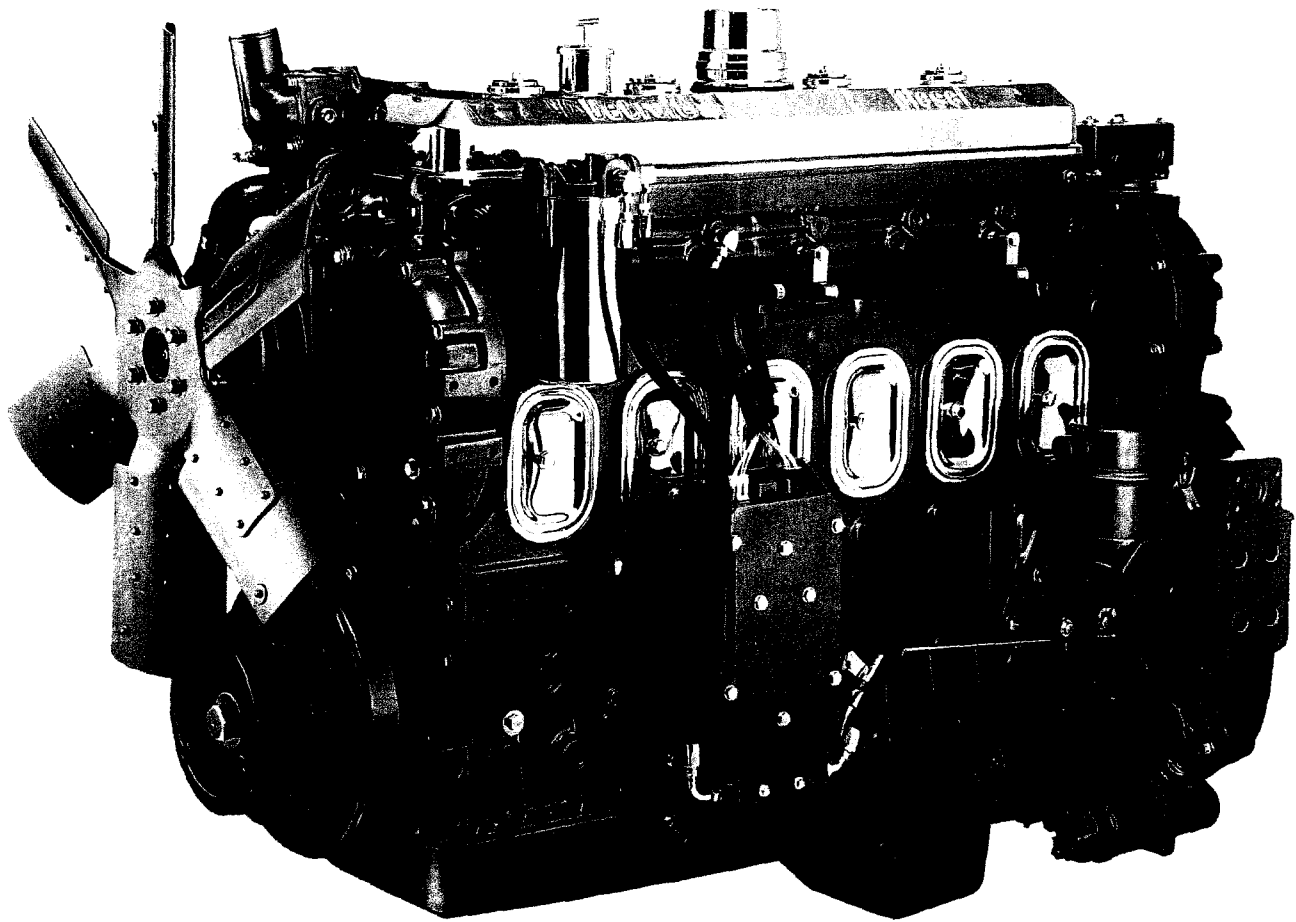


DETROIT DIESEL

Construction and Industrial Power



What's New at Detroit Diesel?

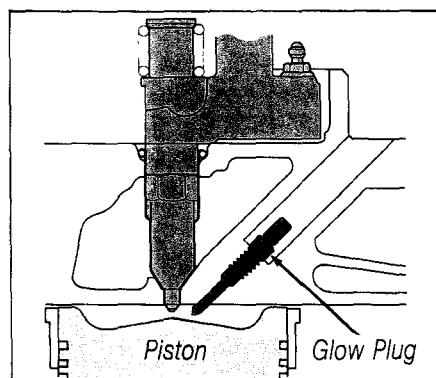


New Ownership

Detroit Diesel Corporation, a joint venture of the Penske Corporation and General Motors, has dedicated its resources to provide the very finest products and after sale support for our customers.

New Technology

Detroit Diesel is the leader in electronic fuel injection and engine management systems. We are leaders in developing alternate fueled engines, which operate on fuels such as methanol. Our development programs will provide engines that comply with



Methanol Injection System

future emission standards and provide increased efficiency and performance.

Expanded Product Line

DDC now offers a full range of diesels from 5 to 2340 horsepower in configurations to satisfy virtually every application requirement. For North America only, the traditional Detroit Diesel line has been enhanced by engines from Perkins including the new 100, 500, 1000, 2000 and 3000 Series, all supported by the Detroit Diesel team.

New World Parts Center

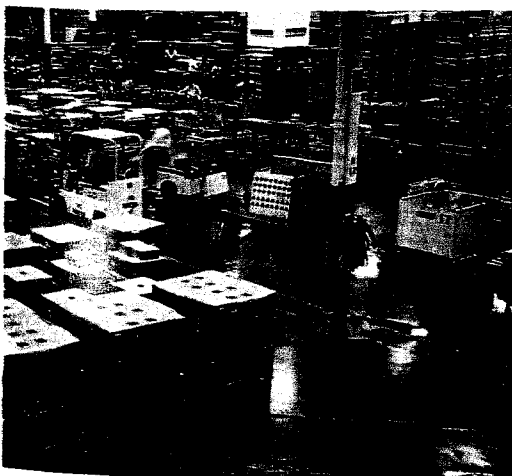
Quality customer support is at the foundation of DDC's commitment to our customers. Nowhere is that commitment more evident than at our new World Parts Center in Canton, Ohio. Detroit Diesel not only transformed a vacant warehouse into a world class facility that inventories 30,000 part numbers and ships 200,000 pounds of freight per day, we invested in systems, procedures, people and training to assure that the right part is available wherever and whenever it is needed.



Receiving Area In World Parts Center



Detroit Diesels Prove Their Value In A Variety Of Applications



Team Commitment

The Detroit Diesel team is working harder and smarter than ever before to produce the industry's highest quality engines. We have the right engines for your equipment and we support them with a worldwide distributor/dealer network that is second to none.

Regional Offices Worldwide

Let us solve your power needs. Please contact the nearest Detroit Diesel Regional Office for assistance.

Eastern Region
Red Bank, New Jersey
 176 Riverside Avenue
 P.O. Box 8877
 Red Bank, NJ 07701
 Phone: (201) 758-6615

Southeastern Region
Atlanta, Georgia
 100 Galleria Parkway
 Suite 1170
 Atlanta, GA 30339
 Phone: (404) 953-3696

Central Region
Detroit, Michigan
 13400 Outer Drive, West
 Detroit, MI 48239-4001
 Phone: (313) 592-5990

Southwestern Region
Dallas, Texas
 2711 LBJ Freeway
 Suite 1036
 Dallas, TX 75234
 Phone: (214) 247-4313

Western Region
Downey, California
 10645 Studebaker Road
 Downey, CA 90241
 Phone: (213) 929-7016

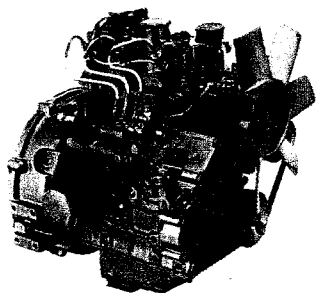
Canadian Region
London, Ontario
 Detroit Diesel of Canada Ltd.
 150 Dufferin Ave.
 Suite 701
 London, ON N6A 5N6
 Phone: (519) 661-0149

Latin America/Mexico Region
Miami, Florida
 2277 N.W. 14th Street
 Miami, FL 33125-0068
 Phone: (305) 637-1555

Asia, Pacific Region
Singapore
 7 Jurong Pier Rd.
 Singapore 2261
 Phone: (65) 265-4697

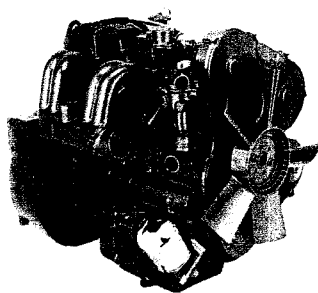
Europe, Middle East, Africa Region
United Kingdom
 P.O. Box No. 63, Riverside House
 Northampton, England NN1 5NX
 Phone: (44) 604-22872

The Most Complete Engine Line In The Industry



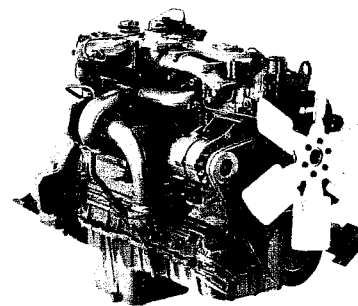
The 100 Series **5 to 44 horsepower**

- 2,3 & 4 cylinder inline configuration
- Superior power to weight ratio
- Very quiet with low vibration
- Integral engine protection



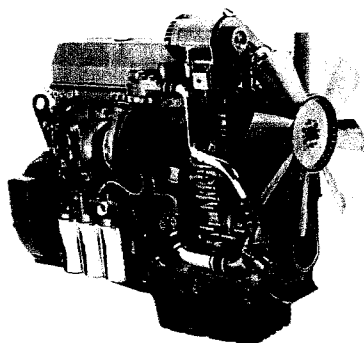
The 500 Series **50 to 57 horsepower**

- 4 cylinder inline configuration
- Overhead cam for greater efficiency
- Direct injection for improved fuel efficiency
- Very quiet with low vibration



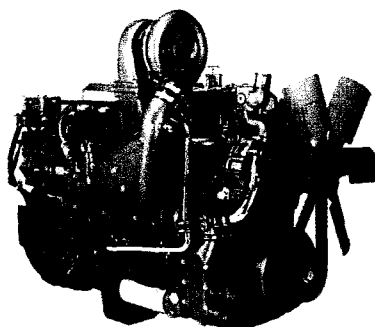
The 4.236 **80 to 102 horsepower**

- 4 cylinder inline configuration
- Well accepted worldwide
- Premium design for rebuildability
 - ▣ Cylinder liners
 - ▣ Valve seat guides and inserts
 - ▣ Lowest overhaul parts cost of any engine in its class



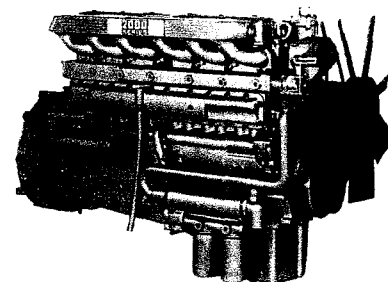
The Series 60 **250 to 425 horsepower**

- 6 cylinder inline configuration
- Most fuel efficient engine in its horsepower class
- High torque rise capability
- Integral Detroit Diesel Electronic Controls



The Series 71 **75 to 760 horsepower**

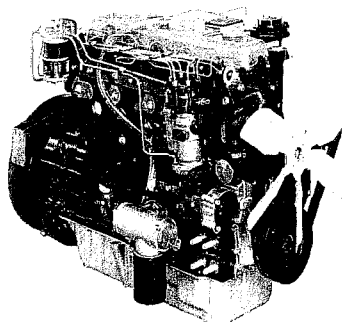
- 3, 4 & 6 cylinder inline, and 6V, 8V, 12V & 16V configuration
- Sets industry standards for reliability and durability
- Optional Detroit Diesel Electronic Controls



The 2000 Series **270 to 400 horsepower**

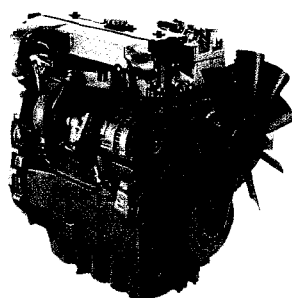
- 6 cylinder inline configuration
- 40% torque rise
- 400 hour maintenance intervals
- Premium design for exceptional life

Note: 3.1524 (60 HP), 4.2032 (59 HP), 4.2482 (80 HP) and V8.540 (240 HP) are not pictured.



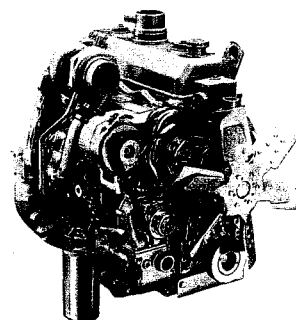
The 6.3544
114 to 145 horsepower

- 6 cylinder inline configuration
- Well accepted worldwide
- Premium design for rebuildability
 - ✦ Cylinder liners
 - ✦ Valve seat guides and inserts
 - ✦ Lowest overhaul parts cost of any engine in its class



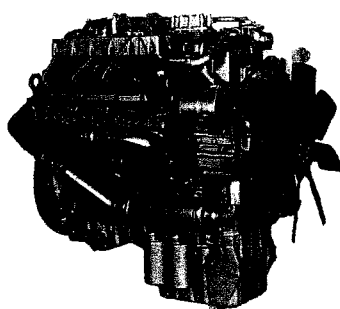
The 1000 Series
86 to 210 horsepower

- 4 & 6 cylinder inline configuration
- Premium design for rebuildability
 - ✦ Cylinder liners
 - ✦ Valve seat guides and inserts
 - ✦ Jet cooling on turbo models



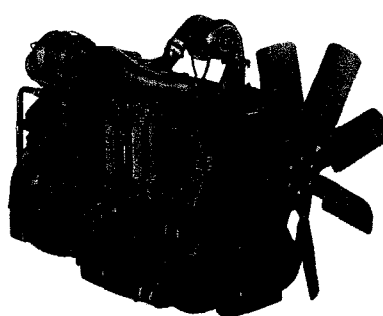
The Series 53
80 to 280 horsepower

- 3 & 4 cylinder inline and 6V configuration
- Recent enhancements
 - ✦ Strengthened crosshead piston for extended durability
 - ✦ Combustion modifications for improved startability and long engine life



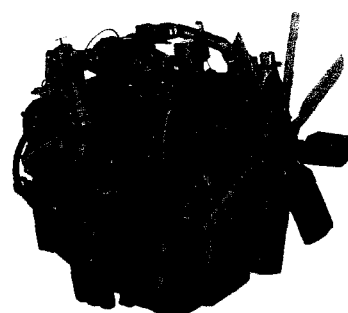
The 3000 Series
450 to 900 horsepower

- 8V & 12V configuration
- Reliable performer
- Premium design for exceptional life



The Series 92
260 to 960 horsepower

- 6V, 8V, 12V & 16V configuration
- Excellent package size and power to weight ratio
- Recent enhancements
 - ✦ Better air flow with improved blower and turbocharger match
 - ✦ Improved fuel system for greater reliability
- Optional Detroit Diesel Electronic Controls



The Series 149
800 to 2340 horsepower

- 8V, 12V, & 16V configuration
- Superior reliability and durability
- Recent enhancements
 - ✦ Strengthened cylinder block
 - ✦ New overhead for higher overspeed capability
 - ✦ Redesigned blower bypass
- Optional Detroit Diesel Electronic Controls
 - ✦ (Standard on 2200 HP)

Detroit Diesels Combine Traditional Features with Advanced Technology

Traditional Detroit Diesel Features

When you purchase a Detroit Diesel engine, you benefit from our proven two-cycle design which incorporates a number of significant product features. Features such as replaceable cylinder liners, unit injectors, turbochargers, bypass blowers and crosshead pistons.

Two-Cycle Design

Because power is provided on every piston downstroke, Detroit Diesel two-cycle engines are more responsive to power demands. This is a key benefit in applications which require quick response to changing loads. Unlike most competitive engines, Detroit Diesel two-cycle engines provide full power up to 10,000 feet above sea level. This results from our efficient air induction system which provides greater air flow than most other engines.

Cylinder Liners

All heavy duty Detroit Diesel engines have cylinder liners for long-life and rebuildability. With a Detroit Diesel, your uptime is maximized since cylinder kit replacement is a simple procedure.

Unit Injectors

This is a simple fuel system which allows high injection pressure for maximum fuel efficiency and low emissions. Since each unit injector provides the pressure, there is no need for external high pressure fuel lines. This system is less costly to maintain since each injector can be individually serviced.

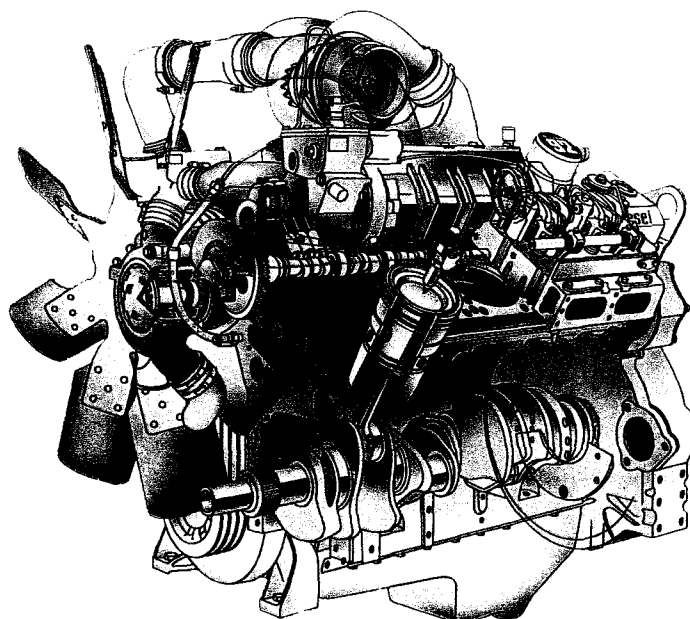
Crosshead Pistons

Crosshead pistons have gained popularity because they allow the

use of an iron piston dome which permits the placement of the top compression ring very close to the top of the piston which results in maximum fuel efficiency.

Turbocharging and Bypass Blower

Efficient turbocharging and a bypass blower provide a power boost when air box pressure is equalized with blower inlet pressure. The result is optimum performance and fuel economy.



Typical 8V-92TA Engine

Technology Leadership

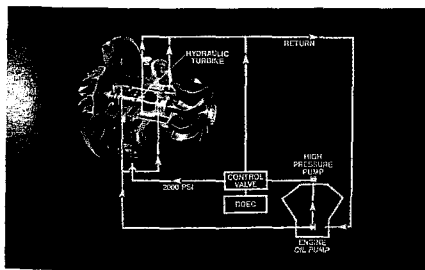
Detroit Diesel is leading the way in new technology for diesel engines. Here's why you should expect to see continued technological leadership from Detroit Diesel.

Tribology

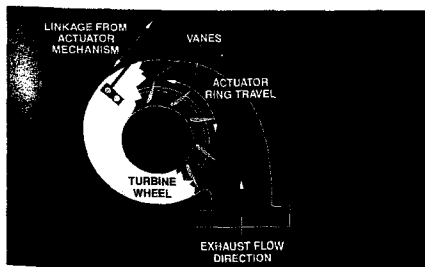
Tribology is the study of wear, friction and lubrication. We are actively working with components such as pistons, cylinder liners and valves to reduce wear and friction, to improve cooling characteristics and to improve tolerance to lower grade fuel and lubricants.

Exhaust Energy Recovery

Significant research has occurred to take advantage of our air induction system to improve efficiency. Turbocompounding which converts exhaust gases to power, 3-wheel turbocharging which hydraulically drives the turbocharger at low speeds and variable geometry turbocharging for reduced emissions and improved performance are being evaluated.



Series 149 Three Wheel Turbo



Variable Geometry Turbine

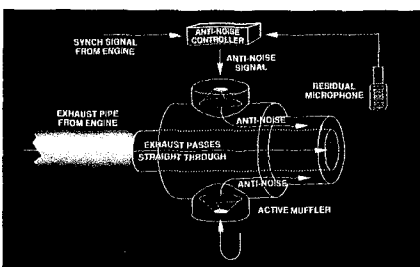
Low Heat Rejection

Our goal is to improve engine operating temperature to improve reliability, lower maintenance cost, simplify engine installation, increase fuel efficiency and reduce weight. Detroit Diesel is actively pursuing the use of ceramic components to accomplish this goal.

Noise Reduction

Detroit Diesel's ongoing goal is to reduce the level and improve the quality of engine sound. DDC quiet components include plastic acoustical covers, isolated composite fiber rocker covers and oil pans, reduced clearance piston skirts and DDEC transient retard of injection timing.

We are research leaders in the area of active noise and vibration control. Active control uses computer technology to analyze sound or vibration and electronically generate an "anti-signal." The "anti-signal" is equal in amplitude, opposite in phase to the engine sound or vibration, and therefore the two cancel out each other. DDC is currently testing electronic mufflers that cancel exhaust noise by introduction of "anti-noise." The electronic muffler reduces exhaust noise and eliminates the need for traditional baffled mufflers. The resulting reduction in exhaust back-pressure improves engine performance and fuel economy.



Noise Cancellation Technology Design

Improved Sealing

A concerted effort is underway with major gasket suppliers to improve the sealing characteristics of Detroit Diesel engines. Significant improvements on current engines include a latex-coated non-asbestos oil cooler gasket, air box cover gaskets and bi-directional pumping lip blower end plate seals.

Low Emissions

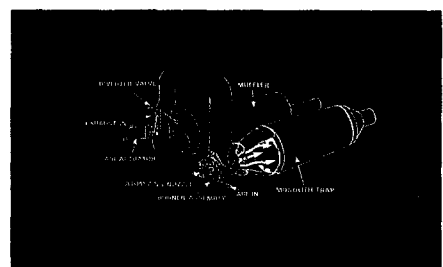
Detroit Diesel is evaluating a number of ways to reduce emissions:

DDEC Manages the combustion process to minimize emissions and particulates

Catalytic Converters Oxidize unburned fuel and lubricants and reduce particulates and hydrocarbons

Particulate Traps Remove visible smoke and odor by collecting and disposing diesel particulates

Alternate Fuels—Methanol/CNG Methanol and Compressed Natural Gas are fuels that enable reduced emission levels. Today's methanol fueled engines are a viable technology for meeting future emission standards. Work also is continuing on CNG fueled models. Our research shows it is relatively simple to convert two-cycle engines to operate on alternate fuels.



Burner/Bypass Particulate Trap

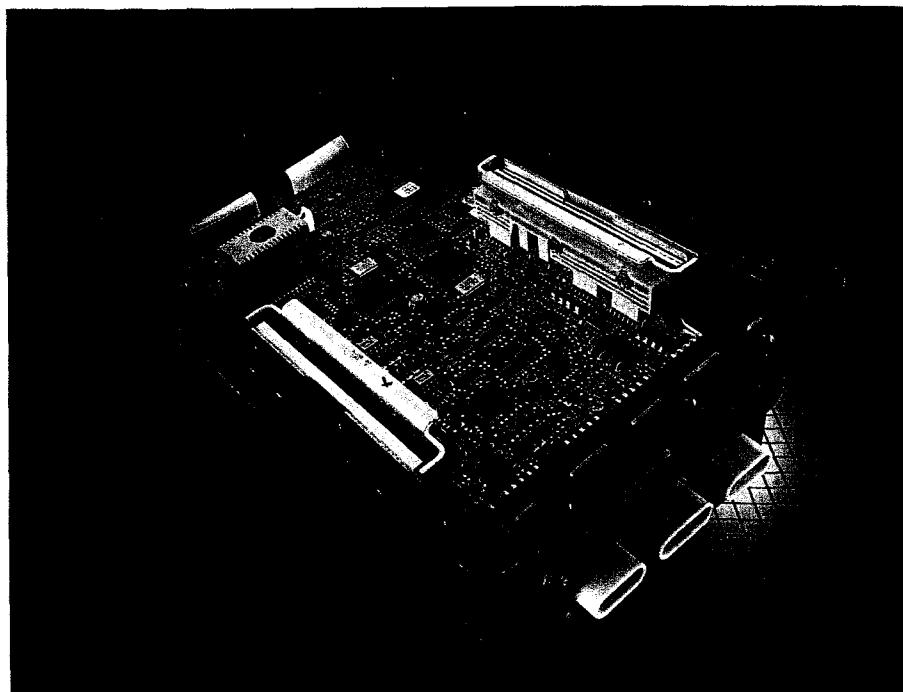
Detroit Diesel Electronic Controls

DDEC is the Most Sophisticated, Tested and Innovative Advancement Ever Developed for Diesel Engine Control

When introduced in 1985, it was the only electronic engine system offered on a production diesel anywhere in the world. Today, with thousands of DDEC engines in operation, it remains the most advanced electronic unit fuel injection and engine management system in the industry. It provides you with improved performance, integral engine protection, improved fuel economy and flexibility while helping meet our environmental responsibility.

How it Works

The operation and function of DDEC is simple. DDEC's major components are the Electronic Control Module (ECM) and the Electronic Unit Injectors (EUI). The ECM is the brain of the system, receiving electronic input from the operator as well as engine mounted sensors that monitor critical engine operating characteristics. This information is used to control both the quantity of fuel injected and injection timing.



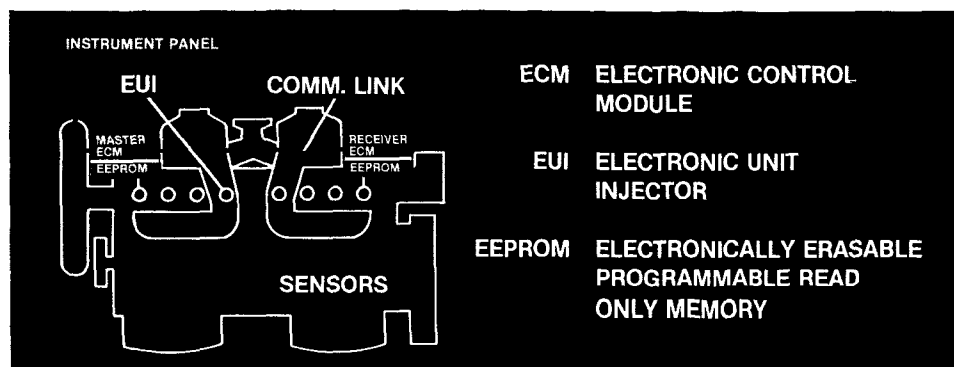
Electronic Control Module

Electronic Injectors

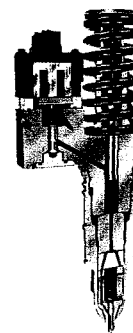
The electronic unit injector works on the same basic principle as the mechanical unit injector with the simple addition of an electronically controlled solenoid valve that meters and times fuel input. The result is the virtual elimination of costly tune-ups required when mechanical parts wear.

Reliability

The entire DDEC system has been thoroughly tested to be trouble-free. However, if a malfunction should occur to the primary ECM control chip, a backup microprocessor chip maintains the primary fuel control and governing features to keep the equipment operating.



Series 149 DDEC Installation



DDEC Makes the Industry's Best Engines Even Better

Performance

With DDEC, engine torque and power levels can be precisely tailored to job and equipment requirements. Machines can be engineered to optimize productivity. DDEC also provides:

Improved Startability

DDEC equipped engines start unaided at significantly lower temperatures than mechanically injected engines because engine temperature is monitored at startup and engine timing is optimized.

Multi-Power Ratings

Multiple horsepower, rated speed and torque levels can be preset in one engine for your application.

Limiting speed and variable speed governing are available on all DDEC engines.

Improved Transient Response

Milli-second feedback on engine load provides minimal RPM fluctuation when load is applied to the engine.

Isochronous Idle

Engine idle speed is maintained even with load fluctuation (Zero Droop).

Protection

Integral Engine Protection

DDEC continually monitors 54 critical functions plus the lube and cooling systems. Operators are warned of out of bounds conditions.



Diagnostic Data Reader With Printer

Automatic Shutdown

Costly engine damage can be avoided with the optional engine shutdown system. Reduced power or complete shutdown is triggered when operating conditions reach dangerous levels.

Self-Diagnostics

DDEC checks itself each time the engine is started to ensure that all sensors, warning lights and electronics are functioning properly.

Economy

DDEC continually adjusts the fuel rate to match the application's power demand. The electronically controlled injector delivers precisely the right amount of fuel.

DDEC engines are always "in tune." There are no mechanical governor parts or linkages to wear or become misadjusted.

Less Downtime

If problems do exist, the DDEC memory stores all occurrences of "out of spec" conditions. Memory retrieval is quick and easy with a hand-held reader. That same reader can be used to modify the DDEC operating characteristics.

Flexibility

Ratings

DDEC engines can be reprogrammed by DDC Distributors for horsepower and RPM rating changes.

Equipment Component Interface

The DDEC communication link enables the engine management system to work in conjunction with other electronically controlled vehicle components such as transmissions.

Equipment Management Systems

The operating data stored in DDEC memory can be accessed by computer based equipment management systems to help users reduce operating costs.

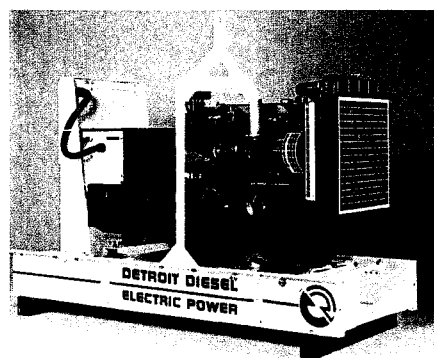
Environmental Responsibility

DDEC's ability to perpetually monitor engine operating characteristics and instantaneously adjust to changing conditions results in lower emissions and top performance without visible smoke.

Detroit Diesel Offers A Complete Line of Generator Set Engines and Complete Sets

The uniflow, valve-in-head, two-stroke design produces a power stroke from every cylinder on every engine revolution. These more frequent and subsequently lighter power strokes produce far less cyclic torque irregularity than competing designs which means higher quality electric output for your critical loads.

With twice as many power strokes per revolution driving smaller flywheels having less mass and inertia to overcome, Detroit Diesels are able to accelerate from stop to synchronous speed much faster, pick up more load in a single step and respond more quickly to load transients.



Your local Detroit Diesel distributor offers a complete range of heavy-duty diesel engines and "ready to run" Detroit Diesel generator sets for prime and standby power requirements with ratings from 20 to 1600 kW.

Engineering Consultation

Detroit Diesel distributors offer the services of trained and experienced personnel to assure proper engineering and installation of Detroit Diesel powered generator sets.

They are fully qualified to aid you in determining your power needs - including careful consideration of such items as present circuit structures, load demand factors, frequency and voltage controls, kW and kVA requirements and federal, state and local codes.

Professional Service

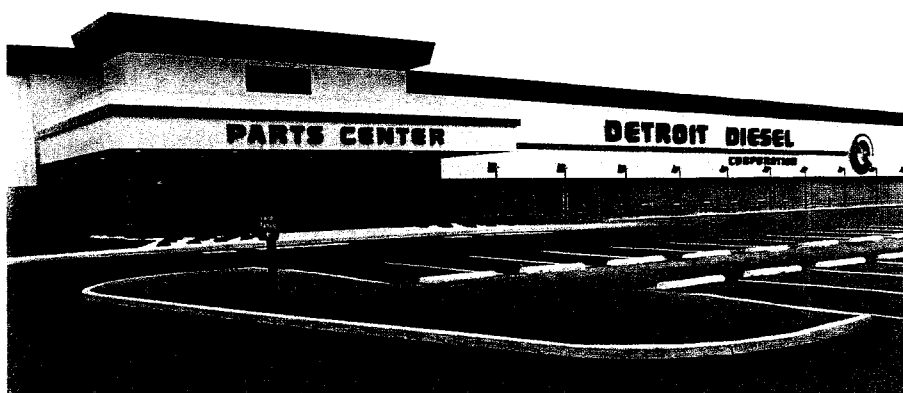
Parts and service are available at service outlets throughout the United States, Canada and around the world.

A routine maintenance program as well as 24-hour emergency service is the specialty of the distributor service department. And he will train your personnel in proper maintenance and operating procedures.

The Detroit Diesel Generator Set Line 20 kW through 1600 kW

Gen Set Model	Engine Model	60 Hz Standby Rating		50 Hz Standby Rating	
		kW	kVA	kW	kVA
DDC 20	3.152	20.0	25.0	17.6	22.0
DDC 25	3.1524	25.0	31.3	21.6	27.0
DDC 40	4.236	40.0	50.0	32.0	40.0
DDC 50	T4.236	50.0	62.5	46.4	58.0
DDC 60	T4.236	60.0	75.0	51.0	63.7
DDC 70	T6.3544	70.0	87.5	68.0	85.0
DDC 85	T6.3544	85.0	106.3	76.0	95.0
DDC 100	1006.6TG	100	125	88	110
DDC 135	4-71T	135	169	118	148
DDC 150	TV8.540	150	188	132	165
DDC 200	6-71T	200	250	180	225
DDC 230	6V-92T	230	288	200	250
DDC 275	6V-92TA	275	344	235	294
DDC 300	6V-92TA	300	375	260	325
DDC 360	8V-92TA	360	450	315	394
DDC 400	8V-92TA	400	500	340	425
DDC 500	12V-92T	500	625	440	550
DDC 565	12V-92TA	565	706	480	600
DDC 600	12V-92TA	600	750	500	625
DDC 750	16V-92TA	750	938	655	819
DDC 800	16V-92TA	800	1,000	680	850
DDC 1000	12V-149TI	1,000	1,250	880	1,100
DDC 1200	12V-149TI	1,200	1,500	975	1,219
DDC 1200	16V-149TI	1,200	1,500	1,035	1,294
DDC 1400	16V-149TI	1,400	1,750	1,200	1,500
DDC 1600	16V-149TI	1,600	2,000	1,365	1,706

We Stand Behind Our Products



Distributor and Dealer Network

The new Detroit Diesel Corporation asked its over 3,500 distributors and dealers to intensify their efforts in responding to customer needs before, during and after the sale. We asked and they agreed enthusiastically. At the same time, we have reorganized our engine and parts distribution system to support their commitment to customer satisfaction.

24-Hour Parts Support

From our new Parts Distribution Center in Canton, Ohio, we have an Emergency Service available for our customers when they need a part in a hurry. Our goal is delivery within 24 hours to distributors and dealers anywhere in the world. We also have parts warehouses in Singapore and Rotterdam.

Use Only Genuine Detroit Diesel Parts

Detroit Diesel parts are manufactured to specific standards of quality, durability and performance.

Other companies make parts for the aftermarket that look like ours, but they are only imitations. Questions you should ask yourself before considering an "imitation" part:

- Will the parts last as long as genuine Detroit Diesel Parts?
- Do the mechanics have up-to-date training from Detroit Diesel to install the parts properly?
- Are the manufacturers of these imitation parts committed to my business over the long-term?
- Will the parts work together as well as genuine parts to provide optimal performance?

There are significant benefits to buying only genuine Detroit Diesel parts including:

- Consistent parts standards
- Complete parts availability at your nearest DDC distributor or dealer
- Six-months parts warranty from Detroit Diesel Corporation

Warranty

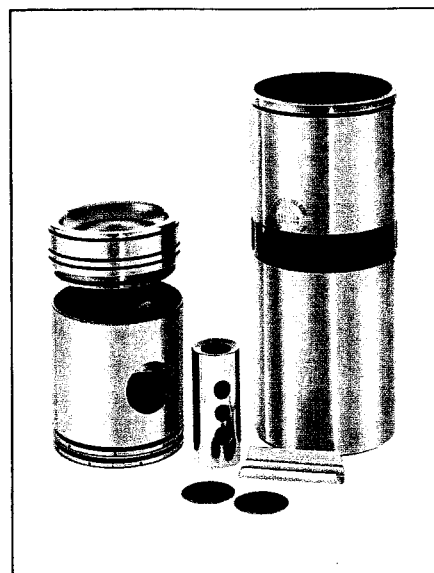
Detroit Diesel engines are supported by a 100% parts and labor warranty which protects you from defects in material or workmanship.

Power Protection Plan (P3)

The Detroit Diesel Power Protection Plan offers two options to further insure your engine investment:

- 1) 100% parts and labor coverage on the total engine excluding optional equipment, support systems and maintenance items. Coverage ranges from 2 years to 5 years and from 2,000 to 10,000 hours.
- 2) 100% parts coverage on 32 major engine parts for up to 5 years and from 9,000 to 18,000 hours.

For program details, please consult your nearest Detroit Diesel distributor or factory representative.



When You Buy A Detroit Diesel Engine You're Getting More Than Just Another Engine...

You're Buying a High Quality
Engine Supported by the
Responsive Detroit Diesel
Team.

Detroit Diesel Construction and Industrial Power

ENGINE			RATED BHP (kW) (<i>at</i> RPM)		TORQUE LB FT (N·m) (<i>at</i> RPM)	
Series 100	411CC	Max.	10	(7) <i>at</i> 3600	17	(23) <i>at</i> 1800
	617CC	Max.	17	(13) <i>at</i> 3600	26	(35) <i>at</i> 1800
	879CC	Max.	22	(16) <i>at</i> 3600	38	(51) <i>at</i> 1800
	954CC	Max.	24	(18) <i>at</i> 3600	42	(57) <i>at</i> 1800
	1267CC	Max.	27	(20) <i>at</i> 2800	54	(73) <i>at</i> 1700
	1330CC	Max.	28	(21) <i>at</i> 2800	58	(79) <i>at</i> 1700
Series 500	1496CC	Max.	33	(25) <i>at</i> 2800	75	(102) <i>at</i> 1700
	1995CC	Max.	44	(33) <i>at</i> 2800	97	(132) <i>at</i> 1800
Series 500	2.0L	Max.	50	(37) <i>at</i> 3000	96	(130) <i>at</i> 2100
	2.0LT	Max.	57	(42) <i>at</i> 3000	111	(150) <i>at</i> 2200
3.1524	2.5L	Max.	51	(38) <i>at</i> 2500	125	(170) <i>at</i> 1600
	2.5LT	Max.	60	(45) <i>at</i> 2250	155	(210) <i>at</i> 1500
4.2032	3.3L	Max.	59	(44) <i>at</i> 2600	154	(209) <i>at</i> 1500
4.236	3.8L	Max.	80	(60) <i>at</i> 2600	194	(263) <i>at</i> 1300
	3.8LT	Max.	102	(76) <i>at</i> 2600	251	(340) <i>at</i> 1600
4.248.2	4.1L	Max.	80	(60) <i>at</i> 2600	194	(263) <i>at</i> 1300
6.3544	5.8L	Max.	120	(90) <i>at</i> 2600	279	(378) <i>at</i> 1400
	5.8LT	Max.	145	(108) <i>at</i> 2600	346	(469) <i>at</i> 1600
Series 1000	4.0L	Max.	86	(64) <i>at</i> 2600	206	(279) <i>at</i> 1500
	4.0LT	Max.	110	(82) <i>at</i> 2600	257	(348) <i>at</i> 1600
	6.0L	Max.	127	(95) <i>at</i> 2600	311	(422) <i>at</i> 1400
	6.0LT	Max.	160	(119) <i>at</i> 2500	390	(529) <i>at</i> 1600
Series 53	3-53	Min.	80	(60) <i>at</i> 2400	189	(256) <i>at</i> 1500
	3-53T	Max.	140	(104) <i>at</i> 2500	317	(430) <i>at</i> 1600
	4-53	Min.	105	(78) <i>at</i> 2400	252	(342) <i>at</i> 1500
	4-53T	Max.	185	(138) <i>at</i> 2500	435	(590) <i>at</i> 1500
	6V-53	Min.	160	(119) <i>at</i> 2400	394	(534) <i>at</i> 1400
	6V-53T	Max.	300	(224) <i>at</i> 2800	666	(903) <i>at</i> 1600
Series 71	3-71	Max.	85	(63) <i>at</i> 2100	261	(354) <i>at</i> 1200
	4-71	Min.	114	(85) <i>at</i> 2100	358	(485) <i>at</i> 1000
	4-71T	Max.	211	(157) <i>at</i> 2300	533	(723) <i>at</i> 1400
	6-71	Min.	175	(131) <i>at</i> 2100	551	(747) <i>at</i> 1000
	* 6-71TA	Max.	310	(231) <i>at</i> 2300	825	(1119) <i>at</i> 1200
	6V-71	Min.	185	(138) <i>at</i> 2100	514	(697) <i>at</i> 1200
	6V-71TA	Max.	307	(229) <i>at</i> 2300	834	(1131) <i>at</i> 1200
	8V-71	Min.	245	(183) <i>at</i> 2100	685	(929) <i>at</i> 1200
	8V-71TA	Max.	410	(306) <i>at</i> 2300	1150	(1559) <i>at</i> 1200
	12V-71	Min.	370	(276) <i>at</i> 2100	1028	(1394) <i>at</i> 1200
	* 12V-71TA	Max.	633	(480) <i>at</i> 2300	1738	(2356) <i>at</i> 1200
	16V-71	Min.	490	(366) <i>at</i> 2100	1370	(1858) <i>at</i> 1200
	16V-71TA	Max.	760	(567) <i>at</i> 2100	2206	(2991) <i>at</i> 1200
Series 2000	12.2LT	Max.	270	(201) <i>at</i> 2100	890	(1200) <i>at</i> 1000
	12.2LTA	Max.	400	(298) <i>at</i> 2100	1400	(1898) <i>at</i> 1000
Series 3000	17.4LTA	Max.	450	(447) <i>at</i> 2100	1796	(2435) <i>at</i> 1400
	26.1L	Max.	900	(671) <i>at</i> 2100	2494	(3382) <i>at</i> 1700
Series 60	+ 11.1L	Min.	250	(187) <i>at</i> 1800	1100	(1492) <i>at</i> 1200
	+ 11.1L	Max.	350	(261) <i>at</i> 1800	1250	(1645) <i>at</i> 1200
	+ 12.7L	Min.	350	(261) <i>at</i> 1800	1400	(1898) <i>at</i> 1200
	+ 12.7L	Max.	425	(317) <i>at</i> 2100	1400	(1898) <i>at</i> 1200
Series 92	6V-92T	Min.	305	(228) <i>at</i> 2100	867	(1175) <i>at</i> 1200
	* 6V-92TA	Max.	360	(269) <i>at</i> 2100	1000	(1356) <i>at</i> 1200
	8V-92T	Min.	415	(306) <i>at</i> 2100	1150	(1563) <i>at</i> 1300
	* 8V-92TA	Max.	480	(358) <i>at</i> 2100	1330	(1808) <i>at</i> 1300
	* 12V-92TA	Max.	825	(616) <i>at</i> 2300	2219	(3015) <i>at</i> 1200
	16V-92TA	Max.	960	(716) <i>at</i> 2100	2821	(3825) <i>at</i> 1400
Series 149	* 8V-149Ti	Max.	1000	(746) <i>at</i> 1900	2855	(3871) <i>at</i> 1300
	12V-149T	Max.	1050	(783) <i>at</i> 1900	3250	(4407) <i>at</i> 1400
	* 12V-149Ti	Max.	1500	(1119) <i>at</i> 1900	4454	(6039) <i>at</i> 1300
	16V-149T	Max.	1600	(1194) <i>at</i> 1900	4671	(6334) <i>at</i> 1400
	+ 16V-149Ti	Max.	2200	(1641) <i>at</i> 1900	6504	(8818) <i>at</i> 1300

* Available with DDEC
+ DDEC is standard

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