



ENGINE

Model: Cummins KTA50-G3	Bore: 6.25 in. (159 mm)
Type: 4 Cycle, 60° V 16 Cylinder Diesel	Stroke 6.25 in. (159 mm)
Aspiration: Turbocharged and Aftercooled	Displacement: 3067 cu. in. (50.2 liters)
Compression Ratio: 13.9:1	
Emission Control Device: Turbocharged, Aftercooled and Step Timing Control (STC)	

<u>PERFORMANCE DATA</u>	<u>STANDBY</u>	<u>PRIME</u>
BHP @ 1800 RPM (60 Hz)	1850	1635
Fuel Consumption (gal/Hr)	87.3	76.9
Exhaust Gas Flow (CFM)	9100	8400
Exhaust Gas Temperature (°F)	887	860

EXHAUST EMISSION DATA

(All Values are Grams per HP-Hour)

<u>COMPONENT</u>	<u>STANDBY</u>	<u>PRIME</u>
HC (Total Unburned Hydrocarbons)	0.12	0.12
NOx (Oxides of Nitrogen as NO2)	12.70	11.30
CO (Carbon Monoxide)	1.00	0.80
PM (Particulate Matter)	0.06	0.07
SO ₂ (Sulfur Dioxide)	0.59	0.59

TEST CONDITIONS

Data was recorded during steady-state rated engine speed (± 25 RPM) with full load (± 2%). Pressures, temperatures, and emission rates were stabilized.

Fuel Specification:	ASTM D975 No. 2-D diesel fuel with 0.03-0.05% sulfur content (by weight), and 40-48 cetane number.
Fuel Temperature:	99 ± 9 ° F (at fuel pump inlet)
Intake Air Temperature:	77 ± 9 ° F
Barometric Pressure:	29.6 ± 1 in. Hg
Humidity:	NOx measurement corrected to 75 grains H2O/lb dry air
Reference Standard:	ISO 8178

The NOx, HC, CO and PM emission data tabulated here were taken from a single engine under the test conditions shown above. Data for the other components are estimated. These data are subject to instrumentation and engine-to-engine variability. Field emissions test data are not guaranteed to these levels. Actual field test results may vary due to test site conditions, installation, fuel specification, test procedures and instrumentation. Engine operation with excessive air intake or exhaust restriction beyond published maximum limits, or with improper maintenance, may result in elevated emission levels.