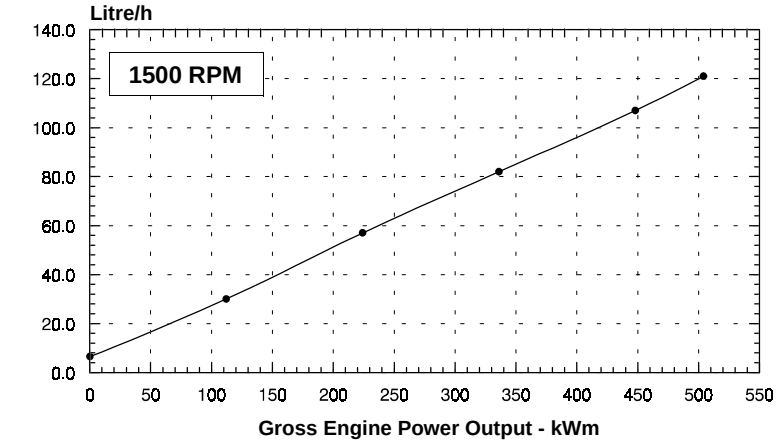
CUMMINS ENGINE COMPANY, INC Columbus, Indiana 47201 **ENGINE PERFORMANCE CURVE**	Basic Engine Model: **KTA19-G4**	Curve Number: **FR-4212**	Page No.
	Engine Critical Parts List: **CPL: 4153**	Date: **09Dec98**	

Displacement : **18.9** litre (**1150** in^3)	Bore : **159** mm (**6.25** in.) Stroke : **159** mm (**6.25** in.)
No. of Cylinders : **6**	Aspiration : **Turbocharged and Aftercooled**

Engine Speed	Standby Power		Prime Power		Continuous Power	
RPM	kWm	BHP	kWm	BHP	kWm	BHP
1500	504	675	448	600	355	475
1800	563	755	507	680	429	575

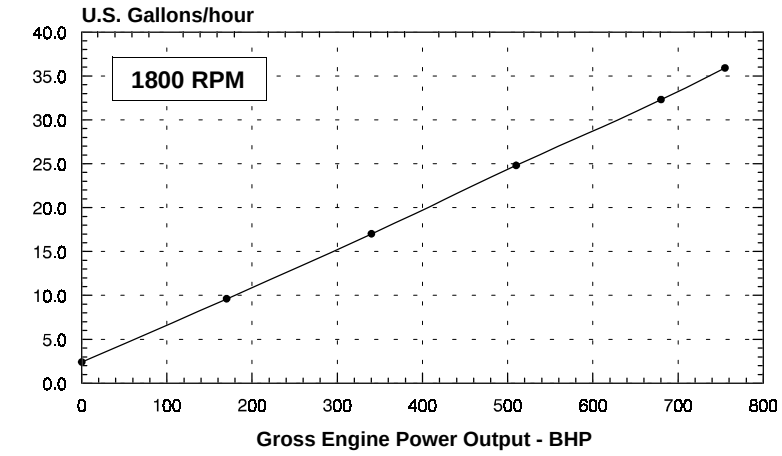
Engine Performance Data @ 1500 RPM

OUTPUT POWER			FUEL CONSUMPTION			
%	kWm	BHP	kg/ kWm·h	lb/ BHP·h	litre/ hour	U.S. Gal/ hour
STANDBY POWER						
100	504	675	0.204	0.336	121	31.9
PRIME POWER						
100	448	600	0.203	0.336	107	28.4
75	336	450	0.207	0.341	82	21.6
50	224	300	0.216	0.353	57	14.9
25	112	150	0.228	0.383	30	8.1
CONTINUOUS POWER						
100	355	475	0.207	0.340	86	22.8



Engine Performance Data @ 1800 RPM

OUTPUT POWER			FUEL CONSUMPTION			
%	kWm	BHP	kg/ kWm·h	lb/ BHP·h	litre/ hour	U.S. Gal/ hour
STANDBY POWER						
100	563	755	0.206	0.338	136	35.9
PRIME POWER						
100	507	680	0.205	0.337	122	32.3
75	380	510	0.210	0.346	94	24.8
50	254	340	0.218	0.355	65	17.0
25	127	170	0.241	0.401	36	9.6
CONTINUOUS POWER						
100	429	575	0.207	0.340	104	27.5



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

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/litre (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.

D K. Trueblood

TECHNICAL DATA DEPT. **CERTIFIED WITHIN 5%** **CHIEF ENGINEER**

POWER RATING APPLICATION GUIDELINES FOR GENERATOR DRIVE ENGINES

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 is 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.

CONTINUOUS POWER RATING is 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 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

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.

Reference Standards:

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

Operation At Elevated Temperature And Altitude:

The engine may be operated at:

1800 RPM up to 5,000 ft (1500 m) and 104^{o} F (40^{o} C) without power deration.

1500 RPM up to 3,300 ft (1000 m) and 104^{o} F (40^{o} C) without power deration.

For sustained operation above these conditions, derate by 4% per 1,000 ft (300 m), and 1% per 10^{o} F (2% per 11^{o} C).

Cummins Engine Company, Inc.

Engine Data Sheet

ENGINE MODEL : **KTA19-G4** **CONFIGURATION NUMBER :** D193091DX02

DATA SHEET : DS-4212-A
DATE : 09Dec98
PERFORMANCE CURVE : FR-4212

INSTALLATION DIAGRAM
- Fan to Flywheel : 3003983
- Heat Exchanger Cooled :

CPL NUMBER
- Engine Critical Parts List : 4153

GENERAL ENGINE DATA

Type		4 Cycle; In-line; 6 Cylinder Diesel
Aspiration		Turbocharged and Aftercooled
Bore x Stroke	— in x in (mm x mm)	6.25 x 6.25 (159 x 159)
Displacement	— in^3 (liter)	1150 (18.9)
Compression Ratio		13.9 : 1

Dry Weight			
Fan to Flywheel Engine	— lb (kg)	4085	(1855)
Heat Exchanger Cooled Engine	— lb (kg)	4572	(2076)
Wet Weight			
Fan to Flywheel Engine	— lb (kg)	4245	(1927)
Heat Exchanger Cooled Engine	— lb (kg)	4808	(2183)

Moment of Inertia of Rotating Components			
• with FW 4001 Flywheel	— $lb_m \cdot ft^2$ ($kg \cdot m^2$)	170	(7.2)
• with FW 4006 Flywheel	— $lb_m \cdot ft^2$ ($kg \cdot m^2$)	199	(8.4)
Center of Gravity from Rear Face of Flywheel Housing (FH 4018)	— in (mm)	28.4	(721)
Center of Gravity above Crankshaft Centerline	— in (mm)	9.0	(229)
Maximum Static Loading at Rear Main Bearing	— lb (kg)	2000	(908)

ENGINE MOUNTING

Maximum Bending Moment at Rear Face of Block	— lb • ft (N • m)	1000	(1356)

EXHAUST SYSTEM

Maximum Back Pressure at Standby Power Rating	— in Hg (mm Hg)	3	(76)

AIR INDUCTION SYSTEM

Maximum Intake Air Restriction			
• with Dirty Filter Element	— in H_2O (mm H_2O)	25	(635)
• with Normal Duty Air Cleaner and Clean Filter Element	— in H_2O (mm H_2O)	10	(254)
• with Heavy Duty Air Cleaner and Clean Filter Element	— in H_2O (mm H_2O)	15	(381)

COOLING SYSTEM

Coolant Capacity — Engine Only	— US gal (liter)	8.0	(30)
— with HX 4073 Heat Exchanger	— US gal (liter)	17.5	(66)

Maximum Coolant Friction Head External to Engine — 1800 rpm	— psi (kPa)	10	(69)
— 1500 rpm	— psi (kPa)	8	(55)
Maximum Static Head of Coolant Above Engine Crank Centerline	— ft (m)	60	(18.3)
Standard Thermostat (Modulating) Range	— °F (°C)	180 - 200	(82 - 93)
Minimum Pressure Cap	— psi (kPa)	10	(69)
Maximum Top Tank Temperature for Standby / Prime Power	— °F (°C)	220 / 212	(104 / 100)
Minimum Raw Water Flow @ 90°F to HX 4073 Heat Exchanger	— US gpm (liter / min)	54	(204)
Maximum Raw Water Inlet Pressure at HX 4073 Heat Exchanger	— psi (kPa)	50	(345)

LUBRICATION SYSTEM

Oil Pressure @ Idle Speed	— psi (kPa)	20	(138)
@ Governed Speed	— psi (kPa)	50 - 70	(345 - 483)
Maximum Oil Temperature	— °F (°C)	250	(121)
Oil Capacity with OP 4019 Oil Pan : High - Low	— US gal (liter)	10 - 8.5	(38 - 32)
Total System Capacity (Including Bypass Filter)	— US gal (liter)	13.2	(50)

Angularity of OP 4019 Oil Pan — Front Down		30°
— Front Up		30°
— Side to Side		30°

FUEL SYSTEM

Type Injection System	Direct Injection Cummins PT	
Maximum Restriction at PT Fuel Injection Pump — with Clean Fuel Filter — in Hg (mm Hg)	4.0	(102)
— with Dirty Fuel Filter — in Hg (mm Hg)	8.0	(203)
Maximum Allowable Head on Injector Return Line (Consisting of Friction Head and Static Head) — in Hg (mm Hg)	6.5	(165)
Maximum Fuel Flow to Injection Pump — US gph (liter / hr)	58	(220)

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 @ 50 °F (10 °C) and Above — 0°F CCA	600
• Cold Soak @ 32 °F to 50 °F (0 °C to 10 °C) — 0°F CCA	640
• Cold Soak @ 0 °F to 32 °F (-18 °C to 0 °C) — 0°F CCA	900

COLD START CAPABILITY

Minimum Ambient Temperature for Aided (with Coolant Heater) Cold Start within 10 seconds — °F (°C)	50	(10)
Minimum Ambient Temperature for Unaided Cold Start — °F (°C)	32	(0)

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	100 kPa (29.53 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 (25 ft); 1800 rpm / 1500 rpm — dBA	91 / 89
Exhaust Noise at 1 m Horizontally from Centerline of Exhaust Pipe Outlet Upwards at 45°; 1800 rpm / 1500 rpm — dBA	119 / 118.5

	STANDBY				PRIME POWER			
	60 hz		*50 hz*		*60 hz*		*50 hz*	
Governed Engine Speed — rpm	1800		1500		1800		1500	
Engine Idle Speed — rpm	675 - 775		675 - 775		675 - 775		675 - 775	
Gross Engine Power Output — BHP (kW_m)	755	(563)	675	(504)	680	(507)	600	(448)
Brake Mean Effective Pressure — psi (kPa)	287	(1979)	310	(2137)	260	(1793)	275	(1896)
Piston Speed — ft / min (m / s)	1875	(9.5)	1562	(7.9)	1875	(9.5)	1562	(7.9)
Friction Horsepower — HP (kW_m)	85	(63)	60	(45)	85	(63)	60	(45)
Engine Water Flow at Stated Friction Head External to Engine:								
• 3 psi Friction Head — US gpm (liter / s)	196	(12.4)	162	(10.2)	196	(12.4)	162	(10.2)
• Maximum Friction Head — US gpm (liter / s)	175	(11.0)	145	(9.1)	175	(11.0)	145	(9.1)
Engine Data with Dry Type Exhaust Manifold								
Intake Air Flow — cfm (liter / s)	1517	(716)	1226	(579)	1455	(687)	1126	(532)
Exhaust Gas Temperature — °F (°C)	939	(504)	1034	(557)	898	(481)	1000	(538)
Exhaust Gas Flow — cfm (liter / s)	3945	(1862)	3400	(1604)	3673	(1734)	3100	(1463)
Air to Fuel Ratio — air : fuel	25.5:1		22.5:1		27.2:1		23.2:1	
Radiated Heat to Ambient — BTU / min (kW_m)	4700	(83)	4100	(72)	4200	(74)	3645	(64)
Heat Rejection to Coolant — BTU / min (kW_m)	16350	(287)	15340	(270)	14350	(252)	13660	(240)
Heat Rejection to Exhaust — BTU / min (kW_m)	24000	(423)	20530	(361)	21500	(378)	18125	(319)

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

ENGINE MODEL : **KTA19-G4**
DATA SHEET : DS-4212-A
DATE : 09Dec98
CURVE NO. : FR-4212

CUMMINS ENGINE COMPANY, INC. Columbus, Indiana 47202-3005