



**CHONGQING CUMMINS
ENGINE COMPANY Ltd.
ENGINE PERFORMANCE CURVE**

Basic Engine Model:
KTA19-G2

Curve Number:
FR-4125

Page
No.

Engine Critical Parts List:
CPL: 0520

Date:
03JAN2004

Displacement : **18.9 litre (1150 in³)**

Bore : **159 mm (6.25 in.)** Stroke : **159 mm (6.25 in.)**

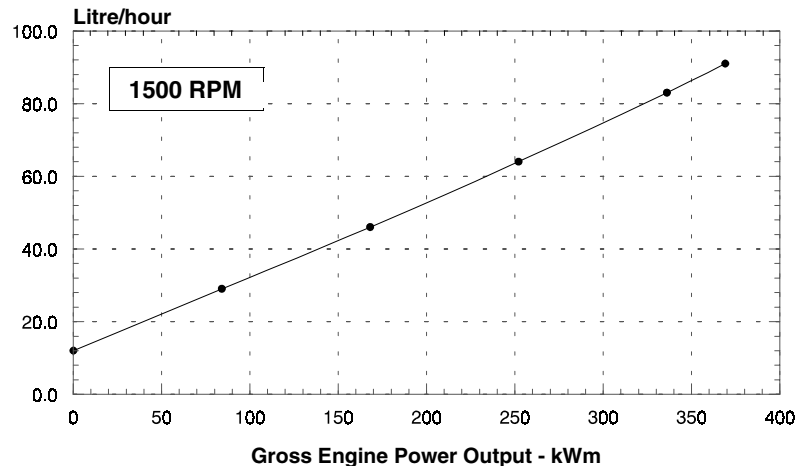
No. of Cylinders : **6**

Aspiration : **Turbocharged and Aftercooled**

Engine Speed RPM	Standby Power		Prime Power		Continuous Power	
	kWm	BHP	kWm	BHP	kWm	BHP
1500	369	495	336	450	328	440
1800	448	600	392	525	336	450

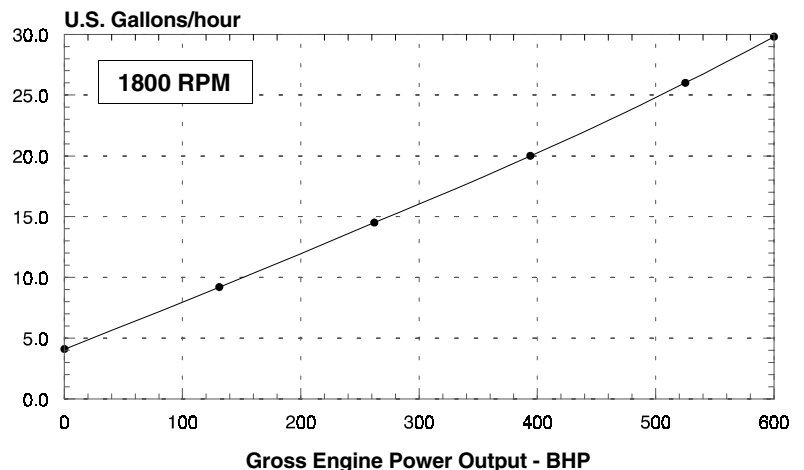
Engine Performance Data @ 1500 RPM

OUTPUT POWER			FUEL CONSUMPTION			
%	kWm	BHP	kg/ kWm·h	lb/ BHP·h	litre/ hour	U.S. Gal/ hour
STANDBY POWER						
100	369	495	0.210	0.344	91	24.0
PRIME POWER						
100	336	450	0.209	0.344	83	21.8
75	252	338	0.215	0.353	64	16.8
50	168	225	0.232	0.382	46	12.1
25	84	112	0.292	0.482	29	7.6
CONTINUOUS POWER						
100	328	440	0.205	0.336	78	20.8



Engine Performance Data @ 1800 RPM

OUTPUT POWER			FUEL CONSUMPTION			
%	kWm	BHP	kg/ kWm·h	lb/ BHP·h	litre/ hour	U.S. Gal/ hour
STANDBY POWER						
100	448	600	0.214	0.353	113	29.8
PRIME POWER						
100	392	525	0.213	0.352	98	26.0
75	294	394	0.220	0.360	76	20.0
50	195	262	0.240	0.393	55	14.5
25	98	131	0.304	0.499	35	9.2
CONTINUOUS POWER						
100	336	450	0.211	0.347	83	22.0



CONVERSIONS: (Litres = U.S. Gal x 3.785) (Engine kWm = BHP x 0.746) (U.S. Gal = Litres x 0.2642) (Engine BHP = Engine kWm x 1.34)

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. See reverse side for application rating guidelines.

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.

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 is 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 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

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.

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:

1800 RPM up to 5,000 ft (1525 m) and 104 °F (40 °C) without power deration.

1500 RPM up to 4,300 ft (1310 m) and 104 °F (40 °C) without power deration.

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

Chongqing Cummins Engine Company Ltd.

Engine Data Sheet

ENGINE MODEL : KTA19-G2

CONFIGURATION NUMBER : D193056DX02

DATA SHEET : DS-4084-F

DATE : 03JAN2004

PERFORMANCE CURVE : FR-4125

INSTALLATION DIAGRAM

- Fan to Flywheel : 3003983
- Heat Exchanger Cooled : N.A.

CPL NUMBER

- Engine Critical Parts List : 0520

GENERAL ENGINE DATA

Type	4-Cycle; In-line; 6-Cylinder Diesel
Aspiration	Turbocharged and Aftercooled
Bore x Stroke	6.25 x 6.25 (159 x 159)
Displacement	1150 (18.9)
Compression Ratio	13.9 : 1
Dry Weight	
Fan to Flywheel Engine	4000 (1814)
Heat Exchanger Cooled Engine	4421 (2005)
Wet Weight	
Fan to Flywheel Engine	4159 (1886)
Heat Exchanger Cooled Engine	4723 (2142)
Moment of Inertia of Rotating Components	
• with FW 4001 Flywheel	170 (7.2)
• with FW 4006 Flywheel	199 (8.4)
Center of Gravity from Rear Face of Flywheel Housing (FH 4018)	28.4 (721)
Center of Gravity Above Crankshaft Centerline	9.0 (229)
Maximum Static Loading at Rear Main Bearing	2000 (908)

ENGINE MOUNTING

Maximum Bending Moment at Rear Face of Block	1000 (1356)
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EXHAUST SYSTEM

Maximum Back Pressure	3 (76)
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AIR INDUCTION SYSTEM

Maximum Intake Air Restriction		
• with Dirty Filter Element	25 (635)	
• with Normal Duty Air Cleaner and Clean Filter Element	10 (254)	
• with Heavy Duty Air Cleaner and Clean Filter Element	15 (381)	

COOLING SYSTEM

Coolant Capacity — Engine Only	8.0 (30)
— with HX 4073 Heat Exchanger	17.5 (66)
Maximum Coolant Friction Head External to Engine	
— 1800 rpm	10 (69)
— 1500 rpm	8 (55)
Maximum Static Head of Coolant Above Engine Crank Centerline	60 (18.3)
Standard Thermostat (Modulating) Range	180 - 200 (82 - 93)
Minimum Pressure Cap	10 (69)
Maximum Top Tank Temperature for Standby / Prime Power	220 / 212 (104 / 100)
Minimum Raw Water Flow @ 90°F to HX 4073 Heat Exchanger	54 (204)
Maximum Raw Water Inlet Pressure at HX 4073 Heat Exchanger	50 (345)

LUBRICATION SYSTEM

Oil Pressure @ Idle Speed	20 (138)
@ Governed Speed	50 - 70 (345 - 483)
Maximum Oil Temperature	250 (121)
Oil Capacity with OP 4019 Oil Pan : High - Low	10.0 - 8.5 (38 - 32)
Total System Capacity (Including Bypass Filter)	13.2 (50)
Angularity of OP 4019 Oil Pan	
— Front Down	30°
— Front Up	30°
— Side to Side	30°

