PRESS RELEASE

WinGD unveils high-pressure dual-fuel LNG engine expanding its optimised propulsion portfolio

- **X-DF-HP high-pressure large bore engines launched for the most power-hungry vessels**
- **Outperforms existing high-pressure dual-fuel engines on fuel efficiency**
- **Fully compatible with renewable fuels providing added investment confidence and savings**

SHANGHAI, CHINA, (1 DECEMBER 2025)

Swiss marine power company WinGD has introduced its first high-pressure LNG dual-fuel engine, the X-DF-HP, developed specifically for the demanding operating profiles of ultra-large container vessels (ULCVs).

Unveiled at Marintec China 2025, the new engine arrives at a pivotal moment for shipowners navigating the energy transition, with the IMO's Net Zero Framework currently paused and the prospect of regional regulation becoming increasingly fragmented. As a result, interest in LNG-fuelled tonnage continues to accelerate.

Available in X82 and X92 bore sizes, the X-DF-HP is tailored to the scale, speed and load requirements of the ULCV sector, with first deliveries planned for 2028. Based on comparisons between the efficiency of WinGD's established diesel engines and similar dual-fuel designs, the high-pressure dual-fuel concept is anticipated to deliver improved efficiency.

"Large container vessels present a unique propulsion challenge," said Benny Hilström, Vice President, Market Development at WinGD. "They demand immense power, exceptional efficiency and long-term fuel flexibility. With the X-DF-HP, we are providing operators with a purpose-built solution for the most power-hungry vessels, offering uncompromised, trouble-free propulsion."

Available with the same auxiliary system requirements—such as fuel supply pressure—as other recognised engine concepts, it supports straightforward installation for shipyards and provides a practical, future-ready option for vessel owners. Achieving Tier III compliance in both gas and diesel modes using only a standard SCR, X-DF-HP offers operators a powerful, space-efficient and future-ready choice for the most demanding ultra-large container vessels.

"The X-DF-HP is built on the high-pressure Diesel X92-B engine platform that has already proven itself as one of the most efficient and reliable large-bore solutions in the container segment," said Sebastian Hensel, Vice President R&D at WinGD. "Building on our long-standing diesel engine expertise and our deep experience in LNG dual-fuel technology, we've developed the X-DF-HP. Our tests and simulations show the X-DF-HP will deliver a clear step up in fuel efficiency and GHG performance compared to existing high-pressure dual-fuel engines on the market."
The X-DF-HP builds on more than a century of high-pressure Diesel cycle expertise and dual-fuel innovation at WinGD. It joins the company's high-pressure, multi-fuel portfolio, which includes the methanol/ethanol-capable X-DF-M/E and ammonia-fuelled X-DF-A engines. This provides

operators with a fully fuel-flexible platform, with established engines such as the X92-B now able to be retrofitted for high-pressure LNG, methanol, ethanol, or ammonia as fuel pathways evolve.

With LNG providing FuelEU Maritime compliance well into the next decade, and uncertainty remaining around future IMO requirements, LNG continues to offer a cost-competitive, low-risk route to fleet decarbonisation. WinGD's X-DF (low pressure) and X-DF-HP engines are fully compatible with renewable methane blends, enabling operators to progress towards lower-carbon operations without extensive mechanical modifications or the high retrofitting costs typically associated with emerging fuels.

"For ultra-large container vessels choosing LNG as their pathway to net zero, the X-DF-HP is the most cost-effective option," added Hilström. "For all other vessels, the low-pressure X-DF platform continues to deliver the best lifecycle economics. Together, these propulsion options give vessel owners and operators complete confidence in selecting LNG—and WinGD—for the energy transition of their fleets."

ENDS

Notes to editors

WinGD representatives will be available for interviews both in-person at Marintec and online.

If you would like to arrange an interview, please reach out to Kami Paulson on the details below.

Media Contact:

Kami Paulson
Head of Client Communications
Knights Media and Public Relations #knightsmpr
E-mail: kami@knightsmpr.com
Tel.: +44 7947 697 653

WinGD in brief

WinGD advances the decarbonisation of marine transportation through sustainable energy systems using the most advanced technologies in emissions reduction, fuel efficiency, hybridisation and digital optimisation. With their two-stroke low-speed engines at the heart of the power equation, WinGD sets the industry standard for reliability, safety, efficiency, and environmental design - supported by Global Service by WinGD, which delivers tailored 24X7 lifecycle engine support through Swiss engineering excellence, dependable maintenance, rapid global response, and genuine parts to keep engines performing at their best.

Headquartered in Winterthur, Switzerland since its origin as the Sulzer Diesel Engine business in 1893, today it is powering the transformation to a sustainable future.

For more information visit: www.wingd.com
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