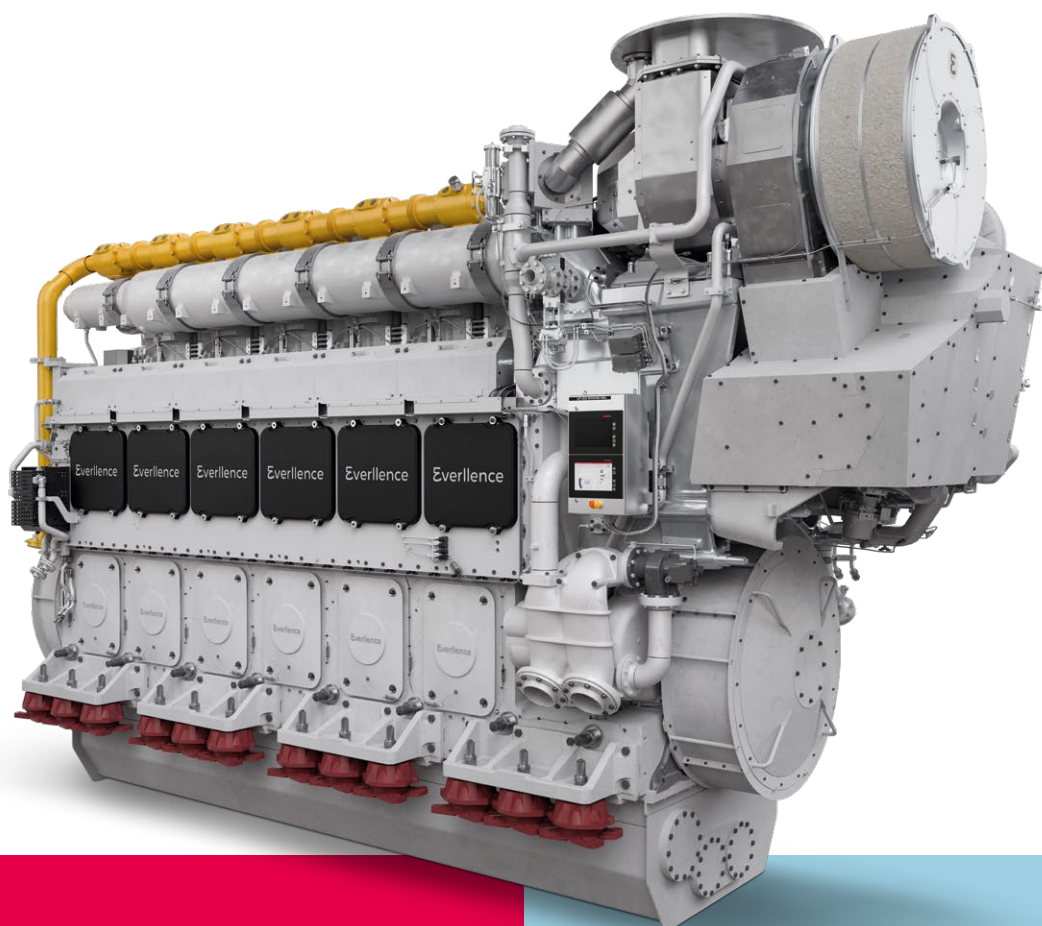


L49/60DF



The 49/60DF is future-proof in multiple ways. Its benchmark fuel efficiency guarantees competitive vessel operation. The very low level of methane emissions ensures long-term CO₂ equivalent emission compliance. A modern engine platform with next-generation engine automation system can harness the benefits of a digitized marine operation. For this platform Everllence plans upgrades to future fuels.

Benefits at a glance

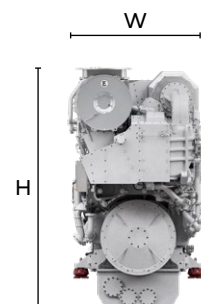
- Benchmark efficiency
- Very low methane emissions
- Robust performance in gas mode based on next-generation combustion control ACC 2.0
- Next-generation engine automation ready for future tasks such as cybersecurity
- Compact design by increased power density

L49/60DF

Propulsion

Dimensions

Cyl. No.	6L	7L	8L	9L	10L
L (mm)	8,518	9,338	10,399	11,219	12,039
L ₁ * (mm)	7,238	8,058	8,878	9,698	10,518
W (mm)	3,134	3,134	3,134	3,154	3,154
H (mm)	5,426	5,426	5,426	5,582	5,582
Dry mass (t)	130	145	165	180	195

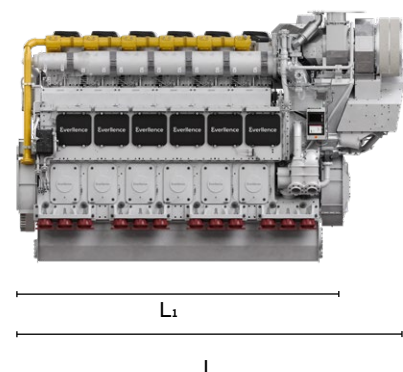


Output

Speed (rpm)	600
mep (bar)	23
6L49/60DF (kW)	7,800
7L49/60DF (kW)	9,100
8L49/60DF (kW)	10,400
9L49/60DF (kW)	11,700
10L49/60DF (kW)	13,000

*L₁, flange of flywheel to front end of engine
Dimensions without flywheel protection cover
Minimum centerline distance for twin-engine installation: 3,700 mm

Last updated May 2025



General

- Engine cycle: four-stroke
- No. of cylinders: 6L, 7L, 8L, 9L, 10L
- Bore: 490 mm – Stroke: 600 mm
- Swept volume per cyl: 113.14 dm³

Fuel consumption at 85 % MCR*

- Liquid fuel mode: 171.0 g/kWh
- Gas mode: 6,990 kJ/kWh

Cylinder output (MCR)

- At 600 rpm: 1,300 kW
- Power-to-weight ratio: 15.0 – 16.7 kg/kW

Compliance with emission regulations

- IMO Tier II
- IMO Tier III (with SCR)

Compliance with emission regulations

- Gas mode: IMO Tier III
- Liquid mode: IMO Tier II, IMO Tier III with SCR-LP
- Gas and liquid mode: Fuel EU maritime

Everllence

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Main features

Turbocharging system

- High efficiency TCT and TCX two-stage turbocharging system

Engine automation and control

- Next-generation in-house developed safety and control system SaCoS 5000
- Next-generation combustion control

Fuel system

- Cylinder individual solenoid gas admission valves for gas injection into charge air
- Next-generation Everllence Common Rail injection system for liquid main fuel or HFO, developed in-house
- Common rail pilot fuel oil system

Cooling system

- 2-string high and low temperature cooling water systems or alternatively a combined cooling water system

Starting system

- Starting air valves within cylinder heads

Engine mounting

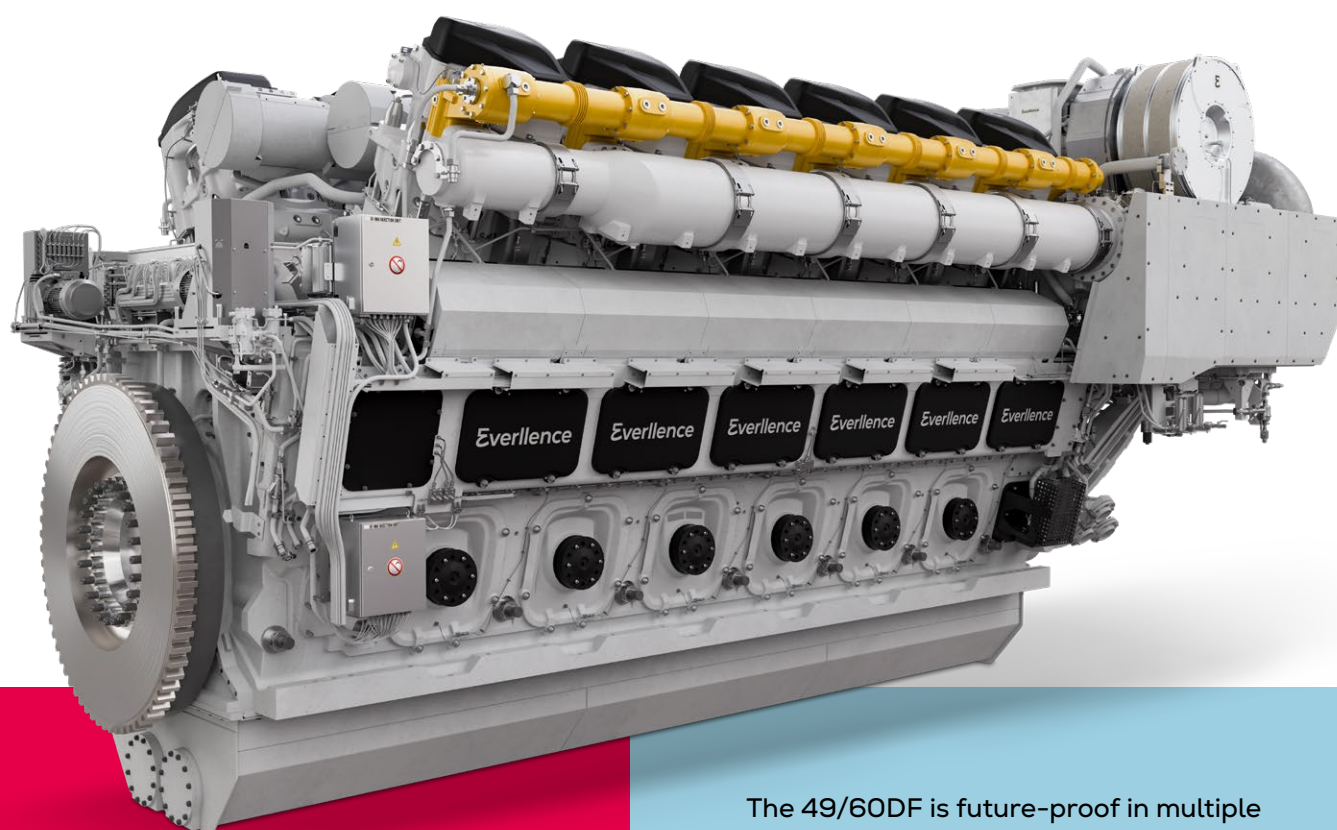
- Resilient or rigid mounting

Optional equipment

- Additional insulation for maximum surface temperature of 110 °C
- High levels of cybersecurity compliance

MCR = Maximum continuous rating
SCR = Selective catalytic reduction
* According to IMO E2 and D2 test cycle, higher values for 8L, including pilot fuel oil

V49/60DF



The 49/60DF is future-proof in multiple ways. Its benchmark fuel efficiency guarantees competitive vessel operation. The very low level of methane emissions ensures long-term CO₂ equivalent emission compliance. A modern engine platform with next-generation engine automation system can harness the benefits of a digitized marine operation. For this platform Everllence plans upgrades to future fuels.

Benefits at a glance

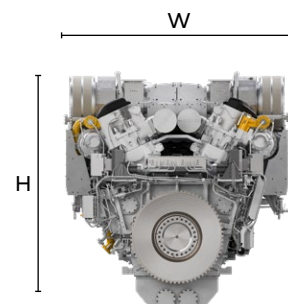
- Benchmark efficiency
- Very low methane emissions
- Robust performance in gas mode based on next-generation combustion control ACC 2.0
- Next-generation engine automation ready for future tasks such as cybersecurity
- Compact design by increased power density

V49/60DF

Propulsion

Dimensions

Cyl. No.	12V	14V
L (mm)	10,898	11,878
L ₁ * (mm)	9,350	10,330
W (mm)	5,019	5,019
H (mm)	5,681	5,681
Dry mass (t)	217	245

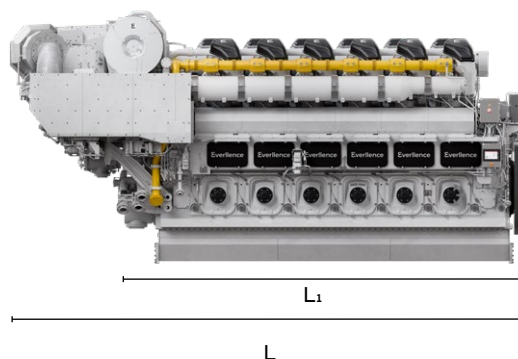


Output

Speed (rpm)	600
mep (bar)	23
12V49/60DF (kW)	15,600
14V49/60DF (kW)	18,200

*Drawing & dimensions without flywheel seating
Minimum centerline distance for twin-engine installation: 5,050 mm

Last updated May 2025



General

- Engine cycle: four-stroke
- No. of cylinders: 12V, 14V
- Bore: 490 mm – Stroke: 600 mm
- Swept volume per cyl: 113.14 dm³

Fuel consumption at 85 % MCR*

- Liquid fuel mode: 171.0 g/kWh
- Gas mode: 6,990 kJ/kWh

Cylinder output (MCR)

- At 600 rpm: 1,300 kW
- Power-to-weight ratio: 13.5 – 13.9 kg/kW

Compliance with emission regulations

- IMO Tier II
- IMO Tier III (with SCR)

Compliance with emission regulations

- Gas mode: IMO Tier III
- Liquid mode: IMO Tier II und IMO Tier III with SCR-LP
- Gas and liquid mode: Fuel EU maritime

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Cooling system

- 2-string high and low temperature cooling water systems or alternatively a combined cooling water system

Starting system

- Starting air valves within cylinder heads

Engine mounting

- Resilient

Optional equipment

- Additional insulation for maximum surface temperature of 110 °C
- High levels of cybersecurity compliance

MCR = Maximum continuous rating
SCR = Selective catalytic reduction
* According to IMO E2 test cycle