

	<b>Cummins Inc.</b> Columbus, Indiana 47202-3005	Basic Engine Model: <b>QSK60-G4</b>	Curve Number: <b>FR60194</b>	<i>G-DRIVE</i>  <b>1</b>
	<b>EXHAUST EMISSIONS DATA SHEET</b>	Engine Critical Parts List: <b>CPL : 4532</b>	Date: <b>2015-01-26</b>	
Compression Ratio : <b>14.5 : 1</b>		Displacement : <b>3,673 in³ (60.2 L)</b>		
Fuel System : <b>Cummins HPI-PT</b>		Aspiration : <b>Turbocharged and Low Temp. Aftercooled (2 Pump / 2 Loop)</b>		
Emission Certification : <b>Non-Certified</b>				

Engine Speed	Standby Power		Prime Power		Continuous Power	
rpm	kWm	bhp	kWm	bhp	kWm	bhp
1500	1,915	2,567	1,730	2,319	1,415	1,897

## Exhaust Emissions Data @ 1500 RPM

Component	Standby Power			Prime Power			Continuous Power		
	g/BHP-h	mg/m³	PPM	g/BHP-h	mg/m³	PPM	g/BHP-h	mg/m³	PPM
<b>HC</b> (Total Unburned Hydrocarbons)	0.12	69	100	0.12	65	94	0.14	71	114
<b>NOx</b> (Oxides of Nitrogen as NO <sub>2</sub> )	8.4	4,160	2,030	8.0	4,010	1,960	8.2	4,140	2,020
<b>CO</b> (Carbon Monoxide)	1.4	690	550	1.0	500	400	0.57	285	230
<b>PM</b> (Particulate Matter)	0.05	33	N/A	0.04	25	N/A	0.03	17	N/A
<b>SO<sup>2</sup></b> (Sulfur Dioxide)	0.56	N/A	N/A	0.56	N/A	N/A	0.56	N/A	N/A

NOTE: mg/m³ and PPM numbers are measured dry and corrected to 5% O<sub>2</sub> content.

### Test Methods and Conditions:

Steady-State emissions recorded per ISO8178-1 during operation at rated engine speed (+/- 2%) and stated constant load (+/- 2%) with engine temperatures, pressures and emission rates stabilized.

### Fuel Specifications:

40 - 48 Cetane Number, 0.03 - 0.05 Wt.% Sulfur; Reference ISO8178-5, 40CFR86, 1313-98 Type 2-D and ASTM D975 No. 2-D.

### Reference Conditions:

25°C (77°F) Air Inlet Temperature, 40°C (104 °F) Fuel Inlet Temperature, 100 kPa (29.53 in Hg) Barometric Pressure; 10.7 g/kg (75 grains H<sub>2</sub>O/lb) of dry air Humidity (required for NOx correction); Intake Restriction set to maximum allow-able limit for clean filter; Exhaust Back Pressure set to maximum allowable limit. Data was taken from a single engine test according to the test methods, fuel specification and reference conditions stated above and is subject to engine - to - engine variability. Tests conducted with alternate test methods, instrumentation, fuel or reference conditions can yield different results.

Data Subject to Change Without Notice.