	Cummins Inc Columbus, Indiana 47201 ENGINE PERFORMANCE CURVE	Basic Engine Model: 6BTAA5.9-G1	Curve Number: FR-91273 @ 1800 RPM FR-91275 @ 1500 RPM	G-DRIVE B5.9 1
		Engine Critical Parts List: CPL: 8453	Date: 1Apr04	
Displacement : 5.88 litre (359.0 in³)		Bore : 102 mm (4.02 in.) Stroke : 120 mm (4.72 in.)		
No. of Cylinders : 6		Aspiration : Turbocharged and Charge Air Cooled		

•• PRELIMINARY ••

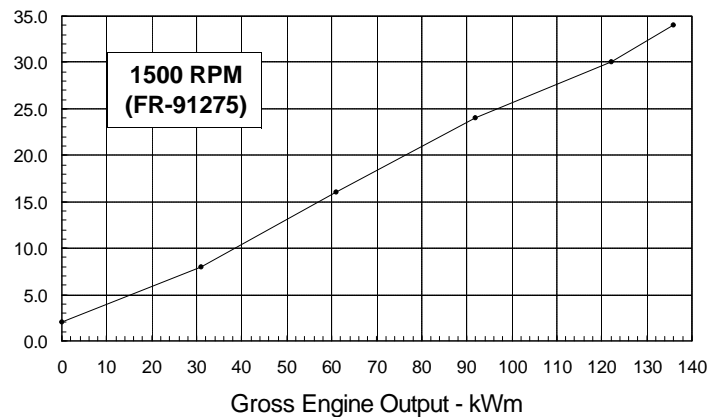
Engine Speed RPM	Standby Power		Prime Power		Continuous Power	
	kWm	BHP	kWm	BHP	kWm	BHP
1500	135	181	122	164	TBD	TBD
1800	154	207	140	188	TBD	TBD

Emissions Certification: This engine complies with certain emissions requirements established by US EPA/CARB and by the German TA-Luft. See Exhaust Emissions Data Sheet for conformance specifics.

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	135	181	0.205	0.337	34	8.9
PRIME POWER						
100	122	164	0.205	0.338	30	8.0
75	92	123	0.213	0.350	24	6.2
50	61	82	0.220	0.361	16	4.3
25	31	41	0.224	0.368	8	2.2
CONTINUOUS POWER						
100	TBD	TBD	TBD	TBD	TBD	TBD

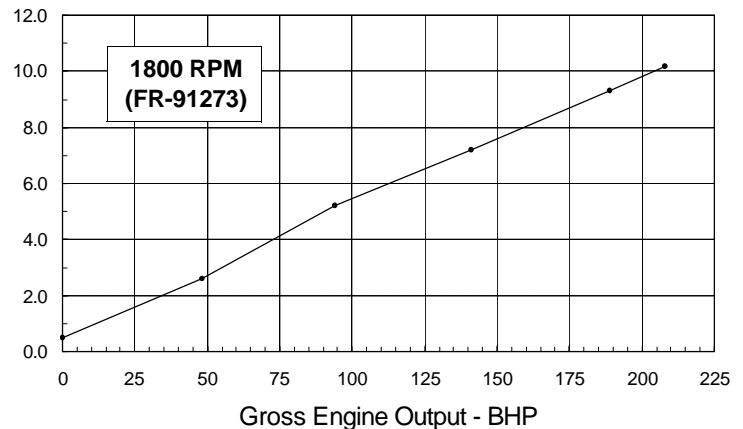
Litre/hour



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	154	207	0.206	0.339	39	10.2
PRIME POWER						
100	140	188	0.207	0.340	35	9.3
75	105	141	0.214	0.352	27	7.2
50	70	94	0.227	0.273	19	5.2
25	36	48	0.232	0.381	10	2.6
CONTINUOUS POWER						
100	TBD	TBD	TBD	TBD	TBD	TBD

U.S. Gallons/hour



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 4000 ft (1220 m) and 104°F (40 °C) without power deration.

1500 RPM up to 5000 ft (1525 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).

ENGINE MODEL : 6BTAA5.9-G1 CONFIGURATION NUMBER : D403050DX02

DATA SHEET : DS-91275

DATE : 1Apr04

PERFORMANCE CURVE : FR-91273 @ 1800
FR-91275 @ 1500

INSTALLATION DIAGRAM

• Fan to Flywheel : 3170597

CPL NUMBER

• Engine Critical Parts List : 8453

GENERAL ENGINE DATA

Type.....	4-Cycle; In-line; 6-Cylinder Diesel
Aspiration.....	Turbocharged and Charge Air Cooled
Bore x Stroke	4.02 x 4.72 (102 x 120)
Displacement	359 (5.88)
Compression Ratio	16.5 : 1
Dry Weight	
Fan to Flywheel Engine	903 (411)
Wet Weight	
Fan to Flywheel Engine	958 (435)
Moment of Inertia of Rotating Components	
• with FW 9420 Flywheel.....	24.8 (1.05)
• with FW 9017 Flywheel.....	20.4 (.86)
Center of Gravity from Rear Face of Flywheel Housing	21.4 (544)
Center of Gravity Above Crankshaft Centerline.....	6.1 (155)
Maximum Static Loading at Rear Main Bearing.....	N.A.

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	2.6 (9.9)
Maximum Coolant Friction Head External to Engine	
— 1800 rpm.....	5 (35)
— 1500 rpm.....	4 (28)
Maximum Static Head of Coolant Above Engine Crank Centerline.....	46 (14)
Standard Thermostat (Modulating) Range	180 - 203 (82 - 95)
Minimum Pressure Cap.....	10 (69)
Maximum Top Tank Temperature for Standby / Prime Power.....	220 / 212 (104 / 100)

LUBRICATION SYSTEM

Oil Pressure @ Idle Speed	30 (207)
@ Governed Speed.....	50 (345)
Maximum Oil Temperature	250 (121)
Oil Capacity with OP 9006 Oil Pan : High - Low.....	3.8 - 3.3 (14.2 - 12.3)
Total System Capacity (Including Full Flow Filter).....	4.3 (16.4)
Angularity of OP 9314 Oil Pan	
— Front Down.....	40°
— Front Up.....	40°
— Side to Side	40°

FUEL SYSTEM

Type Injection System	Stanadyne DB4 Direct Injection
Maximum Restriction at Lift Pump..... — in Hg (mm Hg)	4 (102)
Maximum Allowable Head on Injector Return Line (Consisting of Friction Head and Static Head)..... — in Hg (mm Hg)	20 (508)
Total Drain Flow (Constant for all Loads)..... — US gph (litre / hr)	8 (30)

ELECTRICAL SYSTEM

Cranking Motor (Heavy Duty, Positive Engagement)..... — volt	12	24
Battery Charging System, Negative Ground..... — ampere	63	40
Maximum Allowable Resistance of Cranking Circuit..... — ohm	0.00075	0.002
Minimum Recommended Battery Capacity		
• Cold Soak @ 10 °F (-12 °C) and Above..... — 0°F CCA	800	400

COLD START CAPABILITY

Minimum Ambient Temperature for Aided (with Coolant Heater) Cold Start within 10 seconds..... — °F (°C)	50	(10)
Minimum Ambient Temperature for Unaided Cold Start..... — °F (°C)	10	(-12)

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%

Maximum Temperature Rise Between Engine Air Inlet & Intake Manifold— @ 1500 RPM..... — °F (°C)	43	(24)
— @ 1800 RPM..... — °F (°C)	45	(26)
Maximum Air Pressure Drop from Turbo Air Outlet to Intake Manifold — @ 1500 RPM..... — in Hg (mm Hg)	2.5	(63.5)
— @ 1800 RPM..... — in Hg (mm Hg)	4	(102)
Steady State Stability Band at any Constant Load	— %	+/- 0.50
Estimated Free Field Sound Pressure Level of a Typical Generator Set;		
Excludes Exhaust Noise; at Rated Load and 7.5 m (24.6 ft); 1800 rpm / 1500 rpm..... — dBA	N.A.	
Exhaust Noise at 1 m Horizontally from Centerline of Exhaust Pipe Outlet Upwards at 45°..... — dBA	N.A.	

Governed Engine Speed..... — rpm	
Engine Idle Speed..... — rpm	
Gross Engine Power Output..... — BHP (kW _m)	
Brake Mean Effective Pressure..... — psi (kPa)	
Piston Speed..... — ft / min (m / s)	
Friction Horsepower..... — HP (kW _m)	
Engine Water Flow at Stated Friction Head External to Engine:	
• 1 psi Friction Head..... — US gpm (litre / s)	
• Maximum Friction Head..... — US gpm (litre / s)	

	STANDBY POWER		PRIME POWER	
	60 hz	50 hz	60 hz	50 hz
	1800	1500	1800	1500
Engine Speed..... — rpm	950 - 1150	950 - 1150	950 - 1150	950 - 1150
Gross Engine Power Output..... — BHP (kW _m)	207 (154)	181 (135)	188 (140)	164 (122)
Brake Mean Effective Pressure..... — psi (kPa)	254 (1752)	266 (1836)	230 (1585)	241 (1659)
Piston Speed..... — ft / min (m / s)	1416 (7.2)	1180 (6.0)	1416 (7.2)	1180 (6.0)
Friction Horsepower..... — HP (kW _m)	22 (16.4)	17 (12.7)	22 (16.4)	17 (12.7)
Engine Water Flow at Stated Friction Head External to Engine:				
• 1 psi Friction Head..... — US gpm (litre / s)	38 (2.4)	32 (2.0)	38 (2.4)	32 (2.0)
• Maximum Friction Head..... — US gpm (litre / s)	30 (1.9)	24 (1.5)	30 (1.9)	24 (1.5)
Air to Fuel Ratio..... — air : fuel	26.3 : 1	22.3 : 1	27.4 : 1	23.1 : 1
Radiated Heat to Ambient	1252 (22)	1115 (19)	1165 (20.5)	1013 (17.8)
Heat Rejection to Coolant..... — BTU / min (kW _m)	3017 (53)	2846 (50)	2761 (48)	2569 (45)
Heat Rejection to Exhaust..... — BTU / min (kW _m)	6648 (117)	5664 (99)	6114 (107)	5177 (91)
Heat Rejection to Aftercooler..... — BTU / min (kW _m)	1548 (27)	952 (17)	1380 (24)	824 (14.5)
Charge Air Flow..... — lb / min (kg / min)	31 (14)	23.2 (10.5)	29.4 (13.3)	21.8 (10)
Turbocharger Compressor Outlet Pressure..... — in Hg (mm Hg)	51.8 (1316)	41 (1043)	47 (1194)	36.4 (923)
Turbocharger Compressor Outlet Temperature	333 (167)	297 (147)	315 (157)	277 (137)

Engine Data with Dry Type Exhaust Manifold

Intake Air Flow..... — cfm (litre / s)	424 (200)	326 (154)	403 (190)	306 (144)
Exhaust Gas Temperature..... — °F (°C)	886 (474)	983 (528)	864 (462)	957 (514)
Exhaust Gas Flow..... — cfm (litre / s)	1103 (521)	834 (394)	1029 (486)	769 (363)
Air to Fuel Ratio..... — air : fuel	26.3 : 1	22.3 : 1	27.4 : 1	23.1 : 1
Radiated Heat to Ambient	1252 (22)	1115 (19)	1165 (20.5)	1013 (17.8)
Heat Rejection to Coolant..... — BTU / min (kW _m)	3017 (53)	2846 (50)	2761 (48)	2569 (45)
Heat Rejection to Exhaust..... — BTU / min (kW _m)	6648 (117)	5664 (99)	6114 (107)	5177 (91)
Heat Rejection to Aftercooler..... — BTU / min (kW _m)	1548 (27)	952 (17)	1380 (24)	824 (14.5)
Charge Air Flow..... — lb / min (kg / min)	31 (14)	23.2 (10.5)	29.4 (13.3)	21.8 (10)
Turbocharger Compressor Outlet Pressure..... — in Hg (mm Hg)	51.8 (1316)	41 (1043)	47 (1194)	36.4 (923)
Turbocharger Compressor Outlet Temperature	333 (167)	297 (147)	315 (157)	277 (137)

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

•• PRELIMINARY ••

ENGINE MODEL : 6BTAA5.9-G1

DATA SHEET : DS-91275

DATE : 1Apr04

**CURVE NO. : FR-91273 @ 1800 RPM
FR-91275 @ 1500 RPM**