

Market Update Note

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New small-bore four-stroke GenSet for methanol operation

Everllence introduces L21/31DF-M GenSet

The shipping industry shows an increasing interest in reducing the carbon footprint by operating vessels on green methanol.

At Everllence, we expect that a significant number of vessels will operate on carbon-neutral methanol produced from renewable energy sources in the future, as part of the global decarbonisation efforts.

The increasing interest has been a contributing factor to the decision of Everllence to extend the well-proven dual-fuel GenSet portfolio with the small-bore L21/31DF-M engine.

The foundation for the new L21/31DF-M GenSet is the current L21/31 GenSet, which has accumulated more than 55 million operating hours, with thousands of engines in service.

The 21/31DF-M design for methanol operation utilises the same well-proven basic technology as our existing 21/31. The new GenSet will therefore benefit from the high reliability, high performance, and fuel flexibility of the 21/31 engine platform.

Furthermore, the port fuel injection (PFI) concept provides simplicity and an attractive capital outlay and is based on proven components.

The possibility to operate GenSets on green methanol as a drop-in fuel increases the fuel-flexibility of the new engine and the potential of methanol as an option for GenSet power generation for large marine merchant vessels. The L21/31DF-M power range spans 1,000–1,980 kW, which makes it the ideal candidate for most merchant vessels.

Compared to other dual-fuel supply systems, the fuel gas supply system for 21/31DF-M is a cost-optimised, low-pressure system, effectively making it a profitable solution.

We are targeting an introduction of the L21/31DF-M engine in the online Engine Programme during Q3 2023.

Direct your questions regarding this Market Update Note to our Promotion and Business Development Manager for HOLEBY GenSets at Hakon.Hansen@everllence.com

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