



Press Release

GE Transportation

GE Marine Announces Successful Testing of First 12V250 Marine Diesel Engine to Meet Upcoming EPA Tier 4i and IMO Tier III Emissions without Exhaust After-Treatment

- Breakthrough technology eliminates need for urea-based after-treatment emissions reduction system
- Technology paves the way for EPA Tier 4i and IMO Tier III in-engine emission compliance

Oslo, Norway – June 4, 2013 – Today at the Nor-Shipping trade fair in Oslo, Norway, GE Marine announced the successful completion of an extensive emissions-testing program for the first 12V250 Marine Diesel Engine that meets EPA Tier 4i and IMO Tier III in-engine emission compliance.

This past December GE announced its timeline for meeting EPA Tier 3 and Tier 4i, as well as IMO Tier III emission compliance without the need for exhaust gas after-treatment for its L250 and V250 medium speed marine diesel engines (1,550 – 4,650 kW). GE Marine's engine technology eliminates the need for a Selective Catalytic Reduction system (SCR) and storing or using urea aboard a vessel, thereby preserving cargo and tank space.

"Successfully passing emissions testing is a major milestone in GE's development program to help businesses worldwide comply with EPA and IMO emission standards without the need for SCR after-treatment," said John Manison, general manager of GE Marine. This new technology allows the marine industry to meet the upcoming emission compliance requirements and reduce both capital and operating expenditures. "

In addition to meeting emissions compliance, the GE 12V250 MDC engine has increased power over the IMO Tier II model. The engine's new two-stage turbo charging also offers a faster response time.

SCR requires using a diesel exhaust fluid, typically urea, to reduce NOx (nitrous oxide) in an after-treatment of exhaust gas. GE's non-SCR solution is based on the technological advancements of the L250 and V250 engines and requires no supplemental equipment or fluids.

GE's L250 engines rated at less than 2,000 kW will be certified as EPA Tier 2 during 2013, but will meet EPA Tier 3 emission levels ahead of the January 2014 standard path requirement. Depending on duty cycle and application, the L250 engines have greater than 5% improved

fuel consumption compared to Tier 2 standards, as well as improved torque characteristics and load response rate. In addition, the 8L250 and 12/16V250 engines rated at more than 2,000 kW will meet EPA standard path Tier 4i (interim) requirements in 2014.

About GE Marine

GE Marine is a business unit of GE Transportation. GE Transportation, a unit of GE (NYSE: GE), solves the world's toughest transportation challenges. GE Transportation builds equipment that moves the rail, mining and marine industries. Our fuel-efficient and lower-emissions freight and passenger locomotives, diesel engines for rail, marine and stationary power applications, signaling and software solutions, drive systems for mining trucks, underground mining equipment, energy storage systems, and value-added services help customers grow. GE Transportation, headquartered in Chicago, has approximately 13,000 employees worldwide. For more information visit the company's website at www.getransportation.com.

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