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## **MAN PrimeServ to Offer Methanol Retrofits for Four-Stroke MAN engines from 2025**

**First conversions cover retrofit of older MAN 48/60 engines to modern MAN 51/60DF engines with methanol capability; initiative represents climate-neutral future-solution for existing fleets**

MAN PrimeServ – the after-sales brand of MAN Energy Solutions – has announced that, from 2025, it will offer a retrofit package for the conversion of conventional MAN four-stroke engines already in the field to dual-fuel methanol operation. Customers will initially be able to convert existing MAN 48/60 engines to the latest MAN 51/60DF engine type with methanol capability.

MAN Energy Solutions reports that the conversion package has been under development for some time and has been tested intensively at its Augsburg, Germany plant since summer 2024. MAN PrimeServ plans to convert the first four-stroke engines for a pilot customer in autumn 2025, at which stage the package will be made available to the general market.

Stefan Eefting, Head of MAN PrimeServ Germany, said: “Climate-neutral shipping can only be achieved with synthetic fuels and green methanol is particularly suitable for four-stroke applications due to its favourable energy-density. In this context, we have already received a large number of retrofit enquiries from customers who want to switch to methanol. With our new methanol-retrofit package, we can now offer customers an economically attractive opportunity to convert older engines to a future-proof type. In this way, we are protecting the climate together with our customers and ensure that their investments in our engines remain future-proof, with a very interesting ROI.”

Alexander Knafl, Head of Engineering R&D Four-Stroke at MAN Energy Solutions, added: “We have already gained extensive experience in methanol operation with the MAN 51/60R-DF-M in a series of tests. We have achieved pleasing results in both combustion management and methanol injection and are now focusing on further optimisation. Our aim is to ensure a consistently high engine efficiency, regardless of the fuel type, diesel or methanol.”

### **Methanol retrofit is economically attractive**

Accordingly, from 2025, customers will be able to have conventional MAN 48/60 engines converted to new MAN 51/60R-DF-M engines – both with or without a common-rail system. In addition to the converted engine's methanol capability, customers will also benefit from the engines' significantly higher efficiency during diesel operation. The engines will also be equipped with the latest control and safety systems from MAN Energy Solutions.

Bernd Siebert, Head of Retrofits & Upgrades, MAN PrimeServ, added: “Converting existing engines to dual-fuel operation with synthetic fuels is of crucial importance to climate-neutral shipping. In addition to new engines, we also need concepts to

decarbonise the existing fleet. After all, ships have a service life of 20 to 30 years and, from an economic point of view, retrofitting is also much more efficient than installing a new engine or building a new ship.”



*The conversion package for the 51/60R-DF-M has been tested intensively at the MAN Energy Solutions test bed in Augsburg, Germany since summer 2024. (Copyright: Stefan Hobmaier)*

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