| CUMMINS ENGINE COMPANY, INC<br>Columbus, Indiana 47201<br>EXHAUST EMISSIONS DATA SHEET | Basic Engine Model: NTA855-G5 | | Curve Number: FR-1831 | G 121 |
|---|---|---|---|---|
| | Dry Exh.Manifold CPL: 2116 | Wet Exh.Manifold CPL: N.A. | Date: 1July95 | |

| | |
|---|---|
| Displacement : **14.0** litre (**855** $in^3$ ) | Bore : **140** mm (**5.5** in.) Stroke : **152** mm (**6.0** in.) |
| No. of Cylinders : **6** | Aspiration : **Turbocharged and Aftercooled** |
| Emissions Control Device : **Turbocharging, Aftercooling and Variable Timing** | |

## ••PRELIMINARY••

| Engine Speed | Standby Power | | Prime Power | Continuous Power |
|---|---|---|---|---|
| RPM | kWm | BHP | Not available for Prime Power Applications | Not available for Continuous Power Applications |
| 1500 | ---- | ---- | | |
| 1800 | 451 | 605 | | |

## Exhaust Emissions Data @ 1500 RPM

**Not Available at 1500 RPM**
**For 1500 RPM (see NTA855-G6)**

## Exhaust Emissions Data @ 1800 RPM

| Component | Standby Power g/BHP·h | Standby Power $mg/m^3$ | Standby Power PPM | Prime Power g/BHP·h | Prime Power $mg/m^3$ | Prime Power PPM | Continuous Power g/BHP·h | Continuous Power $mg/m^3$ | Continuous Power PPM |
|---|---|---|---|---|---|---|---|---|---|
| HC (Total Unburned Hydrocarbons) | 0.34 | 161 | 261 | Not available for Prime Power Applications | | | Not available for Continuous Power Applications | | |
| NOx (Oxides of Nitrogen as $NO_2$) | 8.52 | 4042 | 1969 | | | | | | |
| CO (Carbon Monoxide) | 2.47 | 1173 | 939 | | | | | | |
| PM (Particulate Matter) | 0.23 | 65 | TBD | | | | | | |
| $SO_2$ (Sulfur Dioxide) | 0.60 | TBD | TBD | | | | | | |

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

**NOTE**: $mg/m^3$ and PPM numbers are 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° F ± 9° (at fuel pump inlet)
**Intake Air Temperature:** 77° F ± 9°
**Barometric Pressure:** 29.6 in. Hg ± 1 in. Hg
**Humidity:** NOx measurement corrected to 75 grains $H_2O$/lb. dry air

The HC, NOx, and CO emissions data tabulated here were taken from a single engine under the test conditions shown above. Data for the other components are estimates. 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