



EPA Tier 1 Emission Data
Fire Pump NSPS Compliant

CFP33-F30 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
1470	62	1.6	6.1	5.389	0.820	0.111	7.226	1.100	0.149	882	472	262	124
1760	73	2.0	7.6							935	502	326	154
2100	72	2.0	7.6							939	504	337	159
2350	74	2.1	7.9							925	496	369	174
2600	77	2.2	8.3							970	521	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
1470	62	1.6	6.1	5.891	0.820	0.127	7.900	1.100	0.170	882	472	262	124
1760	73	2.0	7.6							935	502	326	154
2100	72	2.0	7.6							939	504	337	159
2350	74	2.1	7.9							925	496	369	174
2600	77	2.2	8.3							970	521	475	224

B3.3T Base Model Manufactured by Cummins Inc.
- Using fuel rating 30005

Reference EPA Standard Engine Family: 3CEXL03.3AAB

No special options needed to meet current emission regulations for 49 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 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:

May 2008: Revised EPA engine family number