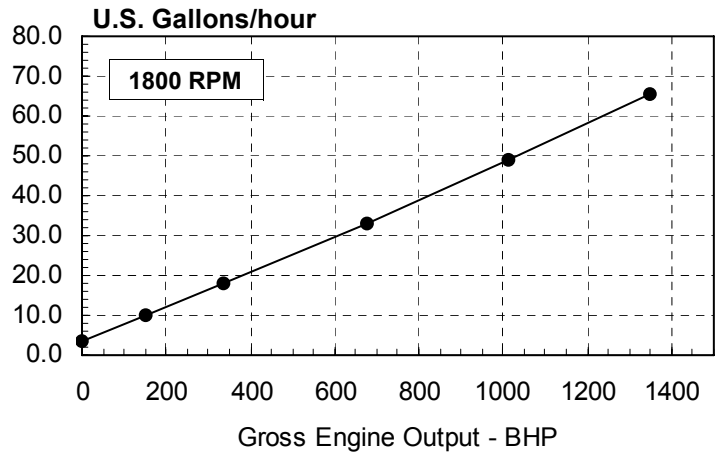
	CUMMINS ENGINE COMPANY, INC	Basic Engine Model: QST30-G5 NR2	Date: 7Jun07	<i>G-DRIVE</i> QST 1
	Columbus, Indiana 47201	Engine Critical Parts List: CPL: 1175 (2P/2L) CPL: 1704 (ATA)	Curve Number: FR-5247 (2P/2L) FR-5250 (ATA)	
ENGINE PERFORMANCE CURVE				
Displacement : 30.48 litre (1860 in³)		Bore : 140 mm (5.51 in.) Stroke : 165 mm (6.50 in.)		
No. of Cylinders : 12		Aspiration : Turbocharged and Low Temperature Aftercooled		
Emissions: Refer to Emission Data Sheet for Details				

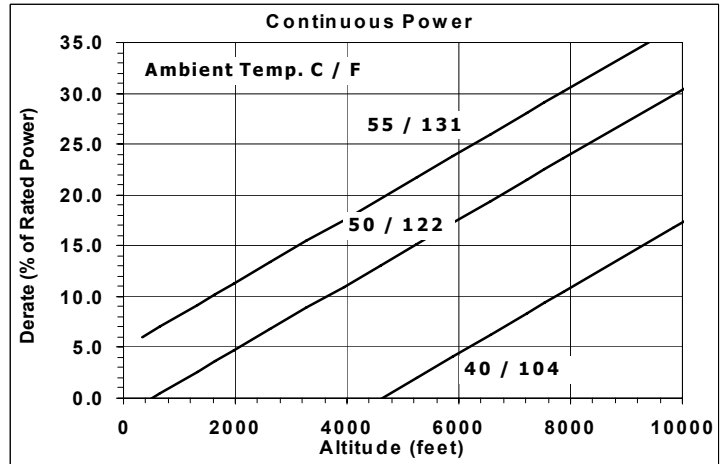
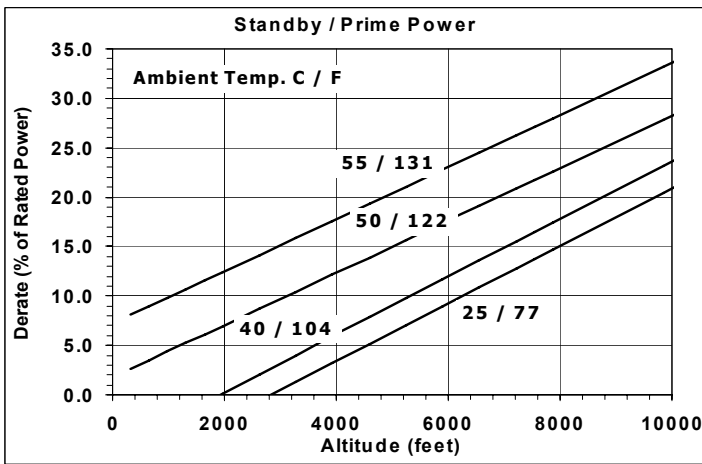
Engine Speed RPM	Standby Power		Prime Power		Continuous Power	
	kWm	BHP	kWm	BHP	kWm	BHP
1800	1112	1490	1007	1350	832	1115

Engine Performance Data @ 1800 RPM

OUTPUT POWER			FUEL CONSUMPTION			
%	kWm	BHP	kg/ kWm·h	lb/ BHP·h	liter/ hour	U.S. Gal/ hour
STANDBY POWER						
100	1112	1490	0.211	0.346	275	72.7
PRIME POWER						
100	1007	1350	0.209	0.344	248	65.4
75	755	1013	0.208	0.342	185	48.8
50	504	675	0.212	0.349	126	33.1
25	252	338	0.233	0.384	69	18.2
CONTINUOUS POWER						
100	832	1115	0.208	0.341	246	64.9



Power Derate Curves:



Operation At Elevated Temperature And Altitude:

For sustained operation above these conditions, derate by an additional 3% per 300 m (1000 ft), and 13% per 10° C (18° F).

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. **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 H₂O 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:

Cummins Engine Company, Inc.

Engine Data Sheet

G-DRIVE
QST
2

ENGINE MODEL : **QST30-G5 NR2** CONFIGURATION NUMBER : D573001GX03

DATA SHEET : DS-5247
DATE : 7Jun07
PERFORMANCE CURVE : FR-5247 (2P/2L)
FR-5250 (ATA)

INSTALLATION DIAGRAM

- Fan to Flywheel : (2P/2L) 4953738
- Fan to Flywheel : (ATA) 4953769

CPL NUMBER

- Engine Critical Parts List :1175 (2P/2L)
- Engine Critical Parts List :1704 (ATA)

GENERAL ENGINE DATA

Type		4-Cycle; 50° Vee; 12-Cylinder Diesel
Aspiration		Turbocharged and Low Temperature Aftercooled
Bore x Stroke	— mm x mm (in x in)	140 x165 (5.51 x 6.50)
Displacement	— (liter) in ³	30.48 (1860)
Compression Ratio		14.7 : 1
Dry Weight,Fan to Flywheel Engine.....	— kg (lb)	3012 (6640)
Wet Weight,Fan to Flywheel Engine.....	— kg (lb)	3112 (6860)
Moment of Inertia of Rotating Components		
• with FW 5050 Flywheel	— kg • m ² (lb _m • ft ²)	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)	51 (2)
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AIR INDUCTION SYSTEM

Maximum Intake Air Restriction		
• with Dirty Filter Element.....	— mm H ₂ O (in H ₂ O)	635 (25)
• with Clean Filter Element.....	— mm H ₂ O (in H ₂ O)	381 (15)

COOLING SYSTEM (Low Temperature Aftercooling Required)

Coolant Capacity — Engine Only.....	— liter (US gal)	79 (21)
— Aftercoolers (2 Pump / 2 Loop).....	— liter (US gal)	12 (3.2)
Minimum Pressure Cap	— kPa (psi)	69 (10)

Jacket Water Circuit Requirements

Maximum Coolant Friction Head External to Engine.....	— kPa (psi)	69 (10)
Maximum Static Head of Coolant Above Engine Crank Centerline	— m (ft)	14 (46)
Standard Thermostat (Modulating) Range.....	— °C (°F)	82 - 95 (180 - 203)
Maximum Top Tank Temperature for Standby / Prime Power	— °C (°F)	104 / 100 (220 / 212)

Aftercooler Circuit Requirements (2 Pump / 2 Loop Aftercooling)

Maximum Inlet Water Temperature to Aftercooler @ 77 °F.....	— °C (°F)	41 (105)
Maximum Inlet Water Temperature to Aftercooler.....	— °C (°F)	62 (143)
Maximum Coolant Friction Head External to Engine.....	— kPa (psi)	48 (7)

Air-to-Air Core Requirements

Maximum Temp. Rise Between Engine Air Inlet and Intake Manifold	— °C (°F)	35 (63)
Maximum Air Press. Drop from Turbo Air Outlet to Intake Manifold	— mm Hg (in Hg)	127 (5)
Maximum Intake Manifold Temperature @ 77 °F (25 °C) ambient	— °C (°F)	60 (140)
Maximum Intake Manifold Temperature for Engine Protection (Warning Threshold).....	— °C (°F)	84 (183)

LUBRICATION SYSTEM

Oil Pressure @ Idle Speed.....	— kPa (psi)	166 (24)
@ Governed Speed	— kPa (psi)	310 - 386 (45 - 56)
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)

FUEL SYSTEM

Type Injection System.....	Bosch P8500 LLA Direct Injection	
Maximum Restriction at Lift Pump — with Clean Fuel Pre-Filter.....	— mm Hg (in Hg)	102 (4.0)
— with Dirty Fuel Pre-Filter.....	— mm Hg (in Hg)	203 (8.0)
Maximum Allowable Head on Injector Return Line (Consisting of Friction and Static Head).....	— mm Hg (in Hg)	508 (20)
Maximum Fuel Flow to Injection Pumps (Left and Right Banks Combined)	— liter / hr (US gph)	570 (150)
Maximum Fuel Inlet Temperature.....	— °C (°F)	71 (150)
Maximum Return Flow.....	— liter / hr (US gph)	550 (145)

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 8000 watt Coolant Heater to Rated Speed.....	— °C (°F)	-7	(20)
Minimum Ambient Temperature for Unaided Cold Start to Idle Speed.....	— °C (°F)	7	(45)
Minimum Ambient Temperature for NFPA110 Cold Start (90°F Minimum Coolant Temperature).....	— °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	: 100 kPa (29.53 in Hg)	Air Temperature	: 25 °C (77 °F)
Altitude	: 110 m (361 ft)	Relative Humidity	: 30%
Air Intake Restriction	: 254 mm H ₂ O (10 in H ₂ 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 / 1800 rpm.....	— dBA	91 / 93
Exhaust Noise at 1 m Horizontally from Centerline of Exhaust Pipe Outlet Upwards at 45°	— dBA	128 / 131

	STANDBY POWER		PRIME POWER		
	60 hz	50 hz	60 hz	50 hz	
Governed Engine Speed.....	1800		1800		
Engine Idle Speed	700 - 900		700 - 900		
Gross Engine Power Output.....	1112 (1490)		1007 (1350)		
Brake Mean Effective Pressure.....	2427 (352)		2199 (319)		
Piston Speed.....	9.9 (1949)		9.9 (1949)		
Friction Horsepower	82 (110)		82 (110)		
Engine Jacket Water Flow at Stated Friction Head External to Engine:					
• 5 psi Friction Head.....	17.0 (270)		17.0 (270)		
• Maximum Friction Head.....	16.5 (262)		16.5 (262)		
Engine Data with Dry Type Exhaust Manifold					
Intake Air Flow	1570 (3325)	Not applicable for 1500 rpm operation	1460 (3090)	Not applicable for 1500 rpm operation	
Exhaust Gas Temperature.....	465 (870)		455 (845)		
Exhaust Gas Flow	3790 (8030)		3480 (7375)		
Air to Fuel Ratio	27.9 : 1		28.9 : 1		
Radiated Heat to Ambient	140 (7875)		125 (7095)		
Heat Rejection to Jacket Water Coolant.....	380 (21500)		355 (19925)		
Heat Rejection to Exhaust.....	820 (46545)		735 (41775)		
Engine Aftercooler Data					
Heat Rejection to Aftercooler	325 (18260)		280 (15790)		
Aftercooler Water Flow at Stated Friction Head External to Engine:					
• 2 psi Friction Head.....	5.4 (85)	5.4 (85)			
• Maximum Friction Head	5.0 (80)	5.0 (80)			
Charge Air Flow.....	109 (240)	101 (223)			
Turbocharger Compressor Outlet Pressure.....	2337 (92)	2083 (82)			
Turbocharger Compressor Outlet Temperature.....	231 (448)	214 (417)			

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

ENGINE MODEL : QST30-G5 NR2
DATA SHEET : DS-5247
DATE : 7Jun07
CURVE NO. : FR-5247