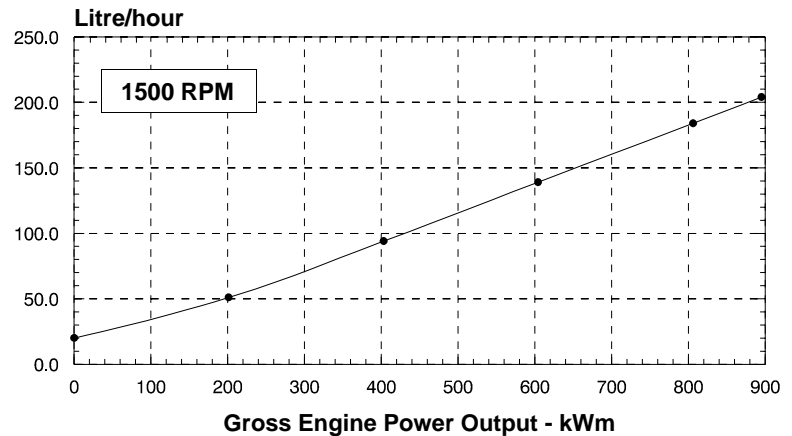
	<b>CUMMINS ENGINE COMPANY, INC</b> Columbus, Indiana 47201 <b>ENGINE PERFORMANCE CURVE</b>	Basic Engine Model: <b>QST30-G3</b>	Curve Number: <b>FR-5188</b>	<i>G-DRIVE</i> <b>Q30</b> <b>1</b>
		Engine Critical Parts List: <b>CPL: 2840</b>	Date: <b>18Jan01</b>	
Displacement : <b>30.48 liter (1860 in<sup>3</sup>)</b>		Bore : <b>140 mm (5.51 in.)</b> Stroke : <b>165 mm (6.50 in.)</b>		
No. of Cylinders : <b>12</b>		Aspiration : <b>Turbocharged and Aftercooled</b>		

**•• PRELIMINARY ••**

Engine Speed RPM	Standby Power		Prime Power		Continuous Power	
	kWm	BHP	kWm	BHP	kWm	BHP
1500	895	1200	806	1080	634	850
1800	1007	1350	910	1220	731	980

## Engine Performance Data @ 1500 RPM

OUTPUT POWER			FUEL CONSUMPTION			
%	kWm	BHP	kg/ kWm·h	lb/ BHP·h	liter/ hour	U.S. Gal/ hour
<b>STANDBY POWER</b>						
100	895	1200	0.194	0.319	204	53.9
<b>PRIME POWER</b>						
100	806	1080	0.194	0.319	184	48.5
75	604	810	0.195	0.321	139	36.6
50	403	540	0.198	0.325	94	24.7
25	201	270	0.215	0.353	51	13.4
<b>CONTINUOUS POWER</b>						
100	634	850	0.195	0.321	146	38.4



**CONVERSIONS:** (liters = U.S. Gal x 3.785) (kWm = BHP x 0.746) (U.S. Gal = liters x 0.2642) (BHP = kWm x 1.34)

**These guidelines have been formulated 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 applications.**

**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 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.

**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:

**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 Limited Time Prime Power rating should use the Continuous Power rating.

**CONTINUOUS POWER RATING**

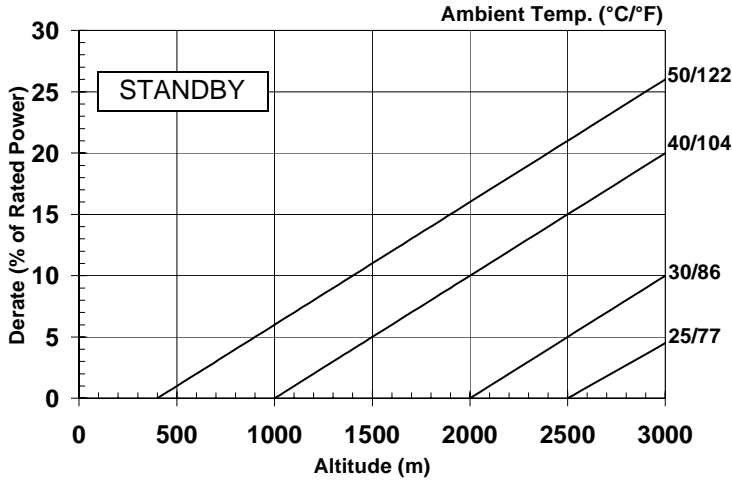
Applicable for supplying utility power at a constant 100% load for an unlimited number of hours per year. No overload capability is available for this rating.

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. See reverse side for application rating guidelines.

The fuel consumption data is based on No. 2 diesel fuel weight at 0.85 kg/liter (7.1 lbs/U.S. 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.

•• PRELIMINARY ••

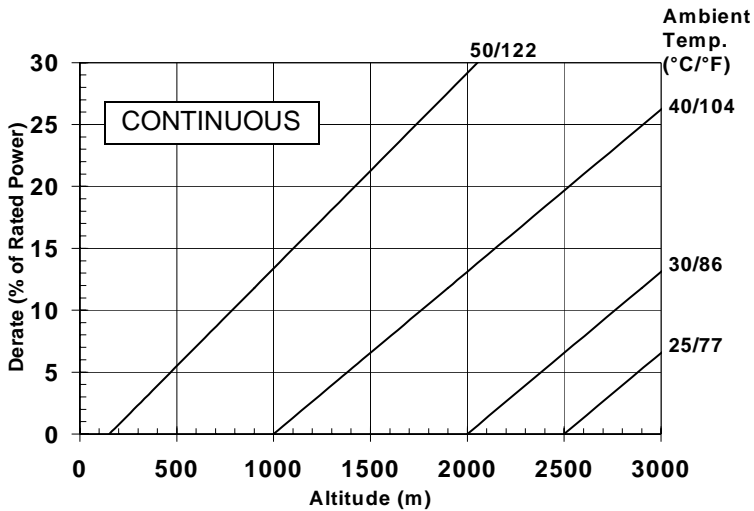
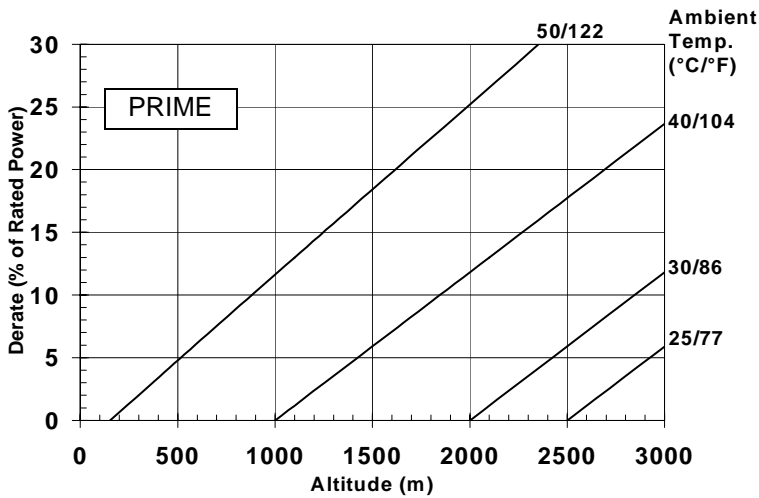


**Reference Standards:**

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

**Operation At Elevated Temperature And Altitude:**

For sustained operation above these conditions, derate by an additional 10% per 500 m (1640 ft), and 15% per 10° C (18° F).



**Note:** Derates shown are based on 15 in H<sub>2</sub>O air intake restriction and 2 in Hg exhaust back pressure.



**CUMMINS ENGINE COMPANY, INC**

Columbus, Indiana 47201

**ENGINE PERFORMANCE CURVE**

Basic Engine Model:  
**QST30-G3**

Engine Critical Parts List:  
**CPL: 2840**

Curve Number:  
**FR-5188**

Date:  
**18Jan01**

*G-DRIVE*  
**Q30**  
**3**

Displacement : **30.48 liter (1860 in<sup>3</sup>)**

Bore : **140 mm (5.51 in.)** Stroke : **165 mm (6.50 in.)**

No. of Cylinders : **12**

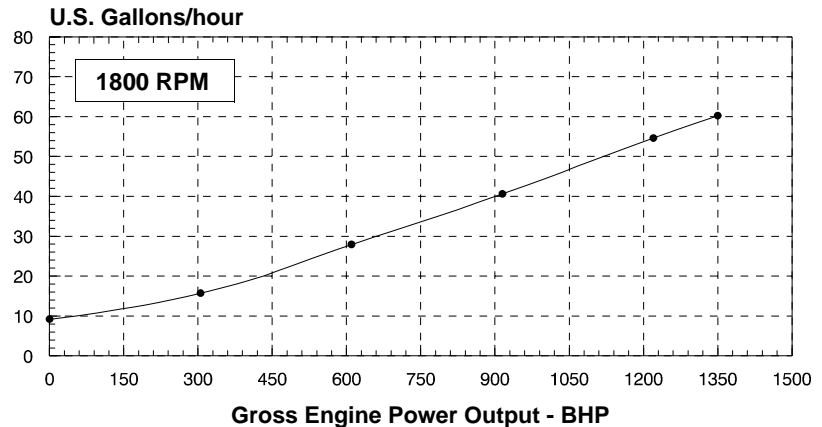
Aspiration : **Turbocharged and Aftercooled**

**•• PRELIMINARY ••**

Engine Speed RPM	Standby Power		Prime Power		Continuous Power	
	kWm	BHP	kWm	BHP	kWm	BHP
1500	895	1200	806	1080	634	850
1800	1007	1350	910	1220	731	980

**Engine Performance Data @ 1800 RPM**

OUTPUT POWER			FUEL CONSUMPTION			
%	kWm	BHP	kg/ kWm·h	lb/ BHP·h	liter/ hour	U.S. Gal/ hour
<b>STANDBY POWER</b>						
100	1007	1350	0.194	0.319	228	60.2
<b>PRIME POWER</b>						
100	910	1220	0.193	0.318	207	54.6
75	683	915	0.192	0.315	154	40.6
50	455	610	0.198	0.325	106	27.9
25	228	305	0.222	0.365	59	15.7
<b>CONTINUOUS POWER</b>						
100	731	980	0.192	0.315	165	43.5



**CONVERSIONS:** (liters = U.S. Gal x 3.785) (kWm = BHP x 0.746) (U.S. Gal = liters x 0.2642) (BHP = kWm x 1.34)

**These guidelines have been formulated 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 applications.**

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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 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.

**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:

**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**

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**CONTINUOUS POWER RATING**

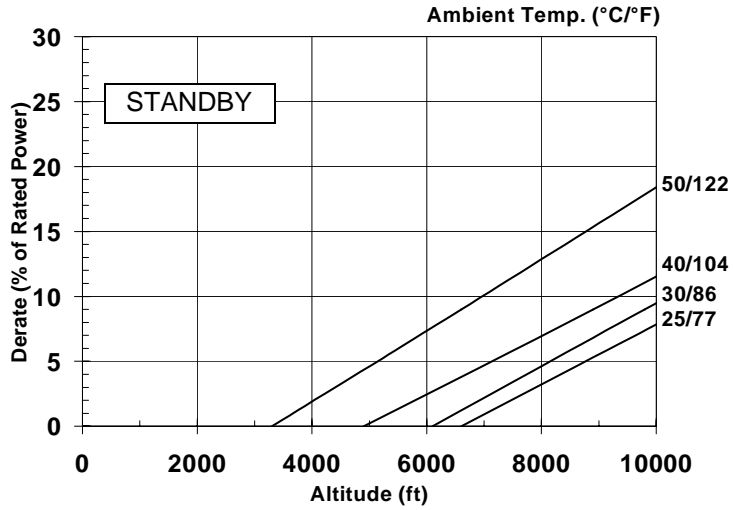
Applicable for supplying utility power at a constant 100% load for an unlimited number of hours per year. No overload capability is available for this rating.

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. See reverse side for application rating guidelines.

The fuel consumption data is based on No. 2 diesel fuel weight at 0.85 kg/liter (7.1 lbs/U.S. 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.

•• PRELIMINARY ••

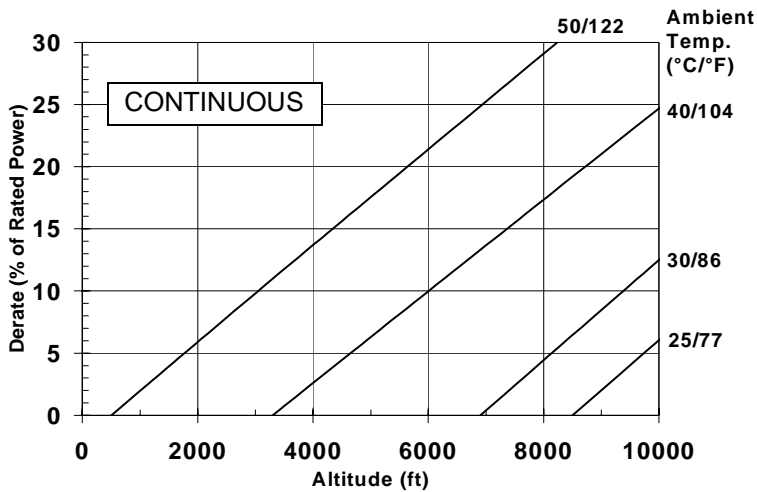
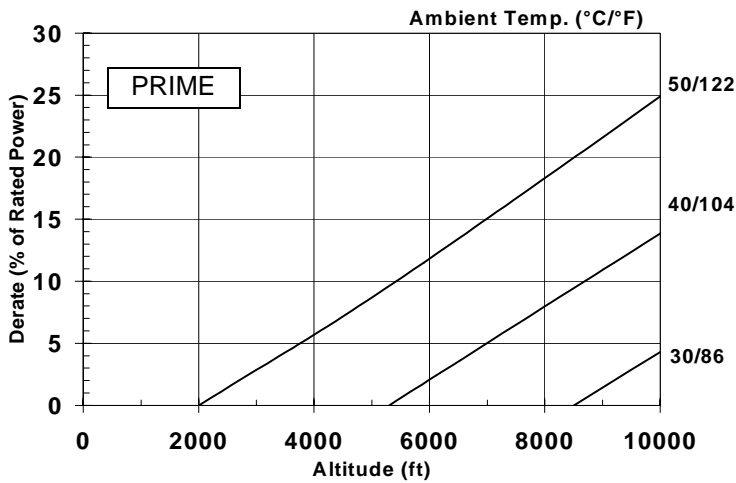


Reference Standards:

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

Operation At Elevated Temperature And Altitude:

For sustained operation above these conditions, derate by an additional 8% per 500 m (1640 ft), and 15% per 10° C (18° F).



**Note:** Derates shown are based on 15 in H<sub>2</sub>O air intake restriction and 2 in Hg exhaust back pressure.

ENGINE MODEL : QST30-G3

CONFIGURATION NUMBER : D573001GX03

DATA SHEET : DS-5188

DATE : 18Jan01

PERFORMANCE CURVE : FR-5188

INSTALLATION DIAGRAM

• Fan to Flywheel : 3170342

CPL NUMBER

• Engine Critical Parts List : 2840

**GENERAL ENGINE DATA**

Type .....	4-Cycle; 50° Vee; 12-Cylinder Diesel
Aspiration .....	Turbocharged and Aftercooled
Bore x Stroke .....	140 x 165 (5.51 x 6.50)
Displacement .....	30.48 (1860)
Compression Ratio .....	14.0
Dry Weight	
Fan to Flywheel Engine.....	— kg (lb)                    2967            (6540)
Wet Weight	
Fan to Flywheel Engine.....	— kg (lb)                    3062            (6750)
Moment of Inertia of Rotating Components	
• with FW 5050 Flywheel .....	— kg • m <sup>2</sup> (lb <sub>m</sub> • ft <sup>2</sup> )                    8.7            (206)
Center of Gravity from Rear Face of Flywheel Housing (FH 5031) .....	— mm (in)                    845            (33.3)
Center of Gravity above Crankshaft Centerline.....	— mm (in)                    195            (7.7)
Maximum Static Loading at Rear Main Bearing.....	— kg (lb)                    950            (2100)

**ENGINE MOUNTING**

Maximum Bending Moment at Rear Face of Block .....	— N • m (lb • ft)                    3100            (2286)
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**EXHAUST SYSTEM**

Maximum Back Pressure.....	— mm Hg (in Hg)                    76            (3.0)
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**AIR INDUCTION SYSTEM**

Maximum Intake Air Restriction	
• with Dirty Filter Element.....	— mm H <sub>2</sub> O (in H <sub>2</sub> O)                    635            (25)
• with Normal Duty Air Cleaner and Clean Filter Element.....	— mm H <sub>2</sub> O (in H <sub>2</sub> O)                    254            (10)
• with Heavy Duty Air Cleaner and Clean Filter Element.....	— mm H <sub>2</sub> O (in H <sub>2</sub> O)                    381            (15)

**COOLING SYSTEM**

Coolant Capacity — Engine Only .....	— liter (US gal)                    85            (22.4)
Maximum Coolant Friction Head External to Engine	
— 1800 rpm.....	— kPa (psi)                    69.0            (10.0)
— 1500 rpm.....	— kPa (psi)                    48.0            (7.0)
Maximum Static Head of Coolant Above Engine Crank Centerline.....	— m (ft)                    14            (46)
Standard Thermostat (Modulating) Range .....	— °C (°F)                    82 - 95            (180 - 203)
Minimum Pressure Cap .....	— kPa (psi)                    69.0            (10)
Maximum Top Tank Temperature for Standby / Prime Power .....	— °C (°F)                    104 / 100            (220 / 212)

**LUBRICATION SYSTEM**

Oil Pressure @ Idle Speed.....	— kPa (psi)                    166            (24.0)
@ Governed Speed .....	— kPa (psi)                    310 - 386            (45.0 - 56.0)
Maximum Oil Temperature .....	— °C (°F)                    121            (250)
Oil Capacity with OP 5133 Oil Pan : High - Low .....	— liter (US gal)                    133 - 114            (35 - 30)
Total System Capacity (Including Bypass Filter).....	— liter (US gal)                    154            (40.7)
Angularity of OP 5133 Oil Pan	
— Front Down .....	17°
— Front Up .....	35°
— Side to Side.....	35°

**FUEL SYSTEM**

Type Injection System Bosch P8500 Direct Injection
Maximum Restriction at Lift Pump with Clean Fuel Filter mm Hg (in Hg) 102 (4)
with Dirty Fuel Filter mm Hg (in Hg) 203 (8)
Maximum Allowable Head on Injector Return Line (Consisting of Friction Head and Static Head) mm Hg (in Hg) 508 (20)
Maximum Fuel Flow to Injection Pumps (LB and RB Combined) 1800 RPM liter / hr (US gph) 570 (150)
1500 RPM liter / hr (US gph) 550 (145)
Maximum Drain Flow (@ Minimum load) 1800 RPM liter / hr (US gph) 550 (145)
1500 RPM liter / hr (US gph) 530 (140)
Maximum Fuel Inlet Temperature °C (°F) 66 (150)

**ELECTRICAL SYSTEM**

Cranking Motor (Heavy Duty, Positive Engagement) volt 24
Battery Charging System, Negative Ground ampere 35
Maximum Allowable Resistance of Cranking Circuit ohm 0.002
Minimum Recommended Battery Capacity
Cold Soak @ 10 °C (50 °C) and Above °F CCA 1200
Cold Soak @ 0 °C to 10 °C (32 °F to 50 °F) °F CCA 1280
Cold Soak @ -18 °C to 0 °C (0 °F to 32 °F) °F CCA 1800

**COLD START CAPABILITY**

Minimum Ambient Temperature for Aided (with Coolant Heater) Cold Start within 10 seconds to Rated Speed °C (°F) 10 (50)
Minimum Ambient Temperature for Aided (with Grid Heater) Cold Start °C (°F) -10 (14)
Minimum Ambient Temperature for Unaided Cold Start °C (°F) 0 (32)

**PERFORMANCE DATA**

- All data is based on:
Engine operating with fuel system, water pump, lubricating oil pump, air cleaner and exhaust silencer; not included are battery charging alternator, fan, and optional driven components.
Engine operating with fuel corresponding to grade No. 2-D per ASTM D975.
ISO 3046, Part 1, Standard Reference Conditions of:
Barometric Pressure : 99 kPa (29.3 in Hg) Air Temperature : 25 °C (77 °F)
Altitude : 110 m (361 ft) Relative Humidity : 30%

Steady State Stability Band at any Constant Load % +/- 0.25
Estimated Free Field Sound Pressure Level of a Typical Generator Set;
Excludes Exhaust Noise; at Rated Load and 7.5 m (24.6 ft); 1800 / 1500 rpm dBA 96.1 / 93.2 (est.)
Exhaust Noise at 1 m Horizontally from Centerline of Exhaust Pipe Outlet Upwards at 45°; (1800 / 1500 rpm) dBA 119.7 / 116.9 (est.)

Governed Engine Speed rpm
Engine Idle Speed rpm
Gross Engine Power Output kWm (BHP)
Brake Mean Effective Pressure kPa (psi)
Piston Speed m / s (ft / min)
Friction Horsepower kWm (HP)
Engine Water Flow at Stated Friction Head External to Engine:
5 psi Friction Head liter / s (US gpm)
Maximum Friction Head liter / s (US gpm)

**Engine Data with Dry Type Exhaust Manifold**

Intake Air Flow liter / s (cfm)
Exhaust Gas Temperature °C (°F)
Exhaust Gas Flow liter / s (cfm)
Air to Fuel Ratio air : fuel
Radiated Heat to Ambient kWm (BTU / min)
Heat Rejection to Coolant kWm (BTU / min)
Heat Rejection to Exhaust kWm (BTU / min)

Table with 4 columns: Standby 60 hz, Standby 50 hz, Prime Power 60 hz, Prime Power 50 hz. Rows include engine speed, power, pressure, speed, and flow data for various RPM ranges.

N.A. - Data is Not Available
N/A - Not Applicable to this Engine
TBD - To Be Determined

**•• PRELIMINARY ••**