Market Update Note

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Everllence introduces AutoTorque

A new two-stroke engine governor control mode for increased fuel efficiency

Developed to improve fuel efficiency, operational stability, and ease of operation, Everllence releases AutoTorque, a new automated governor control mode for its Everllence B&W electronically controlled two-stroke engines.

Specifically targeted at stabilising engine running conditions during dynamic sea conditions, where conventional control strategies are less effective, AutoTorque frees up time for the crew while simultaneously improving the fuel efficiency.

Efficiency challenges in dynamic sea conditions

When sailing in waves and other dynamic conditions, the propeller load continuously fluctuates. With conventional RPM control, the governor adjusts fuel injection at every revolution to maintain a fixed rpm. Although effective in calm seas, this results in frequent fuel index variations and reduced efficiency in dynamic conditions.

To mitigate this, Torque control mode (Fig. 1) has been the alternative governor mode, based on which Everllence now offers further functionality across a broader load range. Whereas Torque control mode is limited to higher engine loads, AutoTorque extends the benefits of the torque-based control across the entire engine speed range.

By maintaining a stable fuel injection pattern and allowing controlled propeller speed variations, AutoTorque enables:

- Improved fuel efficiency in medium to heavy seas
- Reduced fuel index fluctuations
- Smoother engine response to varying loads

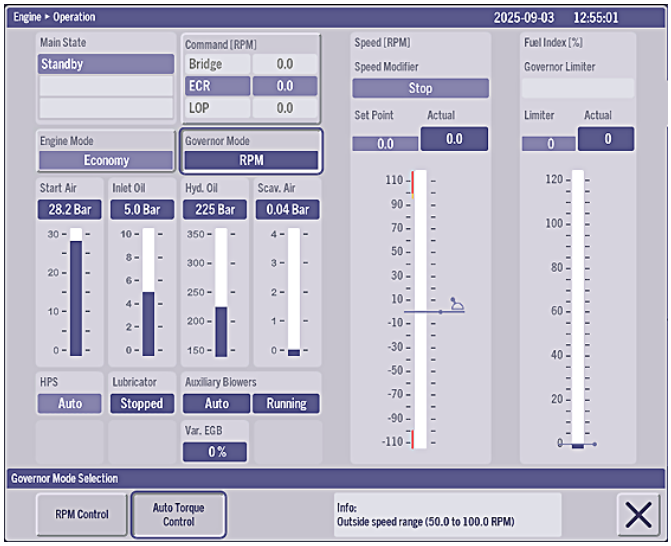

Fig. 1: MOP showing AutoTorque control

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Everllence

Ease of operation

AutoTorque is fully automatic and requires no continuous crew interaction. The system is integrated into the main operating panel (MOP) where operators can monitor the active governor mode and related status information. This allows for:

- Fuel savings in dynamic sea conditions
- Full engine load range applicability
- Automatic optimisation of engine control
- Reduced crew workload
- Improved operational transparency via the MOP

Based on inputs about engine and sea conditions, AutoTorque continuously monitors and applies the most suitable control mode. As part of the inherent safety design of AutoTorque, RPM mode is automatically selected during maneuvering, while crossing barred speed ranges, and during high power take-off.

Application

AutoTorque is being introduced for both Everllence B&W ME-C and ME-B Tier III engines.

Fully integrated into the engine control system (ME-ECS), AutoTorque is implemented via a software update to the ME-ECS for both newbuildings and retrofits, requiring no additional hardware.

For engines of bore sizes 80 and above, and built on design specifications ordered on 1 September 2025 or later, AutoTorque is part of the standard engine configuration. For smaller-bore engine sizes, AutoTorque can be added on request.

For new engines where AutoTorque is not added, the existing Torque mode will be applied.

For retrofitting AutoTorque to engines already in service, please contact RetrofitDK@everllence.com