



California ATCM Tier 2 Emission Data  
EPA Tier 2 Emission Data

CFP33-F35 Fire Pump Driver

Type: 4 Cycle; In-Line; 4 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	CO	PM	NMHC+NOx	CO	PM	°F	°C	CFM	L/sec
2600	77	4.3	16.3	4.238	0.820	0.170	5.683	1.100	0.228	1075	579	475	224

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	CO	PM	NMHC+NOx	CO	PM	°F	°C	CFM	L/sec
2600	77	4.3	16.3	4.623	0.820	0.194	6.200	1.100	0.260	1075	579	475	224

B3.3T Base Model Manufactured by Cummins Inc.  
- Using fuel rating 30203

Reference EPA Standard Engine Family: 7CEXL03.3ABB

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 corrector  
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.