

# Performance 360

A smarter way to evaluate marine two-stroke engine performance

Performance 360 is a new feature of Everllence PrimeServ Assist. It provides a simple, strategic summary of overall engine performance via a single metric calculated based on 13 engine performance parameters. It indicates which part of the engine needs attention and whether immediate action is recommended.

Our digital solutions  
keep your engine...



Clean



Available



Efficient



Safe



Secure

Whether you run a vessel or a fleet, your business depends on reliable engines. Bring greater transparency, deeper insights, and improved usability to your engine's operational data. Everllence PrimeServ Assist delivers operational insights and proactive performance suggestions. Combined with cutting-edge technology, it helps meet emissions targets, maximizes uptime and prevents unnecessary maintenance by enabling optimal operation.

#### Your benefits at a glance

- Optimized engine performance
- Reduced downtime
- Reduced emissions
- Enables data-driven decisions

# Everllence

# Performance 360

## Specific fuel oil consumption

Our specific fuel oil consumption (SFOC) score represents excess fuel consumption in grams per KWh. It shows how much fuel you are wasting due to sub-optimal engine performance. The engine performance parameters tell you which parts of the system are contributing to this excess consumption.

## Advantages of Performance 360

- **Comprehensive performance score**  
Understand your engine's status through a unified score backed by detailed engine performance parameters.
- **Running mode adaptation**  
Automatically adjusts evaluations to active running modes.
- **Visual performance breakdown**  
Get a clear overview with a radar chart that shows the impact of each engine performance parameter.
- **Potential savings insights**  
Discover estimated fuel and CO<sub>2</sub> savings.
- **User interface / experience**  
Improved user interface with interactive elements such as radar chart.
- **Scoring logic**  
Tailored logic for different engine types, running modes, and tuning strategies.

## How it works

1. Relevant data is generated at approx. 30 data points.
2. The data is analyzed focusing on 13 sub scores, each targeting a specific part of the engine.
3. The performance score is calculated giving a clear and easy indication of the engine performance.
4. The index indicates where improvements can be made and where immediate action is needed.
5. The Remote Operation Center (ROC) monitors all engines 24/7 and ROC experts can help local engineers bring the engine back into optimal condition.

## Engine performance parameters

Score	Description
Cooling	Score indicating AC cooling performance. Poor AC cooler performance results in higher SFOC.
Heavy running	Score indicating engine heavy running operation. Potential savings by addressing overloading or inefficiencies.
Governor mode	Potential fuel savings if governor mode can be set to 'Torque Mode'. Refer to EcoTorque documentation for further information.
p(comp)	Score indicating whether cylinder compression pressures are balanced across all cylinders.
p(max)	Score indicating whether cylinder maximum pressures are balanced across all cylinders.
p(i) balance	Score indicating whether cylinder indicated pressures are balanced across all cylinders.
Load control	Score indicating deviations between estimated engine power in engine control system (ECS ) compared to engine power calculated by pressure measurement indicator (PMI) system.
p(rise) control / p(max) control	Scores indicating whether ECS can reach the expected p(rise) or p(max) target. Potential savings derived from not reaching the expected target. One of the two scores is calculated depending on engine type and ECS.
p(comp) / p(scav) control	Score indicating whether exhaust valve operation can reach the expected compression ratio target. If the target is not met, then addressing the issue may lead to potential savings.
p(scav) control	Score indicating deviations between ISO corrected measurements and Shop Test reference. If the low scavenge air pressure target is not met, then addressing the issue may lead to potential savings.
Turbine inlet temperature	Score indicating deviations between ISO corrected measurements and Shop Test reference.
Turbocharger speed	Score indicating deviations between ISO corrected measurements and Shop Test reference.
Turbocharger efficiency	Score indicating deviations between turbocharger efficiency and Shop Test reference. Potential savings estimated as a result of addressing low turbocharger efficiency.

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