CUMMINS ENGINE COMPANY, INC Columbus, Indiana 47201 **EXHAUST EMISSIONS DATA SHEET**	Basic Engine Model: **KTA50-G8**	Curve Number: **FR-6243**	Page No.
	Engine Critical Parts List: **CPL: 2354**	Date: **15Feb01**	

Displacement : **50.3** litre (**3067** in^3)	Bore : **159** mm (**6.25** in.) Stroke : **159** mm (**6.25** in.)
No. of Cylinders : **16**	Aspiration : **Turbocharged and Low Temperature Aftercooled**
Emissions Control Device : **Turbocharging, Low Temperature Aftercooling (1 Pump/2 Loop) and Step Timing Control (STC)**	

Engine Speed	Standby Power		Prime Power		Continuous Power	
RPM	kWm	BHP	kWm	BHP	kWm	BHP
1500	1429	1915	1200	1608	1100	1475
1800	-----	-----	-----	-----	-----	-----

Exhaust Emissions Data @ 1500 RPM

(at Target Coolant Inlet Temperature to Aftercoolers @ 25 °C (77 °F) Ambient)

	Standby Power			Prime Power			Continuous Power		
Component	g/BHP·h	mg/m^3	PPM	g/BHP·h	mg/m^3	PPM	g/BHP·h	mg/m^3	PPM
HC (Total Unburned Hydrocarbons)	0.16	60	110	0.13	47	90	0.11	40	80
NOx (Oxides of Nitrogen as NO_2)	6.8	3400	1500	6.0	3000	320	5.6	2800	1250
CO (Carbon Monoxide)	2.0	980	720	1.0	650	480	0.9	560	410
PM (Particulate Matter)	0.26	130		0.09	45		0.06	30	
SO_2 (Sulfur Dioxide)	0.15	68	TBD	0.15	68	TBD	0.14	68	TBD

Exhaust Emissions Data @ 1800 RPM

Not Available at 1800 RPM
For 1800 RPM (see KTA50-G9)

CONVERSIONS: (g/kWm·h = g/BHP·h x 1.34)

Reference Standard: ISO-8178

NOTE: mg/m^3 and PPM numbers are measured dry and corrected to 5% O_2 content.

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

Fuel Specification: ASTM D975 No. 2-D diesel fuel with 0.2% sulfur content (by weight) and 42-50 cetane number.
Fuel Temperature: 99^o F ± 9^o (at fuel pump inlet)

The HC, NOx, CO and PM emissions data tabulated here were taken from a single engine under the test conditions shown above. Data for SO_2 is calculated. This data is subject to instrumentation, measurement, and engine-to-engine variability. Engine operation with excessive air intake or exhaust restriction beyond published maximum limits, or with improper maintenance, may result in elevated emission levels. Specifications May Change Without Notice