



California ATCM Tier 2 Emission Data
EPA Tier 2 Emission Data

CFP6E-F25 Fire Pump Driver

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

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	191	11.1	42.0	0.074	3.850	3.924	0.447	0.065	0.099	5.163	5.262	0.600	0.088	859	459	988	466
2100	215	9.3	35.2											874	468	1158	547
2350	225	10.5	39.7											898	481	1277	603
2600	215	11.2	42.4											898	481	1348	636

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	191	11.1	42.0	0.089	4.176	4.265	0.447	0.075	0.12	5.600	5.720	0.600	0.100	859	459	988	466
2100	215	9.3	35.2											874	468	1158	547
2350	225	10.5	39.7											898	481	1277	603
2600	215	11.2	42.4											898	481	1348	636

QSB5.9 Base Model Manufactured by Cummins Inc.
- Using fuel rating 90847

Reference EPA Standard Engine Family: 5CEXL0359

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

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 H₂O/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.

Revision:

April 2008 - listed NMHC and NOx separately