



Maritime Showcase in Shanghai

MAN Diesel & Turbo using Marintec 2017 to display emissions reduction technology and new engines

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Marintec 2017 is one of the most prestigious events in the Asian shipping calendar and the 2017 edition is being held this week at the Shanghai New International Expo Centre in China. MAN Diesel & Turbo's stand can be found in Hall N, Stand N1C41-2. Pride of place at the stand goes to models of the company's new 45/60CR and ME-LGI engines, as well as its innovative HP-SCR emissions reduction technology.

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New Flagship

MAN recently revealed the successor to its 48/60CR engine in the company's 4x line of high-performance diesel engines. The MAN 45/60CR marine diesel engine will initially be available as 12V and 14V versions that boast power outputs, of 15,600 and 18,200 kW respectively, with inline versions following at a later stage.

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Wayne Jones, Chief Sales Officer of MAN Diesel & Turbo, said: "The new engine combines the best features of the current 48/60CR, such as MAN's common-rail system with ECOMAP capability, and adds new technologies such as two-stage turbocharging for an unrivaled Specific Fuel Oil Consumption. The resultant reduction in operating expenses and positive environmental impact are sure to attract strong market interest."

High-Pressure SCR for Two-Stroke Engines

MAN Diesel & Turbo is using Marintec as an opportunity to bring further attention to its new high-pressure Selective Catalytic Reduction system. MAN SCR-HP is available for two-stroke engines of all bore sizes and reduces – through internal catalytic reaction – NO_x exhaust emissions to IMO Tier III limits. With specially developed honeycombs and honeycomb materials, as well as an integrated mixing unit, the overall size of the reactor has been drastically reduced compared to typical market designs and its medium-speed counterpart. Delivery is first expected from the beginning of 2018.

Bjarne Foldager, Vice President MAN Diesel & Turbo and Head of Sales & Promotion Two-Stroke Business, said: "The development of our new SCR is



an important step on the path to a more sustainable future of shipping and global trade. At the same time it offers additional choices to ship owners worldwide, who can now choose from all NOx reduction technologies and select the optimal solution for their MAN Diesel & Turbo two-stroke engines.”

ME-LGI concept

The MAN B&W ME-LGI dual-fuel engine expands MAN Diesel & Turbo’s dual-fuel portfolio, enabling the use of more sustainable, low-flash-point fuels such as methanol, ethanol, dimethyl-ether (DME) and Liquefied Petroleum Gas (LPG).

With the designation LGI (liquid gas injection), all existing MAN B&W ME/ME-C/ME-B engines are available for operation on low flashpoint liquid (LFL) fuels like methanol, ethanol, LPG and DME. The engines are operated as dual-fuel engines with high-pressure injection. These engines have the same fuel consumption as similar diesel engines, and the same tuning methods can be applied.



Picture from the unveiling of the MAN 45/60CR engine in September 2017 at MAN Diesel & Turbo’s headquarters in Augsburg, Germany

About MAN Diesel & Turbo

MAN Diesel & Turbo SE, based in Augsburg, Germany, is the world’s leading provider of large-bore diesel and gas engines and turbomachinery. The company employs around 15,000 staff at more than 100 international sites, primarily in Germany, Denmark, France, Switzerland, the Czech Republic, India and China. The company’s product portfolio includes two-stroke and four-stroke engines for marine and stationary applications, turbochargers and propellers as well as gas and steam turbines, compressors and chemical reactors. The range of services and supplies is rounded off by complete solutions like ship propulsion systems, engine-based power plants and turbomachinery trains for the oil & gas as well as the process industries. Customers receive worldwide after-sales services marketed under the MAN PrimeServ brand.