

# Market Update Note

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## SCR Tier III NO<sub>x</sub> emission abatement technologies available for ME-LGIM engines

Everllence introduces low- and high-pressure selective catalytic reduction (SCR) for two-stroke methanol engines

The portfolio of Everllence B&W ME-LGIM two-stroke methanol engines is continuously expanding. As part of our continuous effort to offer relevant solutions to the market, we are now pleased to share information about the newest Tier III NO<sub>x</sub> emission abatement technologies for the ME-LGIM engine programme:

- LPSCR introduced for G95ME-C10.5-LGIM engines
- HP- and LPSCR introduced for G80ME-C10.5-LGIM engines
- HPSCR introduced for:  
S60ME-C10.5-LGIM and G60ME-C10.5-LGIM engines
- HPSCR introduced for:  
S50ME-C9.6-LGIM and G50ME-C9.6-LGIM engines
- HPSCR introduced for G45ME-C9.7-LGIM engines

The new Tier III NO<sub>x</sub> emission abatement technologies for ME-LGIM engines join the existing and proven

Everllence exhaust gas recirculation (EGR) design, which is also available for all ME-LGIM engines.

The EGR design is highly proven and optimised with more than 1,200 EGR engines on order and around 400 of these in service already, the first ones dating back to 2013.

Similarly, more than 1,700 SCR systems are specified for Everllence B&W two-stroke engines, and more than 900 are in service.

The updated Tier III NO<sub>x</sub> abatement offerings for ME-LGIM engines allow for easy integration in all relevant vessel designs, and further provide multiple options for specifying the abatement system based on operational expenses, capital expenditure, and owner or yard preferences.

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