-, G60-, S60-, G50-, S50- and G45ME-LGIM engines. The propulsion power will span from 4 MW to 82 MW.

The LGIM engine technology allows ships built today to transition into clean-burning, low-carbon and, potentially, a net zero-carbon fuel once green methanol is available.

At the time of writing, 19 engines of the 50-bore LGIM type have entered service already. Furthermore, we refer to our Market Update Notes MUN2021-12-20 (on the G80ME-LGIM) and MUN2022-03-04.

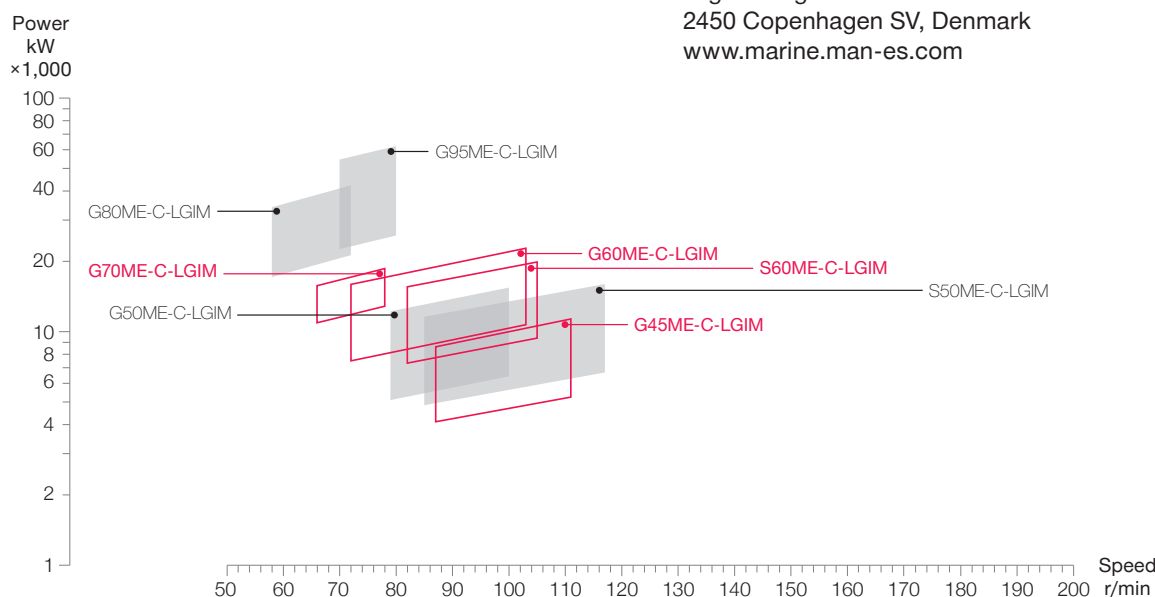
Design schedules for the new 45-bore engine, and the updated schedules for 60- and 70-bore engines:

- **G45ME-LGIM** design delivery schedules expected from end-Q1 2025 at the earliest.
- **S60ME-LGIM** design delivery schedules expected from end-Q4 2023 at the earliest.
- **G60ME-LGIM** design delivery schedules expected from end-Q2 2024 at the earliest.
- **G70ME-LGIM** design delivery schedules expected from end-Q2 2024 at the earliest.

The actual schedules will be evaluated at the time of ordering. You will receive further information about the release of engine data in the engine programme and CEAS in due time.

Direct your questions regarding this Market Update Note to our Two-Stroke Promotion & Customer Support department, at kjeld.aabo@man-es.com.

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