



CHONGQING CUMMINS ENGINE COMPANY LTD. ENGINE PERFORMANCE CURVE

CONFIGURATION
D233020DX02

ENGINE MODEL: KTA38-G2B

CURVE NUMBER: FR-6924

CPL No.: 3660

DATE: 2013/6/22

Displacement: 38L

(2300)

Aspiration: Turbocharged , Aftercooled

RATING

BoreXStroke: 159X159mm

(6.25X6.25 in.)

Fuel System: Cummins PT

920 kW(1233 BHP)@1800r/min

Compress Ratio: 14.5:1

No. of Cylinder: V-12

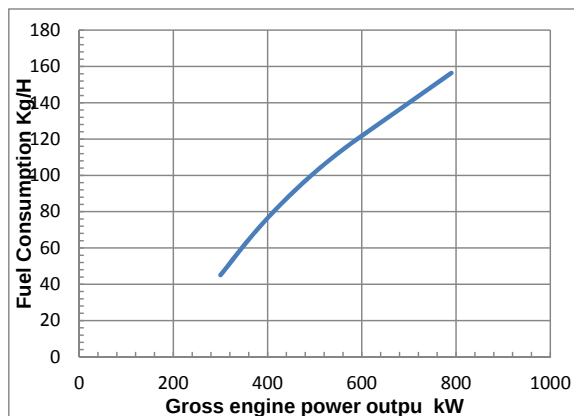
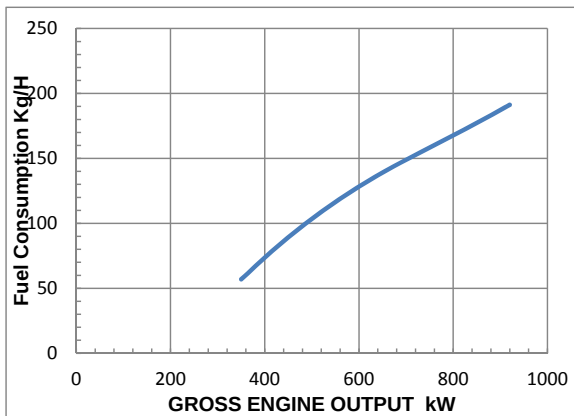
790 kW(1058 BHP)@1500r/min

All data is based on the engine operating with fuel system, water pump, and 20 in. H₂O(4.98kPa) inlet air restriction with 5.8 in.(147mm) inner diameter, and with 2 in. Hg(7kPa) exhaust restriction with 8 in.(203mm) inner diameter; not included are alternator, fan, optional equipment and driven components. Coolant flows and heat rejection data based on coolant as 50% ethylene glycol/50% water. All data is subject to change without notice.

GROSS ENGINE POWER OUTPUT

SPEED rpm	STANDBY POWER		PRIME POWER		CONTINUOUS POWER	
	BHP	kW	BHP	kW	BHP	kW
1800	1233	920	1112	830		
1500	1058	790	953	711		

FUEL CONSUMPTION



OUTPUT POWER			CONSUMPTION		BFSC	
%	BHP	kW	Lb/h	Kg/h	g/kW.h	Lb/BHP.h
1800RPM						
STNADBY						
100	1233	920	422	191	208	0.342
PRIME						
100	1112	830	382	173	209	0.344
75	834	623	294	133	214	0.353
50	626	467	208	94	202	0.332
25	470	350	126	57	163	0.267
1500RPM						
STANDBY						
100	1058	790	345	156	198	0.326
PRIME						
100	953	711	313	142	200	0.328
75	715	533	240	109	204	0.335
50	536	400	169	77	191	0.315
25	402	300	99	45	150	0.247

Curves shown above represent gross engine performance capabilities obtained and corrected in accordance with SAE J1995 conditions of 29.61 in. Hg(100kPa) barometric pressure [300ft.(91m) altitude] 77deg F (25 deg C) inlet temperature, and 0.30 in. Hg(1kPa) water vapor pressure with No.2 diesel fuel.

TECHNICAL DATA DEPT.

CERTIFIED WITHIN 5%

CHIEF ENGINEER

Cummins Confidential



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

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 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 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:

1800RPM up to 5,000 ft.(1,500m) and 104°F (40°C) without power deration.

1500RPM up to 5,000 ft.(1,500m) and 104°F (40°C) without power deration.

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



CHONGQING CUMMINS ENGINE COMPANY LTD.

ENGINE DATA SHEET

ENGINE MODEL: KTA38-G2B

STAND_BY: 1233 BH @1800r/min
920 kW
PRIME: 1112 BH @1800r/min
830 kW

REFERENCE INFORMATION:

CONFIGURATION..... D233020DX02
CPL NUMBER 3660
PERFORMANCE CURVE NUMBER..... FR-6924

GENERALENGINE DATA

Type..... 4 Cycle , 60° Vee , 12 Cylind
Aspiration..... Turbocharged , Aftercooled
Bore— $\text{in. (mm)} \times \text{stroke—in. (mm)}$ 6.25 $\times$ 6.25 (159 $\times$ 159)
Displacement— $\text{in}^3(\text{L})$ 2300 (38)
Compression Ratio..... 14.5:1
Dry Weight
Fan Hub to Flywheel Engine — lb (kg) 8200 (3719)
Radiator Cooled Engine — lb (kg) 9625 (4366)
Wet Weight
Fan Hub to Flywheel Engine — lb (kg) 8700 (3946)
Radiator Cooled Engine — lb (kg) 11030 (5003)
Moment of Inertia of Rotating Components (Excluding Flywheel) — $\text{lb}_m \cdot \text{ft}^2 (\text{kg} \cdot \text{m}^2)$ 94 (3.96)
· With FW 6001 Flywheel — $\text{kg} \cdot \text{m}^2 (\text{lb}_m \cdot \text{ft}^2)$ 10.45 (248.0)
· With FW 6011 Flywheel — $\text{kg} \cdot \text{m}^2 (\text{lb}_m \cdot \text{ft}^2)$ 20.78 (493.0)
C.G. Distance From Front Face of Block— in (mm) 31.5 (801)
C.G. Distance Above Crank Centerline— in (mm) 11 (279)
Maximum Allowable Bending Moment at Rear Face of Block — $\text{N} \cdot \text{m (lb} \cdot \text{ft)}$ 2000 (907)
Firing Order..... 1R-6L-5R-2L-3R-4L-6R-1L-2R-5L-4R-3L

ENGINE MOUNTINC

Moment of Inertia About Roll Axis — $\text{lb} \cdot \text{ft}^2 (\text{kg} \cdot \text{m}^2)$

EXHAUST SYSTEM

Maximum Allowable Back Pressure (1500/1800 rpm) — in. Hg (kPa) 2.3/3 (7.8/10.2)
Maximum Allowable Back Pressure — in. Hg (kPa) 3 (10)
Exhaust Pipe Size Normally Acceptable — in (mm) 6 (152)

AIR INDUCTION SYSTEM

Maximum Allowable Intake Air Restriction With Heavy Duty Air Cleaner

Clean Element — $\text{in. H}_2\text{O (kPa)}$ 15 (3.73)
Clean Element — $\text{in. H}_2\text{O (kPa)}$ 15 (3.73)
Intake Air Alarm Temperature (1500/1800 rpm)— $^{\circ}\text{C} (^{\circ}\text{F})$ 82 (180)

COOLING SYSTEM

Coolant Capacity

After-cooler Only — U.S. Gal (L) 6 (23)
With heat exchanger HX 6076 (With out explanation tank) — U.S. Gal (L) 53 (199)
With explanation tank & LTA— U.S. Gal (L) 30 (112)

Main Engine Circuit

Maximum Coolant Friction Heat External to Engine @1800 rpm — PSI (kPa) 10 (68.9)
@1500 rpm — PSI (kPa) 10 (68.9)
Maximum Allowable Air Friction Across radator — $\text{in. H}_2\text{O (kPa)}$ 0.5 (0.1)
Minimum Raw Water Flow @ 90°F(32°C) to Heat Exchanger With HX 6076 — GPM (L/mi 108) (408.8)

CHONGQING CUMMINS ENGINE COMPANY LTD.

CHONGQING, CHINA

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<http://www.ccec.easia.cummins.com> - /Publish/design/



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Maximum Raw Water Inlet Pressure @ Heat Exchanger HX 6076 —PSI(kPa).....	50	(344.7)
Maximum Allowable Top Tank Temperature (Stand_by/Prime) —°F(°C).....	220/212	(104/100)
Standard Thermostat (modulating) Range— °F(°C).....	180-200	(82-93)
Maximum Allowable Coolant Temperature —°F(°C).....	205	(96.1)
Minimum Coolant Makeup Capacity —U.S.Gal(L).....	6.3	(23.8)
Maximum Raw water Inlet Friction —PSI(kPa).....	10	(254.0)
Maximum Raw water Pump Suction —ft.(m).....	15	(4.6)
Maximum Raw water Pump head —ft.(m).....	67	(20.5)
Minimum Allowable Fill Rate —U.S.GPM(L/min).....	5	(18.9)
Maximum Allowable Initial Fill Time —min.....	5	
Minimum Allowable Coolant Expansion Space —% of System Capacity.....	5	
Maximum Allowable Inlet Coolant Temperature at Limited situation (Stand_by/Prime) —	160/150	(71/66)

LUBRICATION SYSTEM

Oil Pressure

@ Idle —PSI(kPa).....	20	(138)
@ Rated Speed —PSI(kPa).....	45-65	(310-448)
Oil Flow at Rated Speed —U.S.GPM(L/min).....	124	(469.4)
Maximum Allowable Oil Temperature —°F(°C).....	250	(121.0)

By-Pass Filter Capacity

Spin-on Cartridge Type —U.S.Gal(L).....	2 X 0.7	(2 X 2.6)
Replaceable Element Type —U.S.Gal(L)	2 X 2.9	(2 X 11.0)

Oil Pan Capacity (Option OP6024)

High —U.S.Gal(L).....	40.0	(151.4)
Total System Capacity (Excluding By-Pass Filter) —U.S.Gal(L).....	45.0	(170.3)
Total System Capacity (Excluding By-Pass Filter) —U.S.Gal(L).....	35.7	(135.1)

Angularity of Standard Oil Pan (Option OP)

Front Down.....	30°	
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FUEL SYSTEM

Fuel Injection System..... Cummins PT

Maximum Fuel Consumption at Maximum Rated Output and Speed —lb/h(kg/h).....

Maximum allowable Restriction to PT Fuel Pump

With Clean Fuel Filter —in.Hg(kPa).....	4	(13.55)
With Dirty Fuel Filter —in.Hg(kPa).....	10	(33.86)

Maximum Fuel Supply at Rated Power and Speed —lb/h(kg/h).....

Maximum Allowable Injector Return Line Restriction

With Check Valves —in.Hg(kPa).....	7	(22)
Less Check Valves —in.Hg(kPa).....	3	(8)

Minimum Allowable Fuel Tank Vent Capability —ft³/h (L/h) 15 (425)
(With 2.5 in. Hg (63 mm Hg) or Less Back Pressure)

Starter (Heavy, Anode)—Volt..... 24

Battery Recharge System,Negative ground—A..... 35

Maximum Allowable Resistance of Starting Circuit—Ω..... 0.002

Minimum Recommended Battery Capacity

·Cold Soak at 50°F(10°C) or Above—0°F CCA.....	1200
·Cold Soak at 32~50°F(0~10°C) or Above—0°F CCA.....	1280
·Cold Soak at 0~32°F(-18~0°C) or Above—0°F CCA.....	1800

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CHONGQING CUMMINS ENGINE COMPANY LTD. ENGINE DATA SHEET

PERFORMANCE DATA

All data is based on the engine operating with fuel system, water pump, lubricating oil pump, air cleaner, and muffler, not included are alternator, compressor, fan, optional equipment and driven components. Data represents gross engine performance capabilities obtained and corrected in accordance with SAE J1349 conditions for 29.61 in Hg (100 kPa) barometric pressure [300ft. (90 m) altitude], 77°F (25 °C) inlet air temperature, and 0.30 in. Hg (1kPa) water vapor pressure with No. 2 diesel fuel or a fuel corresponding to ASTM D2. All data is subject to change without notice.

	STAND_BY		PRIME	
	60 Hz	50 Hz	60 Hz	50 Hz
Engine Speed r/min.....	1800	1500	1800	1500
Idle Speed r/min.....	725-775	725-775	725-775	725-775
Gross Power Output BHP(kW).....	1233(920)	1058(790)	1112(830)	953(711)
Brake Mean Effective Pressure PSI(kPa).....	234(1616)	241(1665)	211(1458)	217(1499)
Piston Speed ft/min(m/s).....	1870(9.5)	1555(7.9)	1870(9.5)	1555(7.9)
Friction Horsepower BHP(kW).....	170(127)	115(86)	170(127)	115(86)
Intake Air Flow CFM(L/s).....	2900(1369)	1950(920)	2650(1251)	1800(850)
Exhaust Gas Flow CFM(L/s).....	7795(3679)	5580(2634)	6970(3290)	5080(2398)
Exhaust Gas Temperature °F(°C).....	935(502)	1025(552)	905(485)	1005(541)
Heat Rejection to Ambient BTU/min(kW).....	7720(136)	6300(111)	7015(0)	5745(101)
Heat Rejection to Coolant BTU/min(kW).....	31200(549)	25480(448)	28210(496)	23140(407)
Engine Water Flow L/s(U.S.GPM) @ 4psi.....	390(24.6)	310(19.6)	390(24.6)	310(19.6)

Change Log

Date	Author	Change Description
2013/6/25	Jiang Li	Release