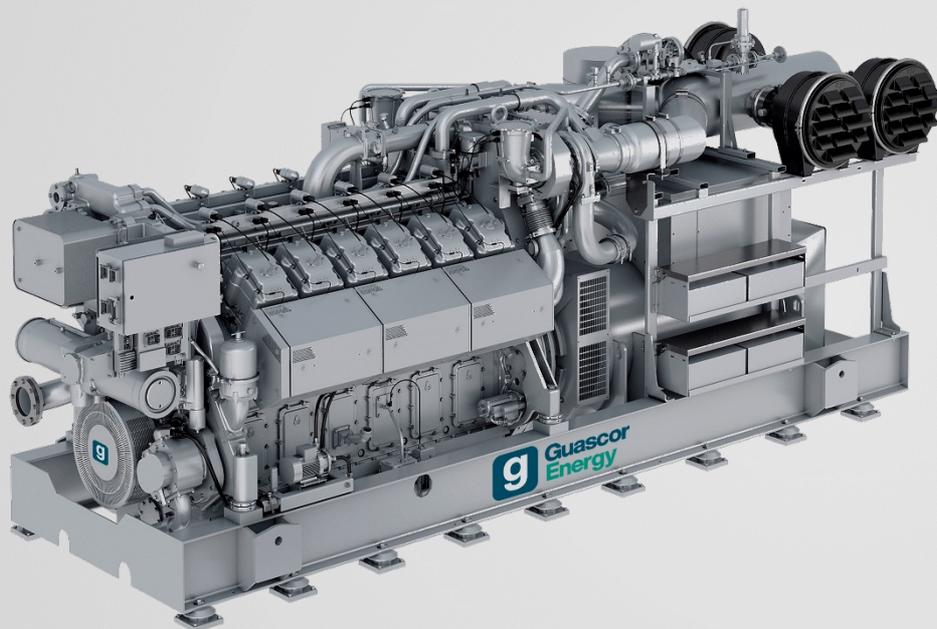


EM 2MW-Class Gas Engines & Gensets

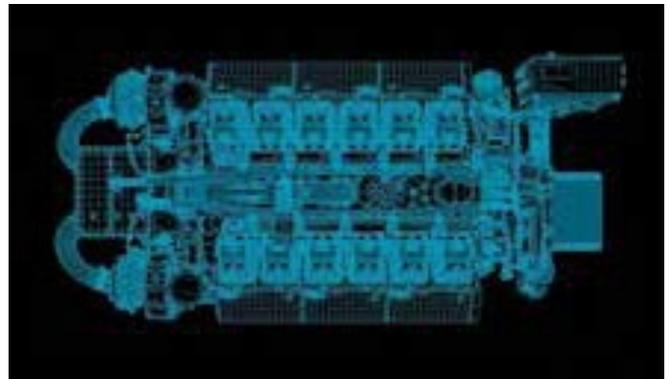
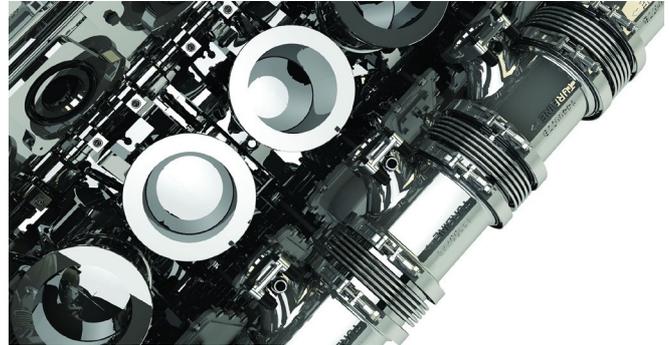
E-Series Engines



The new best-in-class solution for more efficient power generation.

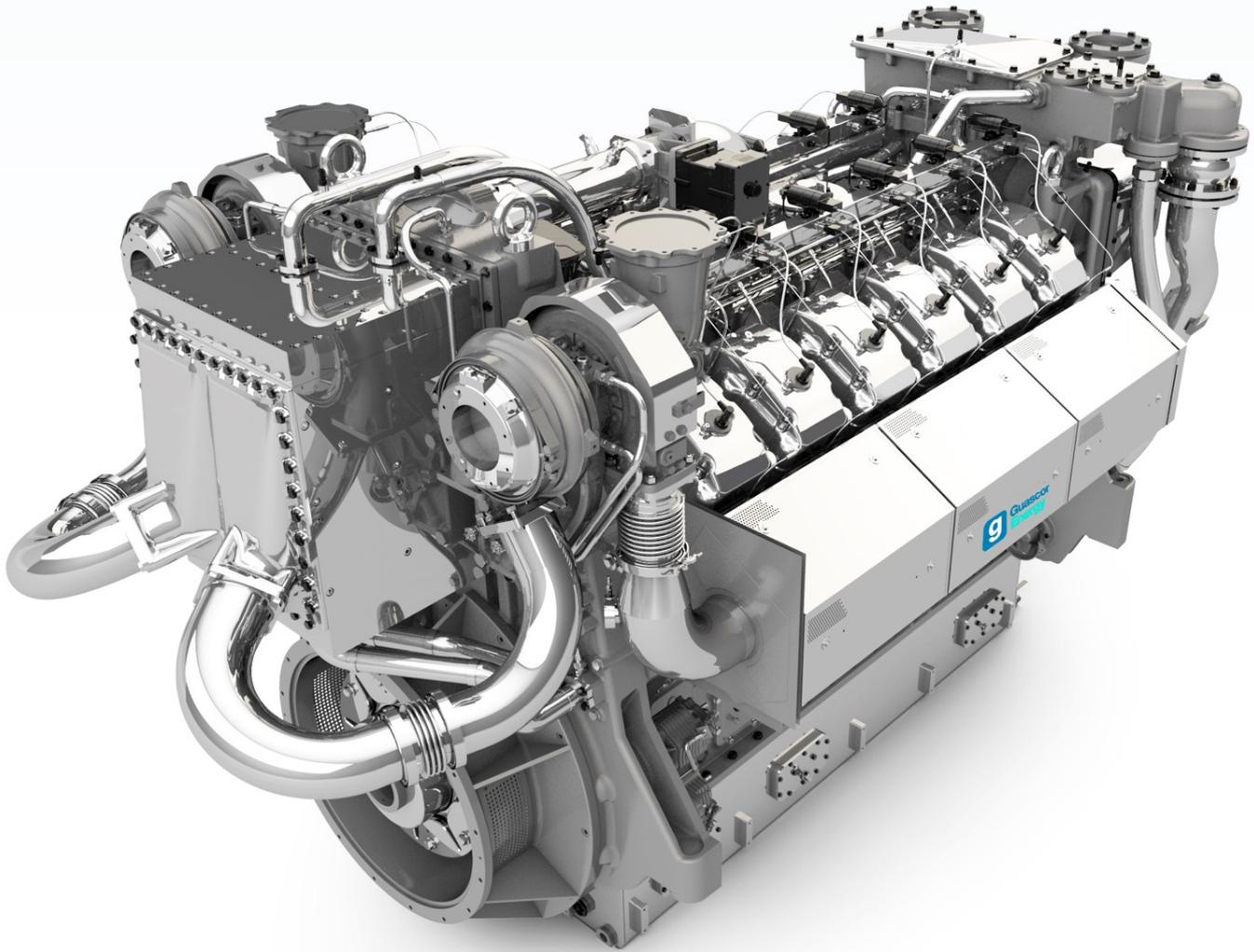
In the past, when it came to choosing a 2 MW-class engine, your options were limited. Now, there's a powerful new choice available that delivers the highest electrical efficiency in the smallest footprint: the new G-EM gas engines from Guascor Energy.

- Unique high-volume 12-cylinder design delivers highest displacement
- 90,000 hours until overhaul
- Innovative pre-combustion chambers provide efficient and stable combustion
- Spark-ignited lean-burn unit ensures low emissions
- Fast cycle times and implementation
- Smallest footprint in the competitive set
- Lowest emission version available 200 mg NOx



G-	86EM	100EM
RPM	1,500	1,200
CYLINDER ARRANGEMENT	V12	V12
DISPLACEMENT	86 liters	100 liters
BORE	195 mm	195 mm
STROKE	240 mm	280 mm
COMPRESSION RATIO	13.5:1	12:1

G-	86EM	100EM
BMEP*	19.2 bar	20.7 bar
MECHANICAL POWER	2,065 kWb	2,065 kWb
ELECTRICAL POWER	2,013 kWe	2,007 kWe
MECHANICAL EFFICIENCY	46.9 %	47.0 %
ELECTRICAL EFFICIENCY	45.7 %	45.7 %
GLOBAL EFFICIENCY	92,6 %	92 %



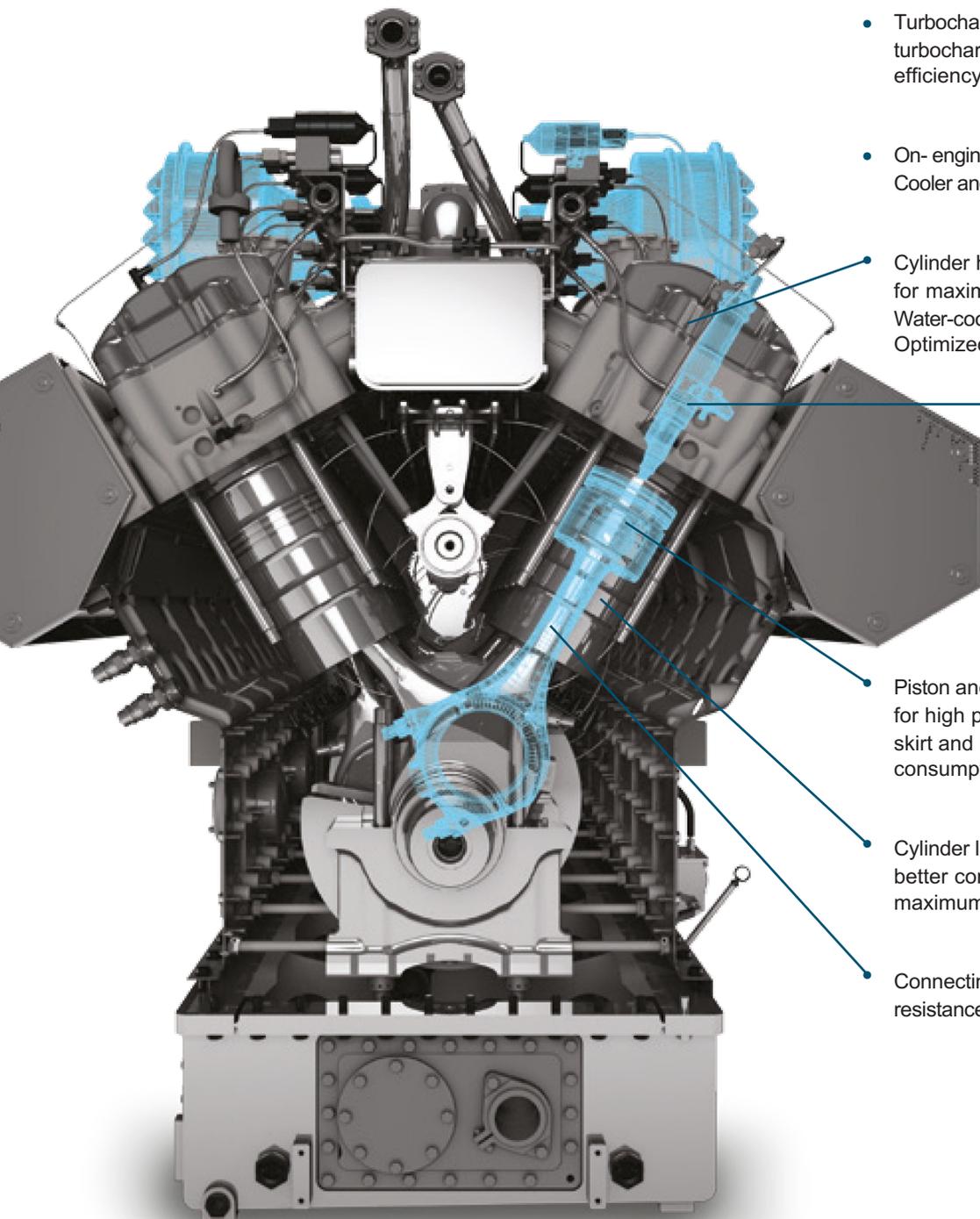
The new best-in-class solution with the highest electrical efficiency.

Our new 2 MW-class G-EM gas engines represent a new competitive choice with the highest electrical efficiency and displacement in its category.

All this power and efficiency is available in the smallest footprint with industry-leading cycle times.

Innovative design and combustion technology.

To learn more about the new G-EM Gas Engines from Guascor Energy, visit guascor-energy.com



- Charge cooler—Two-stage charge cooler for increased engine performance.
- Turbochargers—High-efficiency turbochargers allow high engine efficiency. Water cooled for longer life.
- On- engine integrated and accessible Oil Cooler and Oil Pump
- Cylinder head—Minimum pressure losses for maximum volumetric efficiency. Water-cooled exhaust valve seats. Optimized cooling galleries.
- Pre-combustion chamber—Direct gas injection. Designed for best mixture distribution, allowing high engine efficiency with low emissions. Nickel-chromium superalloy material for high temperature resistance.
- Piston and rings pack—Forged steel piston for high peak combustion pressures, with skirt and rings design for best oil consumption control.
- Cylinder liner—Optimized cooled area for better combustion efficiency and maximum energy transfer to powertrain.
- Connecting rod—Low mass and high resistance for better dynamic behavior.

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