CCEC康明斯发动机有限公司
发动机性能曲线

特征编号	发动机型号：KTA50-G15	性能曲线号：FR-6243 CQ	CPL号： 2354CQ
D283022DX02			日期： 2017/9/17

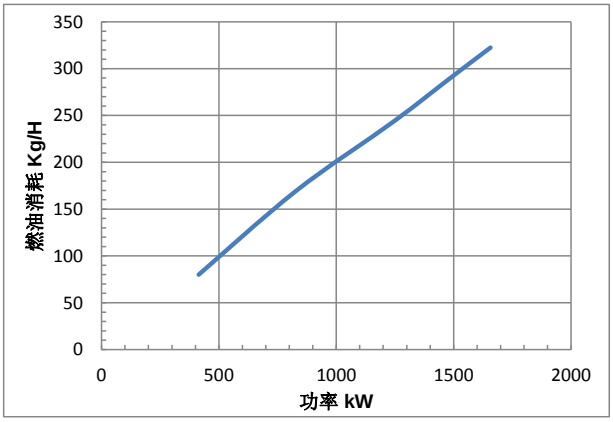
排量：	50.3L	(3067)	进气方式： 废气涡轮增压，低温中冷	功率标定
缸径X行程：	159X159mm	(6.25X6.25 in.)	燃油系统： 康明斯PT系统	1657kW(2220HP)1500RPM
压缩比：	13.9:1		排放认证： N.A.	

所有的数据均是基于发动机带燃油泵、水泵、机油泵、空滤器和消声器运转时获得的，但不包括交流发电机、空压机、风扇、选用设备和驱动件。数据随时可能更改，恕不另行通知。

发动机输出功率

发动机转速 rpm	备用功率		常用功率		持续功率	
	BHP	kW	BHP	kW	BHP	kW
1500	2220	1657	-	-	-	-
-	-	-	-	-	-	-

燃油消耗



输出功率			燃油消耗量		燃油消耗率	
%	BHP	kW	Lb/h	Kg/h	g/kW.h	Lb/BHP.h
备用功率			1500RPM			
100	2220	1657	711	323	195	0.320
90	1998	1491	642	291	195	0.321
75	1665	1243	536	243	196	0.322
50	1110	829	374	170	204	0.337
25	555	414	176	80	193	0.318

以上所有的数据都是基于或修正至SAE J1995标准规定的条件——海拔90m（300ft.），大气压力100kPa（29.61in.Hg），进气温度25℃（77°F），水蒸汽压力1.0kPa（0.30in.Hg），使用美国标准2#柴油。

CCEC 技术部发布　　允差5%　　总工批准

康明斯内部资料

CCEC CUMMINS ENGINE COMPANY LTD.
ENGINE PERFORMANCE CURVE

CONFIGURATION	ENGINE MODEL: KTA50-G15	CURVE NUMBER:	CPL No.: 2354CQ
D283022DX02		FR-6243 CQ	DATE: 2017/9/17

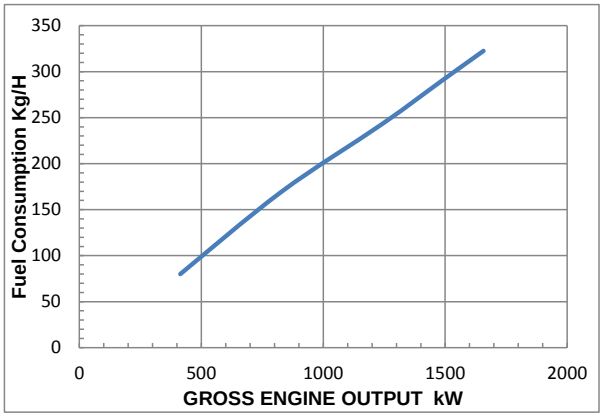
Displacement:	50.3L	(3067)	Aspiration: Turbocharged , LTA	RATING
BoreXStroke:	159X159mm	(6.25X6.25 in.)	Fuel System: Cummins PT	1657kW(2220HP)1500RPM
Compress Ratio:	13.9:1		Emission: N.A.	

All data is based on the engine operating with fuel system, water pump, and 20 in. H2O(4.98kPa) inlet air restriction with 5.8 in.(147mm) inner diameter, and with 2 in. Hg(7kPa) exhaust restriction with 8 in.(203mm) inner diameter; not included are alternator, fan, optional equipment and driven components. Coolant flows and heat rejection data based on coolant as 50% ethylene glycol/50% water. All data is subject to change without notice.

GROSS ENGINE POWER OUTPUT

SPEED	STANDBY POWER		PRIME POWER		CONTINUOUS POWER	
rpm	BHP	kW	BHP	kW	BHP	kW
1500	2220	1657	-	-	-	-
-	-	-	-	-	-	-

FUEL CONSUMPTION



OUTPUT POWER			CONSUMPTION		BFSC	
%	BHP	kW	Lb/h	Kg/h	g/kW.h	Lb/BHP.h
			1500RPM			
STNADBY						
100	2220	1657	711	323	195	0.320
90	1998	1491	642	291	195	0.321
75	1665	1243	536	243	196	0.322
50	1110	829	374	170	204	0.337
25	555	414	176	80	193	0.318

Curves shown above represent gross engine performance capabilites obtained and corrected in accordance with SAE J1995 conditions of 29.61 in. Hg(100kPa) barometric pressure [300ft.(91m) altitude] 77deg F (25 deg C) inlet temperature, and 0.30 in. Hg(1kPa) water vapor pressure with No.2 diesel fuel.

TECHNICAL DATA DEPT. CERTIFIED WITHIN 5% CHIEF ENGINEER

Cumminis Confidential

G驱动发动机功率标定使用准则

以下准则阐明了确保G驱动发动机应用于交流发电机组的正确使用规范。G驱动发动机并不是为变速的直流发电机组而设计的，也不是作为直流发电机组的动力来使用。

备用功率标定 是在市电出现异常时作为应急电源使用时的瞬时最大功率。该标定无超负荷能力。且不能与市电并网运行。

此标定的发动机应安装在有效电网覆盖区域内。备用功率标定的发动机按平均负荷率为80%来使用，一年不超过200小时。在备用功率点使用时每年不超过25小时。备用功率标定的发动机只能在断电时作为应急电源使用。电网预先通知的断电不属于应急电源使用范畴。

持续功率标定

可以恒定按100%标定负荷、无时限连续使用的功率。按此标定的发动机无超负荷能力。

常用功率标定是可以替代商业电网电力来使用的功率。常用功率必须按下列两种类型之一来使用。

无时限运行常用功率

按常用功率标定的发动机，可有效地变负荷无时限使用。在每250小时的运行周期内，可变负荷的均值不能超过所标定常用功率的70%。

一年内，100%常用功率的整个运行时间不超过500小时。

在12小时运行周期内，有1小时有效超负荷10%的能力。在一年内，超负荷10%运行的整个时间不超过25小时。

限时运行常用功率

按常用功率标定的发动机，可以无时限运行于不变负荷用途。诸如使用功率低而输出功率受限的场合。在功率决不会超过常用功率标定的前提下，每年内可与市电并网运行750小时。但长期高负荷运行将缩短发动机寿命。一年内并网运行超过750小时时，请按持续功率标定运行。

参考标准：

以ISO-3046为基础的BS-5514和DIN-6271标准。

环境温度和海拔变化后的修正：

发动机可以在下面的条件下运行，而功率不必进行调整：

转速为1800r/min的发动机，海拔高度低于1500m (5000ft)，环境温度低于40℃(104°F)。

转速为1500r/min的发动机，海拔高度低于1500m (5000ft)，环境温度低于40℃(104°F)。

发动机超出上述条件运行，海拔高度高于1500m (5000ft)时，每升高300m (1000ft)，功率下调4%；环境温度高于40℃(104°F)时，每升高11℃，功率下调2% (升高10°F，下调1%)。

POWER RATING APPLICATION GUIDELINES FOR GENERATOR DRIVE ENGINES

These guidelines have been foumulated to ensure proper application of generator drive engines in A.C. generator set installations. Generator drive engines are not designed for and shall not be used in variable speed D.C. generator set appliacations.

STANDBY POWER RATING is appliable for supplying emergency power for the duration of the utility power outage. No overload capability is available for this rating. Under no condition is an engine allowed to operate in parallel with the public utility at the standby Power rating.

This rating should be applied where reliable utility power is available. A standby rated engine should be sized for a maximum of an 80% average load factor and 200 hours of operation per year. This includes less than 25 hours per year at the Standby Power rating. Standby ratings should never be applied except in true emergency power outages. Negotiated power outages contracted with a utility company are not considered an emergency.

CONTINUOUS POWER RATING

Applicable for supplying utility power at a constant 100% load for an unlimited number of hours per year. No overload capability is available for this rating.

PRIME POWER RATING is applicable for supplying electric power in lieu of commercially purchased power. Prime Power applications must be in the form of one of the following two categories:

UNLIMITED TIME RUNNING PRIME POWER

Prime Power is available for an unlimited number of hours per year in a variable load application. Variable load shouled not exceed a 70% average of period of 250 hours.

The total operating time at 100% Prime Power shall not exceed 500 hours per year.

A 10% overload capablility is available for aperiod of 1 hour within a 12 hour period of operation. Total operating time at the 10% overload power shall not exceed 25 hours per year.

LIMITED TIME RUNNING PRIME POWER

Prime Power is available for a limited number of hours in a non-variable load application. It is intended for use in situations where power outages are contracted, such as in utility power curtailment. Engines may be operated in parallel to the public utility up to 750 hours per year at power levels never to exceed the Prime Power rating. The customer should be aware, however, theat the life of any engine will be reduced by this constant high load operation. Any operation exceeding 750 hours per year at Prime Power rating should use the Continuous Power rating.

Reference Standards:

BS-5514 and DIN-6271 standards are based on ISO-3046.

Operation At Elevated Temperatrue And Altitude:

The engine may be operated at:

1800RPM up to 5,000 ft.(1,500m) and 104°F (40℃) without power deration.

1500RPM up to 5,000 ft.1,500m) and 104°F (40℃) without power deration.

For sustained operation above these conditions, derate by 4% per 1,000ft. (300m), and 1% per 10°F (2% per 11℃).

CCEC康明斯发动机有限公司

数据单

发动机型号:	**KTA50-G15**	**参考信息:**	
备用功率:	**1657kW 1500RPM**	**特征编号**	**D283022DX02**
	2220HP	**CPL**	**2354CQ**
常用功率:	**-** **-**	**数据单号**	**DS-6243 CQ**
	-	**性能曲线号**	**FR-6243 CQ**

整机数据

机型	四冲程、V型、十六缸	
进气方式	废气涡轮增压，低温中冷	
缸径—mm(in.)×冲程—mm(in.)	159×159	(6.25×6.25)
排量—L(in^3)	50	(3067)
压缩比	13.9:1	
发动机干重		
风冷带飞轮—kg(lb)	5361	(11820)
热交换器—kg(lb)	5744	(12664)
发动机湿重		
风冷带飞轮—kg(lb)	5663	(12485)
热交换器—kg(lb)	6583	(14513)
运动零件相对于曲轴中心线的转动惯量（不包括飞轮）—kg•m^2($lb_m.ft^2$)		
• 飞轮选用件FW 6009 —kg•m^2($lb_m.ft^2$)	12.68	(301.0)
• 飞轮选用件FW 6017 —kg•m^2($lb_m.ft^2$)	21.70	(515.0)
质心至飞轮壳后端的距离(FH6024) mm(in)	1207	(47.5)
质心在曲轴中心线上方—mm(in)	279	(11.0)
后端主轴承允许的最大静载荷—kg(lb)	907	(2000)
发火顺序	1R-1L-3R-3L-2R-2L-5R-4L 8R-8L-6R-6L-7R-7L-4R-5L	

发动机悬置安装

在缸体后端面处的最大允许弯矩—N•m(lb.ft)	6101	(4500)

排气系统

最大允许排气背压—kPa(in.Hg)	5	(2)
标准容许的排气管直径—mm(in)	152	(6)

进气系统

允许的最大进气阻力		
脏滤芯—kPa(in. H_2O)	6.23	(25)
干净滤芯—kPa(in.H_2O)	2.5	(10)
带重型空滤器允许的最小容尘能力—gm•L/s(gm/CFM)	53	(25)
进气温度的最大温差—℃(°F)	17	(30)
在环境温度为25℃（77° F）时进气歧管最高温度—℃(°F)	49	(120)

冷却系统（低温中冷要求，单泵双循环）

冷却液容量		
仅发动机—L(U.S.Gal)	140.0	(37.0)
中冷系统—L(U.S.Gal)	34.0	9.0
包含散热器包含膨胀水箱和低温中冷系统— L(U.S.Gal)	460.0	(121.8)
海平面高度压力盖允许的最小压力—kPa(PSI)	48	(7)
外循环水最大阻力1800rpm —kPa(PSI)	68.9	(10.0)
1500rpm —kPa(PSI)	55.2	(8.0)
冷却系统外部最大压力损失 —kPa(PSI)	34.5	(5.0)
热交换器HX 4073中的生水在32℃（90°F）时的最小流量—L/min(GPM)	204	(54)
热交换器HX 4073中的生水最大进水压力—kPa(PSI)	345	(50)

顶部水箱允许的最高温度（备用/常用）—℃(°F)	104/100	(220/212)
标准节温器温度调节范围—℃(°F)	82-93	(180-200)
最大冷却液静压（不使用压力盖）—kPa(PSI)	103	(15)
允许的冷却液最高温度—℃(° F)	96.1	(205)
最小冷却液补水能力—L(U.S.Gal)	23.8	(6.3)
生水泵最大进水阻力—mm Hg(in. Hg)	254	(10)
生水泵最大吸程—m(ft.)	4.6	(15)
生水泵最大扬程—m(ft.)	20.5	(67.3)
允许的最小补水速率—L/min(U.S.GPM)	18.9	(5)
允许的最大首次补水时间—min	5	
允许的最小冷却液膨胀体积占系统容积—%	5	
允许的最大排气时间—min	25	
发动机曲轴中心线以上冷却液的最大静水头落差—m(ft.)	60	(18.3)
中冷器入口冷却液的目标温度@77℉（25℃）环境温度—℃(℉)	39	(102)
中冷器入口冷却液的最高温度（备用/常用）—℃(℉)	65/60	(150/140)
单泵双循环的补充要求		
发动机外循环冷却液最大压降，缸套冷却液—kPa(PSI)	70	(10)
中冷器冷却液—kPa(PSI)	35	(5)
节温器温度调节范围（中冷器冷却液）—℃(℉)	66-79	(150-175)

润滑系统

机油压力		
低怠速时(最小)—kPa(PSI)	138	(20)
额定转速时—kPa(PSI)	345-483	(50-70)
额定转速时的机油流量—L/min(U.S.GPM)	151	(40)
允许的最高机油温度—℃(°F)	121	(250)
机油旁通滤清器容量		
旋装式—L(U.S.Gal)	2 X 2.6	(2 X 0.7)
机油盘容量（选用件 OP6024）		
高位—L(U.S.Gal)	177.9	(47.0)
低位—L(U.S.Gal)	147.6	(39.0)
系统总容量（包含复合滤清器）—L(U.S.Gal)	204.4	(54.0)
标准机油盘的倾斜角（选用件 OP6024）		
前俯角	30°	
前仰角	30°	

燃油系统

燃油喷射系统形式	康明斯PT直喷系统	
最大标定功率和转速时的最大燃油消耗量—kg/h(lb/h)		
燃油泵进油口的最大供油阻力		
滤清器在清洁状态最大供油流量时—kPa(in.Hg)	16.93	(5)
滤清器在脏的状态最大供油流量时—kPa(in.Hg)	27.09	(8)
额定功率和转速时的最大供油量—kg/h(lb/h)	323	(711)
允许的喷油器最大燃油回油阻		
带单向阀—kPa(in.Hg)	22.0	(6.5)
不带单向阀—kPa(in.Hg)	8.5	(2.5)
允许的最小燃油箱通气能力—L/h（ft^3/h）	425	(15)

[在背压为8.4kPa（2.5in.Hg）或更低的背压时]

CCEC康明斯发动机有限公司

数据单

电气及启动系统

推荐的电瓶最小容量（在-18℃（0°F））冷透状态或以上时—V	12	24
发动机不带负荷		
冷起动电流—CCA		1800
再次起动时电流容量（最小）		640
启动马达(重型，正极)—Volt		24
电瓶充电系统，负极接地—A		35
起动电路允许的最大电阻—Ω		0.002
推荐的电瓶最小容量		
·在10℃（50° F）或以上时—0°F CCA		1200
·在0℃至10℃（32°F至50° F）或以上时—0°F CCA		1280
·在-18℃至0℃（0°F至32° F）或以上时—0°F CCA		1800

性能数据

在任意恒定负荷下的转速稳定性—%	±0.25	
怠速—r/min	725-775	
最低冷启动环境温度—℃(°F)	4	(40)
最低冷启动速度—r/min	150	

所有的数据均是基于发动机带燃油泵、水泵、机油泵、空滤器和消声器运转时获得的，但不包括交流发电机、空压机、风扇、选用设备和驱动件。所有的数据都是基于SAE J1349标准规定的条件——海拔90m（300ft.），大气压力100kPa（29.61in.Hg），进气温度25℃（77°F），水蒸汽压力1.0kPa（0.30in.Hg），使用标准2#柴油或符合ASTM D2的柴油。数据随时可能更改，恕不另行通知。

	备用功率		常用功率	
		50 Hz		
转速r/min		1500		
怠速r/min		725-775		
输出总功率kW(BHP)		1657(2220)		
扭矩N·m(lb.ft)		10539(7773)		
燃油管路额定点压力kPa(PSI)		1048(152)		
进气歧管压力kPa(in.Hg)		278(82)		
平均有效压力kPa(PSI)		2635(382)		
活塞平均速度m/s(ft/min)		7.9(1555)		
摩擦功率kW(BHP)		116(155)		
进气流量L/s(CFM)		1935(4100)		
排气流量 L/s(CFM)		5050(10700)		
排气温度 ℃(°F)		601(1114)		
对环境的散热量kW(BTU/min)		245(13920)		
对冷却液的散热量 kW(BTU/min)		1106(62872)		
发动机冷却液流量 L/s(U.S.GPM)阻力为27.5kpa时		31.5(499)		
发动机冷却器补充数据（单泵双循环）				
发动机外部的压力损失在确定值下缸套冷却液的流量：				
• 压力损失为4psi L/s(U.S.GPM)		22.2(352)		
• 压力损失为最大 L/s(U.S.GPM)		20.2(320)		
低温中冷器的散热量kW(BTU/min)		621(35264)		
缸套水的散热量kW(BTU/min)		452(25555)		
发动机外部的压力损失在确定值下中冷器冷却液的流量：				
• 压力损失为2psi L/s(U.S.GPM)		5.4(85)		
• 压力损失为最大 L/s(U.S.GPM)		5.0(80)		

CCEC CUMMINS ENGINE COMPANY LTD.
ENGINE DATA SHEET

ENGINE MODEL(S): **KTA50-G15**

STAND_BY:	**2220HP**	**1500RPM**	**REFERENCE INFORMATION:**
	1657kW		**CONFIGURATION** **D283022DX02**
PRIME:	-	-	**CPL NUMBER** **2354CQ**
	-		**PERFORMANCE CURVE NUMBER** ..... **FR-6243 CQ**

GENERALENGINE DATA

Type	4 Cycle , 60° Vee , 16 Cylinder	
Aspiration	Turbocharged , LTA	
Bore—in.(mm)×stroke—in.(mm)	6.25×6.25	(159×159)
Displacement—in^3(L)	3067	(50)
Compression Ratio	13.9:1	
Dry Weight		
Fan Hub to Flywheel Engine —lb(kg)	11820	(5361)
Radiator Cooled Engine —lb(kg)	12664	(5744)
Wet Weight		
Fan Hub to Flywheel Engine —lb(kg)	12485	(5663)
Radiator Cooled Engine —lb(kg)	14513	(6583)
Moment of Inertia of Rotating Components (Excluding Flywheel) —$lb_m.ft^2$($kg•m^2$)	0	0.00
·With FW 6009 Flywheel —$kg•m^2$($lb_m.ft^2$)	10.45	(248.0)
·With FW 6017 lywheel —$kg•m^2$($lb_m.ft^2$)	20.78	(493.0)
C.G. Distance From Rear Face of Flywheel Housing (FH6024))—in(mm)	47.5	(1207)
C.G. Distance From Front Face of Block—in(mm)	31.5	(801)
C.G. Distance Above Crank Centerline—in(mm)	11	(279)
Maximum Allowable Bending Moment at Rear Face of Block —N•m(lb.ft)	2000	(907)
Firing Order	1R-1L-3R-3L-2R-2L-5R-4L 8R-8L-6R-6L-7R-7L-4R-5L	

ENGINE MOUNTINC

Moment of Inertia About Roll Axis —$lb.ft^2$($kg•m^2$)		

EXHAUST SYSTEM

Maximum Allowable Back Pressure (1500/1800 rpm) —in.Hg(kPa)	2.3/3	(7.8/10.2)
Maximum Allowable Back Pressure —in.Hg(kPa)	2	(5)
Exhaust Pipe Size Normally Acceptable —in(mm)	6	(152)

AIR INDUCTION SYSTEM

Maximum Allowable Intake Air Restriction With Heavy Duty Air Cleaner		
Dirty Element —in.H_2O(kPa)	25	(6.23)
Clean Element —in.H_2O(kPa)	10	(2.49)
Minimum Allowable Dirt Holding Capacity With Heavy Duty Air Cleaner —gm/CFM(gm•L/s)	25	(53)
Maximum Allowable Intake air temperature drop —°F(℃)	30	(17)
Maximum Intake Manifold Temperature @77°F(25℃)—℃(°F)	49	(120)

COOLING SYSTEM

Coolant Capacity		
Engine Only —U.S.Gal(L)	37	(140)
After-cooler Only —U.S.Gal(L)	(9)	(34)
With explantion tank & LTA—U.S.Gal(L)	122	(460)
Minimum Allowable Pressure Cap @ sea level— PSI(kPa)	7	(48)
Minimum Raw Water Flow @ 90°F(32℃) to Heat Exchanger With HX 4073—GPM(L/min)	54	(204.4)

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Maximum Raw Water Inlet Pressure @ Heat Exchanger HX 4073—PSI(kPa)	50	(344.7)
Maximum Allowable Top Tank Temperature (Stand_by/Prime) —°F(℃)	220/212	(104/100)
Standard Thermostat (modulating) Range— °F(℃)	180-200	(82-93)
Maximum Coolant Pressure (Exclusive of Pressure Cap) —PSI(kPa)	15	(103)
Maximum Allowable Coolant Temperature —°F(℃)	205	(96.1)
Minimum Coolant Makeup Capacity —U.S.Gal(L)	6.3	(23.8)
Maximum Raw water Inlet Friction —PSI(kPa)	10	(254.0)
Maximum Raw water Pump Suction —ft.(m)	15	(4.6)
Maximum Raw water Pump head —ft.(m)	67	(20.5)
Minimum Allowable Fill Rate —U.S.GPM(L/min)	5	(18.9)
Maximum Allowable Initial Fill Time —min	5	
Minimum Allowable Coolant Expansion Space —% of System Capacity	5	
Maximum Static Head of Coolant Above Engine Crank Centerline—ft.(m)	18.3	(60)
Target Coolant Inlet Temperature to Aftercoolers @ 77 °F (25 °C) Ambient—°F(℃)	102	(39)
Maximum Coolant Temperature to Aftercoolers; Standby Power / Prime Power —°F(℃)	(150/140)	65/60
Maximum Coolant Friction Head External to Engine— High Flow (Jacket) — psi (kPa)	10	(70)
— Low Flow (Aftercooler) — psi (kPa)	5	(35)
Thermostat Modulating Range — Low Flow (Aftercooler) — °F(℃)	150-175	(66-79)

LUBRICATION SYSTEM

Oil Pressure		
@ Idle —PSI(kPa)	20	(138)
@ Rated Speed —PSI(kPa)	45-65	(310-448)
Oil Flow at Rated Speed —U.S.GPM(L/min)	40	(151.4)
Maximum Allowable Oil Temperature —°F(℃)	250	(121.0)
By-Pass Filter Capacity		
Spin-on Cartridge Type —U.S.Gal(L)	2 X 0.7	(2 X 2.6)
Oil Pan Capacity (Option OP6024)		
High —U.S.Gal(L)	47.0	(177.9)
Low —U.S.Gal(L)	39.0	(147.6)
Total System Capacity (Excluding By-Pass Filter) —U.S.Gal(L)	54.0	(204.4)
Angularty of Standard Oil Pan (Option OP		
Front Down	30°	
Front Up	30°	

FUEL SYSTEM

Fuel Injection System	Cummins PT	
Maximum Fuel Consumption at Maximum Rated Output and Speed —lb/h(kg/h)		
Maximum allowable Restriction to PT Fuel Pump		
With Clean Fuel Filter —in.Hg(kPa)	5	(16.93)
With Dirty Fuel Filter —in.Hg(kPa)	8	(27.09)
Maximum Fuel Supply at Rated Power and Speed —lb/h(kg/h)	(711)	323
Maximum Allowable Injector Return Line Restriction		
With Check Valves —in.Hg(kPa)	7	(22)
Less Check Valves —in.Hg(kPa)	3	(8)
Minimum Allowable Fuel Tank Vent Capability —ft^3/h（L/h）	15	(425)
(With 2.5 in. Hg (63 mm Hg) or Less Back Pressure)		
Minimum Recommended Battary Capacity (Cold Soak at 0°F(-18℃) or Above V	12	24
Engine Only (De-clutched Load)		
Cold Cranking Amperes —CCA		1800

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Reserve Capacity min	640
Starter (Heavy, Anode)—Volt	24
Battary Recharge System,Negative ground—A	35
Maximum Allowable Resistance of Starting Circuit—Ω	0.002
Minimum Recommended Battary Capacity	
·Cold Soak at 50°F(10℃) or Above—0°F CCA	1200
·Cold Soak at 32~50°F(0~10℃) or Above—0°F CCA	1280
·Cold Soak at 0~32°F(-18~0℃) or Above—0°F CCA	1800

PERFORMANCE DATA

Stability at Any Invariablenes Load —%	±0.25	
Idle —r/min	725-775	
Minimum Ambient Temperature For Unaided Cold Start —°F(℃)	40	(4)
Minimum Cranking Speed Required For Unaided Cold Start —°F(℃)	150	

All data is based on the engine operating with fuel system, water pump, lubricating oil pump, air cleaner, and muffler, not included are altemator, compressor, fan, optional equipment and driven components. Data represents gross engine performance capabilities obtained and corrected in accordance with SAE J1349 conditions fo 29.61 in Hg(100 kPa) barometric pressure[300ft. (90 m) altitude], 77°F (25℃) inlet air temperature, and 0.30 in. Hg (1kPa) water vapor pressure with No. 2 diesel fuel or a fuel corresponding to ASTM D2. All data is subject to change without notice.

	STAND_BY		PRIME	
		50 Hz		
Engine Speed r/min		1500		
Idle Speed r/min		725-775		
Gross Power Output BHP(kW)		2220(1657)		
Torque lb.ft(N·m)		7773(10539)		
Nominal Rail Pressure PSI(kPa)		152(1048)		
Intake Manifold Pressure in.Hg(kPa)		82(278)		
Brake Mean Effective Pressure PSI(kPa)		382(2635)		
Piston Speed ft/min(m/s)		1555(7.9)		
Friction Horsepower BHP(kW)		155(116)		
Intake Air FlowCFM(L/s)		4100(1935)		
Exhaust Gas Flow CFM(L/s)		10700(5050)		
Exhaust Gas Temperature °F(℃)		1114(601)		
Heat Rejection to Ambient BTU/min(kW)		13920(245)		
Heat Rejection to Coolant BTU/min(kW)		62872(1106)		
Engine Water Flow U.S.GPM(L/s) @ 4psi		499(31.5)		
Additional Engine Aftercooler Data (1 Pump / 2 Loop)				
Engine Jacket Coolant Flow at Stated Friction Head External to Engine:				
• 4 psi Friction Head U.S.GPM(L/s)		352(22.2)		
• Maximum Friction Head U.S.GPM(L/s)		320(20.2)		
Heat to be Rejected by Low Temperature Radiator*BTU/min(kW)		35264(621)		
Heat to be Rejected by Jacket Water Radiator*BTU/min(kW)		25555(452)		
Aftercooler Coolant Flow at Stated Friction Head External to Engine:				
• 2 psi Friction Head U.S.GPM(L/s)		85(5.4)		
• Maximum Friction Head U.S.GPM(L/s)		80(5.0)		

Chanvge Log

Date	Author	Change Description
2017/2/21	She Bin	Compile
2017/8/28	She Bin	Add LTA data