

# Market Update Note



1 March 2023

## New G50ME-C10.7 engine

### MAN Energy Solutions upgrades G50ME-C9.6 engine to new 10.7 version

The MAN B&W G50ME-C9.6 engine type has a broad application potential and is especially popular for installation in vessel types like medium range tankers, Ultramax and Kamsarmax bulk carriers.

As part of our introduction of the latest updates and products, we are pleased to introduce our G50ME-C10.7 engine – the upgraded version of G50ME-C9.6.

The new engine, which initially will be available in a fuel oil version, comes with the extended layout diagramme in Fig. 1, and an optimised fuel efficiency. This is especially beneficial for complying with existing and upcoming emission regulations, including the stepwise stricter energy efficiency design index (EEDI).

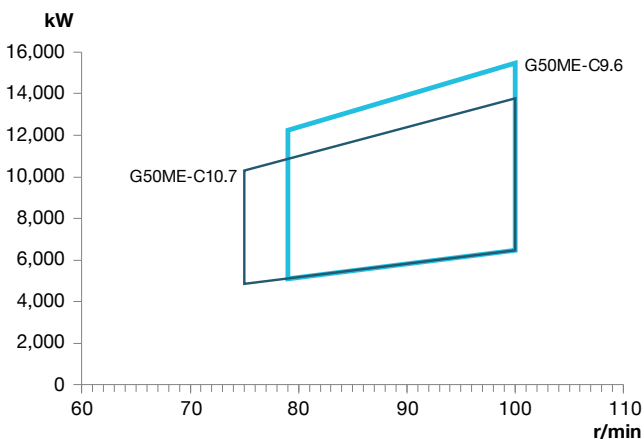


Fig. 1: Extended layout diagramme

The 10.7 engine will be available as:

- Tier II engines, high-load (HL) optimised or low-load (LL) exhaust gas bypass (EGB) matched
- Tier III engines with high-pressure (HP) SCR tuning or bypass (EGB) matching
- Fuel oil version (only)

The following improved performance values will become available. In all comparisons of performance values, SFOC is compared with that of the latest (and updated) G50ME-C9.6 engine version with identical tier technology.

#### Tier II engine

1. G50ME-C10.7 engine, either HL-optimised or with LL-EGB matching
2. Improved SFOC throughout the load range for both variants – see Figs. 2 and 3.

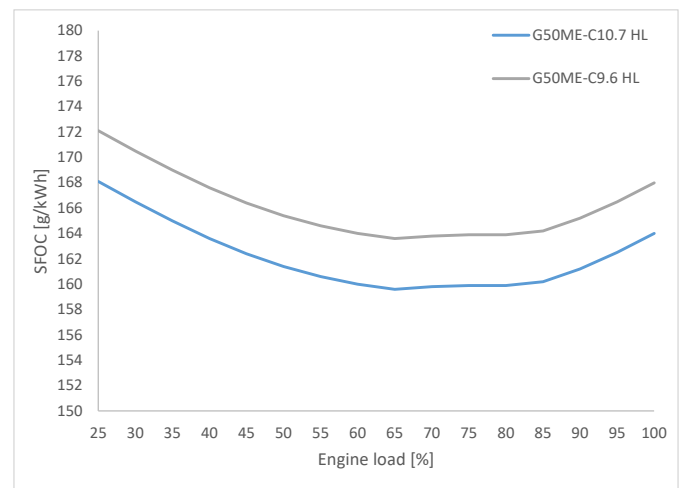


Fig. 2: SFOC high-load optimised Tier II engine



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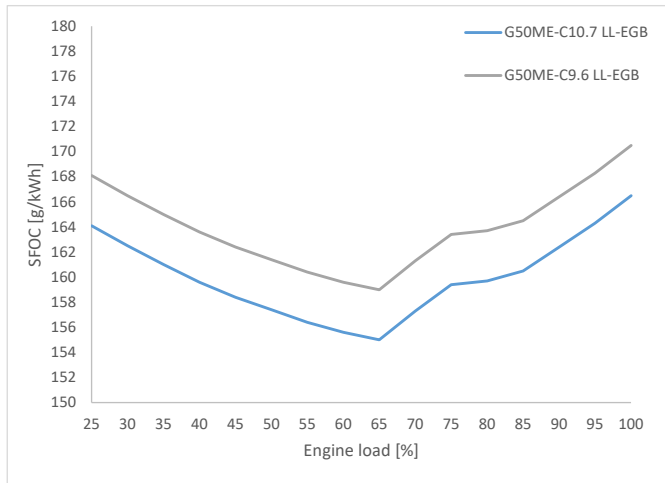


Fig. 3: SFOC low-load optimised (LL-EGB) Tier II engine

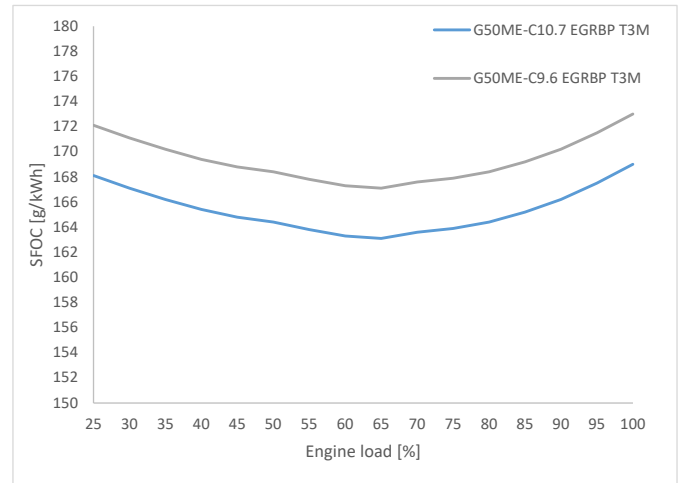


Fig. 5: SFOC in Tier III mode – EGRBP

### Tier III engine

- G50ME-C10.7 engine operating in Tier III mode with either HPSCR tuning or EGRBP matching
- Improved SFOC throughout the load range for both versions – see Figs. 4 and 5.

- G50ME-C10.7 engine operating in Tier II mode with either HPSCR tuning or EGRBP matching
- Improved SFOC throughout the load range for both versions – see Figs. 6 and 7.

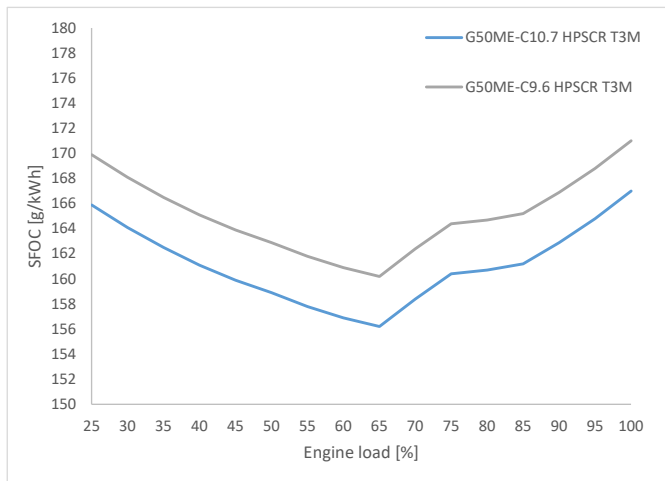


Fig. 4: SFOC in Tier III mode – HPSCR

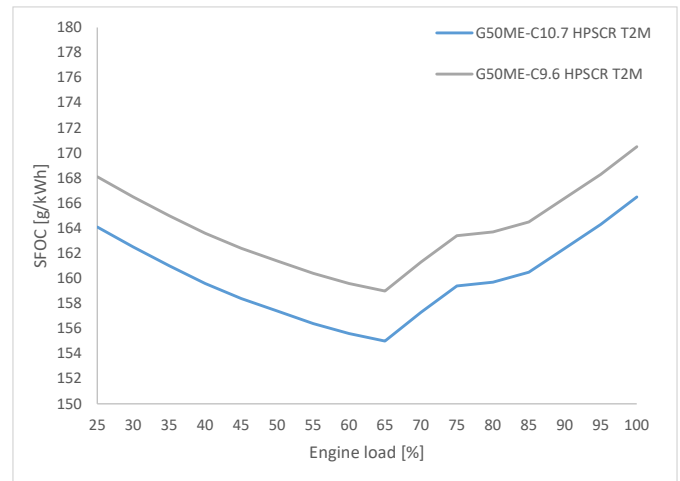


Fig. 6: SFOC in Tier II mode – HPSCR

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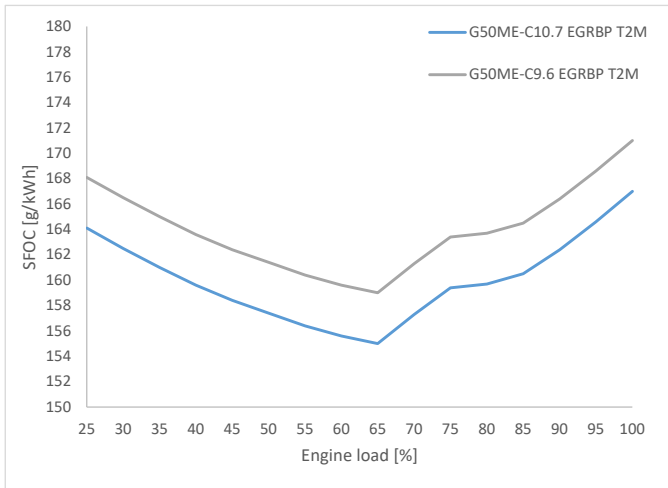


Fig. 7: SFOC in Tier II mode – EGRBP

The latest updated engine programme is available [online](#).

For information about delivery times of our new engine type, contact our engine builders.

Direct your questions regarding this Market Update Note to our Two-Stroke Promotion & Customer Support department, at [kjeld.aabo@man-es.com](mailto:kjeld.aabo@man-es.com).

MAN Energy Solutions  
Teglholmegade 41  
2450 Copenhagen SV, Denmark  
[www.marine.man-es.com](http://www.marine.man-es.com)