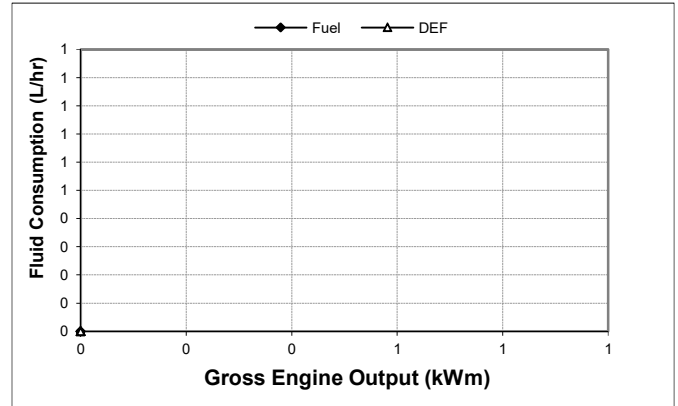
	Engine Performance Data Cummins Inc. Columbus, Indiana 47202-3005 http://www.cummins.com	G-Drive QSZ13-G11 FR21289	Date 1-Mar-21		
			Configuration DOC3004GX03	CPL 5702	Revision 0
Compression Ratio	17	Displacement	793 in ³ (13 L)		
Fuel System	XPI	Aspiration	Turbocharged and Charge Air Cooled		
Aftertreatment	N/A	Emission Certification	Non Certified, Non Certified, Non Certified		

Engine Speed		Standby Power		Prime Power		Continuous Power	
rpm		kWm	bhp	kWm	bhp	kWm	bhp
1500		N/A	N/A	N/A	N/A	N/A	N/A
1800		562	754	512	686	N/A	N/A

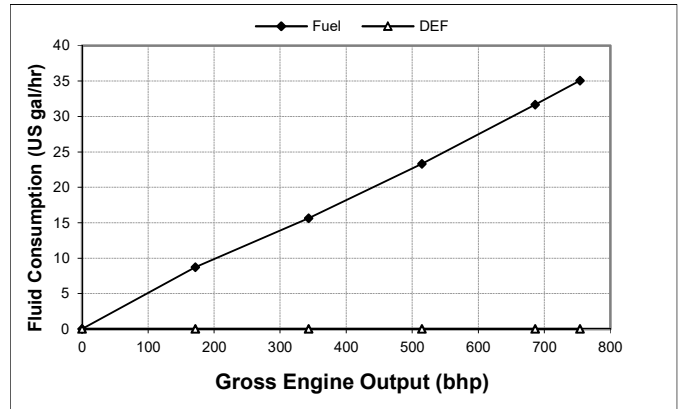
Engine Fluid Consumption @ 1500 rpm

Output Power			Fuel				DEF
%	kWm	bhp	kg/kWm-hr	lb/bhp-hr	L/hr	US gal/hr	L/hr
Standby Power							
100	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Prime Power							
100	N/A	N/A	N/A	N/A	N/A	N/A	N/A
75	N/A	N/A	N/A	N/A	N/A	N/A	N/A
50	N/A	N/A	N/A	N/A	N/A	N/A	N/A
25	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Continuous Power							
100	N/A	N/A	N/A	N/A	N/A	N/A	N/A



Engine Fluid Consumption @ 1800 rpm

Output Power			Fuel				DEF
%	kWm	bhp	kg/kWm-hr	lb/bhp-hr	L/hr	US gal/hr	gal/hr
Standby Power							
100	562	754	0.197	0.324	134	34.4	N/A
Prime Power							
100	512	686	0.195	0.321	121	31.0	0.0
75	384	515	0.195	0.321	91	23.3	0.0
50	256	343	0.198	0.326	61	15.7	0.0
25	128	172	0.218	0.359	34	8.7	0.0
Continuous Power							
100	#####	N/A	0.000	0.000	#VALUE!	#VALUE!	0.0



Data Subject to Change Without Notice

<p>These guidelines have been formulated to ensure proper application of generator drive engines in A.C. generator set installations.</p> <p>STANDBY POWER RATING: Applicable 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 Max 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. PRIME POWER RATING: 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:</p> <p>UNLIMITED TIME RUNNING PRIME POWER: Prime Power is available for an unlimited number of hours per year in a variable load application. Variable load should not exceed a 70% average of the Prime Power rating during any operating period of 250 hours. The total operating time at 100% Prime Power shall not exceed 500 hours per year. A 10% overload capability is available for a period 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: Limited Time 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, that the life of any engine will be reduced by this constant high load operation. Any operation exceeding 750 hours per year at the Prime Power rating should use the Continuous Power rating. 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.</p>	<p>Reference AEB 10.47 for determining Electrical Output.</p>
	<p>Data shown above represent gross engine performance capabilities obtained and corrected in accordance with ISO-3046 conditions of 100 kPa (29.53 in Hg) barometric pressure [110 m (361 ft) altitude], 25 °C (77 °F) air inlet temperature, and relative humidity of 30% with No. 2 diesel or a fuel corresponding to ASTM D2.</p>
	<p>Derates shown are based on in H₂O air intake restriction and in Hg exhaust back pressure.</p> <p>The fuel consumption data is based on No. 2 diesel fuel weight at 0.85 kg/L (7.1 lbs/US gal). Power output curves are based on the engine operating with fuel system, water pump and lubricating oil pump; not included are battery charging alternator, fan, optional equipment and driven components.</p>
<p>Data Status : Limited Production</p> <p>Tolerance : +/- 10%</p> <p>Chief Engineer: Michael P Hurt</p>	