	CUMMINS ENGINE COMPANY, INC Columbus, Indiana 47201 ENGINE PERFORMANCE CURVE	Basic Engine Model: NTA855-G5	Curve Number: FR-1831	<i>G-DRIVE</i> N855 1
		Engine Critical Parts List: CPL: 2116	Date: 21Dec00	
Displacement : 14.0 litre (855 in³)		Bore : 140 mm (5.5 in.) Stroke : 152 mm (6.0 in.)		
No. of Cylinders : 6		Aspiration : Turbocharged and Aftercooled		

•• PRELIMINARY ••

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

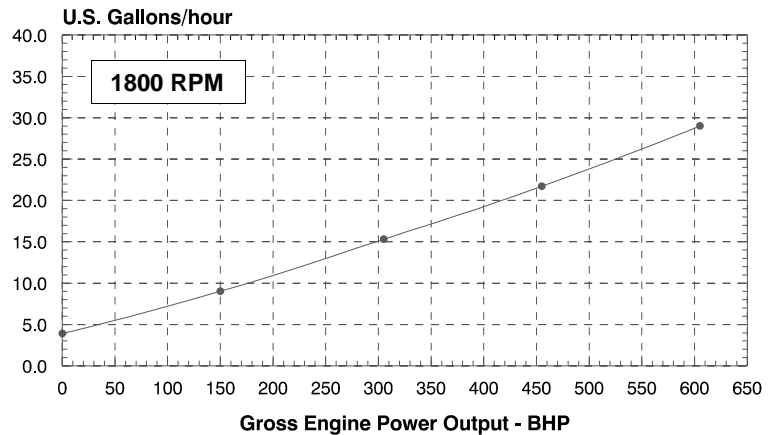
Engine Performance Data @ 1500 RPM

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

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

Engine Performance Data @ 1800 RPM

OUTPUT POWER			FUEL CONSUMPTION			
%	kWm	BHP	kg/ kWm-h	litre/ hour	U.S. Gal/ hour	lb/ BHP-h
STANDBY POWER						
100	451	605	0.209	110	29.1	0.342
75	339	455	0.210	84	22.1	0.344
50	228	305	0.224	60	15.9	0.370
25	112	150	0.273	36	9.1	0.431
CONTINUOUS POWER						
<i>Not Available for Continuous Power Applications</i>						
PRIME POWER						
<i>Not Available for Prime Power Applications</i>						



CONVERSIONS: (Litres = U.S. Gal x 3.785) (Engine kWm = BHP x 0.746) (U.S. Gal = Litres x 0.2642) (Engine BHP = Engine kWm x 1.34)

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. See reverse side for application rating guidelines.

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

D.K. Trueblood

POWER RATING APPLICATION GUIDELINES FOR GENERATOR DRIVE ENGINES

These guidelines have been formulated to ensure proper application of generator drive engines in A.C. generator set installations. Generator drive engines are not designed for and shall not be used in variable speed D.C. generator set applications.

STANDBY POWER RATING is 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.

Reference Standards:

BS-5514 and DIN-6271 standards are based on ISO-3046.

Operation At Elevated Temperature And Altitude:

The engine may be operated at:

1800 RPM up to 2,500 ft (760 m) and 104° F (40° C) without power deration.

For sustained operation above these conditions, derate by 4% per 1,000 ft (300 m), and 1% per 10° F (2% per 11° C).

ENGINE MODEL : NTA855-G5

CONFIGURATION NUMBER : D093629DX02

DATA SHEET : DS-1831

DATE : 21Dec00

PERFORMANCE CURVE : FR-1831

INSTALLATION DIAGRAM

- Fan to Flywheel : 3170239
- Heat Exchanger Cooled :

CPL NUMBER

- Engine Critical Parts List : 2116

GENERAL ENGINE DATA

Type	4-Cycle; In-line; 6-Cylinder Diesel
Aspiration	Turbocharged and Aftercooled
Bore x Stroke	5.5 x 6.0 (140 x 152)
Displacement	855 (14.0)
Compression Ratio	14.0 : 1

Dry Weight

Fan to Flywheel Engine.....	— lb (kg)	2900	(1315)
Heat Exchanger Cooled Engine.....	— lb (kg)		N. A.

Wet Weight

Fan to Flywheel Engine.....	— lb (kg)	3018	(1369)
Heat Exchanger Cooled Engine.....	— lb (kg)		N. A.

Moment of Inertia of Rotating Components

• with FW 1109 Flywheel	— lb _m • ft ² (kg • m ²)	118.5	(4.99)
• with FW 1001 Flywheel	— lb _m • ft ² (kg • m ²)	180.3	(7.60)
Center of Gravity from Rear Face of Flywheel Housing	— in (mm)	27.7	(704)
Center of Gravity Above Crankshaft Centerline	— in (mm)	5.5	(140)
Maximum Static Loading at Rear Main Bearing.....	— lb (kg)	N.A.	

ENGINE MOUNTING

Maximum Bending Moment at Rear Face of Block	— lb • ft (N • m)	1000	(1356)
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EXHAUST SYSTEM

Maximum Back Pressure.....	— in Hg (mm Hg)	3	(76)
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AIR INDUCTION SYSTEM

Maximum Intake Air Restriction			
• with Dirty Filter Element.....	— in H ₂ O (mm H ₂ O)	25	(635)
• with Normal Duty Air Cleaner and Clean Filter Element.....	— in H ₂ O (mm H ₂ O)	10	(254)
• with Heavy Duty Air Cleaner and Clean Filter Element.....	— in H ₂ O (mm H ₂ O)	15	(381)

COOLING SYSTEM

Coolant Capacity — Engine Only.....	— US gal (liter)	5.5	(20.8)
— with _____ Heat Exchanger.....	— US gal (liter)		N.A.

Maximum Coolant Friction Head External to Engine — 1800 rpm.....	— psi (kPa)	7	(48)
— 1500 rpm.....	— psi (kPa)		

Maximum Static Head of Coolant Above Engine Crank Centerline.....	— ft (m)	60	(18.3)
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Standard Thermostat (Modulating) Range	— °F (°C)	180 - 200	(82 - 93)
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Minimum Pressure Cap	— psi (kPa)	10	(69)
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Maximum Top Tank Temperature for Standby Power	— °F (°C)	220	(104)
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Minimum Raw Water Flow @ 90°F to _____ Heat Exchanger.....	— US gpm (liter / min)		N.A.
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Maximum Raw Water Inlet Pressure at _____ Heat Exchanger.....	— psi (kPa)		N.A.
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LUBRICATION SYSTEM

Oil Pressure @ Idle Speed.....	— psi (kPa)	15	(103)
@ Governed Speed	— psi (kPa)	35 - 45	(241 - 310)

Maximum Oil Temperature.....	— °F (°C)	250	(121)
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Oil Capacity with OP 1440 Oil Pan : High - Low	— US gal (liter)	9.0 - 8.0	(34.1 - 30.3)
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Total System Capacity (with Combo Filter)	— US gal (liter)	9.7	(36.7)
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Angularity of OP 1440 Oil Pan — Front Down			45°
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— Front Up			45°
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— Side to Side.....			45°
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