

	<b>CUMMINS ENGINE COMPANY, INC</b> Columbus, Indiana 47201	Basic Engine Model: <b>QSK60-G6</b>	Curve Number: <b>FR-6364</b>	<i>G-DRIVE</i> <b>QSK</b> <b>1</b>
	<b>EXHAUST EMISSIONS DATA SHEET</b>	Engine Critical Parts List: <b>CPL: 2920</b>	Date: <b>15Feb01</b>	
Displacement : <b>60.2 litre (3673 in<sup>3</sup>)</b>		Bore : <b>159 mm (6.25 in.)</b> Stroke : <b>190 mm (7.48 in.)</b>		
No. of Cylinders : <b>16</b>		Aspiration : <b>Turbocharged and Low Temperature Aftercooled (2 Pump / 2 Loop)</b>		

Engine Speed RPM	Standby Power		Prime Power		Continuous Power	
	kWm	BHP	kWm	BHP	kWm	BHP
1800	2180	2922	1950	2614	1740	2332

## US EPA/CARB

This engine, tested in accordance with ISO 8178 D2, is in compliance with the US EPA MOH Tier 1 requirements:

Component	g/BHP-hr	g/kW-hr
<b>NO<sub>x</sub> (Oxides of Nitrogen)</b>	6.9	9.2
<b>HC (Hydrocarbons)</b>	1.0	1.3
<b>CO (Carbon Monoxide)</b>	8.5	11.4
<b>PM (Particulate Matter)</b>	0.40	0.54

Data was recorded during steady state rated engine speed ( $\pm 25$  RPM) with full load ( $\pm 2\%$ ). Pressures, temperatures, and emission rates were stabilized.

<b>Fuel Specification:</b>	ASTM D975 No. 2-D diesel fuel with 0.2% sulfur content (by weight) and 42-50 cetane number.
<b>Fuel Temperature:</b>	99° F $\pm$ 9° (at fuel pump inlet)
<b>Intake Air Temperature:</b>	77° F $\pm$ 9°
<b>Barometric Pressure:</b>	29.6 in. Hg $\pm$ 1 in. Hg
<b>Humidity:</b>	NOx measurement corrected to 75 grains H <sub>2</sub> O/lb dry air

Emissions data was taken from a single engine under the test conditions shown above. This data is subject to instrumentation, measurement, and engine-to-engine variability. Engine operation with excessive air intake or exhaust restriction beyond published maximum limits, or with improper maintenance, may result in elevated emission levels. Specifications May Change Without Notice.