PRESS RELEASE

WinGD medium-bore engines selected for X-Press Feeders container vessels

Swiss marine power company WinGD has won an order for two X-S short-stroke engines for container vessels to be built for X-Press Feeders at HD Hyundai Mipo. The 2,800 TEU vessels will each be powered by a six-cylinder, 62-bore model from WinGD's new ultra-efficient medium-bore X-S series.

The X-S series has been designed to deliver compact power for vessels with small propellers or low main deck heights, packing state-of-the-art efficiency into a far smaller footprint than its predecessors. The efficiency advantage was in evidence during engine selection, with X-Press Feeders selecting the engines based on lower fuel consumption compared to other medium-bore engine designs.

WinGD Vice President of Market Development Benny Hilström said: "The medium-bore engine is the workhorse of the deep-sea shipping market. With the X-S series we have a thoroughbred—supremely efficient, easy to maintain, with low production costs and ready for deployment for all fuels. In a size range where the choice of engine has often been automatic, we believe our new range has the attributes to make operators consider their options again - as X-Press Feeders did."

The X-S series succeeds the well-established RT-flex50 and RT-flex58 engines and is available in 52- and 62-bore sizes for a range of fuel options including; diesel and dual-fuel LNG, methanol and ammonia. The combination of a small footprint and fuel efficiency of around 4% lower than other equivalent sized engines (depending on operating profile), make the new short-stroke engine platform well-suited for vessels requiring a compact, medium-bore solution.

The X-S series has been designed specifically with low production costs in mind. The cylinder block design is intended to reduce machining time, for example, while a smaller fuel supply unit, gland box, gear train and guide shoe all contribute to both lower manufacturing cost and reduced weight. The engine is around 15% shorter than long-stroke equivalents, enabling more efficient vessel layouts, and a similar reduction in piston dismantling height, simplifies maintenance in tight spaces.

The two 6X62-S2.0 engines, which will be coupled with high-pressure selective catalytic reduction units to meet NOx emissions limits, will be delivered to the shipyard in late 2026.

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NOTES TO EDITORS

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Image caption: Benny Hilström, Vice President of Market Development, WinGD

WinGD in brief

WinGD advances the decarbonisation of marine transportation through sustainable energy systems using the most advanced technologies in emissions reduction, fuel efficiency, hybridisation and digital optimisation. With their two-stroke low-speed engines at the heart of the power equation, WinGD sets the industry standard for reliability, safety, efficiency and environmental design, backed by a global network of service and support. Headquartered in Winterthur, Switzerland since its origin as the Sulzer Diesel Engine business in 1893, today it is powering the transformation to a sustainable future.

For more information visit: www.wingd.com
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