

Market **Update** Note



22 November 2023

Dual-fuel portfolio expanded with new methanol engine

MAN Energy Solutions introduces the G70ME-C10.7-LGIM engine

In April 2023, MAN Energy Solutions introduced the G45-, S60-, and G60ME-LGIM engines to the existing portfolio of two-stroke methanol engines. Read the Market Update Note [here](#).

As part of our continuous effort to offer decarbonisation solutions to the market, we are now pleased to share information about the newest ME-LGIM engine in the Engine Programme, i.e. the G70ME-C10.7-LGIM.

The engine will be available in 5- and 6-cylinder configurations.

Furthermore, a fuel oil variant of the G70ME-C10.7 is also introduced.

Tier III NO_x emission compliance can be obtained with an MAN exhaust gas recirculation (EGR) design.

The G70ME-C10.7-LGIM engine targets bulk carriers of around 180,000–210,000 dwt, Suezmax tankers, and certain container feeder vessel designs of around 3,000–4,500 teu capacity.

The new LGIM engine joins the portfolio of methanol engines for large merchant marine vessels, enabling a fast and continuous uptake of methanol engines based on existing and proven MAN B&W two-stroke engine technology. Most engines in our Engine Programme are now available in a methanol version.

Currently, the most prominent segments are container vessels and methanol tankers, in addition to newly contracted bulk carriers and pure car and truck carriers that have ME-LGIM references, and many more are expected in the future.

Design deliveries for both the methanol and the fuel oil versions are expected from end-Q3 2024 at the earliest. The actual schedules will be evaluated at the time of ordering.

Specific performance data for the G70ME-C10.7-LGIM engine and the G70ME-C10.7 fuel oil version are available in [CEAS](#).

Direct your questions regarding this Market Update Note to our Two-Stroke Promotion & Customer Support department, at Rasmus.Bidstrup@man-es.com

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