



Exhaust Emission Data Sheet

2250DQKH

60 Hz Diesel Generator Set

Engine Information:

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|---|--|
| Model: Cummins Inc. QSK60-G9 Nonroad 1 | Bore: 6.25 in. (159 mm) |
| Type: 4 Cycle, 60°V, 16 Cylinder Diesel | Stroke: 7.48 in. (190 mm) |
| Aspiration: Turbocharged and Low Temperature Aftercooled | Displacement: 3673 cu. in. (60.2 liters) |
| Compression Ratio: 14.5:1 | |
| Emission Control Device: Turbocharged and Low Temperature Aftercooled | |

| | <u>1/4</u> Standby | <u>1/2</u> Standby | <u>3/4</u> Standby | <u>Full</u> Standby | | |
|----------------------------------|-----------------------|-----------------------|-----------------------|------------------------|--|--|
| PERFORMANCE DATA | | | | | | |
| BHP @ 1800 RPM (60 Hz) | 813 | 1626 | 2438 | 3251 | | |
| Fuel Consumption (gal/Hr) | 45.1 | 80.0 | 113.2 | 150.2 | | |
| Exhaust Gas Flow (CFM) | 5605 | 9415 | 12485 | 15705 | | |
| Exhaust Gas Temperature (°F) | 710 | 790 | 820 | 895 | | |
| EXHAUST EMISSION DATA | | | | | | |
| HC (Total Unburned Hydrocarbons) | 0.29 | 0.16 | 0.10 | 0.10 | | |
| NOx (Oxides of Nitrogen as NO2) | 5.30 | 5.40 | 6.70 | 7.70 | | |
| CO (carbon Monoxide) | 0.39 | 0.90 | 0.61 | 0.83 | | |
| PM (Particular Matter) | 0.16 | 0.15 | 0.06 | 0.05 | | |
| SO2 (Sulfur Dioxide) | 0.13 | 0.11 | 0.11 | 0.11 | | |
| Smoke (Bosch) | 0.80 | 0.90 | 0.40 | 0.40 | | |
| All except Smoke are in g/bhp-hr | | | | | | |

TEST CONDITIONS

Test Methods:

Steady-state emissions recorded per ISO8178-1 during operation at rated engine speed(+/-2%) and stated constant load (+/-2%) with engine temperatures, pressures and emission rates stabilized.

Fuel Specification: 40-48 Cetane Number, 0.05 Wt.% Sulfur; Reference ISO8178-5, 40 CFR86.1313-98 Type 2-D and ASTM D975 No. 2-D.

Reference Conditions:

25 °C (77 °F) Air inlet Temperature, 40 ° C(104 ° F) Fuel Inlet Temperature, 100kPa (29.53 inHg.) Barometric pressure; 10.7 g/kg (75 grains H₂O/lb) of dry air Humidity (required for NOX correction); Intake Restriction set to maximum allowable limit for clean filter; Exhaust Back Pressure set to maximum allowable limit.

Data was taken from a single engine test according to the test methods, fuel specification and reference conditions stated above and is subjected to instrumentation and engine-to-engine variability. Tests conducted with alternate test methods, instrumentation, fuel or reference conditions can yield different results.

Data Subject to Change Without Notice.