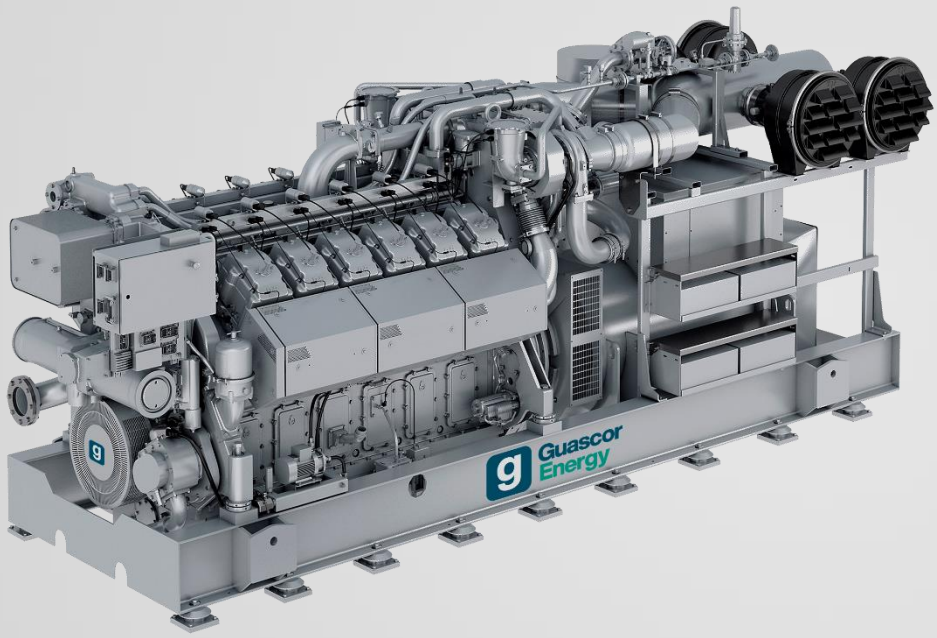
Guascor Energy

EM 2MW-Class Gas Engines & Gensets

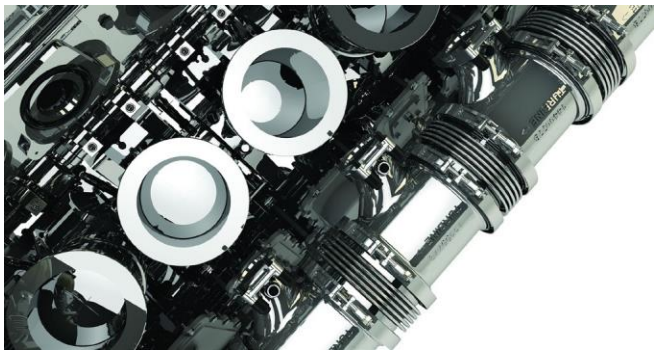
E-Series Engines

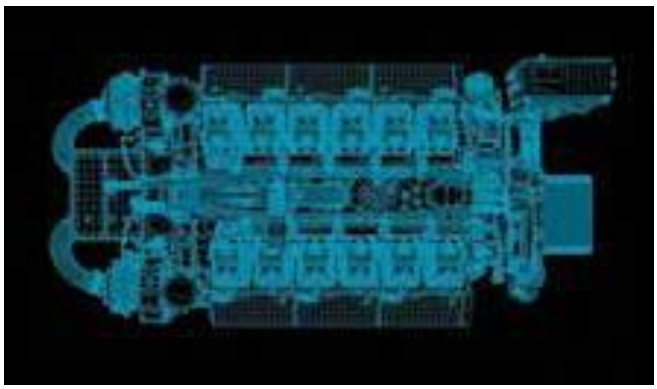


guascor-energy.com

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	100	75
DISPLACEMENT	86 liters	100 liters
BORE	195 mm	195 mm
STROKE	240 mm	280 mm
COMPRESSION RATIO	13.5:1	13.5:1

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%	46.7%
ELECTRICAL EFFICIENCY	45.7%	45.4%
GLOBAL EFFICIENCY	92,6%	92%

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

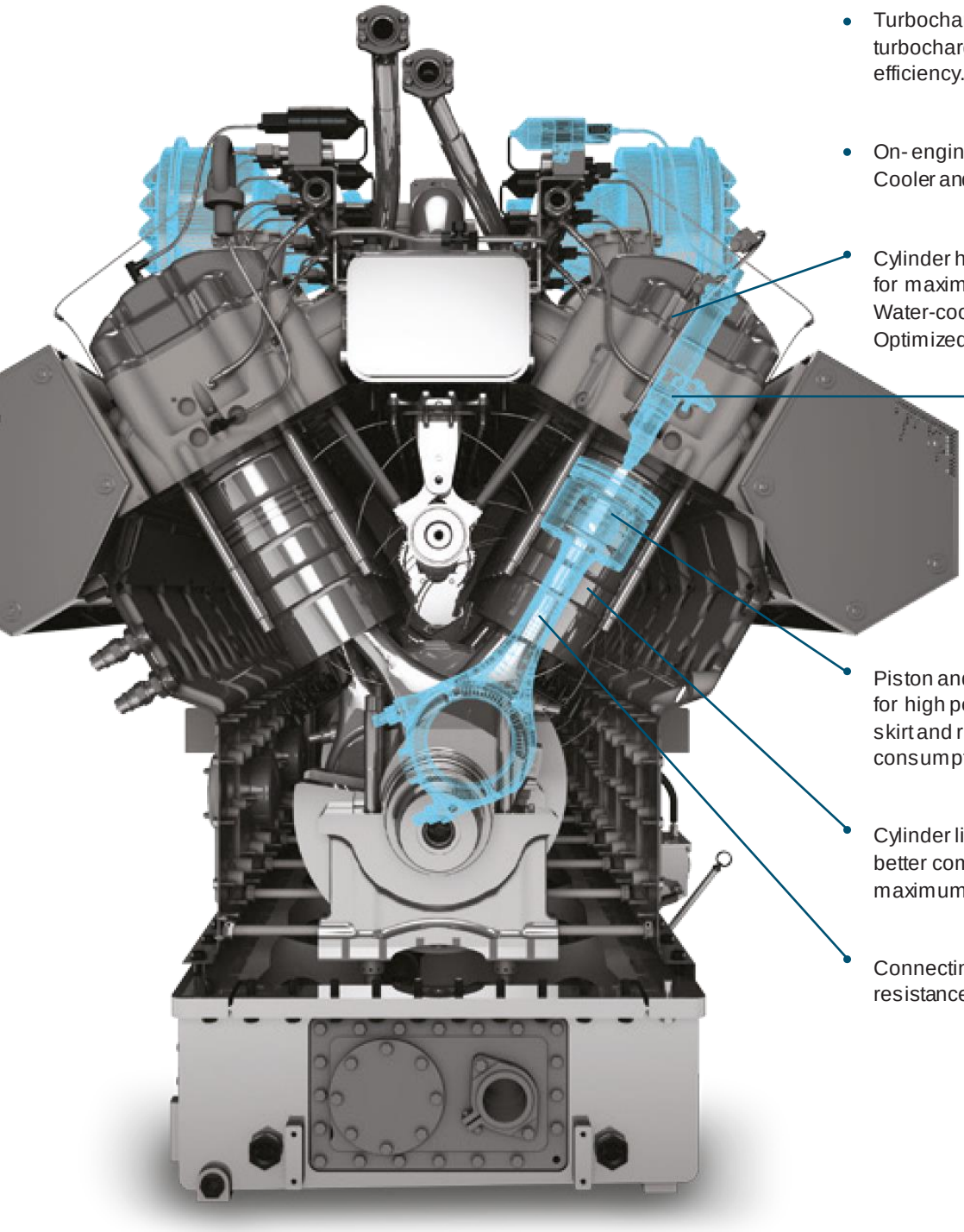
Our new 2 MW-class G-EM gas engines represent a new competitive choice

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.

Published by
Guascor Energy

Oikia, 44
20759 Zumaia (Gipuzkoa) Spain
PO Box 30
Tel: (Int'l +34) 943 86 52 00
Fax: (Int'l +34) 943 86 52 10

www.guascor-energy.com

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