

Market Update Note

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Improved performance figures – ME-LGIM engines

Methanol consumption and total heat rate for Everllence B&W LGIM engines have been reduced

After carefully evaluating many performance tests conducted on commercial full-scale ME-LGIM engines and subsequent consideration, Everllence has decided to update the specified methanol consumption for all ME-LGIM engine types. Table 1 shows the updated performance.

Engine mode	Specific gas consumption (SGC)	Specific pilot oil consumption (SPOC)	Total heat rate
Tier II diesel	-	-	Unchanged
Tier II methanol	Reduced	Unchanged	Reduced
Tier III diesel	-	-	Unchanged
Tier III methanol	Reduced	Unchanged	Reduced

Table 1: Update of performance values

The reduction in total heat rate depends on the engine type and the engine load. The reduction will

be approximately 2% in both Tier II and Tier III modes.

Fig. 1 shows examples for an 8G95ME-C10.5-LGIM-EGRTC engine, 38,000 kW x 72 rpm, in Tier II and Tier III modes.

The updates are a result of the excellent properties of methanol as a fuel combined with a vast number of positive findings from multiple engines already delivered and in operation, as well as an optimised design based on more than 500,000 running hours on methanol alone.

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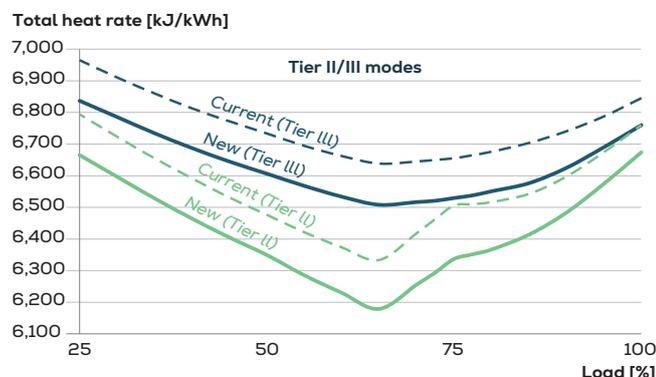


Fig. 1: Reduced total heat rate in Tier II and Tier III modes

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