



Exhaust Emission Data Sheet

125DSGAB

60 Hz Diesel Generator Set

EPA Emission: Tier 3

Engine Information:

Model: Cummins Inc. QSB7-G3 NR3
Type: 4 Cycle, In-line, 6 Cylinder Diesel
Aspiration: Turbocharged and CAC
Compression Ratio: 17.3:1
Emission Control Device: Turbocharger and CAC

Bore: 4.21 in. (107 mm)
Stroke: 4.88 in. (124 mm)
Displacement: 408 cu. in. (6.7 liters)

	<u>1/4</u>	<u>1/2</u>	<u>3/4</u>	<u>Full</u>	<u>Full</u>
PERFORMANCE DATA	Standby	Standby	Standby	Standby	Prime
BHP @ 1800 RPM (60 Hz)	56	102	147	193	175
Fuel Consumption (gal/Hr)	3.4	5.8	7.9	10.0	9.2
Exhaust Gas Flow (CFM)	492	753	951	1129	1050
Exhaust Gas Temperature (°F)	605	745	817	871	850
EXHAUST EMISSION DATA					
HC (Total Unburned Hydrocarbons)	0.16	0.06	0.03	0.02	0.02
NOx (Oxides of Nitrogen as NO2)	2.00	2.00	2.00	3.00	3.00
CO (carbon Monoxide)	1.52	0.78	0.56	0.38	0.46
PM (Particular Matter)	0.14	0.08	0.07	0.06	0.06
SO2 (Sulfur Dioxide)	0.15	0.14	0.14	0.13	0.13
Smoke (Bosch)	0.50	0.43	0.65	0.76	0.76
All values are Grams per HP-Hour					

TEST CONDITIONS

Data is representative of steady-state engine speed (± 25 RPM) at designated genset loads. Pressures, temperatures, and emission rates were stabilized.

Fuel Specification: ASTM D975 No. 2-D diesel fuel with 0.03-0.05% sulfur content (by weight), and 40-48 cetane number.
Fuel Temperature: 99 ± 9 °F (at fuel pump inlet)
Intake Air Temperature: 77 ± 9 °F
Barometric Pressure: 29.6 ± 1 in. Hg
Humidity: NOx measurement corrected to 75 grains H₂O/lb dry air
Reference Standard: ISO 8178

The NOx, HC, CO and PM emission data tabulated here are representative of test data taken from a single engine under the test conditions shown above. Data for the other components are estimated. These data are subjected to instrumentation and engine-to-engine variability. Field emission test data are not guaranteed to these levels. Actual field test results may vary due to test site conditions, installation, fuel specification, test procedures and instrumentation. Engine operation with excessive air intake or exhaust restriction beyond published maximum limits, or with improper maintenance, may result in elevated emission levels.