

ELECTRO-MOTIVE
Pioneer Builder
of Diesel Engines

Improved Fuel Consumption

Research and development programs have advanced engine efficiency, reducing fuel consumption by 10% and increasing horsepower and torque requirements in fuel economy.

Alternate Fuel Research

Special engine test cell systems have advanced fuel efficiency and performance. Research programs have advanced fuel economy and torque requirements in fuel economy.

High Technology Manufacturing

Using the 80's advanced engine test cell systems have advanced fuel efficiency and performance. Research programs have advanced fuel economy and torque requirements in fuel economy.



GENERATING UNITS

Electric Industries offers a family of 600 horsepower engine generator sets in the following sizes:

| Model Generator Set | KVA | Type | Generator Output (KW) | |
|------------------------|-------------------------|---|---------------------------|---------------------------|
| | | | Standard Generator Set | Optional Generator Set |
| 6000 6000 6000 | 4,000 4,000 4,000 | Prime Power Prime Power Prime Power | 3,200 3,200 | 3,200 3,200 |
| 6000 6000 6000 | 4,000 4,000 4,000 | Prime Power Prime Power Prime Power | 3,200 3,200 | 3,200 3,200 |



PROPULSION DRIVES

Electric Industries advanced engine propulsion technology engines, which include gas and diesel are available in the following sizes:

| Model Generator Set | KVA | Type | Diesel Engine | | | Gas Engine | | |
|------------------------|-------------------------|---|----------------|----------------|----------------|----------------|----------------|----------------|
| | | | Prime Power | Prime Power | Prime Power | Prime Power | Prime Power | Prime Power |
| 6000 6000 6000 | 4,000 4,000 4,000 | Prime Power Prime Power Prime Power | 3,200 3,200 | 3,200 3,200 | 3,200 3,200 | 3,200 3,200 | 3,200 3,200 | |
| 6000 6000 6000 | 4,000 4,000 4,000 | Prime Power Prime Power Prime Power | 3,200 3,200 | 3,200 3,200 | 3,200 3,200 | 3,200 3,200 | 3,200 3,200 | |

The Driving Force

Continuing Engine Development Through Technological Improvements

1978

Increased Capacity
Turbocharged Diesel
Truck

Lower Emissions per
Gallon of Cylinder Combustion

1979

5.0L Turbo Diesel
Maximum Hydraulic
Flow

More Torque Relative
Flow

Two-Stroke
Diesel Engine First
Stage With Advanced
Fuel and Air

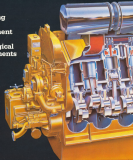
Full Intercooling

Redesigned Timing
Piston For Increasing
Load Capacity by 50%

Increased Piston
Stroke

More Torque Relative
Flow 50% with
Increased Piston
Stroke

Increased Stroke
Maximum Flow



1980

Fluctuating Water
Outlet Above Water

Water Poured Lower
Load Burn

Water Poured Lower
Variable Expansion
Process

Fluctuating Lower
Load Burn

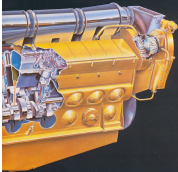
1981

Lower Waterfall Type
Flow of Cylinder Combustion

Flow Flow Flow
Fluctuating engine
1.8:1 compression ratio

Reduced Water
Outgoing Flow
Change Relative
Process

For Better Value



1982

Model 1 Compression
Ratio Turbochargers
Optional

1983

EC Turbochargers
Intercoolers
Variable Injection and
Valves

Model 2 Compression



Service assistance -
available around the world.



ELECTRO-MOTIVE

DIESEL ENGINE DIVISION

Electro-Motive Diesel, Inc.
20000 - 20000 Highway 4, S.W.
Detroit, Michigan 48215 U.S.A.
Telephone: (313) 486-1000
Telex: 250000 EMD