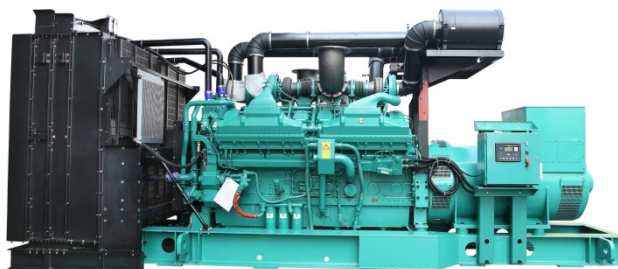


## DATA SHEET

DIESEL GENERATOR 720KW  
MODEL#FDK-CG720/H1  
50HZ/1500RPM  
CUMMINS MODEL: QSK23-G3



### General Features:

- ♦ All qualified generator sets are subjected to a comprehensive performance test which includes 50% load, 70% load, 100% load, 110% load and to check, verify that all control systems, alarm and shut-down protection.
- ♦ Equipped with battery charger and 24V high performance maintenance-free lead-acid starting batteries and connecting cables.
- ♦ Stainless galvanized zinc plates with strong corrosion-proof.
- ♦ Vibration isolators between the engine/alternator and base frame.
- ♦ Equipped with industrial silencer and flexible exhaust hose.
- ♦ Designed to comply with ISO8528/GB2820.
- ♦ Powered by Cummins engine and coupled with Stamford alternator.
- ♦ Water jacket preheater, oil heater and double air cleaner, etc. are available.

### FDK Diesel Generator Set Data

|                                |              |
|--------------------------------|--------------|
| Genset Model                   | FDK-CG720/H1 |
| Prime Power                    | 640KW/800KVA |
| Standby Power                  | 720KW/900KVA |
| Output Frequency / Rated speed | 50Hz/1500rpm |
| Rated Voltage                  | 230V/400V    |

|                  |                  |
|------------------|------------------|
| Engine Make      | Cummins Original |
| Engine Model     | QSK23-G3         |
| Alternator model | Stamford HCI634G |
| Control System   | DSE7320          |
| Phase            | Three            |

(1) **Prime power:** The rating is available for an unlimited of annual operating hours in variable load applications, in accordance with ISO8528-1.A 10% overload is available for a period of 1 hour within 12-hour period of operation, in accordance with ISO 3046-1.

(2) **Standby power:** The rating is applicable for supplying emergency power in variable load applications for up to 200 hours per year in accordance with ISO8528-1. Overload is not allowed.

(3) **Rated voltage:** available with customer requirement.

### Engine Specifications (DETAILED in APPENDIX)

|                      |                     |
|----------------------|---------------------|
| Engine Model         | QSK23-G3            |
| Engine Manufacturer  | Cummins<br>ORIGINAL |
| Cylinder quantity    | 6                   |
| Cylinder Arrangement | In-line             |
| Cycle                | 4                   |

|                               |               |
|-------------------------------|---------------|
| Aspiration                    | Turbo-charged |
| Bore x Stroke (mm x mm)       | 170x170       |
| Displacement                  | 23.15L        |
| Compression Ratio             | 16.0:1        |
| Prime power / Speed (KW/RPM)  | 701kw/1500    |
| Standby power/ Speed (KW/RPM) | 768kw/1500    |



ISO9001:2008

FDK reserves the right to change the specifications and designs without notice.

|                                       |                   |  |                |
|---------------------------------------|-------------------|--|----------------|
| Type Injection System                 | Cummins<br>HPI-PT | Fuel Consumption at 100% load<br>(g/KWh) | 195 at 1500rpm |
| Piston Speed                          | 8.5m/s            | Starter motor                            | DC24V          |
| Friction Energy Output                | 72kw              | Low idle                                 | 750pm          |
| Total Lubrication System Capacity (L) | 103               | Coolant Capacity (L)                     | 46.5           |

## Alternator Specifications

|                          |   |                          |   |
|--------------------------|---|--------------------------|---|
| Alternator model         | HCI634G                                 | Number of phase          | 3   |
| Alternator manufacturer  | STAMFORD                                | Rated voltage            | 400V (Available with custom requirements) |
| Exciter type             | Single bearing, Brushless, Self-excited | Power factor             | 0.8                                       |
| Rated output prime power | 810KVA                                  | Voltage regulation NL-FL | ±1%                                       |
| Rated speed              | 1500 rpm                                | Insulation grade         | H   |
| Rated frequency          | 50Hz                                    | Protection grade         | IP23                                      |

**Alternator option: Leroy Somer, MECC, Marathon, Engga, Faraday**

## Control System DSE7320 (DETAILED in INSTRUCTION)

DSE7320 is an advanced control module based on micro-processor, containing all necessary functions for protection of the genset and the breaker control. It can monitor the mains supply, breaker control and automatically start the engine when the mains are abnormal. Accurately measure various operational parameters and display all values and alarms information on the LCD. In addition, the control module can automatically shut down the engine and indicate the engine failure.

### FEATURES

- ♦ Microprocessor control, with high stability and credibility.
- ♦ Monitoring and measuring operational parameters of the mains supply and genset.
- ♦ Indicating operation status, fault conditions, all parameters and alarms.
- ♦ Multiple protections; multiple parameters display, like pressure, temp. etc.
- ♦ Manual, automatic and remote work mode selectable.
- ♦ Real time clock for time and date display, overall runtime display, 250 log entries.
- ♦ Overall power output display.
- ♦ Integral speed/frequency detecting, telling status of start, rated operation, overspeed etc.
- ♦ Communication with PC via RS485 OR RS232 interface, using MODBUS protocol.

## Soundproof Enclosure Specification

FDK silent generator is designed by professional acoustic engineers based on years of experience. Now we can make the noise of the generator less than 80-85dB(A) at 1m, or 70-75dB(A) at 7m, 60-65dB(A) at 15m.

### FEATURES

- ♦ Multi-way air intake and exhaust guarantee the power performance of the generator.
- ♦ Large-scale impedance combined type silencer effectively reduce noise of the generator.
- ♦ Internal high performance rubber damper and flexible materials reduce vibration.
- ♦ Base mounted fuel tank supports the generator running for 8 hours.



ISO9001:2008

FDK reserves the right to change the specifications and designs without notice.

## Optional

| Generator set   | Alternator  | Low environment Temp  | ATS  |
|---|---|---|--|
| <input type="checkbox"/> Open generator set<br><input type="checkbox"/> Silent generator set<br><input type="checkbox"/> Trailer generator set<br><input type="checkbox"/> ABB MCCB circuit breaker | <input type="checkbox"/> Stamford<br><input type="checkbox"/> Marathon<br><input type="checkbox"/> Mecc Alte<br><input type="checkbox"/> Leroy Somer<br><input type="checkbox"/> Farady<br><input type="checkbox"/> Engga | <input type="checkbox"/> Water heater<br><input type="checkbox"/> Oil heater<br><input type="checkbox"/> Battery heater   | <input type="checkbox"/> CHINT<br><input type="checkbox"/> SCHNEIDER<br><input type="checkbox"/> ABB   |
| Fuel system   | Control system  | Voltage   | Synchronized system  |
| <input type="checkbox"/> 12hrs base tank<br><input type="checkbox"/> 24hrs base tank<br><input type="checkbox"/> Dual wall base fuel tank<br><input type="checkbox"/> Outside fuel tank             | <input type="checkbox"/> AMF function<br><input type="checkbox"/> ATS control cabinet<br><input type="checkbox"/> DSE7320<br><input type="checkbox"/> DSE7510<br><input type="checkbox"/> GU620A                          | <input type="checkbox"/> 415/240V<br><input type="checkbox"/> 400/230V<br><input type="checkbox"/> 380/220V<br><input type="checkbox"/> 220/127V<br><input type="checkbox"/> 200/115V | <input type="checkbox"/> CHINT Cabinet<br><input type="checkbox"/> SCHNEIDER Cabinet<br><input type="checkbox"/> DSE8610 Module<br><input type="checkbox"/> COMAQ Module<br><input type="checkbox"/> DEIF Module |

## Dimension & Weight

### Open

|                             |                |
|-----------------------------|----------------|
| Overall Size:<br>LxWxH (mm) | 3800x1818x2350 |
| Weight (kg)                 | 7000           |

### Soundproof Version

|                             |                |
|-----------------------------|----------------|
| Overall Size:<br>LxWxH (mm) | 5800x2000x2550 |
| Weight (kg)                 | 9300           |

## Sales Promises

- ◆ FDK provides a full line of brand new and high quality products. Each and every unit is strictly factory tested before shipment.
- ◆ Quality warranty is according to our standard conditions: 12 months from BL date or 1000 running hours, whichever comes first.
- ◆ Service and parts are available from FDK or distributors in your location.
- ◆ FDK guarantee use **BRAND NEW & GENUINE MACHINE.**





# Cummins Inc.

Columbus, Indiana 47201

## Engine Data Sheet

Basic Engine Model:  
**QSK23-G3**

Engine Critical Parts List:  
**CPL: 8352**

Curve Number:  
**FR-50011**

Date:  
**16Jan06**

G-DRIVE  
**QSK**  
**1**

Displacement : **23.15 litre (1413 in<sup>3</sup>)**

Bore : **170 mm (6.69 in.)** Stroke : **170 mm (6.69 in.)**

No. of Cylinders : **6**

Aspiration : **Turbocharged and Air to Air Aftercooled**

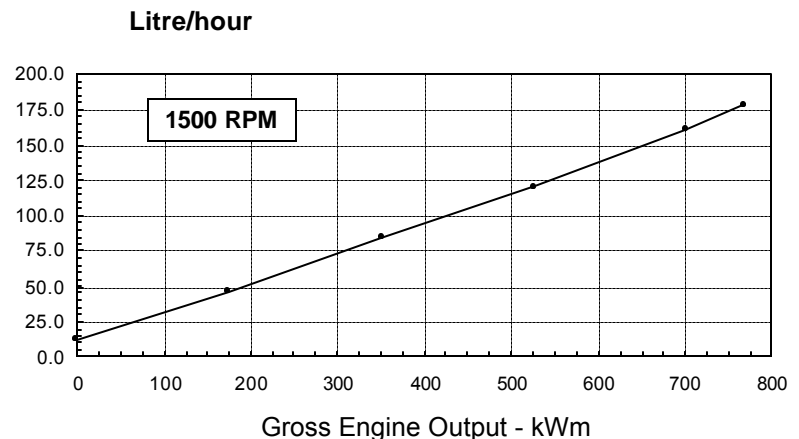
| Engine Speed<br>RPM | Standby Power |      | Prime Power |      | Continuous Power |     |
|---------------------|---------------|------|-------------|------|------------------|-----|
|                     | kWm           | BHP  | kWm         | BHP  | kWm              | BHP |
| 1500                | 768           | 1030 | 701         | 940  | 537              | 720 |
| 1800                | 895           | 1200 | 809         | 1085 | 652              | 875 |

### Emissions Certification (1800 RPM Only)

"For mobile applications in the U.S. and Canada, this rating may only be sold in accordance with the OEM TPEM provisions of 40 CFR 89.102. For stationary applications in the U.S. (except California), this rating may be sold through 2006 under the NSPS provisions of 40 CFR Part 60."

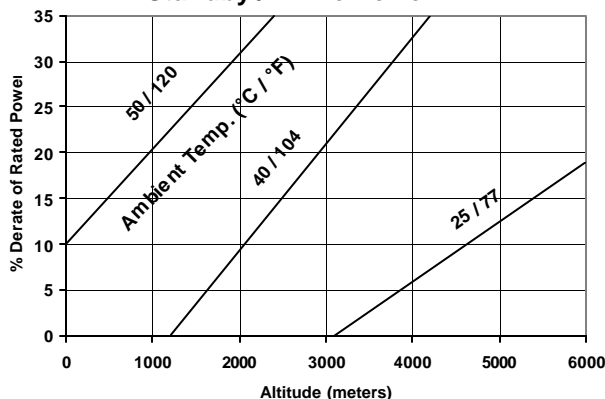
## Engine Performance Data @ 1500 RPM

| OUTPUT POWER            |     |      | FUEL CONSUMPTION |              |                |                   |
|-------------------------|-----|------|------------------|--------------|----------------|-------------------|
| %                       | kWm | BHP  | kg/<br>kWm-h     | lb/<br>BHP-h | litre/<br>hour | U.S. Gal/<br>hour |
| <b>STANDBY POWER</b>    |     |      |                  |              |                |                   |
| 100                     | 768 | 1030 | 0.197            | 0.323        | 178            | 46.9              |
| <b>PRIME POWER</b>      |     |      |                  |              |                |                   |
| 100                     | 701 | 940  | 0.195            | 0.321        | 161            | 42.5              |
| 75                      | 526 | 705  | 0.196            | 0.322        | 121            | 32.0              |
| 50                      | 351 | 470  | 0.206            | 0.338        | 85             | 22.4              |
| 25                      | 175 | 235  | 0.223            | 0.370        | 46             | 12.2              |
| <b>CONTINUOUS POWER</b> |     |      |                  |              |                |                   |
| 100                     | 537 | 720  | 0.198            | 0.326        | 125            | 33.1              |

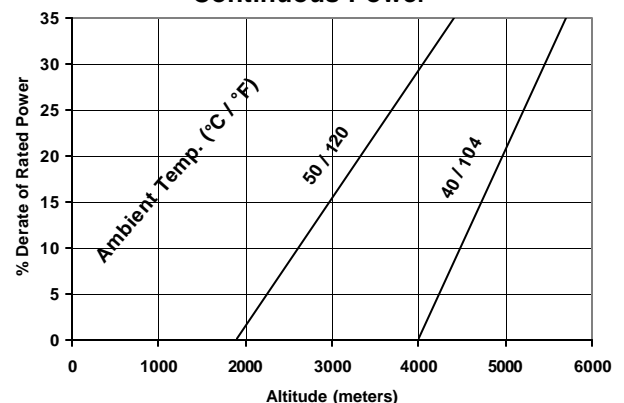


## Power Derate Curves @ 1500 RPM

### Standby / Prime Power



### Continuous Power



### Operation At Elevated Temperature And Altitude:

For sustained operation above these conditions, derate by an additional 3.4% per 300 m (1000 ft), and 20% per 10° C (18° F).

**CONVERSIONS:**(litres = U.S. Gal x 3.785) (U.S. Gal = litres x 0.2642)

These guidelines have been formulated to ensure proper application of generator drive engines in A.C. generator set installations. **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 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.

Reference AEB 10.47 for determining Electrical Output.

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

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.

Data Status: Limited Production

Data Tolerance: ± 5%

Chief Engineer:

*D.K. Walker*  
[www.falkenergy.com](http://www.falkenergy.com)

Data Subject to Change Without Notice



# Cummins Inc.

Columbus, Indiana 47201

## Engine Data Sheet

Basic Engine Model:  
**QSK23-G3**

Engine Critical Parts List:  
**CPL: 8352**

Curve Number:  
**FR-50011**

Date:  
**16Jan06**

**G-DRIVE**  
**QSK**  
**2**

Displacement : **23.15 litre (1413 in<sup>3</sup>)**

Bore : **170 mm (6.69 in.)** Stroke : **170 mm (6.69 in.)**

No. of Cylinders : **6**

Aspiration : **Turbocharged and Air to Air Aftercooled**

| Engine Speed<br>RPM | Standby Power |      | Prime Power |      | Continuous Power |     |
|---------------------|---------------|------|-------------|------|------------------|-----|
|                     | kWm           | BHP  | kWm         | BHP  | kWm              | BHP |
| 1500                | 768           | 1030 | 701         | 940  | 537              | 720 |
| 1800                | 895           | 1200 | 809         | 1085 | 652              | 875 |

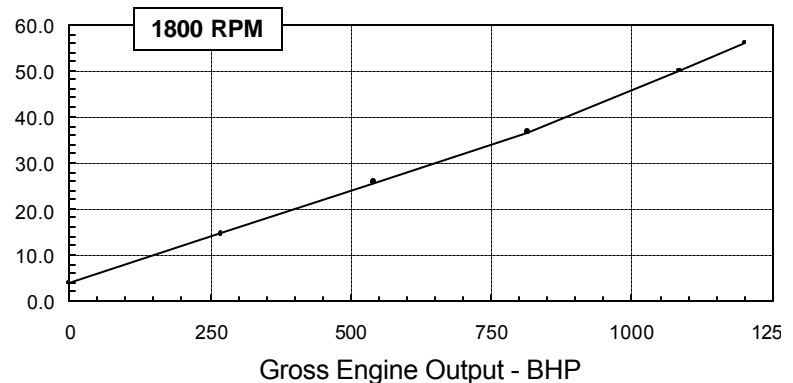
### Emissions Certification (1800 RPM Only)

"For mobile applications in the U.S. and Canada, this rating may only be sold in accordance with the OEM TPEM provisions of 40 CFR 89.102. For stationary applications in the U.S. (except California), this rating may be sold through 2006 under the NSPS provisions of 40 CFR Part 60."

## Engine Performance Data @ 1800 RPM

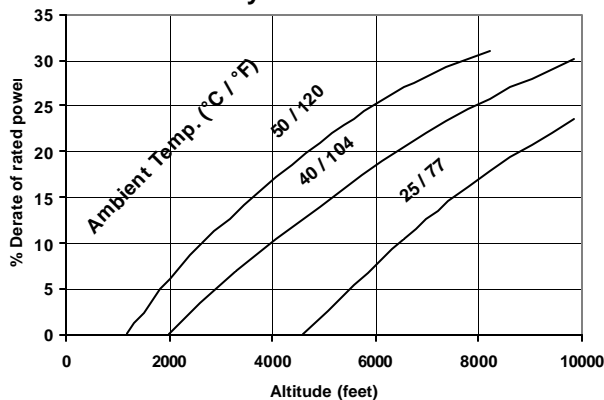
| OUTPUT POWER            |     |      | FUEL CONSUMPTION |              |                |                   |
|-------------------------|-----|------|------------------|--------------|----------------|-------------------|
| %                       | kWm | BHP  | kg/<br>kWm-h     | lb/<br>BHP-h | litre/<br>hour | U.S. Gal/<br>hour |
| <b>STANDBY POWER</b>    |     |      |                  |              |                |                   |
| 100                     | 895 | 1200 | 0.201            | 0.332        | 212            | 56.1              |
| <b>PRIME POWER</b>      |     |      |                  |              |                |                   |
| 100                     | 809 | 1085 | 0.199            | 0.326        | 189            | 49.8              |
| 75                      | 607 | 814  | 0.195            | 0.320        | 139            | 36.7              |
| 50                      | 405 | 543  | 0.204            | 0.336        | 97             | 25.7              |
| 25                      | 202 | 271  | 0.236            | 0.385        | 56             | 14.7              |
| <b>CONTINUOUS POWER</b> |     |      |                  |              |                |                   |
| 100                     | 653 | 875  | 0.194            | 0.320        | 149            | 39.4              |

### U.S. Gallons / hour

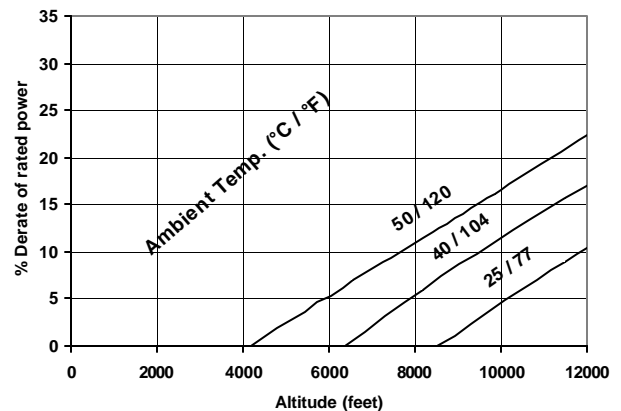


## Power Derate Curves @ 1800 RPM

### Standby / Prime Power



### Continuous Power



### Operation At Elevated Temperature And Altitude:

For sustained operation above these conditions, derate by an additional 5.0% per 300 m (1000 ft), and 7% per 10° C (18° F).

**CONVERSIONS:**(litres = U.S. Gal x 3.785) (U.S. Gal = litres x 0.2642)

These guidelines have been formulated to ensure proper application of generator drive engines in A.C. generator set installations. **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 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 Subject to Change Without Notice

Reference AEB 10.47 for determining Electrical Output.

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

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.

Data Status: Limited Production

Data Tolerance: ± 5%

Chief Engineer:

*D.K. Jundhoo*  
[www.tdkenergy.com](http://www.tdkenergy.com)

# Cummins Inc.

## Engine Data Sheet

ENGINE MODEL : **QSK23-G3**

CONFIGURATION NUMBER : D893001GX03

DATA SHEET : LP-50011

DATE : 16Jan06

PERFORMANCE CURVE : FR-50011

**INSTALLATION DIAGRAM**

• Fan to Flywheel : 3170553

**CPL NUMBER**

• Engine Critical Parts List : 8352

**GENERAL ENGINE DATA**

|   |  |
|---|--|
| Type .....  | Inline 6-Cylinder Diesel                     |
| Aspiration .....                                    | Turbocharged and Low Temperature Aftercooled |
| Bore x Stroke .....                                 | 170 x 170 (6.69 x 6.69)                      |
| Displacement .....                                  | 23.15 (1413)                                 |
| Compression Ratio .....                             | 16.0:1                                       |
| Dry Weight  |  |
| Fan to Flywheel Engine .....                        | 2755 (6060)                                  |
| Wet Weight  |  |
| Fan to Flywheel Engine .....                        | 2805 (6170)                                  |
| Moment of Inertia of Rotating Components            |  |
| • with (SAE 0) .....                                | 11.6 (270)                                   |
| Center of Gravity from Front Face of Block .....    | 725 (28.5)                                   |
| Center of Gravity Above Crankshaft Centerline ..... | 240 (9.5)                                    |
| Maximum Static Loading at Rear Main Bearing .....   | 990 (2160)                                   |

**ENGINE MOUNTING**

|  |             |
|--|-------------|
| Maximum Bending Moment at Rear Face of Block ..... | 3205 (2340) |
|--|-------------|

**EXHAUST SYSTEM**

|                             |          |
|-----------------------------|----------|
| Maximum Back Pressure ..... | 76.2 (3) |
|-----------------------------|----------|

**AIR INDUCTION SYSTEM**

|                                   |          |
|-----------------------------------|----------|
| Maximum Intake Air Restriction:   |          |
| • with Dirty Filter Element ..... | 635 (25) |
| • with Clean Filter Element ..... | 381 (15) |

**COOLING SYSTEM**

|                                      |             |
|--------------------------------------|-------------|
| Coolant Capacity — Engine Only ..... | 46.5 (12.3) |
| Minimum Pressure Cap .....           | 69 (10)     |

**Jacket Water Circuit Requirements**

|   |                       |
|---|-----------------------|
| Maximum Static Head of Coolant Above Engine Crank Centerline .....    | 18.3 (60)             |
| Standard Thermostat (Modulating) Range .....                          | 76.5-90 (170 - 194)   |
| Maximum Top Tank Temperature for Standby . Prime Power .....          | 104 - 100 (220 - 212) |
| Maximum Coolant Friction Head External to the Engine - 1800 RPM ..... | 48 (7)                |
| -1500 RPM .....   | 34 (5)                |

**Air-to-Air Core Requirements**

|  |         |
|--|---------|
| Maximum Temp. Rise Between Engine Air Intake and Intake Manifold —1500 / 1800 rpm .. | 33 (60) |
| Maximum Air Press. Drop from Turbo Air Outlet to Intake Manifold — 1500 / 1800 rpm—  | 102 (4) |

**LUBRICATION SYSTEM**

|   |                     |
|---|---------------------|
| Oil Pressure @ Idle Speed .....                     | 145 (21)            |
| @ Governed Speed .....                              | 345 - 448 (50 - 65) |
| Maximum Oil Temperature .....                       | 120 (248)           |
| Oil Capacity with OP TBD Oil Pan : Low - High ..... | 66 - 95 (17 - 25)   |
| Total System Capacity (With Combo Filters) .....    | 74 - 103 (19 - 27)  |

**FUEL SYSTEM**

|   |                |
|---|----------------|
| Type Injection System .....   | Cummins HPI-PT |
| Maximum Restriction at Fuel Injection Pump — with Clean Fuel Filter .....                         | 120 (4.0)      |
| — with Dirty Fuel Filter.....   | 203 (8.0)      |
| Maximum Allowable Head on Injector Return Line (Consisting of Friction Head and Static Head)..... | 229 (9.0)      |
| Maximum Inlet Temperature .....   | 70 (160)       |
| Maximum Fuel Flow to Injection Pump .....   | 684 (181)      |
| Maximum Drain Flow .....  | 662 (175)      |

**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 °F) and Above.....            | — 0°F CCA | 1200  |
| • Cold Soak @ 0 °C to 10 °C (32 °F to 50 °F) .....    | — 0°F CCA | 1280  |
| • Cold Soak @ -18 °C to 0 °C (0 °F to 32 °F).....     | — 0°F CCA | 1800  |

**COLD START CAPABILITY**

|   |           |     |       |
|---|-----------|-----|-------|
| Minimum Ambient Temperature for Cold Start with 1500 watt Coolant Heater to Rated Speed ..... | — °C (°F) | -30 | (-22) |
| Minimum Ambient Temperature for Unaided Cold Start to Idle Speed .....                        | — °C (°F) | 0   | (32)  |
| Minimum Ambient Temperature for NFPA 110 Cold Start (90° F Minimum Coolant Temperature).....  | — °C (°F) | 10  | (50)  |

**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%                |
| Air Intake Restriction | : 381 mm H <sub>2</sub> O (15 in H <sub>2</sub> O) | Exhaust Restriction | : 51 mm Hg (2 in Hg) |

|  |       |          |
|--|-------|----------|
| 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); @1500 rpm.....                    | — dBA | TBD      |
| Exhaust Noise at 1 m Horizontally from Centerline of Exhaust Pipe Outlet Upwards at 45°..... | — dBA | TBD      |

|  | STANDBY POWER |             | PRIME POWER |             |
|--|---------------|-------------|-------------|-------------|
|  | 60 hz         | 50 hz       | 60 hz       | 50 hz       |
| Governed Engine Speed .....  | 1800          | 1500        | 1800        | 1500        |
| Engine Idle Speed.....   | 750           | 750         | 750         | 750         |
| Gross Engine Power Output..... — kW <sub>m</sub> (BHP)               | 895 (1200)    | 768 (1030)  | 809 (1085)  | 701 (940)   |
| Brake Mean Effective Pressure .....                                  | 2600 (377)    | 2675 (388)  | 2350 (341)  | 2441 (354)  |
| Piston Speed .....   | 10.3 (2010)   | 8.6 (1675)  | 10.3 (2010) | 8.6 (1675)  |
| Friction Horsepower .....  | 93 (124)      | 72 (96)     | 93 (124)    | 72 (96)     |
| Engine Jacket Water Flow at Stated Friction Head External to Engine: |               |             |             |             |
| • 3 psi Friction Head..... — litre / s (US gpm)                      | 10.4 (165)    | 7.6 (120)   | 10.4 (165)  | 7.9 (126)   |
| • Maximum Friction Head..... — litre / s (US gpm)                    | 10.1 (160)    | 7.6 (120)   | 10.1 (160)  | 7.6 (120)   |
|  |               |             |             |             |
| Intake Air Flow .....  | 1132 (2398)   | 888 (1882)  | 1094 (2318) | 815 (1720)  |
| Exhaust Gas Temperature .....  | 514 (957)     | 543 (1010)  | 467 (872)   | 532 (990)   |
| Exhaust Gas Flow .....   | 3056 (6475)   | 2463 (5218) | 2773 (5875) | 2259 (4786) |
| Air-to-Fuel Ratio .....  | 25.5 : 1      | 23.8 : 1    | 27.6 : 1    | 25.3 : 1    |
| Radiated Heat to Ambient .....                                       | 85 (4862)     | 71 (4058)   | 76 (4313)   | 65 (3682)   |
| Heat Rejection to Jacket Water Coolant.....                          | 269 (15305)   | 222 (12636) | 235 (13358) | 215 (12252) |
| Heat Rejection to Exhaust.....                                       | 656 (37334)   | 570 (32417) | 569 (32392) | 507 (28877) |
| Heat Rejection to Fuel*.....   | 9.1 (520)     | 6.8 (387)   | 9.1 (520)   | 6.8 (387)   |
| Charge Air Cooler Heat Rejection .....                               | 223 (12673)   | 146 (8329)  | 198 (11270) | 122 (6944)  |
| Turbo Compressor Outlet Temperature .....                            | 227 (440)     | 199 (390)   | 209 (408)   | 182 (360)   |
| Turbo Compressor Outlet Pressure .....                               | 283 (41)      | 248 (36)    | 269 (39)    | 214 (31)    |

\* This is the maximum heat rejection to fuel, which is at low load  
**N.A.** - Not Available  
**N/A** - Not Applicable to this Engine  
**TBD** - To Be Determined