



# Exhaust Emission Data Sheet

## 750DQFAA

### 60 Hz Diesel Generator Set

**Engine Information:**

Model:	Cummins Inc. QST30-G5 NR2	Bore:	5.51 in. (139 mm)
Type:	4 Cycle, 50°V, 12 Cylinder Diesel	Stroke:	6.5 in. (165 mm)
Aspiration:	Turbocharged and Low Temperature aftercooled	Displacement:	1860 cu. in. (30.4 liters)
Compression Ratio:	14.7:1		
Emission Control Device:	Aftercooled (Air-to-Air)		

	<u>1/4</u>	<u>1/2</u>	<u>3/4</u>	<u>Full</u>	<u>Full</u>	
<b>PERFORMANCE DATA</b>	<b>Standby</b>	<b>Standby</b>	<b>Standby</b>	<b>Standby</b>	<b>Prime</b>	
BHP @ 1800 RPM (60 Hz)	276	551	827	1102	999	
Fuel Consumption (gal/Hr)	14.8	27.1	39.8	52.7	47.9	
Exhaust Gas Flow (CFM)	2350	3620	4930	6310	5880	
Exhaust Gas Temperature (°F)	553	686	770	816	798	
<b>EXHAUST EMISSION DATA</b>						
HC (Total Unburned Hydrocarbons)	0.22	0.11	0.10	0.09	0.09	
NOx (Oxides of Nitrogen as NO2)	5.81	4.50	3.83	3.97	3.88	
CO (carbon Monoxide)	1.38	0.48	0.37	0.46	0.43	
PM (Particular Matter)	0.19	0.17	0.14	0.12	0.13	
SO2 (Sulfur Dioxide)	0.12	0.11	0.10	0.10	0.10	
Smoke (Bosch)	0.65	0.84	0.79	0.79	0.80	

All Values are Grams/HP-Hour, Smoke is Bosch #

**TEST CONDITIONS**

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

Fuel Specification: 46.5 Cetane Number, 0.035 Wt.% Sulfur; Reference ISO8178-5, 40CFR86.1313-98 Type 2-D and ASTM D975 No. 2-D.  
 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 H2O/lb dry air  
 Reference Standard: ISO 8178

The NOx, HC, CO and PM emission data tabulated here were 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 result in elevated emission levels.