

Market Update Note



16 December 2020

New optimised engines added to the sequential fuel injection family

MAN Energy Solutions introduces upgraded S50ME-C10.6, S60ME-C10.6 and G80ME-C10.6 engine types with improvements to SFOC in the entire load range

MAN Energy Solutions is continuously pursuing further design optimisations that benefit our customers and the environment.

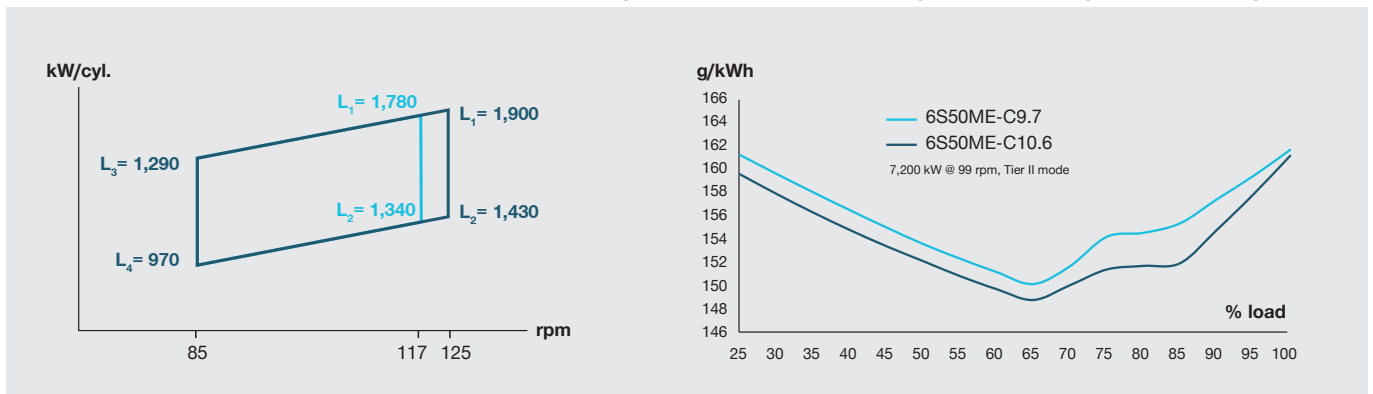
The very latest is that we will introduce three new 10.6 fuel oil

burning engines, complementing the previously introduced G95 engine [1]. We are therefore pleased to announce 10.6 versions of our S-type 50/60-bore engines and our G-type 80-bore engine.

These engines have been upgraded with a new low-load tuning combining sequential fuel injection (SEQ) and exhaust gas bypass (EGB) tuning for optimising SFOC and for NO_x emission compliance.

S50ME-C10.6

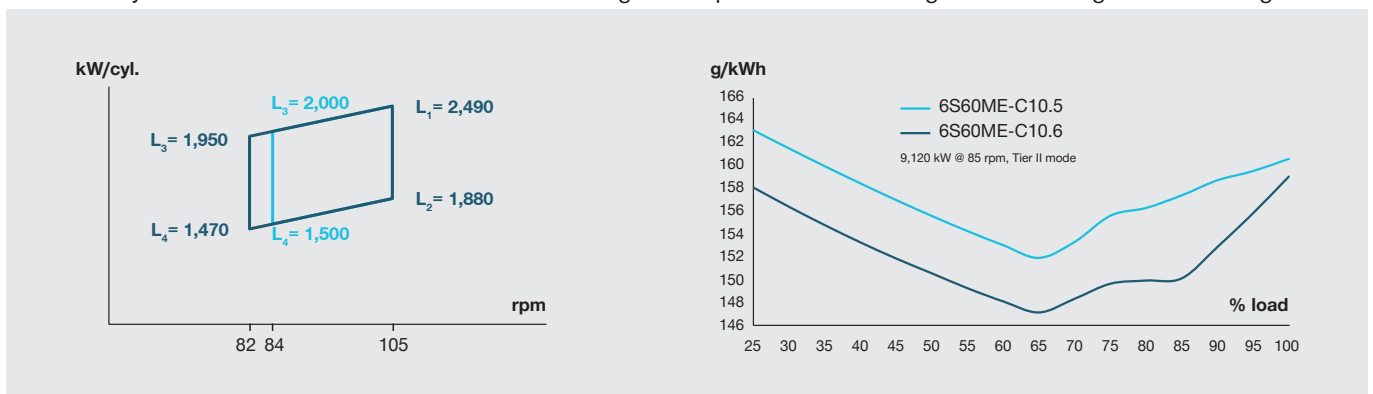
Extended layout area and SFOC reductions for the 10.6 engine compared to the 9.7 engine with existing low-load tuning method.



CEAS data will be available online from 31 January 2021.

S60ME-C10.6

Extended layout area and SFOC reductions for the 10.6 engine compared to the 10.5 engine with existing low-load tuning method.



CEAS data will be available online from 31 January 2021.

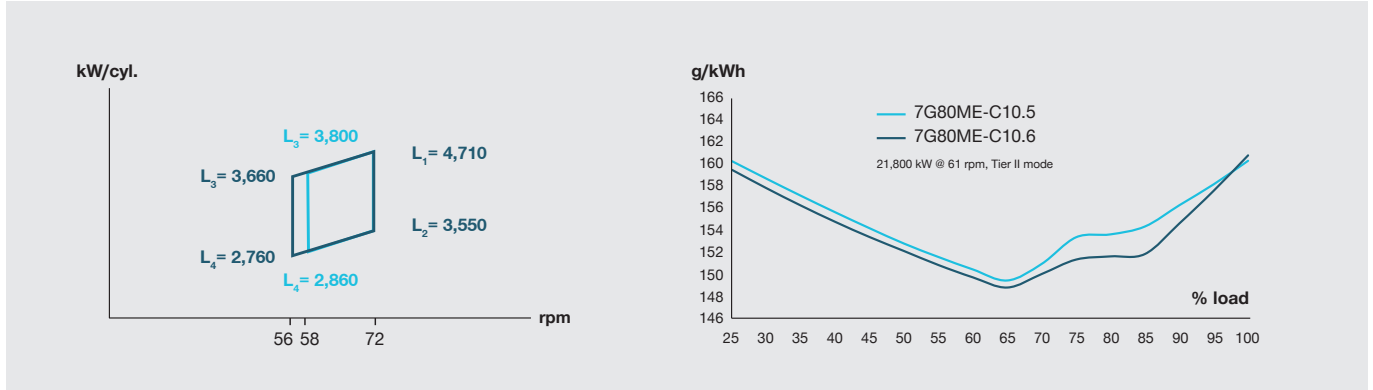
[1] [See previously released MUN regarding sequential fuel injection.](#)

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G80ME-C 10.6

Extended layout area and SFOC reductions for the 10.6 engine compared to the 10.5 engine with existing low-load tuning method.



CEAS data will be available on request from 15 January 2021.

The upgraded 10.6 engine versions will be included in the upcoming edition of the Marine Engine Programme released during the first months of 2021.

Please do not hesitate to contact our Two-Stroke Sales & Promotion department at kjeld.aabo@man-es.com for further information regarding this Market Update Note.

MAN Energy Solutions

Tegholmegade 41
2450 Copenhagen SV, Denmark
Phone +45 33 85 11 00
www.marine.man-es.com