



EPA Tier 2 Emission Data
Fire Pump NSPS Compliant

CFP6E-F35 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	210	10.2	38.6	3.924	0.447	0.065	5.262	0.600	0.088	917	492	1051	496
2100	232	11.4	43.2							917	492	1207	570
2350	246	12.2	46.2							938	503	1328	627
2600	225	11.6	43.9							925	496	1380	651

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	210	10.2	38.6	4.265	0.447	0.075	5.720	0.600	0.100	917	492	1051	496
2100	232	11.4	43.2							917	492	1207	570
2350	246	12.2	46.2							938	503	1328	627
2600	225	11.6	43.9							925	496	1380	651

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 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.