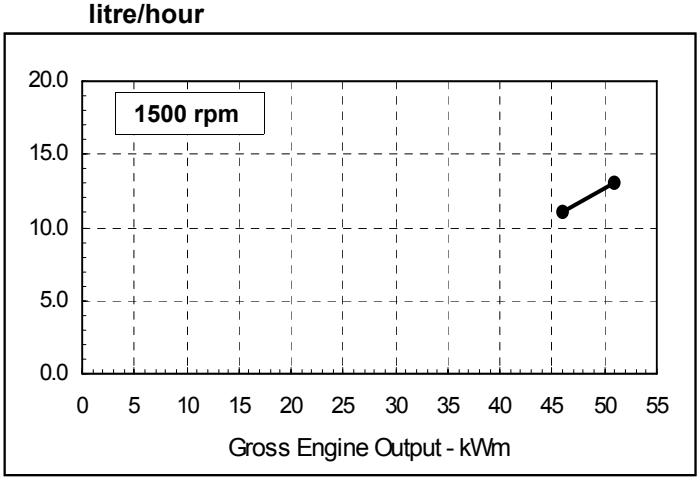
Cummins Inc.	Basic Engine Model: 4BT3.3-G3	Curve Number: FR-30233	G-DRIVE B3.3 1
Columbus, Indiana 47202-3005	Engine Critical Parts List: CPL: N/A	Date: 13May08	
Engine Data Sheet			

Displacement : **3.3** litre (**199** in^3)	Bore : **95** mm (**3.74** in) Stroke : **115** mm (**4.53** in)
No. of Cylinders : **4**	Aspiration : **Turbocharged**

Engine Speed	Standby Power		Prime Power		Continuous Power	
rpm	kWm	hp	kWm	hp	kWm	hp
1500	51	68	46	62	N/A	N/A
1800	60	80	54	72	N/A	N/A

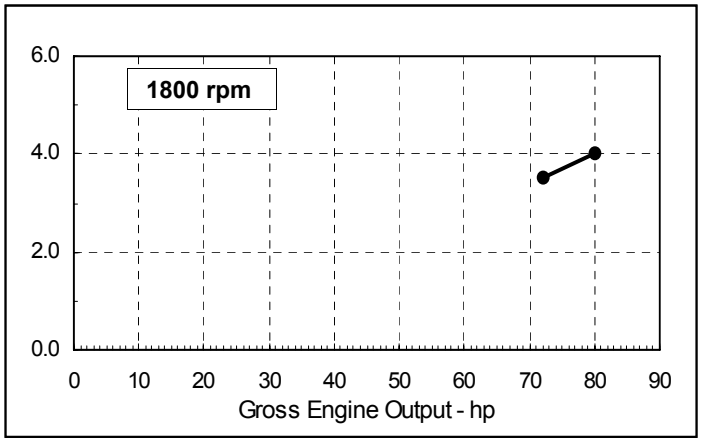
Engine Performance Data @ 1500 rpm

OUTPUT POWER			FUEL CONSUMPTION			
%	kWm	hp	kg/ kWm·h	lb/ hp·h	litre/ hour	US gal/ hour
STANDBY POWER						
100	51	68	0.217	0.358	13	3.4
PRIME POWER						
100	46	62	0.212	0.349	11	3.0
75	35	47	N.A	N.A.	N.A.	N.A.
50	23	31	N.A	N.A.	N.A.	N.A.
25	12	16	N.A	N.A.	N.A.	N.A.



Engine Performance Data @ 1800 rpm

OUTPUT POWER			FUEL CONSUMPTION			
%	kWm	hp	kg/ kWm·h	lb/ hp·h	litre/ hour	US gal/ hour
STANDBY POWER						
100	60	80	0.216	0.355	15	4.0
PRIME POWER						
100	54	72	0.212	0.349	13	3.5
75	41	54	N.A	N.A.	N.A.	N.A.
50	27	36	N.A	N.A.	N.A.	N.A.
25	14	18	N.A	N.A.	N.A.	N.A.



CONVERSIONS:(litres = US Gal x 3.785) (US Gal = litres x 0.2642)

Data Subject to Change Without Notice

These guidelines have been formulated to ensure proper application of generator drive engines in A.C. generator set installations. **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 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.

Reference AEB 10.47 for determining Electrical Output.

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.
Derates shown are based on 15 in H_2O air intake restriction and 2 in Hg exhaust back pressure.

The fuel consumption data is based on No. 2 diesel fuel weight at 0.85 kg/litre (7.1 lbs/US 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.

Data Status: --Limited Production--

Data Tolerance: ± 5%

Chief Engineer:

4BT3.3-G3

Operation At Elevated Temperature And Altitude:

The engine may be operated at:

1800 RPM up to 3280ft. (1000 m) and 104^{o}F (40^{o}C) without power deration.

1500 RPM up to 3280ft. (1000 m) and 104^{o}F (40^{o}C) without power deration.

For sustained operation above these conditions, derate by TBD% per 328ft. (100 m), and TBD% per 18^{o}F (TBD% per 10^{o}C).

Cummins Inc.
Engine Data Sheet

ENGINE MODEL: 4BT3.3-G3 **CONFIGURATION NUMBER :** D782002GX03

DATA SHEET : DS-30233
DATE : 13May08
PERFORMANCE CURVE : FR-302033

INSTALLATION DIAGRAM
• Fan to Flywheel: 4953779

CPL NUMBER
• Engine Critical Parts List: N/A

GENERAL ENGINE DATA

Type	4-Cycle; In-line; 4-Cylinder Diesel	
Aspiration	Turbocharged	
Bore x Stroke — in x in (mm x mm)	3.74 x 4.53 (95 x 115)	
Displacement — in^3 (litre)	199 (3.3)	
Compression Ratio	18 : 1	
Dry Weight (Approximate),		
Fan to Flywheel Engine — lb (kg)	584	(265)
Wet Weight (Approximate),		
Fan to Flywheel Engine — lb (kg)	599	(272)
Moment of Inertia of Rotating Components		
• with FW 30001 Flywheel — $lb_m \cdot ft^2$ ($kg \cdot m^2$)	29.8	(1.25)
Center of Gravity from Rear Face of Block — in (mm)	10.07	(256)
Center of Gravity Above Crankshaft Centerline — in (mm)	4.33	(110)
Maximum Static Loading at Rear Main Bearing — lb (kg)	275	(125)

ENGINE MOUNTING

Maximum Bending Moment at Rear Face of Block — lb • ft (N • m)	918	(1245)

EXHAUST SYSTEM

Maximum Back Pressure — in Hg (kPa)	3	(75)

AIR INDUCTION SYSTEM

Maximum Intake Air Restriction		
• with Dirty Filter Element — in H_2O (kPa)	30	(102)
• with Clean Filter Element — in H_2O (kPa)	12	(41)

COOLING SYSTEM

Jacket Water Circuit Requirements

Coolant Capacity — Engine Only — US gal (litre)	1.2	(4.5)
Maximum Static Head of Coolant Above Engine Crank Centerline — ft (m)	26	(8)
Standard Thermostat (Modulating) Range — °F (°C)	180-203	(82-95)
Minimum Pressure Cap — psi (kPa)	7	(50)
Maximum Top Tank Temperature for Standby / Prime Power — °F (°C)	221/212	(105/100)
Maximum Coolant Friction Head External to Engine — psi (kPa)	4/5	(28/35)

LUBRICATION SYSTEM

Oil Pressure @ Idle Speed — psi (kPa)	34	(235)
@ Governed Speed — psi (kPa)	67	(461)
Maximum Oil Temperature — °F (°C)	248	(120)
Oil Capacity with OP 30002 Oil Pan : Low - High — US gal (litre)	1.45-1.9	(5.5-7.0)
Total System Capacity (Including Filter) — US gal (litre)	2.1	(8.0)

FUEL SYSTEM

Type Injection System		Zexel A Direct Injection	
Maximum Inlet Restriction at Injection Pump	— in Hg (mm Hg)	2.9	(73)
Maximum Allowable Head on Injector Return Line (Consisting of Friction Head and Static Head)	— in Hg (mm Hg)	15	(381)
Maximum Fuel Flow to Injection Pump	— US gph (litre/hr)	4.5	(17.2)
Fuel Flow to Lift Pump @ 43 psi (3 kg/cm^2)	— US gph (litre/hr)	10.5	(40)

ELECTRICAL SYSTEM

Cranking Motor (Heavy Duty, Positive Engagement)	— volt	12
Battery Charging System, Negative Ground	— ampere	35
Maximum Allowable Resistance of Cranking Circuit	— ohm	0.00075
Minimum Recommended Battery Capacity		
• Cold Soak @ 0 °F to 32 °F (-18 °C to 0 °C)	— 0°F CCA	725

COLD START CAPABILITY

Minimum Ambient Temperature for NFPA 110 Cold Start (90 degree °F Coolant Temperature)	— °F (°C)	-9	(-23)
Minimum Ambient Temperature for Unaided Cold Start	— °F (°C)	12.2	(-11)

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%

Steady State Stability Band at Any Constant Load	— %	+/-	0.25
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	— dBA		N.A.
Exhaust Noise at 1 m Horizontal from Centerline of Exhaust Pipe Outlet Upwards at 45 °	— dBA		N.A.

		STANDBY POWER				PRIME POWER			
		60 hz		*50 hz*		*60 hz*		*50 hz*	
Governed Engine Speed	— rpm	1800		1500		1800		1500	
Engine Idle Speed	— rpm	700 - 900		700 - 900		700 - 900		700 - 900	
Gross Engine Power Output	— hp (kW)	80	(60)	68	(51)	72	(54)	62	(46)
Brake Mean Effective Pressure	— psi (kPa)	177	(1220)	180	(1241)	159	(1096)	165	(1137)
Piston Speed	— ft/min (m/s)	1359	(6.9)	1133	(5.8)	1359	(6.9)	1133	(5.8)
Friction Horsepower	— HP (kW)	8.8	(6.6)	6.0	(4.5)	8.8	(6.6)	6.0	(4.5)
Engine Water Flow at Stated Friction Head External to Engine:									
• 1 psi Friction Head	— US gpm (litre/s)	22	(1.4)	19	(1.2)	22	(1.4)	19	(1.2)
• Maximum Friction Head	— US gpm (litre/s)	14	(0.9)	12	(0.8)	14	(0.9)	12	(0.8)
Engine Data									
Intake Air Flow	— cfm (litre/s)	139	(65)	107	(51)	131	(62)	102	(48)
Exhaust Gas Temperature	— °F (°C)	1090	(588)	1111	(599)	1014	(546)	1034	(557)
Exhaust Gas Flow	— cfm (litre/s)	420	(198)	330	(156.)	375	(177)	298	(141)
Air to Fuel Ratio	— air : fuel	20 : 1		19 : 1		22 : 1		21 : 1	
Radiated Heat to Ambient	— BTU/min (kW)	841	(14.8)	851	(15)	733	(12.9)	684	(12.0)
Heat Rejection to Coolant	— BTU/min (kW)	2181	(38.3)	1717	(30.2)	1858	(32.7)	1534	(27.0)
Heat Rejection to Exhaust	— BTU/min (kW)	2858	(50.3)	2270	(39.9)	2472	(43.5)	1983	(34.9)

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