Market Update Note

6 March 2024

New MAN B&W S60 engine

MAN Energy Solutions introduces the S60ME-C10.7 engine

The S60 engine is one of the most versatile engines in our Marine Engine Programme, and it is therefore applied for a broad range of applications.

The new S60 engine will initially be available in a fuel oil variant designated S60ME-C10.7. Engine variants ME-LGIM (methanol) will be introduced in the near future, with ME-GI variants planned for as well. The S60 engine will be available in configurations with 5, 6, 7 and 8 cylinders.

Tier III NO_X emission compliance can be obtained with an MAN exhaust gas recirculation (EGR) unit or high-pressure selective catalytic reduction (HPSCR) for the fuel oil variant.

The engine room footprint of the S60ME-C10.7 is similar to the existing S60ME-C10.6 variant, because they share the same basic engine structure design. The S60ME-C10.7 is especially targeted for 82,000–210,000 dwt bulk carriers, container feeder vessels, pure car and truck carriers (PCTC), and certain LR1 and Suezmax tanker designs.

Design drawing documentation for the S60ME-C10.7 engine will be available by the end of Q3 2024 at the earliest. We also target to introduce the S60ME-C10.7-LGIM variant in the near future, and the preliminary drawing timeline is Q3 2024. The actual schedules will be evaluated at the time of ordering.

Specific performance data for the new fuel oil engine is available in CEAS.

Fig. 1 shows the layout diagram of the new S60ME-C10.7 engine and Fig. 2 compares specific fuel oil consumption (SFOC) for S60ME-C10.5, 10.6 and 10.7 engine variants for Tier II high-load operation. Layout diagrams for 10.6 and 10.7 engines are identical.

Questions regarding this Market Update Note should be directed to our two-stroke promotion and customer support at Rasmus.Bidstrup@man-es.com.

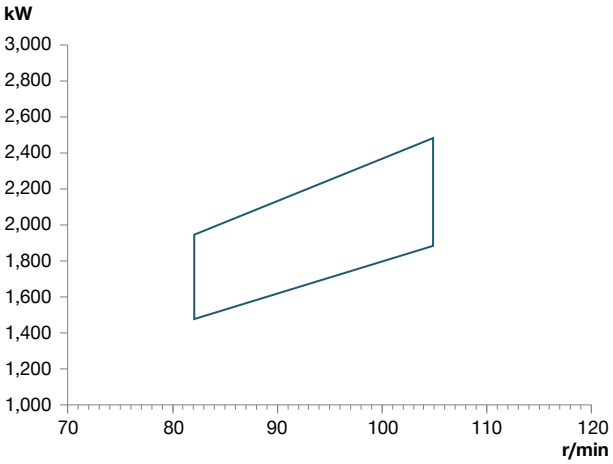

Fig. 1: Layout diagram

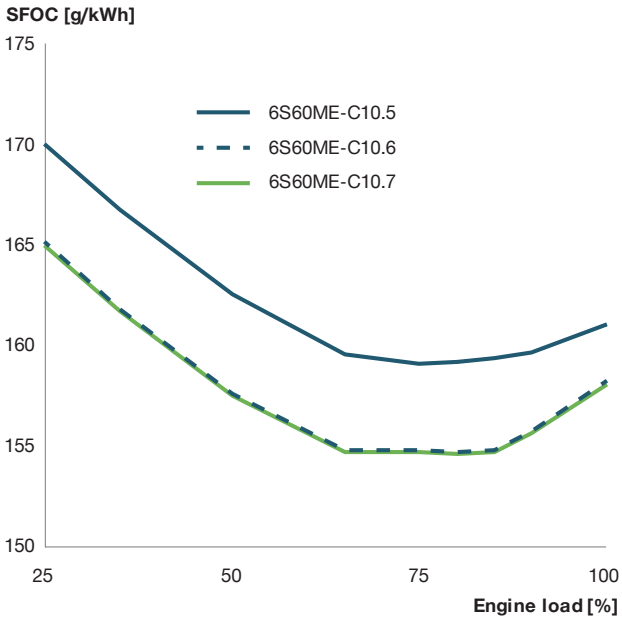

Fig. 2: SFOC comparison for S60ME-C10.5, 10.6 and 10.7 engine variants in Tier II high-load operation (at 9,500 kW and 88 rpm)

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