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ME Engines
Electronic headway of two-stroke diesels

Engineering the Future – since 1758.
MAN Diesel & Turbo
Why Electronic Control

Today’s engine design ensures

- Increased flexibility and improved operating economy
- Simplicity and reliability
- Ease of operation and safety
- Optimised Tier II compliance
- Optimised for Tier III compliance with either EGR or SCR.

Advancing the diesel

The successful combination of traditional, well-proven technologies and state-of-the-art electronics has resulted in a highly reliable engine which offers increased flexibility.

Designed to be production-friendly and easy to operate, the electronically controlled MAN B&W ME engine range offers increased benefits, safety and upgradability to meet future opportunities.
MAN Diesel & Turbo creates the engines of tomorrow in response to the needs and wishes from the customers and future market requirements.

The continual and detailed communication between MAN Diesel & Turbo, owners, end users, yards, licensees and suppliers leads to cutting-edge products.

Environmental demands are constantly in focus, and MAN Diesel & Turbo ensures that all products comply with the prevailing regulations and are prepared according to tomorrow’s rules.

The MAN B&W ME engine is a step towards the future and our vision of the ‘Intelligent Engine’.

Today’s engines are designed for IMO Tier II or Tier III with a NO$_x$ reduction of 80%. To be able to comply with Tier III, MAN Diesel & Turbo offers two solutions: one is SCR (selective catalytic reduction), the other is EGR (exhaust gas recirculation).

Join the world of the ME engine on www.mandieselturbo.com
The ME engine is characterised by
- Low SFOC and superior performance parameters thanks to variable, electronically controlled timing of fuel injection and exhaust valves at any engine speed and load
- Appropriate fuel injection pressure and rate shaping at any engine speed and load
- Flexible emission characteristics with low NOx and smokeless operation
- Perfect engine balance with equalised thermal load in and between cylinders
- Better acceleration in ahead and astern operation and crash stop situations
- Wider operating margins in terms of speed and power combinations
- Longer Time Between Overhauls
- Very low speed possible even for extended periods and super dead slow operation and manoeuvring
Individually tailored operating modes available
Easy change of operating modes during operation
Upgradable software over the lifetime of the engine
Fully integrated Alpha Cylinder Lubricators, with lower cylinder oil consumption
Simplicity of mechanical system, using traditional, well-proven technologies
The ME engine is lighter than its mechanical counterpart
Unchanged high level of service for trouble-shooting and operation assistance
Available in a dual-fuel version for different fuel types: ME-Gi, ME-GIE, ME-LGIM and ME-LGIP*
Mechanical parts, incl. combustion chamber, equal to the latest MC/MC-C engine design.

* ME-Gi (methane), ME-GIE (ethane), ME-LGIM (methanol), ME-LGIP (propane/LPG)
The ME Design

The ME engine design is based on the well-proven successful MC series, which is the world's best-selling two-stroke engine family with more than 20,000 engines in operation. Accumulated operating experience and long-term performance feedback from customers, together with our continuous development and refinement of these engines, are the solid foundation for the ME engine design.
ME at sea – simple and safe – makes the daily work uncomplicated. It is a simple system and adjustments are very easy to perform. With the latest engine design, the engines are balanced continuously, and every aspect of engine operation eases the work for the crew compared to the traditional system with conventional mechanical engines. Today, also remote services with engine management system (EMS) integration are available.