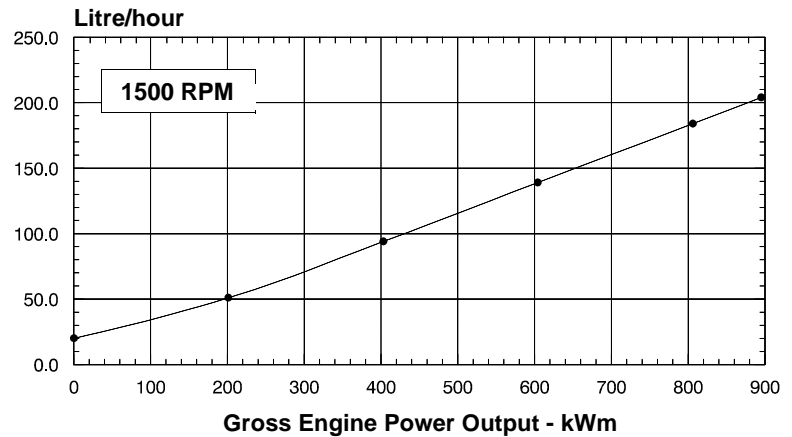
	<b>CUMMINS ENGINE COMPANY, INC</b> Columbus, Indiana 47201 <b>ENGINE PERFORMANCE CURVE</b>	Basic Engine Model: <b>QST30-G3</b>	Curve Number: <b>FR-5188</b>	<i>G-DRIVE</i> <b>Q30</b> <b>1</b>
		Engine Critical Parts List: <b>CPL: 2840</b>	Date: <b>23Dec03</b>	
Displacement : <b>30.48 liter (1860 in<sup>3</sup>)</b>		Bore : <b>140 mm (5.51 in.)</b> Stroke : <b>165 mm (6.50 in.)</b>		
No. of Cylinders : <b>12</b>		Aspiration : <b>Turbocharged and Aftercooled</b>		

Engine Speed RPM	Standby Power		Prime Power		Continuous Power	
	kWm	BHP	kWm	BHP	kWm	BHP
1500	895	1200	806	1080	634	850
1800	1007	1350	910	1220	731	980

## Engine Performance Data @ 1500 RPM

OUTPUT POWER			FUEL CONSUMPTION			
%	kWm	BHP	kg/ kWm-h	lb/ BHP-h	liter/ hour	U.S. Gal/ hour
<b>STANDBY POWER</b>						
100	895	1200	0.194	0.319	204	53.9
<b>PRIME POWER</b>						
100	806	1080	0.194	0.319	184	48.5
75	604	810	0.195	0.321	139	36.6
50	403	540	0.198	0.325	94	24.7
25	201	270	0.215	0.353	51	13.4
<b>CONTINUOUS POWER</b>						
100	634	850	0.195	0.321	146	38.4



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

**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**

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.

**PRIME POWER RATING**

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**

Limited Time 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 Limited Time Prime Power rating should use the Continuous Power rating.

**CONTINUOUS POWER RATING**

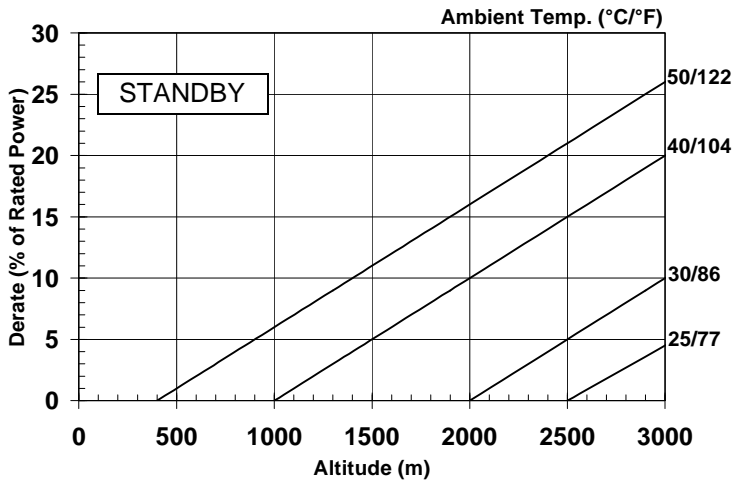
Applicable for supplying utility power at a constant 100% load for an unlimited number of hours per year. No overload capability is available for this rating.

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/liter (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.

# QST30-G3 Derate Curves @ 1500 RPM

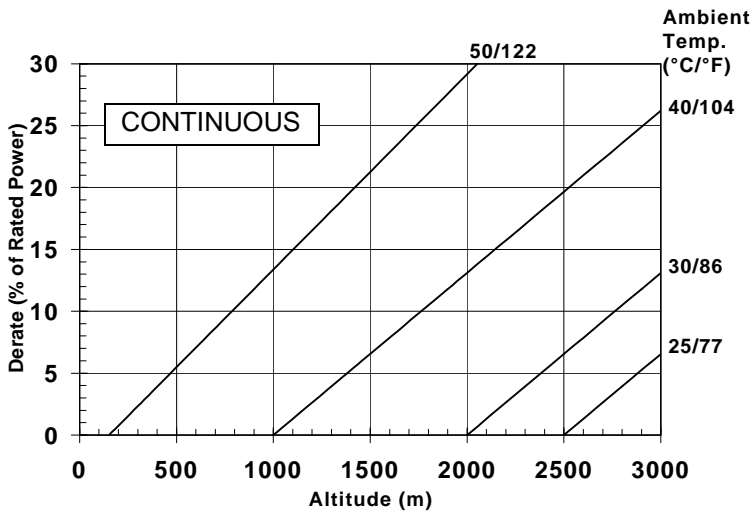
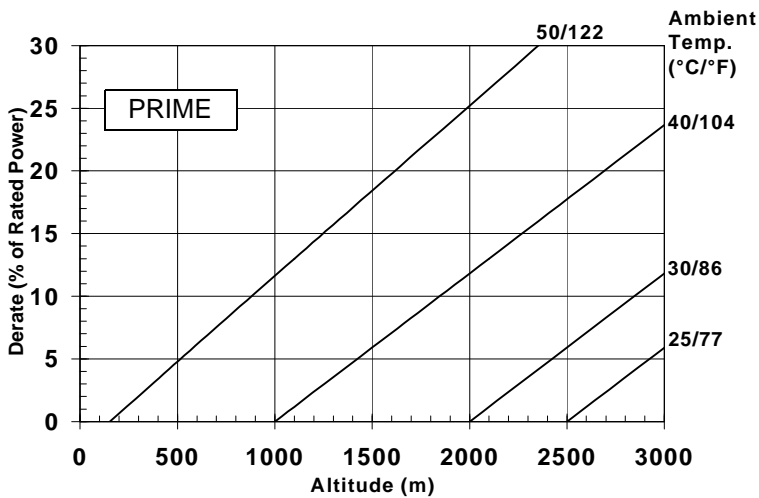


**Reference Standards:**


BS-5514 and DIN-6271 standards are based on ISO-3046.

**Operation At Elevated Temperature And Altitude:**

For sustained operation above these conditions, derate by an additional 10% per 500 m (1640 ft), and 15% per 10° C (18° F).



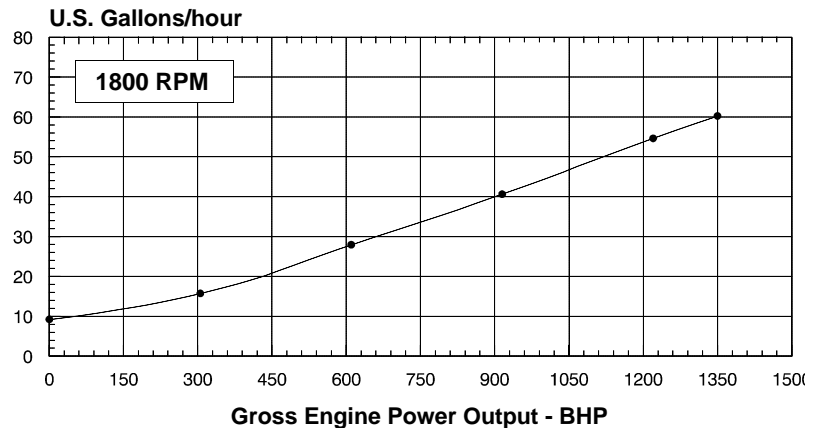
**Note:** Derates shown are based on 15 in H<sub>2</sub>O air intake restriction and 2 in Hg exhaust back pressure.

	<b>CUMMINS ENGINE COMPANY, INC</b> Columbus, Indiana 47201 <b>ENGINE PERFORMANCE CURVE</b>	Basic Engine Model: <b>QST30-G3</b>	Curve Number: <b>FR-5188</b>	<i>G-DRIVE</i> <b>Q30</b> <b>3</b>
		Engine Critical Parts List: <b>CPL: 2840</b>	Date: <b>23Dec03</b>	
Displacement : <b>30.48 liter (1860 in<sup>3</sup>)</b>		Bore : <b>140 mm (5.51 in.)</b> Stroke : <b>165 mm (6.50 in.)</b>		
No. of Cylinders : <b>12</b>		Aspiration : <b>Turbocharged and Aftercooled</b>		

Engine Speed RPM	Standby Power		Prime Power		Continuous Power	
	kWm	BHP	kWm	BHP	kWm	BHP
1500	895	1200	806	1080	634	850
1800	1007	1350	910	1220	731	980

## Engine Performance Data @ 1800 RPM

OUTPUT POWER			FUEL CONSUMPTION			
%	kWm	BHP	kg/ kWm-h	lb/ BHP-h	liter/ hour	U.S. Gal/ hour
<b>STANDBY POWER</b>						
100	1007	1350	0.194	0.319	228	60.2
<b>PRIME POWER</b>						
100	910	1220	0.193	0.318	207	54.6
75	683	915	0.192	0.315	154	40.6
50	455	610	0.198	0.325	106	27.9
25	228	305	0.222	0.365	59	15.7
<b>CONTINUOUS POWER</b>						
100	731	980	0.192	0.315	165	43.5



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

**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

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.

### PRIME POWER RATING

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.

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### CONTINUOUS POWER RATING

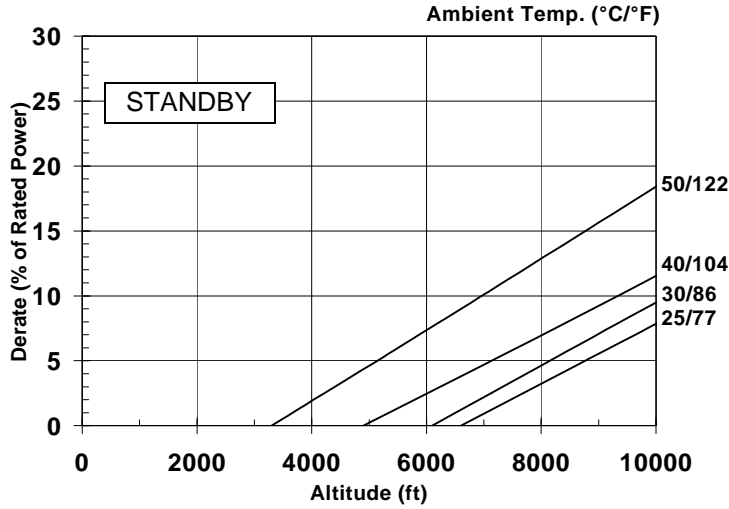
Applicable for supplying utility power at a constant 100% load for an unlimited number of hours per year. No overload capability is available for this rating.

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/liter (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.

# QST30-G3 Derate Curves @ 1800 RPM

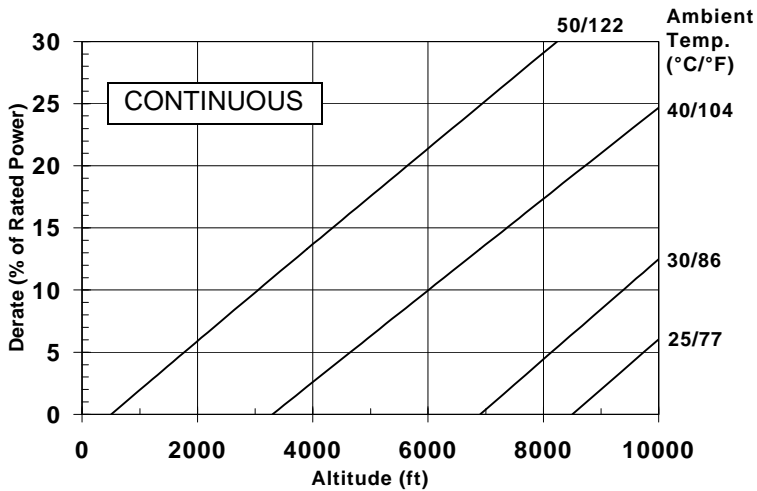
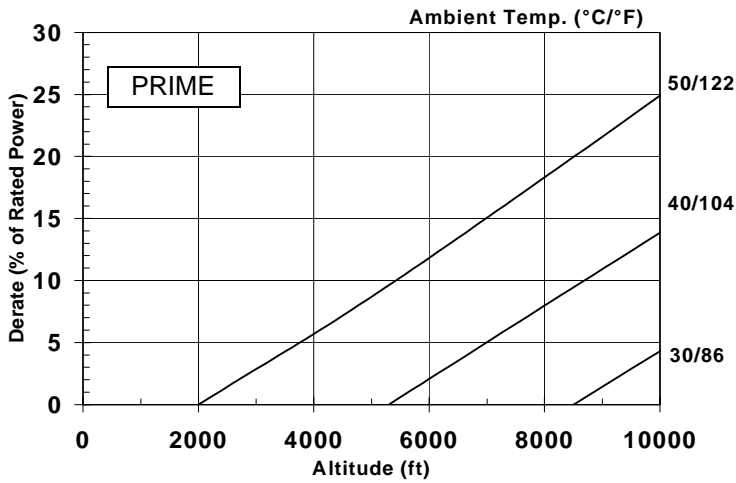


**Reference Standards:**

BS-5514 and DIN-6271 standards are based on ISO-3046.

**Operation At Elevated Temperature And Altitude:**

For sustained operation above these conditions, derate by an additional 8% per 500 m (1640 ft), and 15% per 10° C (18° F).



**Note:** Derates shown are based on 15 in H<sub>2</sub>O air intake restriction and 2 in Hg exhaust back pressure.

# Cummins Engine Company, Inc.

## Engine Data Sheet

G-DRIVE  
**Q30**  
**5**

**ENGINE MODEL : QST30-G3**

**CONFIGURATION NUMBER : D573001GX03**

**DATA SHEET : DS-5188**

**DATE : 23Dec03**

**PERFORMANCE CURVE : FR-5188**

**INSTALLATION DIAGRAM**

• Fan to Flywheel : 3170342

**CPL NUMBER**

• Engine Critical Parts List : 2840

### GENERAL ENGINE DATA

Type .....	4-Cycle; 50° Vee; 12-Cylinder Diesel
Aspiration .....	Turbocharged and Aftercooled
Bore x Stroke .....	140 x 165 (5.51 x 6.50)
Displacement .....	30.48 (1860)
Compression Ratio .....	14.0
 Dry Weight	
Fan to Flywheel Engine .....	2967 (6540)
Wet Weight	
Fan to Flywheel Engine .....	3062 (6750)
 Moment of Inertia of Rotating Components	
• with FW 5050 Flywheel .....	8.7 (206)
Center of Gravity from Rear Face of Flywheel Housing (FH 5031) .....	845 (33.3)
Center of Gravity above Crankshaft Centerline .....	195 (7.7)
Maximum Static Loading at Rear Main Bearing .....	950 (2100)

### ENGINE MOUNTING

Maximum Bending Moment at Rear Face of Block .....	3100 (2286)
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### EXHAUST SYSTEM

Maximum Back Pressure .....	76 (3.0)
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### AIR INDUCTION SYSTEM

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

### COOLING SYSTEM

Coolant Capacity — Engine Only .....	85 (22.4)
Maximum Coolant Friction Head External to Engine	
— 1800 rpm .....	69.0 (10.0)
— 1500 rpm .....	48.0 (7.0)
Maximum Static Head of Coolant Above Engine Crank Centerline .....	14 (46)
Standard Thermostat (Modulating) Range .....	82 - 95 (180 - 203)
Minimum Pressure Cap .....	69.0 (10)
Maximum Top Tank Temperature for Standby / Prime Power .....	104 / 100 (220 / 212)

### LUBRICATION SYSTEM

Oil Pressure @ Idle Speed .....	166 (24.0)
@ Governed Speed .....	310 - 386 (45.0 - 56.0)
Maximum Oil Temperature .....	121 (250)
Oil Capacity with OP 5133 Oil Pan : High - Low .....	133 - 114 (35 - 30)
Total System Capacity (Including Bypass Filter) .....	154 (40.7)
Angularity of OP 5133 Oil Pan	
— Front Down .....	17°
— Front Up .....	35°
— Side to Side .....	35°

