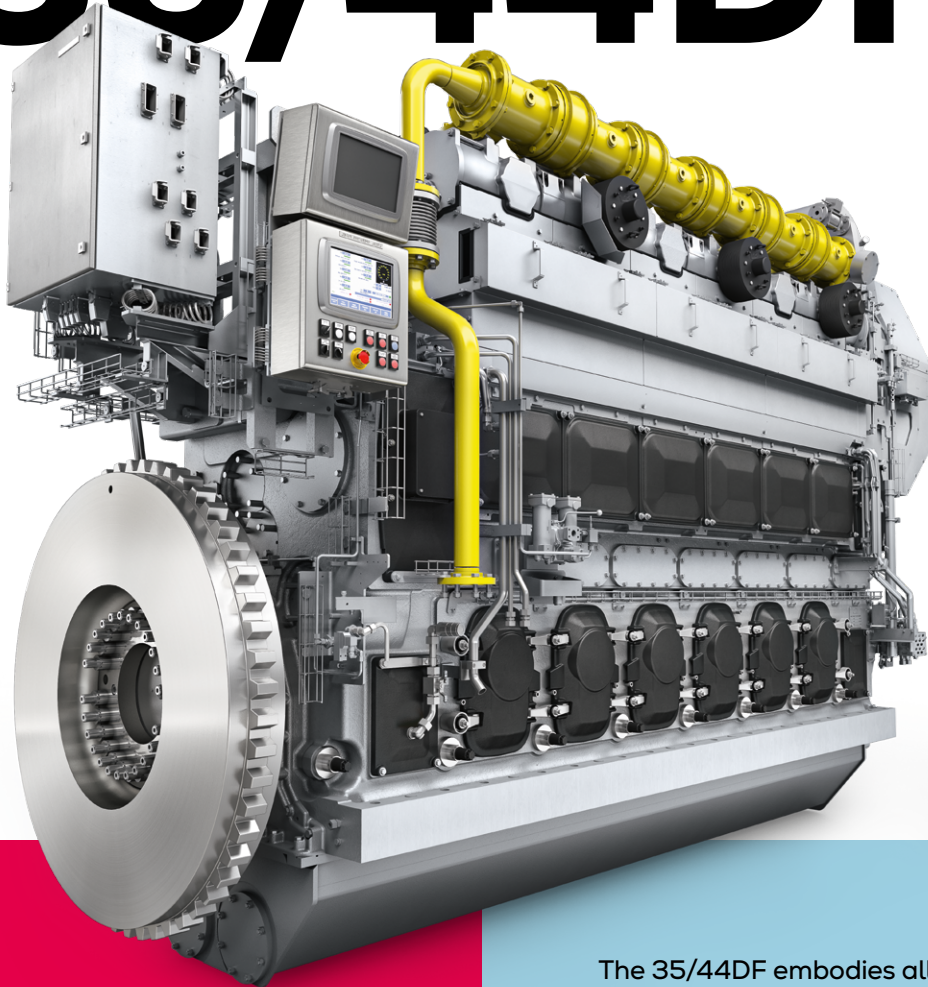


L35/44DF



The 35/44DF embodies all the benefits of dual-fuel flexibility offering operators the possibility to switch between gas and diesel depending on fuel availability, pricing, and operational needs. Thanks to Everllence's proprietary technology – featuring advanced Adaptive Combustion Control (ACC) electronics – outstanding performance is ensured in both diesel and gas modes.

Key benefits at a glance

- High efficiency and a broad CPP operating range for optimized vessel performance
- Highly dynamic operation even in gas mode
- Everllence's proprietary combustion control electronics for automatic combustion optimization
- Proven reliability, based on the sea-tested 32/44CR engine platform
- Inline engine design for simplified maintenance and space-saving installation in narrow engine rooms

L35/44DF

Propulsion

Dimensions

Cyl. No.	6	7	8	9	10
L ₁ (mm)	6,485	7,015	7,545	8,075	8,605
L ₂ (mm)	5,265	5,877	6,407	6,937	7,556
W (mm)	2,539	2,678	2,678	2,678	2,678
H (mm)	4,163	4,369	4,369	4,369	4,369
Dry mass* (t)	44.0	48.0	53.0	58.0	62.5

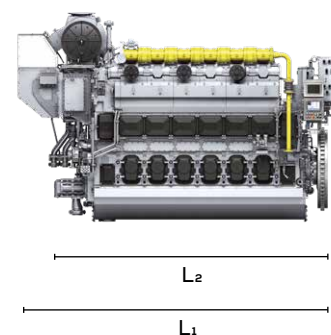
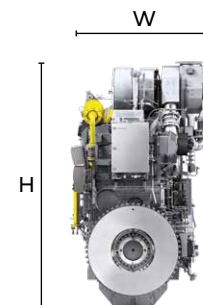
Output

Speed (rpm)		750		720	
mep (bar)		20.0		20.1	
6L35/44DF (kW)		3,180		3,060	
7L35/44DF (kW)		3,710		3,570	
8L35/44DF (kW)		4,240		4,080	
9L35/44DF (kW)		4,770		4,590	
10L35/44DF (kW)		5,300		5,100	

LHV of fuel gas $\geq 28,000$ kJ/Nm³ (Nm³ corresponds to one cubic meter of gas at 0 °C and 1.013 bar).

Minimum centerline distance for twin engine installation: 2,500 mm

* Including built-on lube oil automatic filter, fuel oil filter and electronic equipment Last updated May 2025



General

- Engine cycle: four-stroke
- No. of cylinders: 6, 7, 8, 9, 10
- Bore: 350 mm – Stroke: 440 mm
- Swept volume per cyl: 42.3 dm³

Fuel consumption at 85 % MCR

- SFOC: 174 g/kWh (liquid fuel operation)
- SFC: 7,440 kJ/kWh (gas operation)

Cylinder output (MCR)

- At 750 rpm: 530 kW
- Power-to-weight ratio: 11.8 – 13.6 kg/kW

Compliance with emission regulations

- IMO Tier II
- IMO Tier III (with SCR)

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Main features

Turbocharging system

- High efficiency constant pressure TCR series exhaust turbocharging system

Engine automation and control

- In-house developed engine attached safety and control system SaCoS_{one}
- Everllence in-house developed adaptive combustion control (ACC) system

Fuel system

- Common rail pilot fuel injection system
- Advanced electronic common rail main injection system of Everllence design and make

Gas system

- Cylinder individual low pressure gas admission system, 5 bar(g) at inlet of gas valve unit

Cooling system

- 2-string high and low temperature cooling water systems

Starting system

- Pressurized air starter (turbine type)

Engine mounting

- Resilient or rigid mounting

Optional equipment

- Additional power take-off at engine free end available

MCR = Maximum continuous rating
SCR = Selective catalytic reduction
SFOC = Specific fuel oil consumption
SFC = Specific fuel consumption including pilot fuel oil