



EPA Tier 2 Emission Data  
Fire Pump NSPS Compliant

CFP6E-F25 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	CO	PM	NMHC+NOx	CO	PM	°F	°C	CFM	L/sec
1760	191	11.1	42.0	3.924	0.447	0.065	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	CO	PM	NMHC+NOx	CO	PM	°F	°C	CFM	L/sec
1760	191	11.1	42.0	4.265	0.447	0.075	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: 5CEXL0359ABE

**No special options needed to meet current regulation emissions 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.**