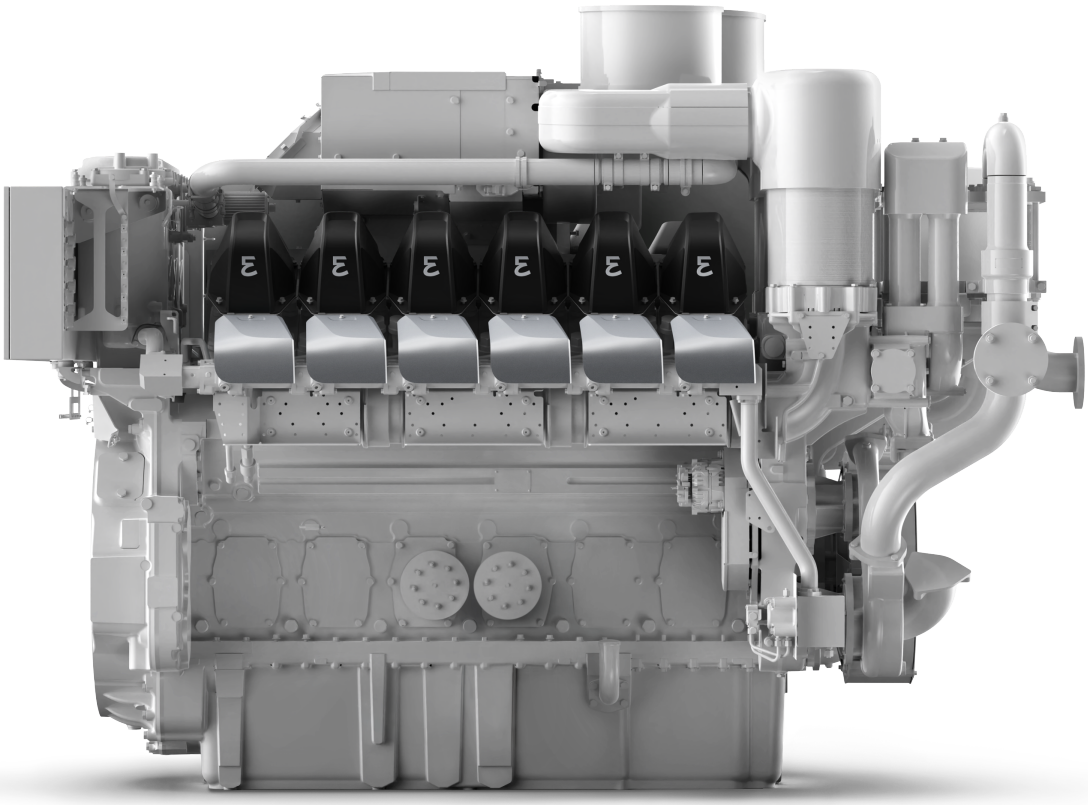
Dual fuel methanol engine

Four stroke
marine
systems

175DF-M



The future-ready, high-speed dual fuel engine 175DF-M delivers class-leading output, efficiency, and advanced methanol capability with an exceptionally high methanol share. Built on the proven 175D platform, it combines powerful high-speed performance with advanced dual fuel flexibility. The modular design supports easy maintenance and safe operation for electric and mechanical propulsion.

Benefits at a glance

- Carbon-neutral operation
- Full methanol capability
- Advanced dual-fuel flexibility
- Highly efficient and most powerful high speed engine
- Proven 175D engine platform

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175DF-M

Dual fuel methanol marine engine

Output

Propulsion (FPP)	12V	16V	20V
MCR (kW)	1,500 1,860 2,040	2,480 2,720	3,100 3,400
GenSet const. / var. speed Propulsion (CPP)	**12V**	**16V**	**20V**
MCR (kW)	1,500 1,860 2,040 2,280	2,480 2,720	3,100 3,400 3,800
Speed (rpm)	1,800	1,800	1,800
Operation	mechanic and electric operation (propeller curve, variable speed and constant speed)		
NO_x Emission	IMO Tier II and IMO Tier III		
Dimensions	identical to the 175D platform		

Last updated November 2026.

General

- Dual fuel methanol and diesel high-speed engine based on proven 175D platform
- High methanol share (> 90 %) for carbon-neutral operation
- Advanced common rail fuel injection system and optimized port fuel injection (PFI)
- High efficiency turbochargers for high power density and efficiency
- Integrated lubrication system for reliable operation and long service intervals
- SaCoS 5000 safety and control system
- Designed for safe methanol operation with comprehensive safety concept
- Available as propulsion engine and GenSet
- Compact SCR system for IMO Tier III and Oxicat for methanol combustion
- Optimized methanol fuel supply system and fuel valve trains
- Approval by major classification societies

Compliance with emission regulations

- IMO Tier II
- IMO Tier III in methanol operation without SCR
- IMO Tier III in diesel operation with SCR

Starting method

- Electric / pneumatic

Optional equipment

- Integrated seawater cooler and
- engine-driven seawater pump
- Lube oil centrifuge
- PTO on counter coupling side
- Alternator for battery charging
- Horizontal exhaust gas outlet
- Redundant starter
- Redundant lube oil supply
- Additional auxiliary PTO on engine sides at counter coupling end

MCR = Maximum Continuous Rating
SCR = Selective Catalytic Reduction

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