

## Exergy Engineering

www.exergyengineering.com

Exergy Engineering was formed by a group of former Robert Bosch diesel fuel system engineers. Each team member has an average of over 12 years experience in the design and application of diesel fuel systems with numerous prominent diesel engine manufacturers around the world. This engineering know-how has now been applied to the marine and industrial Duramax.

## Peninsular Engines

www.peninsularengine.com

Peninsular Engines has been marinizing and industrializing GM diesel engines for over 50 years. Since the introduction of the marinized 6.5L, over 2000 have been placed in service around the world. This long time experience and acceptance in the field gives deep roots to these new applications for the Duramax engine.

## Availability

Development continues on the marinized and industrial Duramax engines to produce the most competitive package possible. Our product release timeline is as follows:

Industrial Applications July 07

Marine Applications Oct 07

For further technical and/or sales information please contact Exergy Engineering at the phone number or e-mail address listed below.

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ENGINEERING

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For general sales inquiries please contact Peninsular Engines at the phone number or e-mail address listed below.

**PENINSULAR ENGINES**  
the power you need now

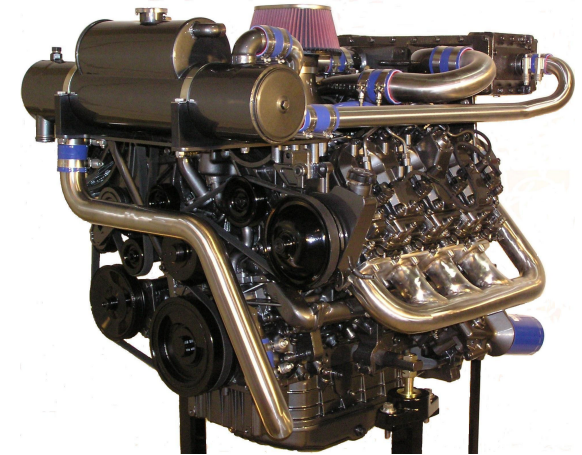
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## GM DURAMAX DIESEL

Marine  
and  
Industrial  
Applications



by

**exergy**  
ENGINEERING

and

**PENINSULAR ENGINES**  
the power you need now

- Proven Performance
- Proven Reliability
- Compact Packaging
- Serviceability

# Duramax Diesel

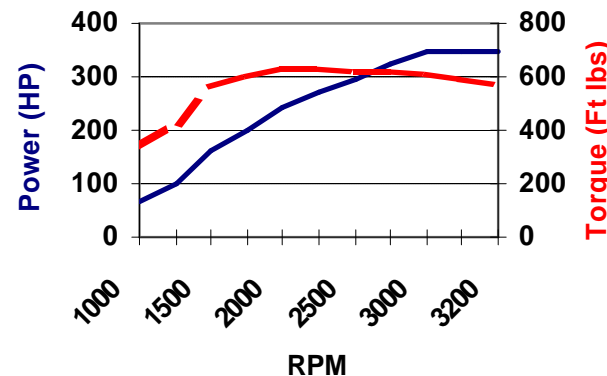
## Engine Background

Since start of production in 2001, GM has produced over 600,000 Duramax engines. During this time GM's share of the diesel pick-up market has increased from less than 5% to more than 30%. This success is a true statement to the engine's performance, reliability, and customer satisfaction.

Much of this success is due to the use of a high pressure common rail fuel system which virtually eliminates white and black smoke, maximizes fuel economy, and minimizes vibration and noise. With its state-of-the-art fuel system and 4 valves per cylinder, the Duramax is able to pack a lot of torque in a small package.

# Technical Data

Configuration	DI, 4 stroke, V-8
Displacement	6.6L (403 cu in)
Bore x Stroke	103mm x 99mm
Aspiration	Turbo/Intercooler
Alternator	12v - 105 amps
Cooling	Closed Loop
Dry Weight <sup>1</sup>	1096 lbs
OAL <sup>1</sup>	39 in
OAW <sup>1</sup>	34 in
OAH <sup>1</sup>	35 in
Power <sup>1,2</sup>	350 hp @ 3000 rpm



<sup>1</sup> Based on Prototype. Further development will likely make these values even more competitive.

<sup>2</sup> Engine will be released in a range of power ratings to serve a wide variety of applications.

# Duramax Diesel

## Marine Package

- Water Cooled Variable Vane Turbo
- Cupronickel Heat Exchanger
- Air-to-Water Intercooler
- Traditional Chevrolet Bolt Pattern
- CAN Instrumentation Display
- Easy Interface with ECM

Since the marinized Duramax shares numerous components with its on-road cousin, parts and knowledgeable service support is readily available and economically priced.

With its economy, reliability, torque, weight, and packaging advantages, the Duramax is an excellent choice as the original power source or as the replacement engine in boats of all types.

**DURAMAX DIESEL**