Exhaust Emission Data Sheet
C200D6D
60 Hz Diesel Generator Set

Engine Information:

Model:	Cummins QSB7-G5 NR3	Bore:	4.21 in. (106.9 mm)
Type:	4 cycle, in-line, 6 cylinder diesel	Stroke:	4.88 in. (123.9 mm)
Aspiration:	Turbocharged and Charge Air Cooled	Displacement:	408 cu. in. (6.7 liters)
Compression Ratio:	17.2:1	Exhaust Stack Diameter:	4 in (101.6 mm)
Emission Control Device:	Turbocharged and Charge Air Cooled		

Performance Data	1/4 Standby	1/2 Standby	3/4 Standby	Full Standby	Full Prime
BHP @ 1800 RPM (60 Hz)	106.9	173.9	241	306.2	277.6
Fuel Consumption (gal/Hr)	5.7	8.7	11.7	14.7	13.4
Exhaust Gas Flow (CFM)	784.8	1125.5	1272.1	1439.3	1335.8
Exhaust Gas Temperature (°F)	723.1	816.5	876.7	954.4	904.2
Exhaust Emission Data					
HC (Total Unburned Hydrocarbons)	0.24	0.10	0.04	0.03	0.03
NOx (Oxides of Nitrogen as NO_2)	1.87	2.08	2.94	4.65	4.06
CO (Carbon Monoxide)	1.54	0.75	0.33	0.19	0.22
PM (Particulate Matter)	0.15	0.09	0.05	0.02	0.03
Smoke (Bosch)	0.71	0.62	0.44	0.25	0.23
Sulfur Dioxide (SO_2)	0.17	0.16	0.15	0.14	0.14

All values (except smoke) are cited: g/BHP-hr

Test Conditions

Data is representative of steady-state engine speed (± 25 RPM) at designated genset loads. Pressures, temperatures, and emission rates were stabilized.

Fuel Specification:	ASTM D975 No. 2-D diesel fuel with 0.03-0.05% sulfur content (by weight), and 40-48 cetane number.
Fuel Temperature:	99 ± 9 °F (at fuel pump inlet)
Intake Air Temperature:	77 ± 9 °F
Barometric Pressure:	29.6 ± 1 in. Hg
Humidity:	NOx measurement corrected to 75 grains H_2O/lb dry air
Reference Standard:	ISO 8178

The NOx, HC, CO and PM emission data tabulated here are representative of test data taken from a single engine under the test conditions shown above. Data for the other components are estimated. These data are subjected to instrumentation and engine-to-engine variability. Field emission test data are not guaranteed to these levels. Actual field test results may vary due to test site conditions, installation, fuel specification, test procedures and instrumentation. Engine operation with excessive air intake or exhaust restriction beyond published maximum limits, or with improper maintenance, may results in elevated emission levels.