

Market Update Note



4 March 2022

Design plan for dual-fuel engines for methanol expands

MAN B&W G60-, S60-, and G70ME-C engines in future LGIM-engine portfolio

The increasing interest in the application of our dual-fuel methanol engines to reduce the carbon footprint of marine vessels has led MAN Energy Solutions to design three new engines for methanol operation.

We have seen a growing popularity of methanol as a clean-burning, low-carbon and, potentially, a net zero-carbon fuel if green methanol is burned. Since 2016, fourteen 50-bore engines of the LGIM type have entered service.

At the end of 2021, MAN Energy Solutions introduced two new engines to the methanol dual-fuel portfolio, see Market Update Note [MUN2021-12-20](#), and the engine overview (p. 22) in the updated [Marine engine programme](#).

MAN Energy Solutions has decided to expand the dual-fuel portfolio even further by designing G60, S60, and G70 engine versions for methanol operation. This will give owners and operators the choice between seven engines and five bore sizes designed for methanol operation.

The expansion of the LGIM-engine portfolio is also a response to an increasing interest in methanol engines for different vessel types.

Planned schedules for introducing the new 60- and 70-bore engines:

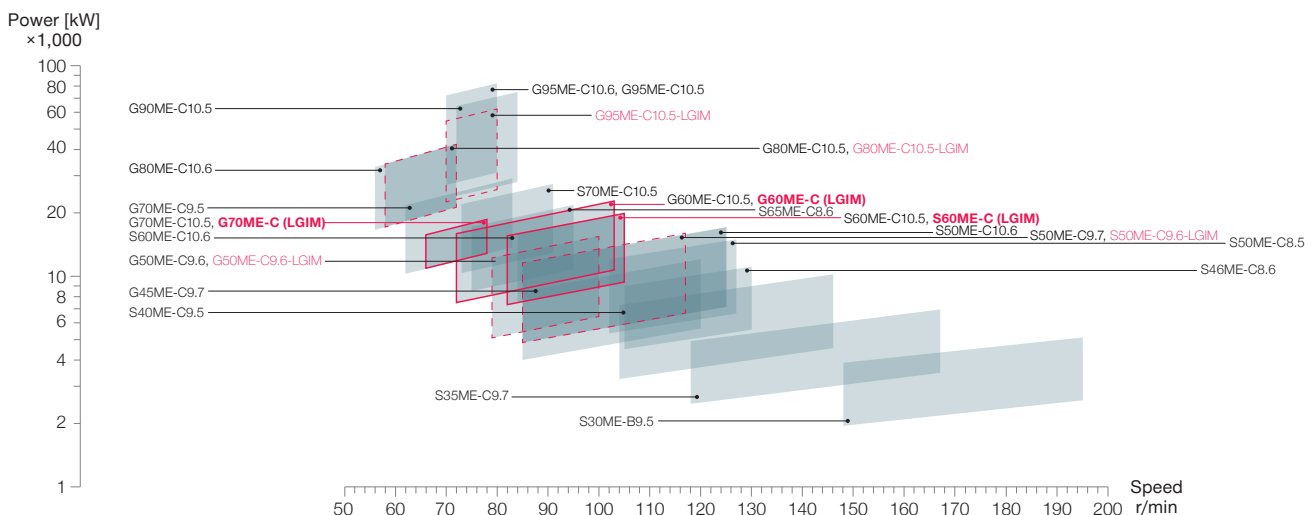
- S60ME-C – design delivery schedules expected from end of Q2 2024 at the earliest
- G60ME-C – design delivery schedules expected from end of Q2 2024 at the earliest
- G70ME-C – decided for design (detailed schedule not yet decided)

The actual schedules will be evaluated at the time of ordering.

You will receive further information about the release of engine data in the engine programme and CEAS in due time.

Direct questions regarding this Market Update Note to our Two-Stroke Promotion & Customer Support, at kjeld.aabo@man-es.com.

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