

Market **Update** Note



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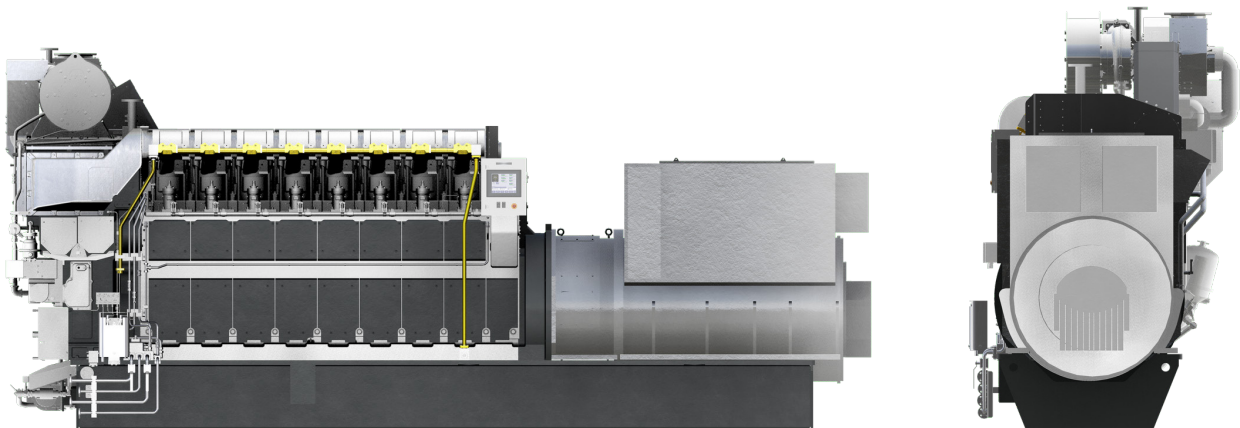
Methanol-ready option expands flexibility for MAN L27/38 Mk. 2 engines

Introduction of a dual-fuel-ready concept to ensure an easy methanol retrofit of your L27/38

Retrofitting L27/38 for operation on green methanol in a cost-effective and risk-mitigated manner will ensure the fuel flexibility for a highly proven engine. It provides the option of methanol operation for this workhorse engine.

With the DF-M concept, the classic engine design of the L27/38 can be combined with an innovative dual-fuel design that is ideal for methanol operation.

The new design utilises the same well-proven basic technology as our L21/31DF-M. The methanol-ready DF-M concept introduces engines benefitting from the proven design, reliability, high performance, and fuel flexibility known from the L27/38 engine platform. Furthermore, it offers certainty of decarbonisation at a time that best suits the vessel owner.



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Our DF-M ready design package ensures an easy methanol retrofit based on the part-load optimised MAN L27/38 Mk. 2 engine design.

The DF-M ready package, which is illustrated below, includes:

1. DF-M cylinder head prepared for methanol injector
2. Engine side covers for hotbox
3. Trigger wheel to be installed inside the engine crankcase
4. Side covers prepared for splash oil system
5. Engine prepared with wastegate arrangement for temperature control
6. Exhaust gas pipe, incl. exhaust gas relief valve.

The DF-M ready package is available for ordering for both gensets and propulsion engines.

Direct your questions regarding this Market Update Note to our global Promotion and Business Development Manager for Small Bore GenSets & Propulsion at Hakon.Hansen@man-es.com.

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