

# Market Update Note



12 November 2019

## Introduction of the MAN B&W S35ME-C9.7 engine

### Available in GI, LGIP and LGIM versions

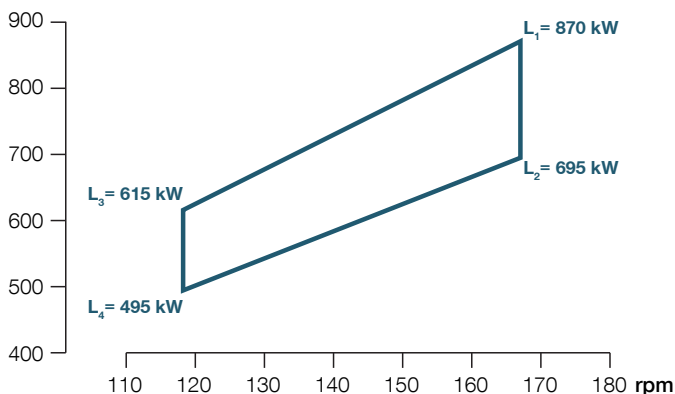
MAN Energy Solutions is introducing the S35ME-C9.7 engine tailored to the current demands in the maritime business to two-stroke propulsion engines.

The engine will be available for diesel (DI), gas (GI) and liquefied gas (LGIP) operation, and later the portfolio will be expanded with a methanol engine (LGIM).

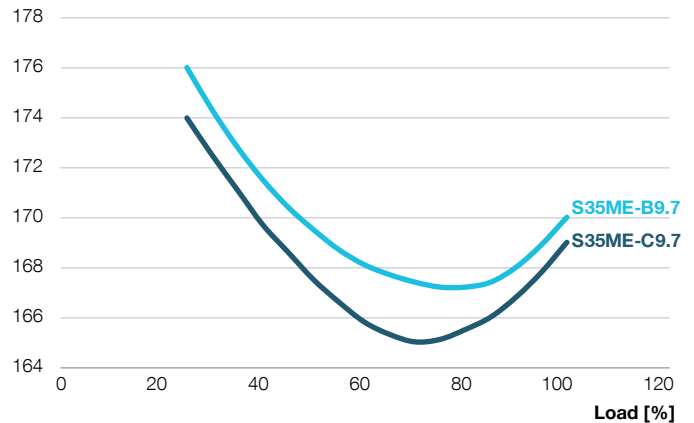
The S35ME-C9.7 engine replaces the S35ME-B9.7 type engine in our engine portfolio. To compare the main particulars of the two engines, see Table 1, the layout area (identical for the two engines), and the improved SFOC.

With this update to ME-C, the engine is now available with part-load optimised fuel consumption and EGR operation.

kW/cyl.



SFOC [g/kWh]



The LGIP design is expected to be ready for production by the end of 2020, and the subsequent production of the GI and LGIM versions will take place according to market demands.

Questions regarding this Market Update Note should be directed to our Two-Stroke Sales & Promotion department at [kjeld.aabo@man-es.com](mailto:kjeld.aabo@man-es.com).

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Table 1: General data S35ME-C9.7 and S35ME-B9.7

|            | Vpist | S    | B    | S/B  | MEPL1 | PscavL1 | PcylL1  | SpeedL1 | SpeedL3 | SFOCL1 |
|------------|-------|------|------|------|-------|---------|---------|---------|---------|--------|
|            | [m/s] | [mm] | [mm] | -    | [bar] | [bara]  | kW/cyl. | [rpm]   | [rpm]   | g/kWh  |
| S35ME-C9.7 | 8.63  | 1550 | 350  | 4.43 | 21    | 4.30    | 870     | 167     | 118     | 169    |
| S35ME-B9.7 | 8.63  | 1550 | 350  | 4.43 | 21    | 4.20    | 870     | 167     | 118     | 170    |