

# Market Update Note

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## 10.7 engine portfolio expansion with EGRBP

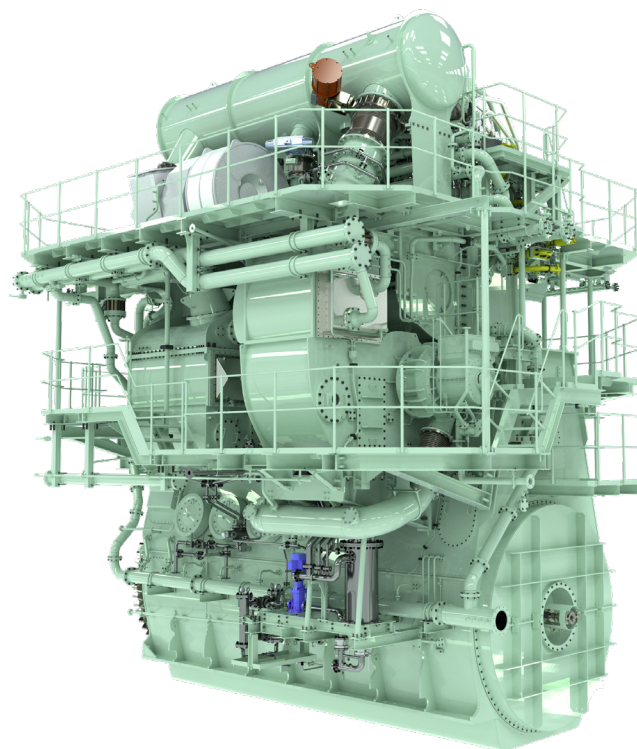
**Everllence responds to market demand by reintroducing EGRBP for latest engine generation**

In response to popular demand, Everllence is reintroducing the trusted exhaust gas recirculation – bypass (EGRBP) NO<sub>x</sub> abatement technology on a series of its latest 10.7 engines. Although EGRBP was removed from the 2025 Engine Programme released in March, substantial market interest has driven the customer-centred decision to bring back the technology.

With more than 1,500 engines on order or in service, the EGRBP technology has been part of the proprietary three-legged EGR strategy for years, including turbocharger cut-out (TCCO) and Eco-EGR. Introduced as an addition to EGRTC in 2017, the EGRBP has since been the preferred solution for 70-bore engines and smaller across all vessel segments. Since launch, the EGR technology has evolved through improvements such as cooler types, simplified water handling systems, upgraded oxygen sensor units, reduced blower sealing air and several software refinements.

As a third option to EGRBP and EcoEGR for 10.7 engines in the 50–70 bore range, Everllence offers high-pressure selective catalytic reduction (HPSCR), available both as an in-house product (Everllence design) and from approved suppliers via our licensees.

Each combination of engine and NO<sub>x</sub> abatement technology provides shipowners and yards the freedom to find the optimum project-specific solution within the flexible modular design philosophy of Everllence's unparalleled two-stroke portfolio. The reintroduction of EGRBP is now reflected in the online CEAS engine configuration tool.



Engine type	Everllence SCR-HP	Other HPSCR	EcoEGR	EGRBP
S50ME-C10.7/-GI/-LGIM	•	•	•	•*
G50ME-C10.7/-GI/-LGIM	•	•	•	•
S60ME-C10.7/-GI/-LGIM	•	•	•	•
G70ME-C10.7/-GI/-LGIM	•	•	•	•

\*S50ME-C10.7/-GI/-LGIM-EGRBP is available on request

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