Market Update Note

MUN2026-03-10

10 March 2026

Everllence releases new tailor-made B&W G70ME-C10.58 engine

Providing segment specific adaptation, Everllence announces addition to the engine programme

Catering to the needs of LNG carriers, Suezmax tankers, container feeders, and bulk carriers in the 180,000–210,000 dwt range, the G70ME-C10.58 offers optimised performance without vessel integration changes.

Figs. 1 and 2 compare specific fuel oil consumption (SFOC) to existing G70ME-C10.5 and G70ME-C10.7 engines.

Being offered in both fuel oil (ME-C) and methane (ME-GI) configurations and with the same footprint as the existing G70ME-C10.5 variants, the engines will ensure compatibility with current day vessel designs in their segment.
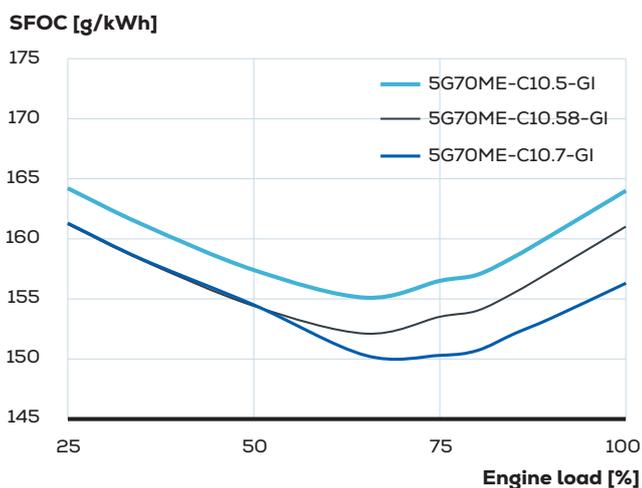

Fig. 1: SMCR to reflect LNG carrier design – SFOC equivalent (gas and pilot fuel) in EcoEGR Tier II Eco mode (SMCR: 12,000 kW @ 69 rpm)
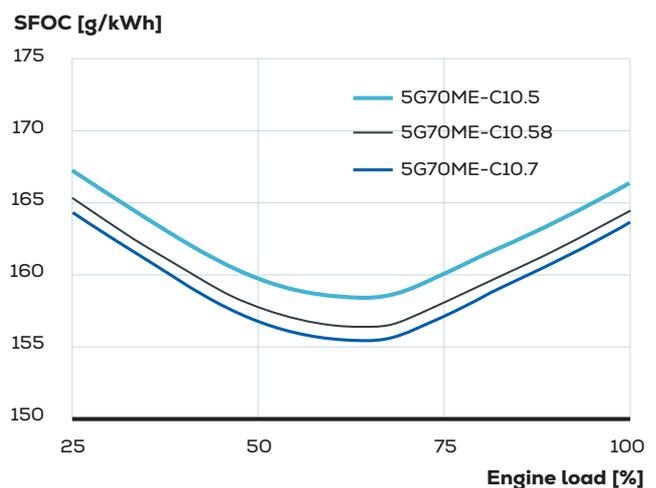

Fig. 2: SMCR to reflect Suezmax tanker design – SFOC in HPSCR Tier II mode (SMCR: 13,000 kW @ 66 rpm)

Contact details:
Lars Tingbjerg Danielsen
LarsT.Danielsen@Everllence.com
Everllence, Teglholmsgade 41,
2450 Copenhagen SV, Denmark

Everllence

ME-GI variants will feature a gas injection pressure of 325 bar, similar to the current ME-GI 10.5 designs. At 100% load, the specific pilot oil consumption for L1-rated engines is reduced to 1.5%. The engine design builds on the proven ME-GI Mk. 2 platform, ensuring reliability and efficiency.

For Tier III NO_x compliance, applicable abatement technologies include high-pressure selective catalytic reduction (HPSCR), exhaust gas recirculation bypass (EGRBP), and EcoEGR for both the fuel oil and ME-GI variants.

Both engines will be available in 5- and 6-cylinder configurations.

Preliminary drawing delivery schedule is March 2027.

The new G70ME-C10.58 and G70ME-C10.58-GI engines are available in CEAS.
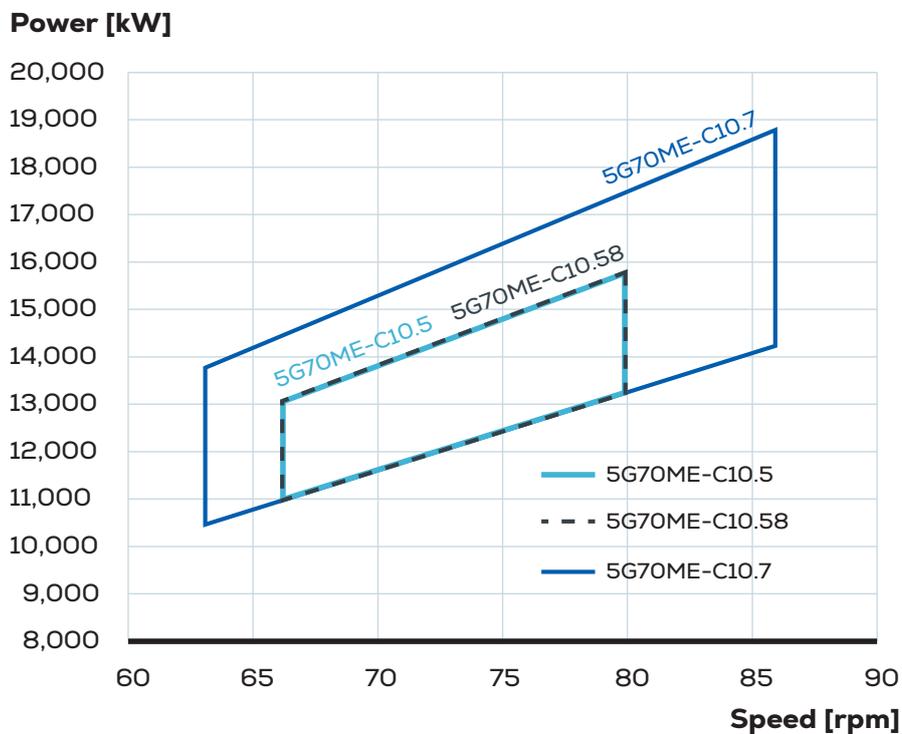

Fig. 3: Layout comparison - note that the rpm range for the G70ME-C10.5 is 63–80 rpm when configured with EGRBP, HPSCR, or LPSCR, and 66–80 rpm when equipped with EcoEGR