

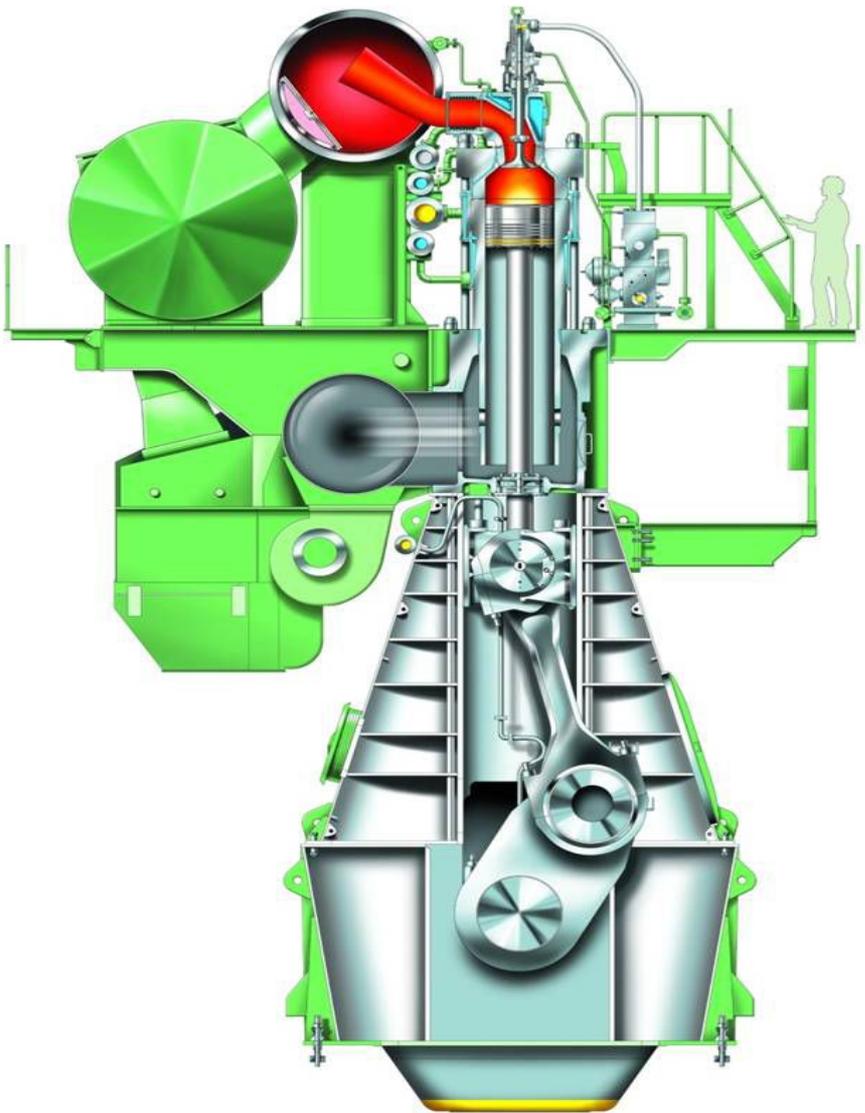
MAN Diesel PrimeServ Academy

Introduction to the ME Engine





Designations



MAN B&W Low Speed Propulsion Engines

Engine Type Designation

6 S 70 M E-B/C 7 .1 -GI-TII

MEP and mark designation Brief overview



Engine Mark	Year	MEP
		bar
Mk 1	1982	15
Mk 2	1984	16 16,2
Mk 3	1986	16 16,2
		rpm increased by 5-6 %
Mk 4	Omitted	Omitted
Mk 5	1991	17
Mk 6	1991	18 18,2 18,4
Mk 7	1996	19 19,2
Mk 8	2005	20
Mk 9	2006	21

As a general rule engine mark numbers indicate engine rating in relation to MEP and/or Pmax.

.1 is the first Tier II compliant engine

.2 is the fuel optimised Tier II compliant engine

.3 designates variable exhaust cam timing for ME-B engines

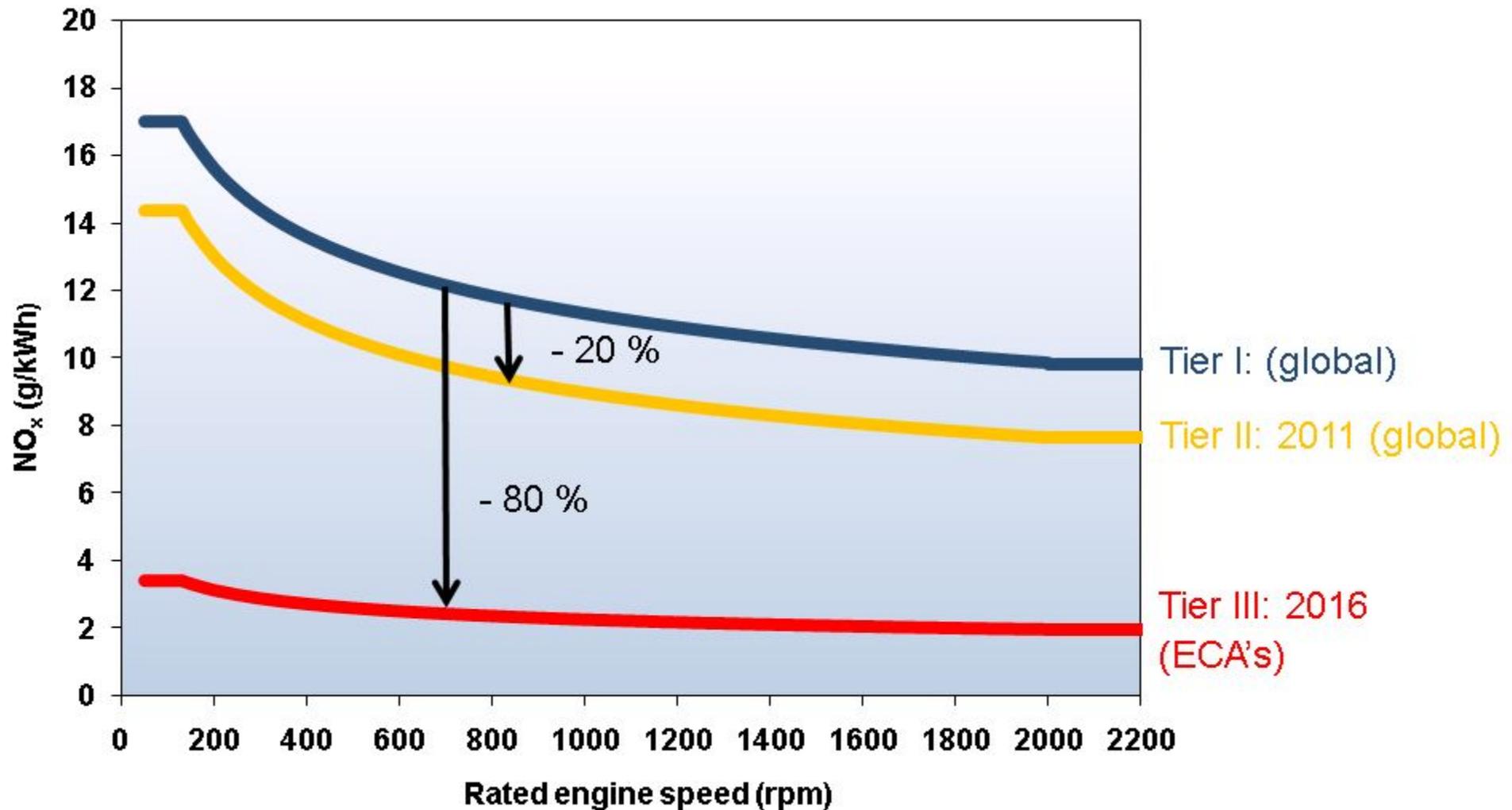
.4 designates design changes and increased Pmax of 5 bar /reduced SFOC

.5 extended layout diagram (MEP / Speed)

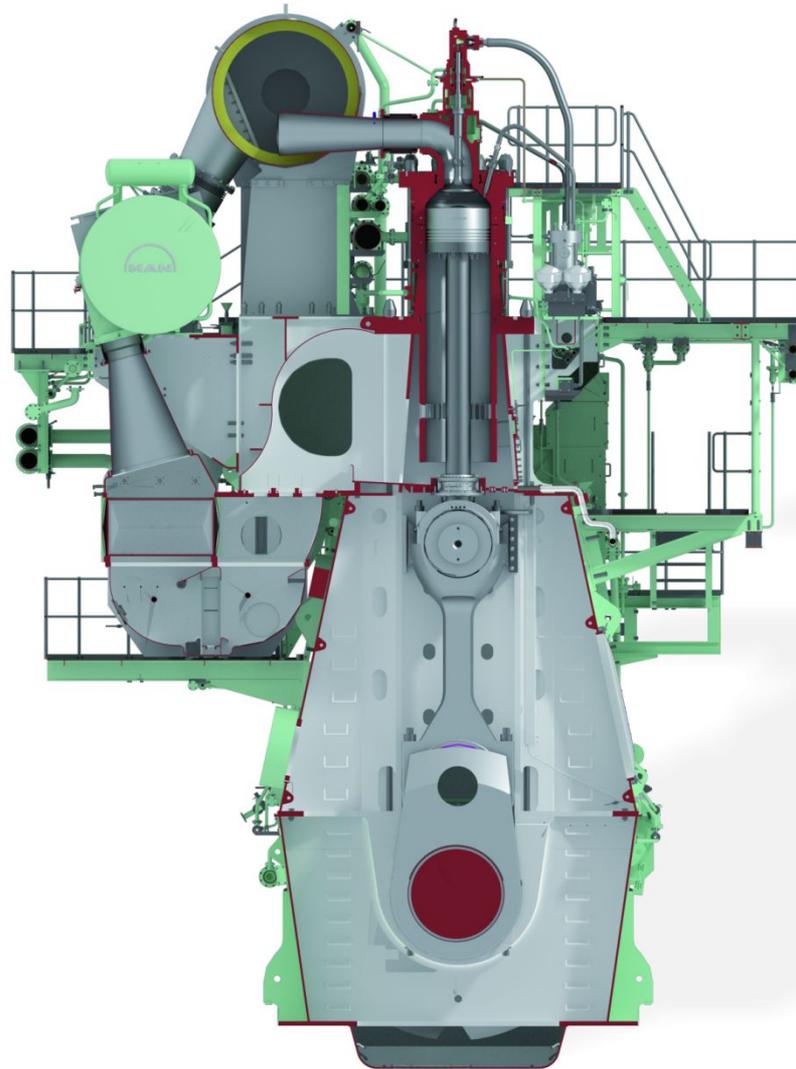
Different design changes is applicable for different versions.

AND there are several exceptions for above 'rules'

ECA Applicable limits



Same structural parts as MC-Design



Development of the ME-engine

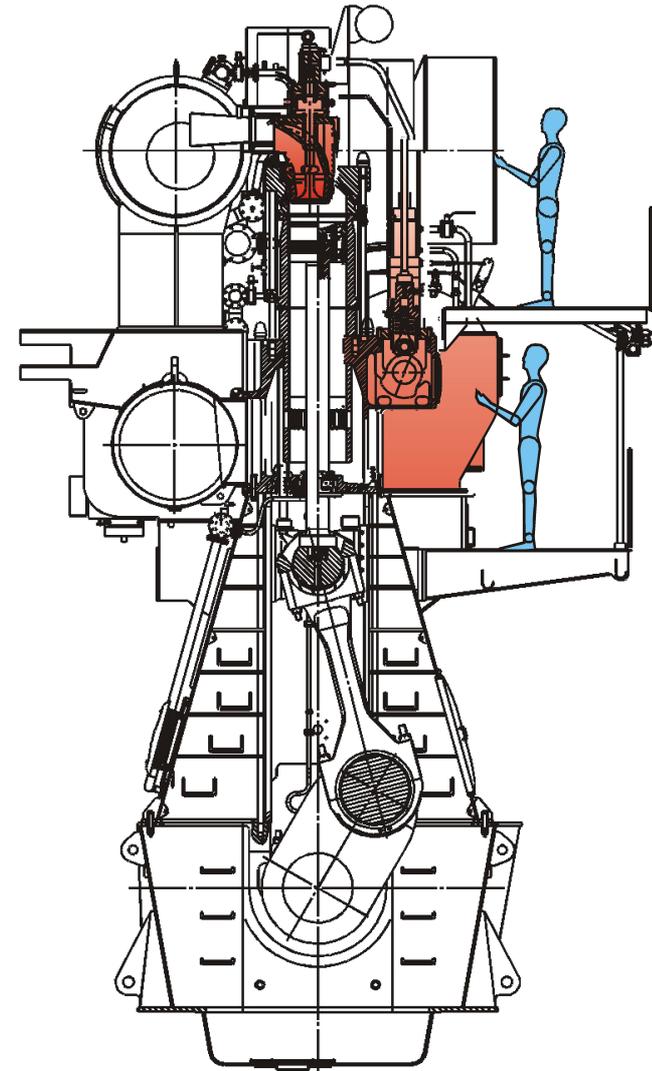


- 1991 Start of Intelligent Engine Project
- 1993 4T50MX equipped with Electronic Engine Control equipment
- 1997 4T50MX with 2nd generation control equipment
- 1997/98 Design - Production - Installation of mechanical/hydraulic components for service test on M/T "Bow Cecil"
- 1997/98 Design and implementation of governor functionality, and service test onboard "Shanghai Express"
- 1998/2000 Design - Production - Test - Installation of Engine Control System on M/T "Bow Cecil"
- 2000 Start of service test on M/T "Bow Cecil"
- 2003 First production engine



MC-C Components Omitted / Redesigned

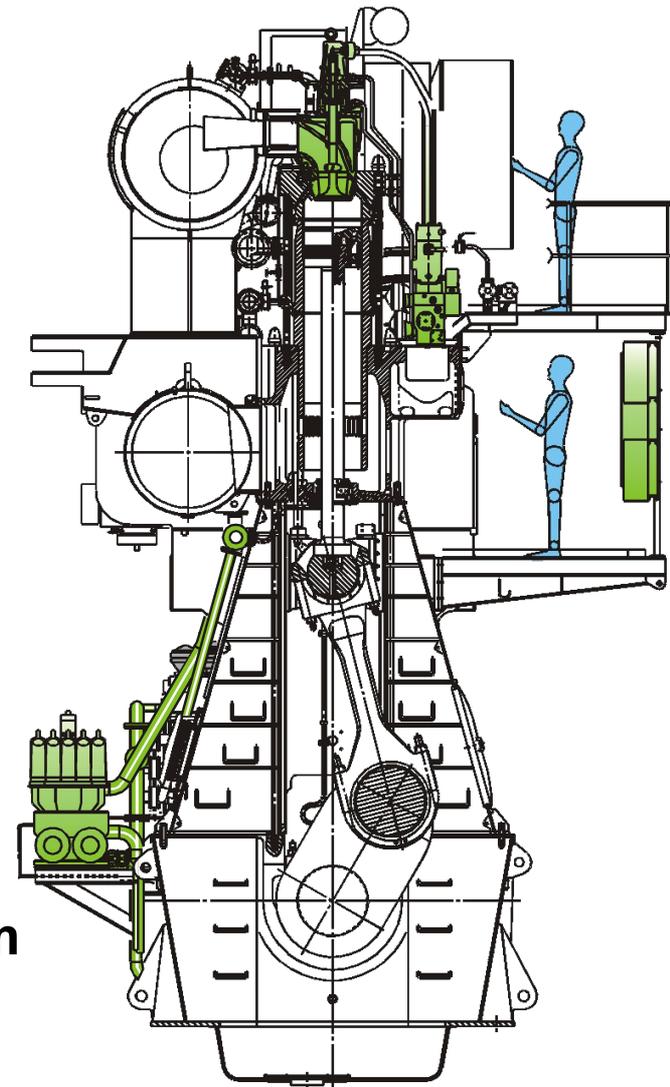
- Chain drive
- Chain wheel frame
- Chain box on frame box
- Camshaft with cams
- Roller guides for fuel pump and exhaust valve
- Fuel pumps
- Exhaust valve
- Exhaust actuator
- Starting air distributor
- Governor
- Regulating shaft
- Mechanical Lubricator
- Local control stand



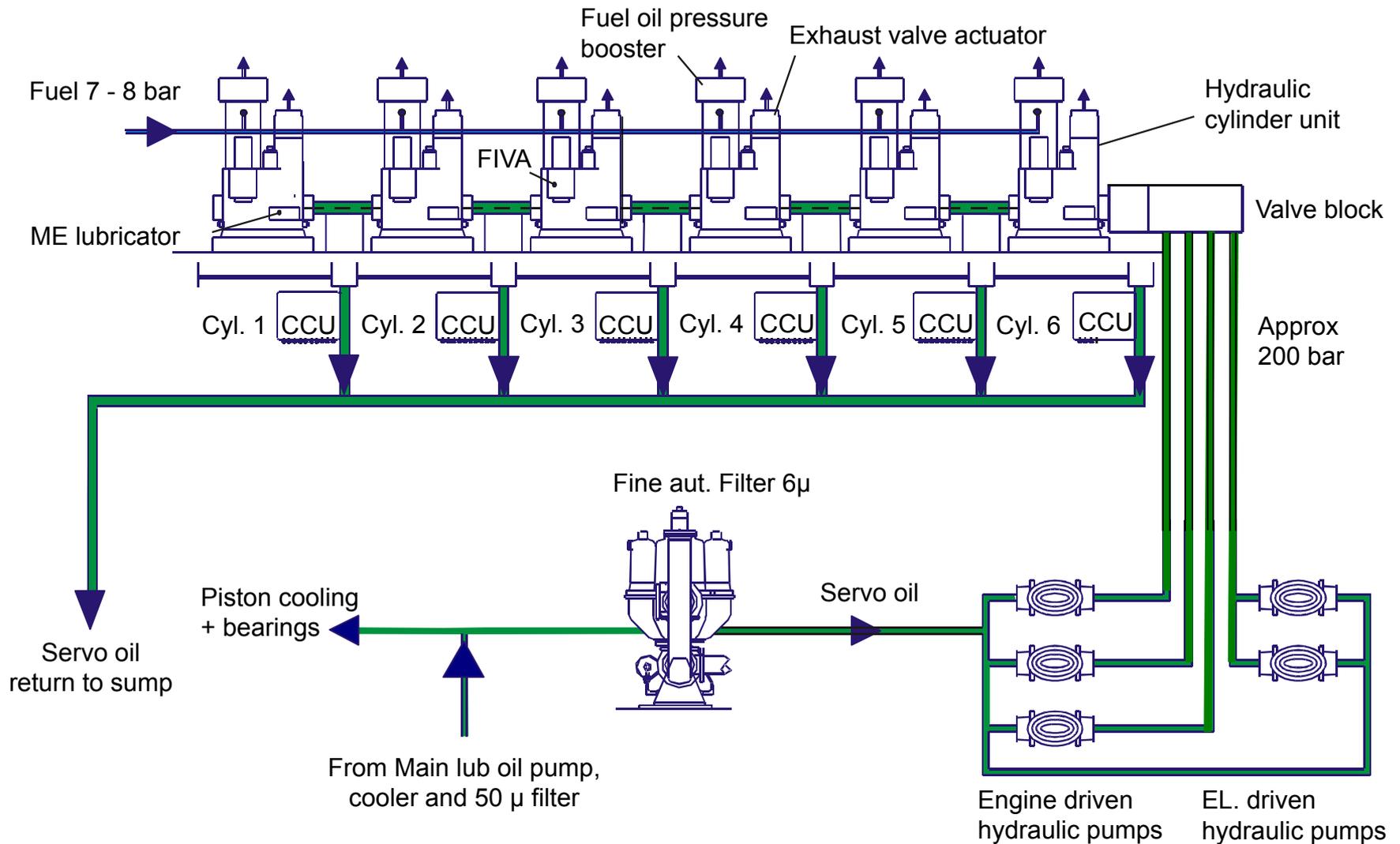
New Components / Redesigned



- **Hydraulic Power Supply (HPS)**
- **Hydraulic Cylinder Unit (HCU)**
- **Engine Control System (ECS)**
 - Starting air valves
 - Start and Reversing sequences
 - Governor function
 - Auxiliary blowers
 - Electronically Profiled Injection (EPIC)
 - Exhaust valve actuation
 - Cylinder lubrication (ACC)
- **Exhaust valve**
- **Crankshaft position sensing system**
- **Local Operation Panel (LOP)**

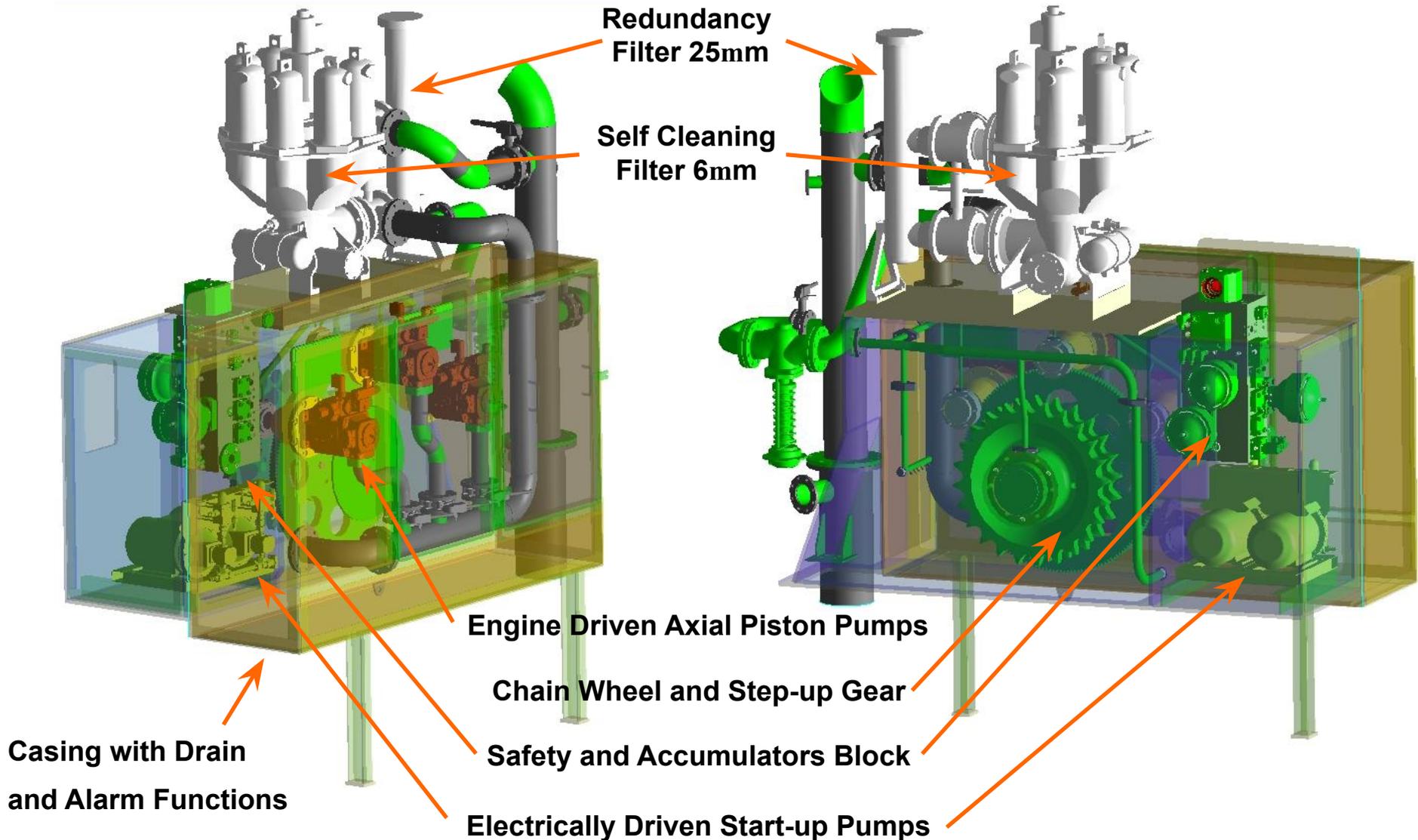


The ME Engine Hydraulic Oil Loop

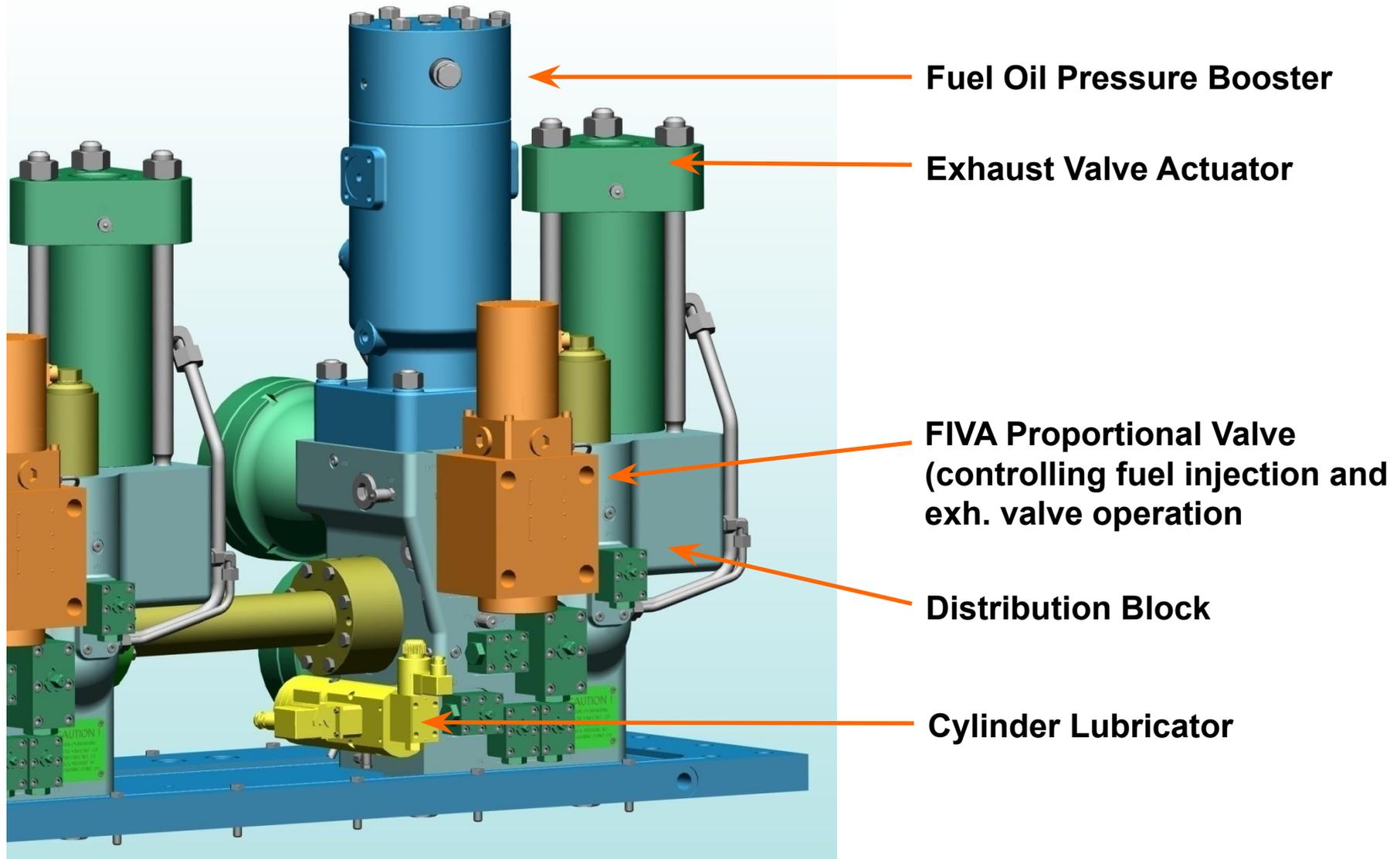


Hydraulic Power Supply – HPS

7S60ME-C



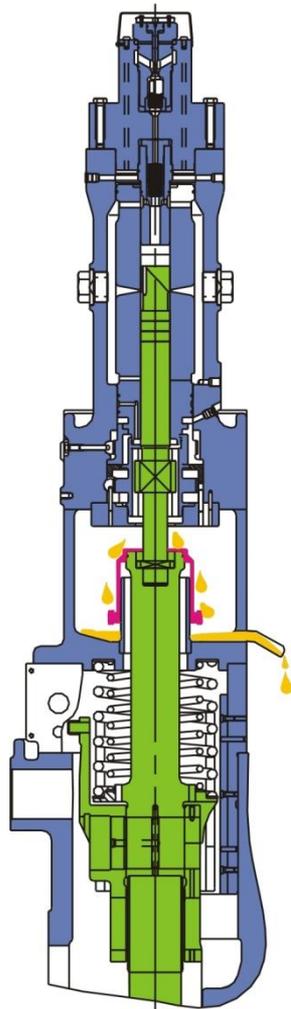
Hydraulic Cylinder Unit - HCU



ME Fuel Oil Pressure Booster MC versus ME



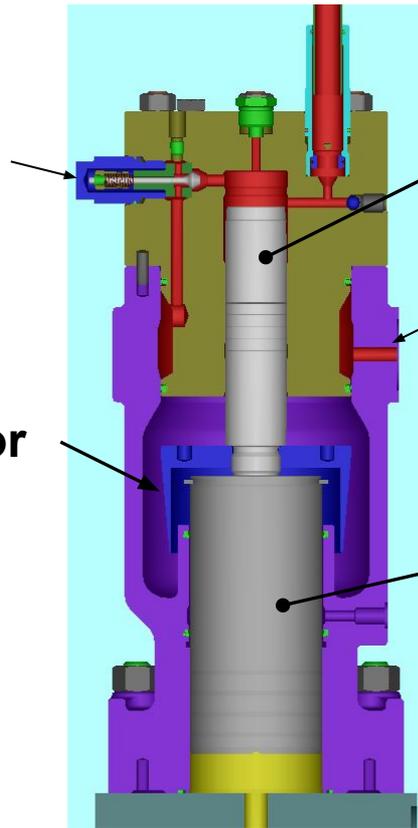
S50MC-C



S50ME-C

Suction Valve

**Feed back
Position sensor**

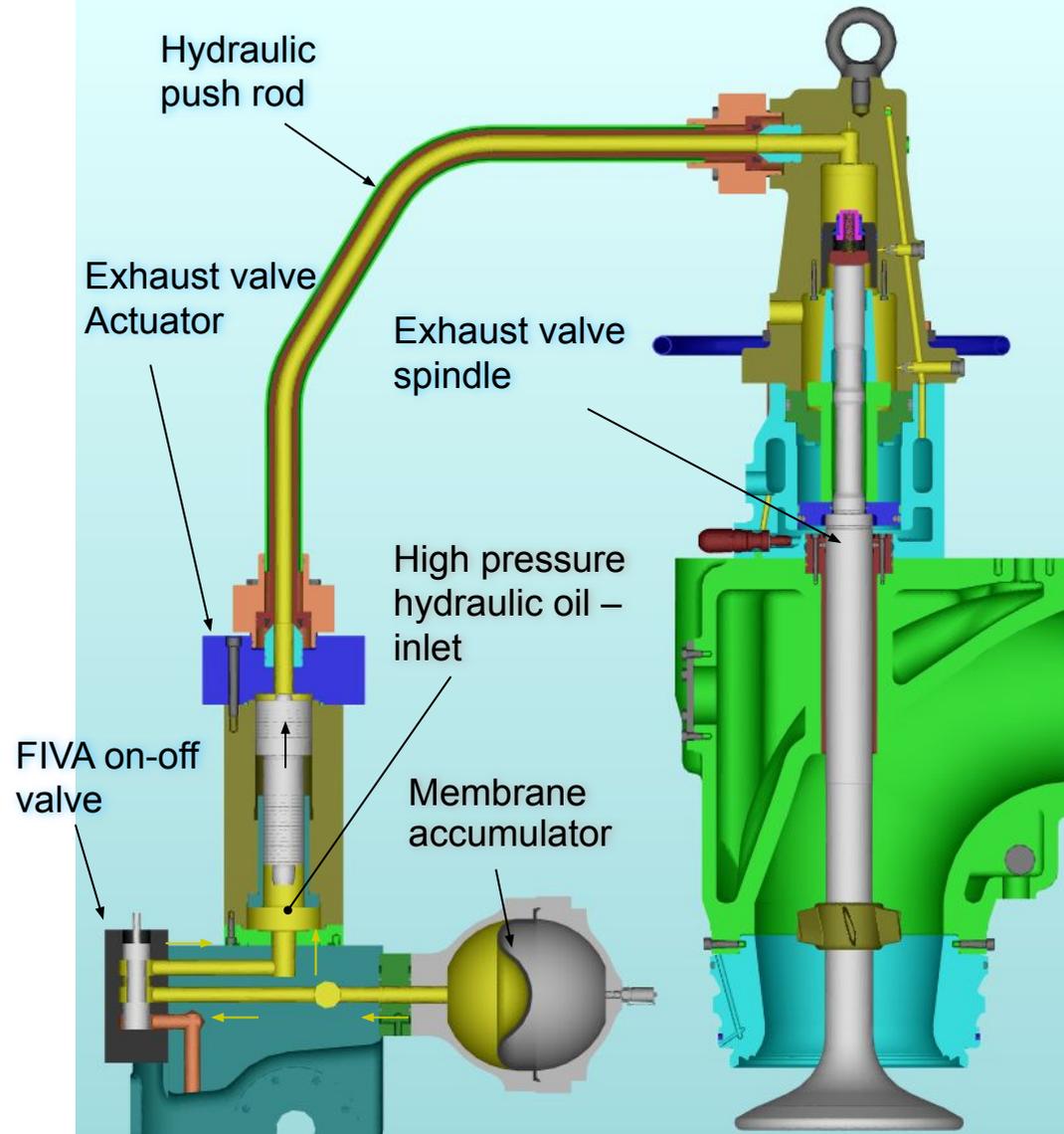
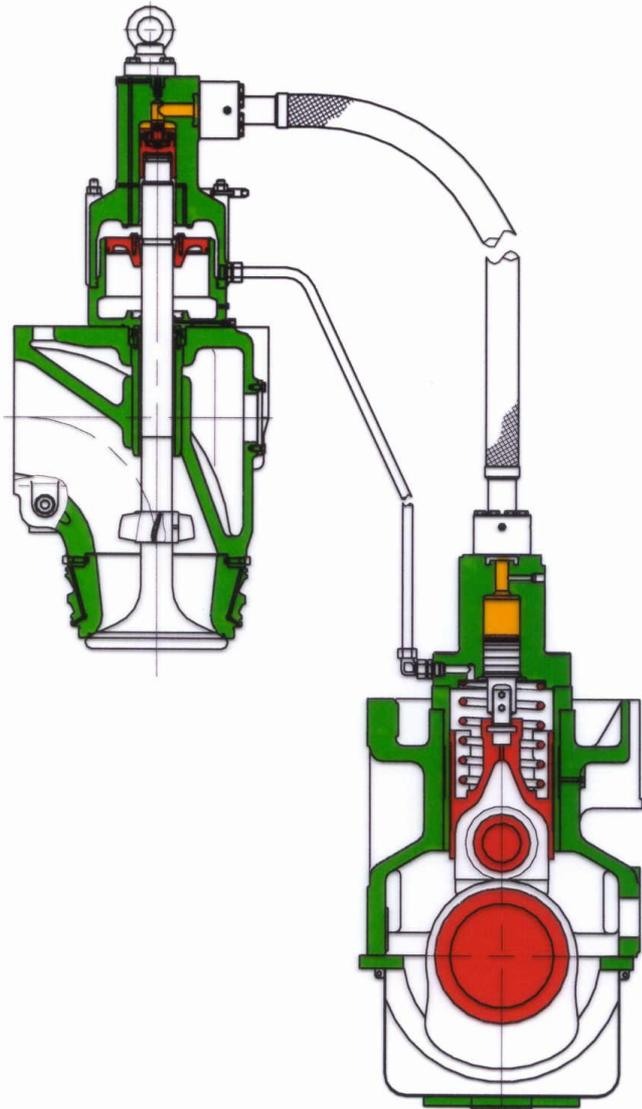


Fuel Plunger

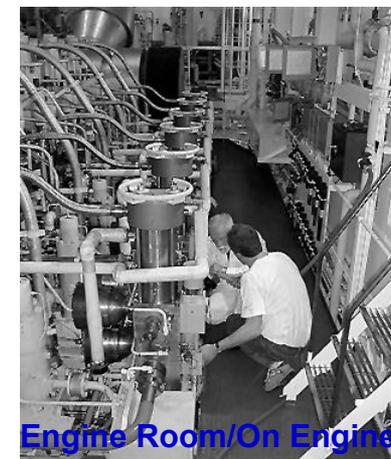
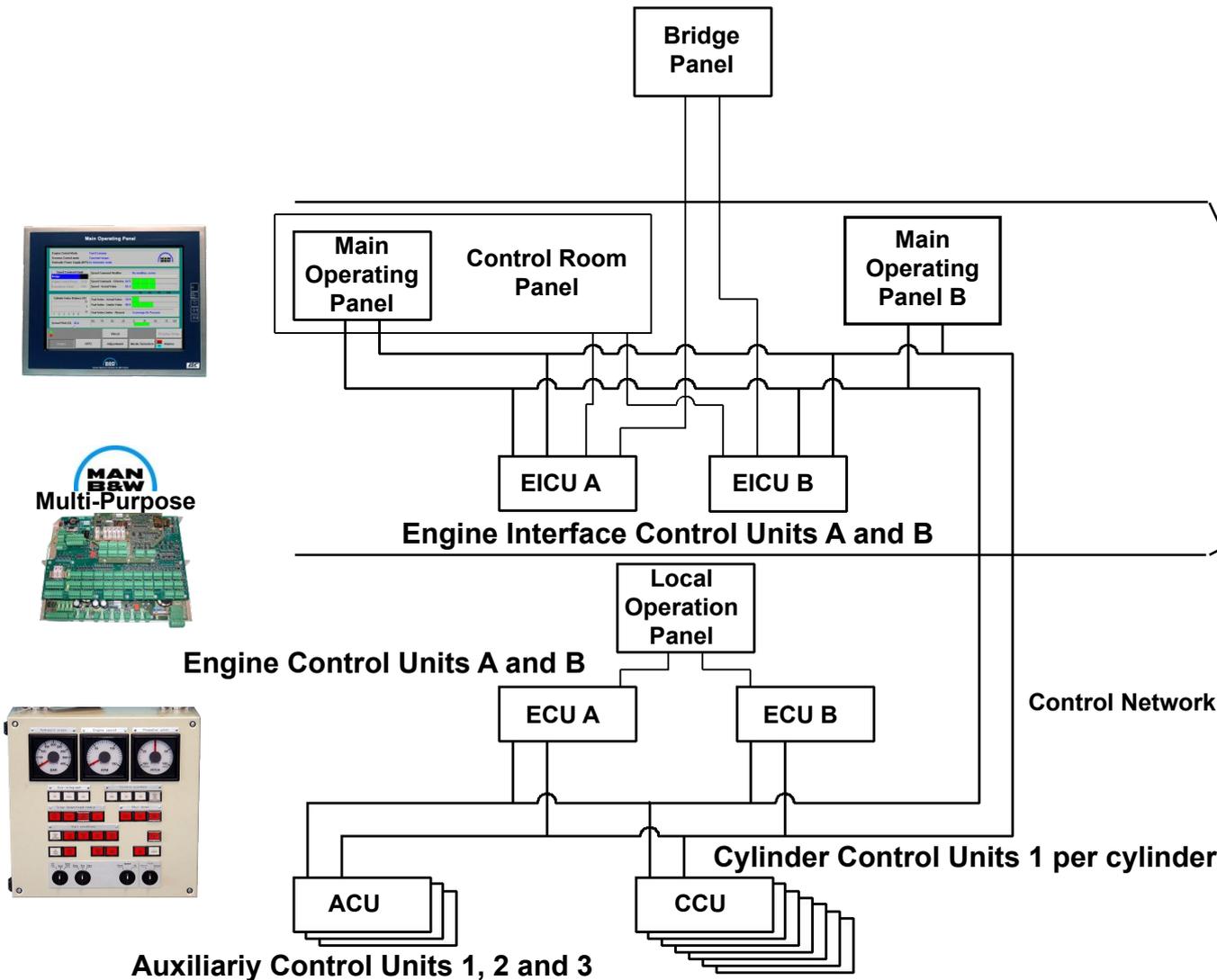
**Fuel oil inlet
pressure 7 - 8 bar**

Hydraulic actuator

Exhaust valve system MC versus ME



ME Engine Control System



ME Tachosystem

