Market Update Note

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Everllence expands offerings in 35-bore two-stroke portfolio

In the continuous effort to support all vessel sizes, Everllence is now expanding its portfolio in the 35-bore range with a series of engine releases. All being targeted at their own specific segments, the engines are: L35MC6.1, S35MC7.1 and S35MC-C9.2.

Meeting the rapidly growing needs to decarbonise all vessel sizes, the superior fuel efficiency of these two-stroke engines suits the power needs in propulsion segments otherwise seen covered by less fuel efficient four-stroke engines. Able to operate on any conventional fuel, biofuel, synthetic, or carbon-compensated diesel equivalent, the reintroduction of these engines offers the needed fuel flexibility requested by the shipbuilding industry today.

Built on the cost-competitive mechanical MC-platform, the L35MC6.1, S35MC7.1, and S35MC-C9.2 variants rely on technologies trusted through decades. In the same bore size, Everllence also offers the conventionally-fuelled S35ME-C9.7 and the methane-burning S35ME-C9.7-GI. The cylinder number configurations are listed below:

- L35MC6.1, 5-8 cylinders
- S35MC7.1, 5-7 cylinders
- S35MC-C9.2, 5-6 cylinders
- S35ME-C9.7, 5-8 cylinders
- S35ME-C9.7-GI, 5-8 cylinders

Fig. 1 shows layout areas for the three MC-engines and Fig. 2 shows the layout area for the two ME-engines.

Being released now, the ME-C engines and S35MC-C9.2 are available for order immediately upon introduction with full performance values available through the online CEAS tool. Performance values for L35MC6.1 and S35MC7.1 are available through the online CEAS tool upon release, with drawing availability 8 months from order.

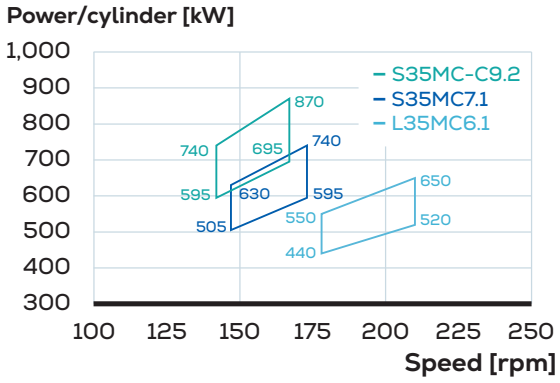

Fig. 1: Layout areas for mechanically-controlled L35MC6.1, S35MC7.1 and S35MC-C9.2 engines

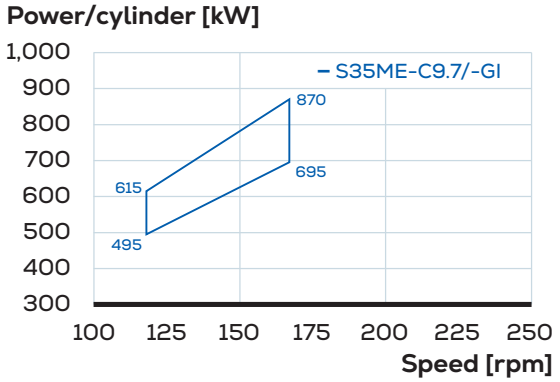

Fig. 2: Layout area for electronically-controlled S35ME-C9.7 and S35ME-C9.7-GI engines

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