

Gas Electric Partnership Conference -2011 Tech Update:
Next Generation Clean Burn Package for Cooper Bessemer Engines



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Agenda

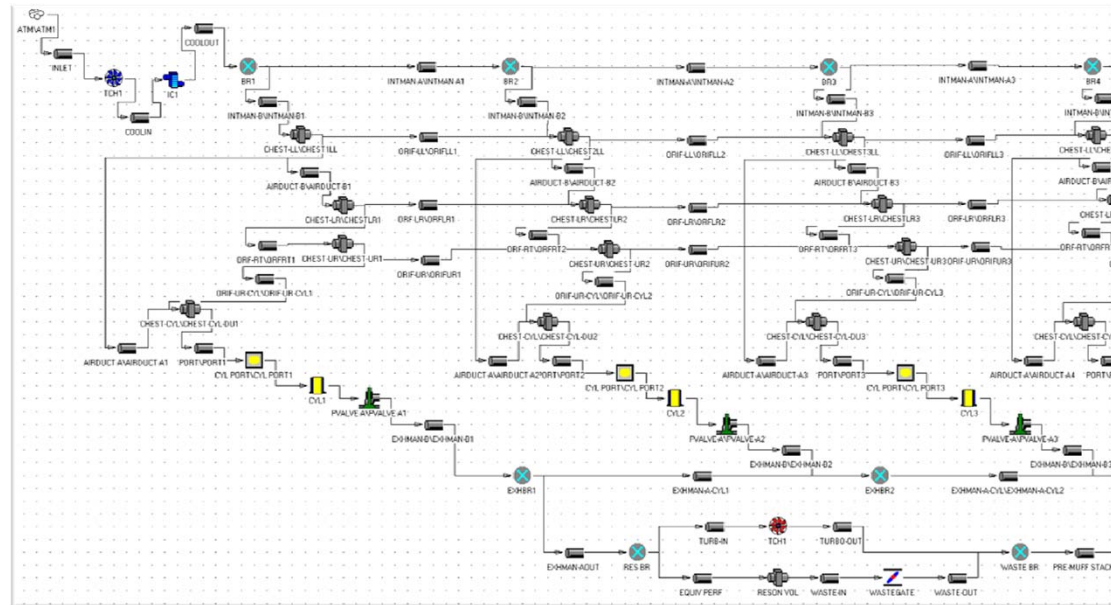
- Design Process
- Component Design
- Performance Data

Safe Harbor Statement

In addition to the historical data contained herein, this document includes forward looking statements regarding future cash flows, costs, margins, free cash flow and earnings of the Company (including second quarter and full year 2010 earnings per share estimates), as well as expectations regarding cash and capital needs, acquisitions and stock repurchases, made in reliance upon the safe harbor provisions of the Private Securities Litigation Reform Act of 1995. The Company's actual results may differ materially from those described in forward-looking statements. Such statements are based on current expectations of the Company's performance and are subject to a variety of factors, some of which are not under the control of the Company, which can affect the Company's results of operations, liquidity or financial condition. Such factors may include overall demand for, and pricing of, the Company's products; the size and timing of orders; the Company's ability to successfully execute the large subsea and drilling systems projects it has been awarded; the possibility of cancellations of orders; the Company's ability to convert backlog into revenues on a timely and profitable basis; the impact of acquisitions the Company has made or may make; changes in the price of (and demand for) oil and gas in both domestic and international markets; raw material costs and availability; political and social issues affecting the countries in which the Company does business; fluctuations in currency markets worldwide; and variations in global economic activity. In particular, current and projected oil and gas prices historically have generally directly affected customers' spending levels and their related purchases of the Company's products and services. Additionally, changes in oil and gas price expectations may impact the Company's financial results due to changes it may make in its cost structure, staffing or spending levels. Because the information herein is based solely on data currently available, it is subject to change as a result of changes in conditions over which the Company has no control or influence, and should not therefore be viewed as assurance regarding the Company's future performance. Additionally, the Company is not obligated to make public indication of such changes unless required under applicable disclosure rules and regulations.

Design Process: Engine Simulation

- Virtual 2 Stroke 1-D Simulation
- Air Filter to Tailpipe
 - Cylinder Airflow Balance
 - Wave Dynamics
 - Evaluate Turbo Performance and Matching

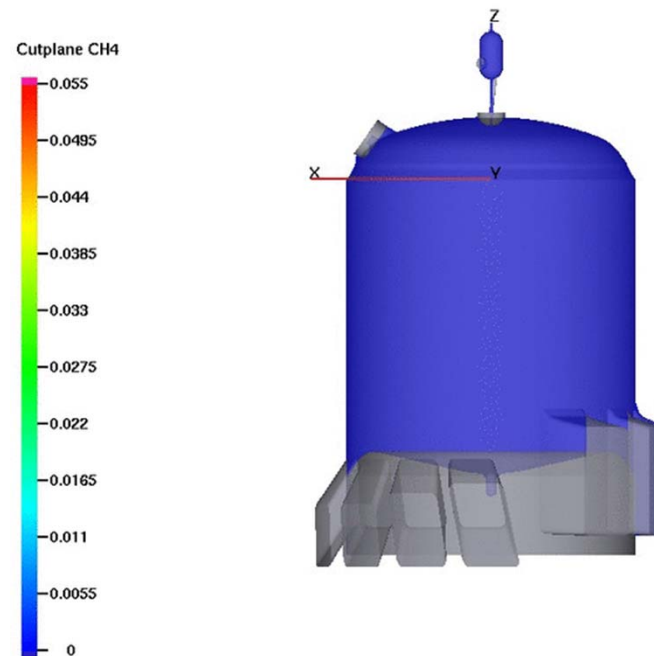


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Design Process: Computational Fluid Dynamics

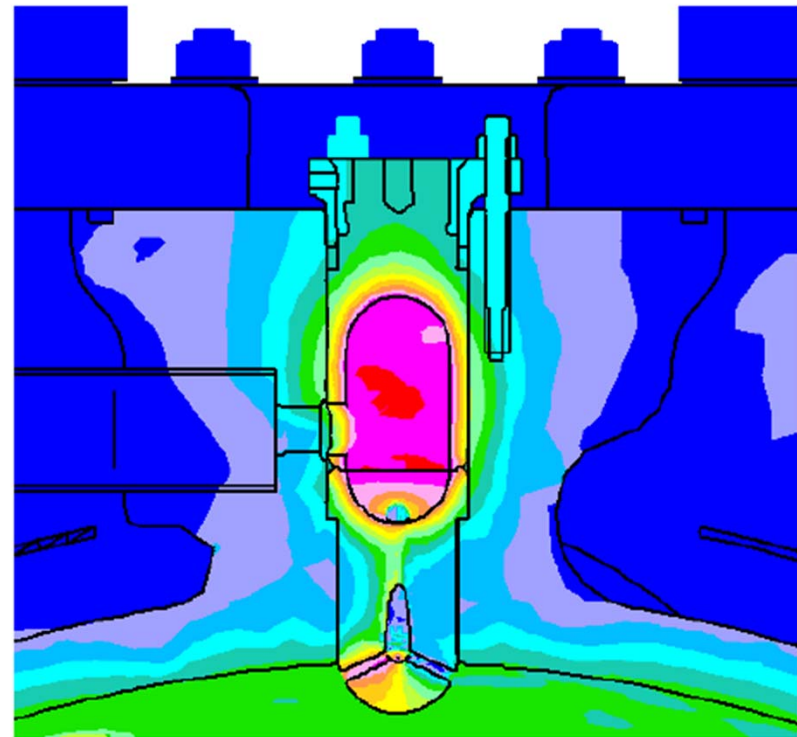
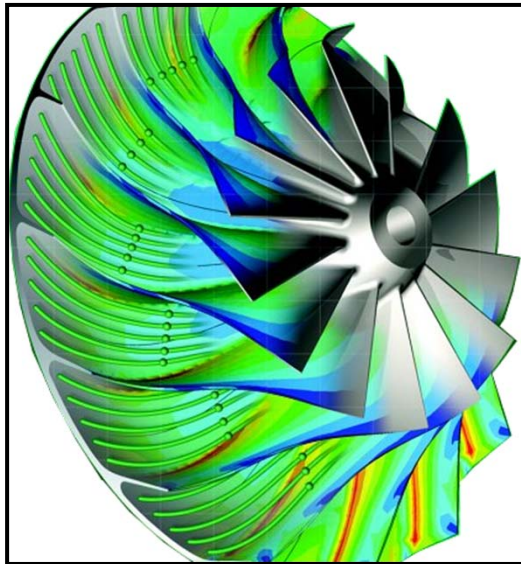
- Scavenging Process
- Fuel Injection
- Combustion
- Turbocharger Compressor
- Turbocharger Turbine
- Jacket Water Flow Through Head
- Select Engine Components (i.e. Exhaust Elbow)

-136.70865



Design Process: Finite Element Analysis

- Thermal Stress (Head, Piston)
- Mechanical Stress (Head, Piston, Compressor Wheel, Turbine Blade)
- Heat Transfer (PCC, Head, Piston)

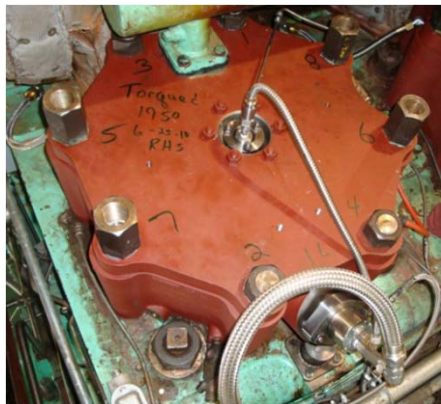


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Design Process: Engine Testing

- GMVH-6 at Southwest Research Institute
 - Single Cylinder
 - Proof of Concept, Combustion
 - Overall Performance
- Turbocharger Test Facility
- Field Testing
 - Long Term Reliability

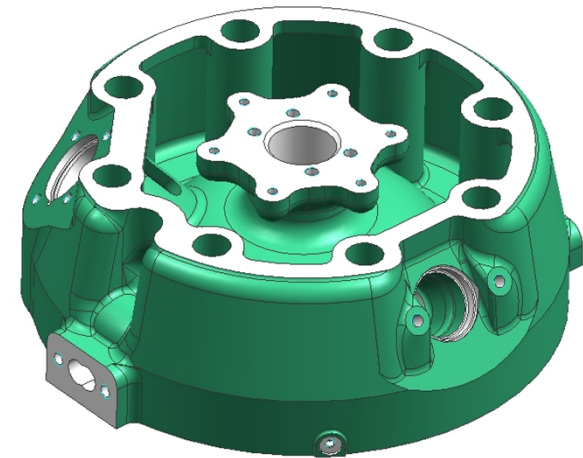
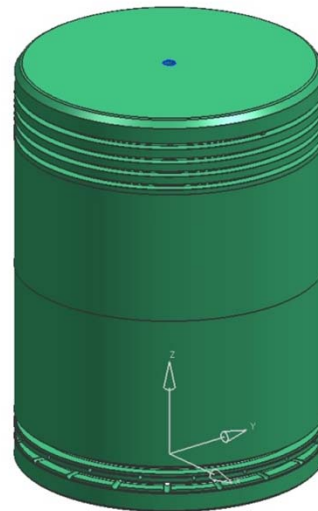


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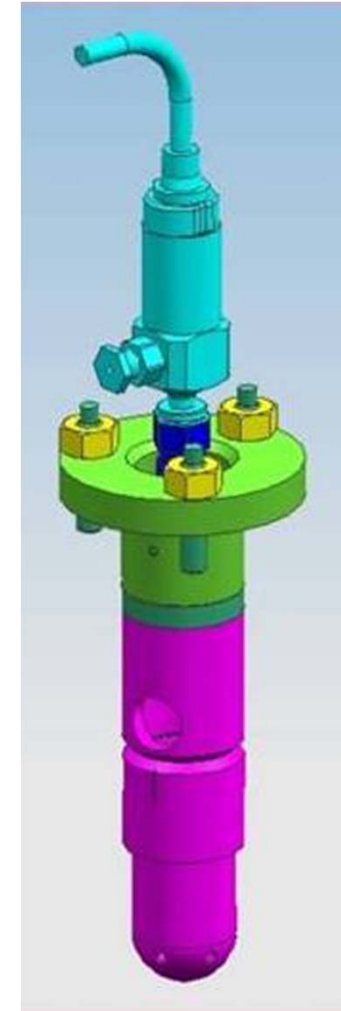
Head and Piston

- Improved Combustion Efficiency
- Relocate Prechamber to Center of Combustion Chamber
- Reduced Crevice Volume
- Electronic Fuel Injection
 - Flexibility of Location
 - Improved Fuel Mixing



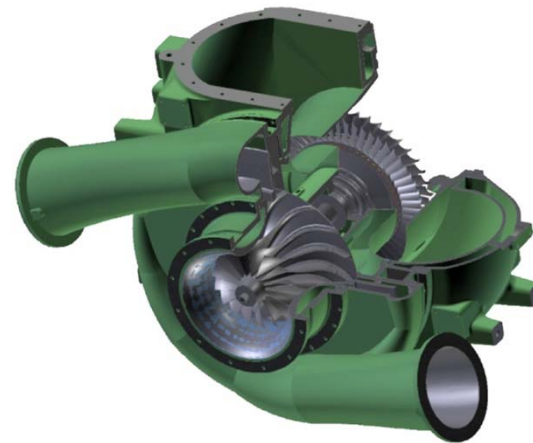
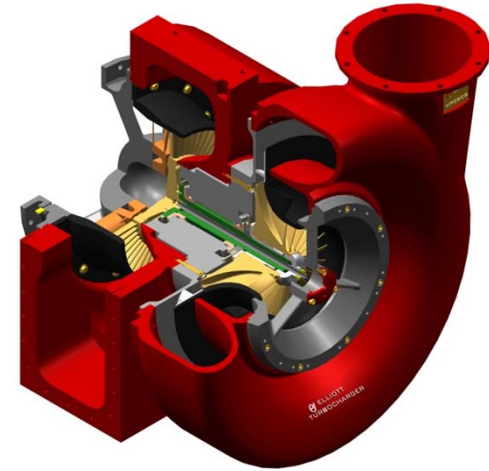
Prechamber

- Relocated in Center of Combustion Chamber
- Improved Combustion Efficiency
- Multiple Flame Fronts
- Electronically Controlled Fuel
 - Precise and Consistent Fueling
 - Reduced Fuel Slip
- Minimal Volume
 - Lower Prechamber Emissions Contribution



Turbocharger

- Lower Available Energy
 - Higher Efficient Engines
 - Lower Emissions
 - Broader Operating Range
- New Impeller and Diffuser
- Bearing and Seal Technology
- Design Point Efficiencies
 - Compressor Efficiency = 87%
 - Turbine Efficiency = 83%
 - Overall Adiabatic Efficiency > 70%
- Surge Margin $\geq 30\%$



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GMVH-C3 Performance

Engine Ratings / Performance Guarantees GMVH-C3

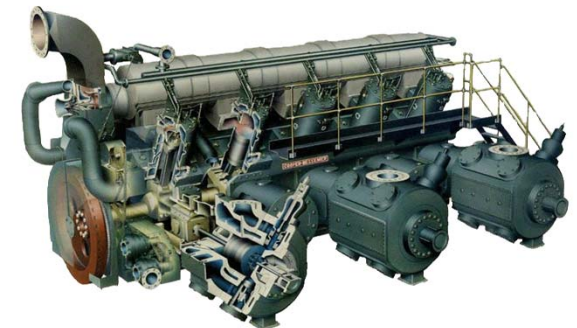
Engine Performance w/o catalyst

The Seller will guarantee that the engine exhaust gas emissions will not exceed the values shown below. Further, the Seller will guarantee simultaneously that the engine fuel consumption will not exceed the value shown below.

NOx.....	0.5 gr/bhp-hr
CO.....	... 1.2 gr/bhp-hr
Fuel Consumption.....	6,300 btu/bhp-hr

The engine emissions guarantee applies to an operating window ranging between 80-100% rated speed (264 - 330 rpm), 80-100% torque at up to 100°F ambient temperature. The fuel consumption guarantee is applicable to rated speed, rated torque at rated ambient temperature only.

New Source Performance Standards(NSPS) addition of a 58% CO Catalyst required



W330-C3 Performance

Engine Ratings / Performance Guarantees W-330C3

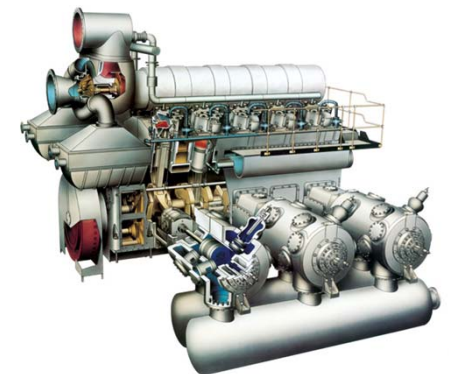
Engine Performance

The Seller will guarantee that the engine exhaust gas emissions will not exceed the values shown below. Further, the Seller will guarantee simultaneously that the engine fuel consumption will not exceed the value shown below.

NOx.....	0.5 gr/bhp-hr
CO.....	... 1.8 gr/bhp-hr
Fuel Consumption.....	6,500 btu/bhp-hr

The engine emissions guarantee applies to an operating window ranging between 80-100% rated speed (264 - 330 rpm), 80-100% torque at up to 100°F ambient temperature. The fuel consumption guarantee is applicable to rated speed, rated torque at rated ambient temperature only.

New Source Performance Standards(NSPS) addition of a 58% CO Catalyst required



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Questions: Visit Us at Break

