

Two-stroke

Copenhagen, July 2026

Action code: WHEN CONVENIENT

ME Engine Control System Software version 1909-15 (MPC) Identified issues potentially affecting engine operation

Concerns

Owners and operators of Everllence B&W two-stroke marine combustion engines
Types: ME-engines with software version ME-ECS-SW-1909-15

Summary

Issues have been identified in the ME engine control system (ECS) software version ME-ECS-SW-1909-15 that may affect engine operation. This letter provides an overview of these issues and recommended mitigation measures.

Contact details

EngineSupport@everllence.com

References

Release Note, item ID 3096747-2



Info. No.:	Item Name:	Item Id:
	Release note for ME-ECS-SW-1909-15	3096747-2
	Product Type / Title:	Page No.:
	ME-ECS-SW	3 (7)
Author	Chk	Appd
JZH	KRJU	MANO
Appd. Date	A.C.	Change/replacement
20260115		Release note for 1909-15
		Rev.
		00

1. Extent and identification

1.1. Software product identification

Id no.:	3096747-2
Name:	ME-ECS-SW
Version:	1909-15
Everllence part no.:	6544141-0

Release note header

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ME ECS software 1909-15 – Identified issues affecting engine operation

All ME engines running software version 1909-15

ME engine control system software version ME-ECS-SW-1909-15 has identified issues that may affect engine operation.

Internal ID	Description
ECS-7902	False 'Exhaust Valve Closing Too Slow' alarm
HMI-1097	MOP active alarm count inconsistency
BES3-11204	Start blocked temporarily after restarting MOP
BES3-12859	Common alarm relay toggling without active alarm
ECS-8635	Auto Tuning rejected: ECU or CCU not available
ECS-8373	False 'Standby pump started' alarms on running mode change

The sections below describe these issues along with our recommendations for operator mitigation. More engine types may be affected unless explicitly stated in the descriptions below.

For further advice and information, contact Everllence in Copenhagen by e-mail at EngineSupport@everllence.com

Yours sincerely,



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False 'Exhaust Valve Closing Too Slow' alarm

Internal issue ID: ECS-7902



Description

A weakness in the exhaust valve supervision algorithm may cause false alarms of this type to be emitted when the engine is running at speeds below dead-slow, e.g. during windmilling.

At low engine speed, the supervision algorithm has a tendency to over-estimate the exhaust valve close delay, depending on the shape of the measured exhaust valve position signal. This over-estimation leads the system's delay compensation function to reach its positive adjustment limit, which causes the alarm to be raised.

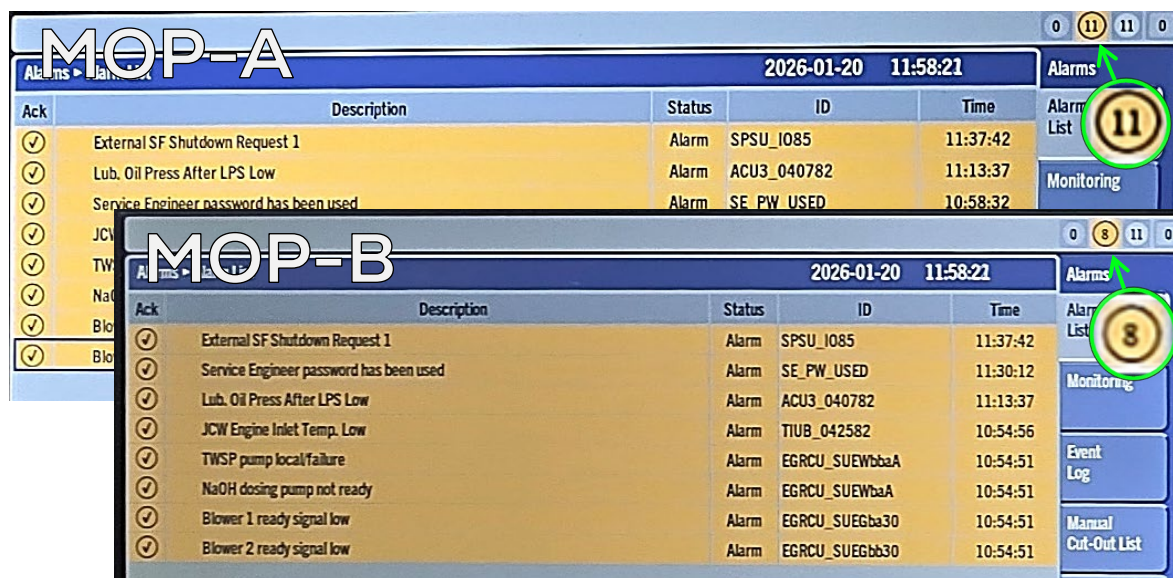
The defect will be resolved by a new software that reduces the likelihood of delay over-estimation and automatically cuts out the alarm when the engine speed is below dead-slow.

Recommended action

We recommend that if alarms of this type occur, while the engine is running at speeds below dead slow, they be acknowledged and no further action taken.

MOP active alarm count inconsistency

Internal issue ID: HMI-1097



Description

The active alarm count values displayed in the yellow-circle field in the upper-right corner of the MOP units may over time become inconsistent, because the counter value is not properly decremented when grouped alarms are cleared.

The alarm grouping function is running completely independently on the two MOP units, but small timing deviations may cause them to react differently to alarm events in ECS because of this defect. This is why the two MOP units may arrive at different alarm count values although they are running the exact same software.

The underlying defect has been fixed in the latest software for Triton-based systems, and a similar fix will be implemented in the next release for MPC-based systems.

Recommended action

We recommend that operators do not use this field for determining whether there are active alarms. Operators should instead ensure that the 'Alarms'-'>'Alarm List' screen active on at least one of the MOP units at any given time.

Start blocked temporarily after restarting MOP

Internal issue ID: BES3-11204

	No Commands Received from ECU B	Normal	EICUA_010581	01:35:15	6 6 963	2
Alarms ▾ Alarm List				2023-04-25 01:44:47	Alarms	
Ack	Description	Status	ID	Time	Alarm List	
	No HPS & blower feedback from ACU2	Normal	ECUB_011423	01:36:57	Event Log	
	No AuxReady feedback from ACU 2	Normal	ECUA_011426	01:36:57		
	No HPS & blower feedback from ACU3	Normal	ECUA_011424	01:36:26	Manual Cut-Out List	
	No HPS & blower feedback from ACU3	Normal	ECUB_011424	01:36:26		
	No Commands Received from ECU B	Normal	EICUA_010581	01:35:15		
	No Commands Received from ECU B	Normal	EICUB_010581	01:35:15		

Description

The redundant Control Network is designed to be resilient against restarting of MPC and MOP units. However, we have observed that the restart of a MOP unit, whilst the engine was stopped, has caused packet loss. Such packet loss may cause alarms of the type 'No HPS & blower feedback from ACUx' to be raised and a temporary 'start blocked' indication to occur.

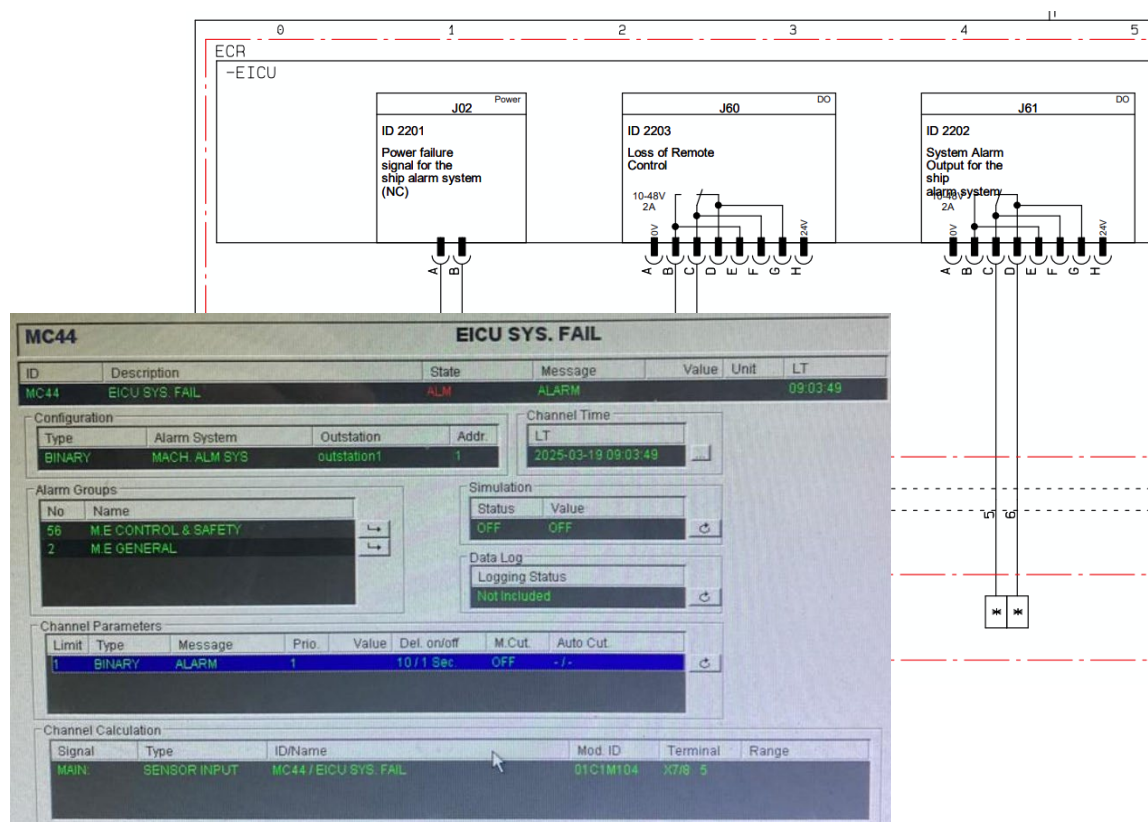
The issue has been reproduced in the laboratory, but the underlying defect has yet to be identified.

Recommended action

We recommend that MOP units only be restarted when the engine has been stopped and that network-related alarms raised during the restart be just acknowledged and no further action taken.

Common alarm relay toggling without active alarm

Internal issue ID: BES-12859



Description

The common alarm output relay J61 on the EICU units can get into a state in which it toggles even if there are no unacknowledged alarm channels in the system.

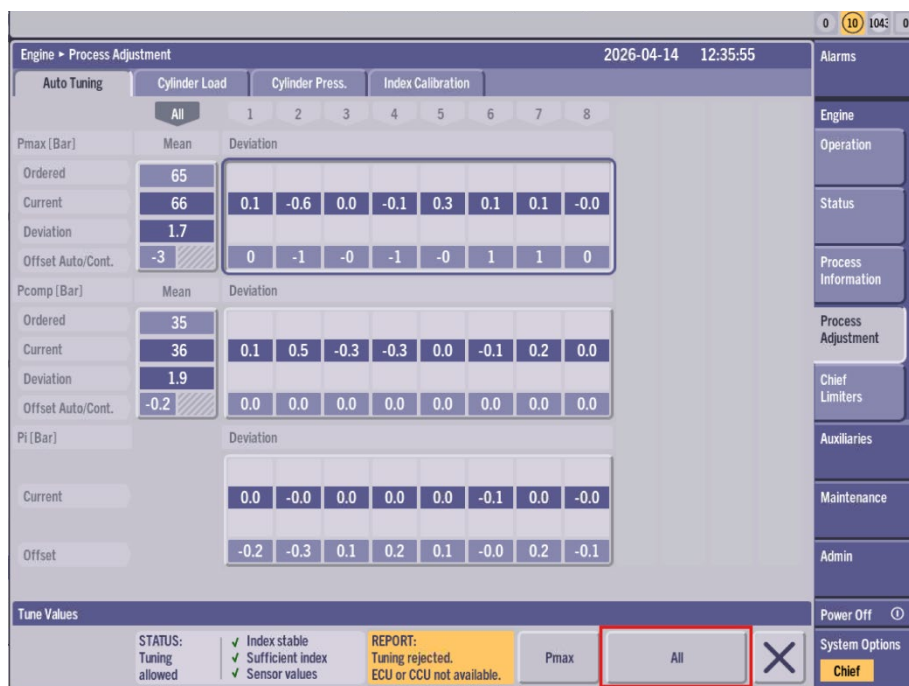
We are still working to re-create the problem in the laboratory, and the underlying defect has not yet been identified. But, we still believe to be able to provide a fix in the next software release.

Recommended action

If this situation should arise, we recommend that both EICU units be power-cycled at the earliest convenience with engine stopped. If that does not resolve the issue, then we recommend that all MPC units be power-cycled with the engine in Finished With Engine (FWE). If this latter action does not help, please contact us.

Auto Tuning Pi balancing rejected: ECU or CCU not available

Internal issue ID: ECS-8635



Description

For engines with Auto Tuning enabled, manual tuning of Pi on ECS-MOP screen Engine ->Process Adjustment->Auto Tuning will fail indicating 'Tuning rejected. ECU or CCU not available.'

The underlying software bug has been identified, indicating that this failure indication is most likely false. However, the bug does cause use of the 'All' button for Pmax and Pcomp key values to fail.

Recommended action

We recommend that operators avoid using the 'All' buttons but rather balance the individual combustion parameters separately by selecting the appropriate panel and clicking on the 'Pmax', 'Pcomp' and 'Pi' buttons in that order.

The operator should check the cylinder pressure adjustments shown in the Engine->Process Adjustment->Cylinder Press. screen to verify that: 1. The adjustment was successful, and 2. No individual cylinder adjustment has reached its upper or lower limit for adjustment.

Internal issue ID: ECS-8373