

Market Update Note

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Everllence extends fuel-flexibility with ethanol-capable L21/31DF-Me GenSet

Proven methanol dual-fuel platform now extended for ethanol operation

The maritime industry continues to explore multiple pathways towards decarbonisation, while shipowners seek flexibility in selecting the future fuels that suit their operational and commercial requirements best.

The increasing availability of renewable ethanol and its compatibility with established liquid fuel logistics and handling practices contribute to the growing interest in ethanol as a marine fuel.

Everllence is pleased to announce the extension of its proven L21/31 methanol dual-fuel engine platform with the new **L21/31DF-Me GenSet**.

The new L21/31DF-Me builds on the successful L21/31 engine platform, which has accumulated more than **100 million operating hours** with thousands of engines in service worldwide. It also benefits from the experience gained through the development and commercial operation of the **L21/31DF-M methanol GenSet**, introduced in 2024.

Recent testing at Everllence's facilities in Frederikshavn, Denmark, confirmed successful engine operation on ethanol across the full load range. The test programme demonstrated that the 21/31 platform can operate efficiently and reliably on methanol, ethanol, and blends of methanol-ethanol, further strengthening its position as one of the

industry's most fuel-flexible small-bore four-stroke genset solutions.

The L21/31DF-Me utilises the same well-proven design philosophy as the existing dual-fuel portfolio. Based on a **port fuel injection (PFI)** concept and relying on proven components, the engine offers a simple and cost-effective solution for shipowners seeking to reduce greenhouse gas emissions while maintaining operational flexibility.

The capability of the gensets to operate on methanol, ethanol, and all blend ratios between the two fuels broadens the portfolio of alternative fuel options available to vessel operators. By enabling flexible use of renewable and low-carbon fuels, this solution further demonstrates Everllence's commitment to supporting the maritime industry's transition towards a more sustainable future.

The **L21/31DF-Me power range spans 1,000-1,980 kW**, making it an attractive solution for auxiliary power generation on a wide range of merchant vessels.

The PFI concept sets itself apart from alternative engine concepts by enabling a simple and highly cost-efficient dual-fuel supply system design. This minimises installation complexity and capital expenditure while ensuring robust reliability, operational flexibility, and consistently high performance throughout the vessel's lifetime.

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