



California ATCM Tier 2 Emission Data  
EPA Tier 2 Emission Data

CFP15E-F70 Fire Pump Driver

Type: 4 Cycle; In-Line; 6 Cylinder  
Aspiration: Turbocharged, Charge Air Cooled

15 PPM Diesel Fuel																	
RPM	BHP	Fuel Consumption		D2 Cycle Exhaust Emissions										Exhaust			
		Gal/Hr	L/hr	Grams per BHP - HR					Grams per kW - HR					Temperature		Gas Flow	
				NMHC	NOx	NMHC+NOx	CO	PM	NMHC	NOx	NMHC+NOx	CO	PM	°F	°C	CFM	L/sec
1760	670	31.4	118.9	0.092	4.208	4.300	0.410	0.065	0.124	5.643	5.767	0.550	0.088	875	468	3200	1510

The emissions values above are based on CARB approved calculations for converting EPA (500 ppm) fuel to CARB (15 ppm) fuel.

300-500 PPM Diesel Fuel																	
RPM	BHP	Fuel Consumption		D2 Cycle Exhaust Emissions										Exhaust			
		Gal/Hr	L/hr	Grams per BHP - HR					Grams per kW - HR					Temperature		Gas Flow	
				NMHC	NOx	NMHC+NOx	CO	PM	NMHC	NOx	NMHC+NOx	CO	PM	°F	°C	CFM	L/sec
1760	670	31.4	118.9	0.112	4.564	4.676	0.410	0.075	0.150	6.120	6.270	0.550	0.100	875	468	3200	1510

QSX15 Base Model Manufactured by Cummins Inc.  
- Using fuel rating 10549

Reference EPA Standard Engine Family: 8CEXL015AAB

No special options needed to meet current emission regulations for all 50 states

**Test Methods:**

EPA/CARB Nonroad emissions recorded per 40CFR89 (ref. ISO8178-1) and weighted at load points prescribed in Subpart E, Appendix A, for Constant Speed Engines (ref. ISO8178-4, D2).

**Diesel Fuel Specifications:**

Cetane Number: 40-48  
Reference: ASTM D975 No. 2-D

**Reference Conditions:**

Air Inlet Temperature: 25°C (77°F)  
Fuel Inlet Temperature: 40°C (104°F)  
Barometric Pressure: 100 kPa (29.53 in Hg)  
Humidity: 10.7 g/kg (75 grains H<sub>2</sub>O/lb) of dry air; required for NOx correction

Restrictions: Intake Restriction set to a maximum allowable limit for clean filter; Exhaust Back Pressure set to maximum allowable limit.

Tests conducted using alternate test methods, instrumentation, fuel or reference conditions can yield different results.