Market Update Note
February 2013

New 2013 Engine Programme and Performance Data from MAN Diesel & Turbo

The 2013 engine programme of MAN Diesel & Turbo is now in print and hard and soft copies will be available shortly.

Epoch-making in this context is that the latest test bed results of the S80ME-C9, G80ME-C and S90ME-C9 have been so encouraging that the SFOC can be reduced by 1 g/kWh over the full load range for all G engines from 50-cm bore and up and for the S90ME-C9.

The S80ME-C9 has turned out even better, and a 2 g/kWh reduction has been realised.

We trust that this achievement will enhance the competitiveness of the engines in the market.

Realising the growing importance of total efficiency, there has been an increasing number of questions to the coagency between the SFOC, exhaust gas temperature and fuel applied.

The reductions in SFOC mentioned above will cause changes to the exhaust gas temperature and amounts within the tolerances given for such data. The data given in our engine programme refer to the use of MDO or MGO on test bed. HFO is used in service, and this may over time influence the exhaust gas temperature in such a way that an increase of up to 15°C can be realised for boiler and steam production dimensioning. A corresponding SFOC increase in service of, say, 1 g/kWh must be considered.

As regards new developments in the pipeline, we can inform you that a G95ME-C is now being considered for an expected wave of large container ships to be ordered. The maximum power will be 6,870 kW per cylinder, and the layout speed range will be from 80 to 70 rpm.
Expected earliest delivery time could be around year end 2014. Hence, the G95ME-C can be considered in projects emerging now.

Best regards

MAN Diesel & Turbo

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