



## SPECIFICATIONS

Four Stroke Cycle, Turbocharged,  
In-line, 6 Cylinder Diesel Engine

Bore and Stroke	5.50 x 6 in.	(140x152 mm)
Displacement	855 cu. in.	(14 L)
Oil System Capacity	7.6 U.S. gals.	(28.8 L)
Engine Coolant Capacity	10.5 U.S. gal.	(39.7 L)
Net Weight, with Std. Accessories, Dry	3,250 lb.	(1 474 kg)

## INSTALLATION CONSIDERATIONS

Maximum raw water pressure must not exceed 50 PSI (345 kPa). Minimum acceptable raw water flow at 90° F (32° C) raw water temperature and 100° F (38° C) ambient air temperature should be at least 34 G.P.M. (129 L/min.) at the 2100 RPM listed rating.

Ventilation air required for engine combustion is 830 CFM (392 L/sec.) at 2100 RPM rating. This is for engine air combustion only and does not take into consideration additional air required for normal room cooling.



This symbol on the nameplate means the product is Listed by Underwriters' Laboratories, Inc.



This symbol on the nameplate means the product is approved by the Factory Mutual Research Corporation.



This symbol on the nameplate means the product is Listed by Underwriters' Laboratories of Canada.

## LISTED AGENCY RATINGS

290 HP @ 1760 RPM

300 HP @ 2100 RPM

All of the above ratings are listed by the following agencies:

**Underwriters' Laboratories Inc.**

**Factory Mutual**

**Underwriters' Laboratories of Canada**

The agency-approved horsepower ratings published are already derated for fire pump service. The ratings show horsepower available for driving the fire pump at standard SAE J1995 conditions of 29.61 in. (100 kPa) Hg barometer and 77° F (25° C) Inlet air temperature (approximately 300 ft. [91.4 m] above sea level). The only additional deration necessary is for higher ambient temperatures and elevations as follows: 3% for each 1000 ft. (305 m) above 300 ft. (91.4 m) and 1% for each 10° F (5.6° C) above 77° F (25° C) in accordance with National Fire Association Pamphlet No. 20.

## DESIGN FEATURES

- Bearings:** Replaceable, precision type, steel backed inserts. Seven main bearings, 4.5 in. (114 mm) diameter. Connecting rod bearings 3.125 in. (79 mm) diameter.
- Camshaft:** Single large diameter camshaft precisely controls valve and injector timing. Lobes are induction hardened for long life. Seven replaceable precision type bearings 2.5 in (64 mm) diameter.
- Camshaft Followers:** Induction hardened, roller type for long cam follower life.
- Connecting Rods:** Drop forged, I-beam section 12 in. (305 mm) center to center length. Rifle drilled for pressure lubrication of piston pin. Rod is tapered on piston pin end to reduce unit pressures.
- Cooling System:** Belt driven centrifugal water pump. Large volume water passages provide even flow of coolant around cylinder liners, valves, and injectors. Modulating by-pass thermostat regulates coolant temperature. Spin-on corrosion resistor checks rust and corrosion, controls acidity, and removes impurities.
- Crankshaft:** Fully counterweighted high tensile steel forging with induction hardened fl ets and journals.
- Cylinder Block:** Alloy cast iron with removable wet liners.
- Cylinder heads:** Alloy cast iron. EAcH head serves two cylinders. Drilled fuel supply and return lines. Valve seats are replaceable corrosion resistant inserts. Valve guides and cross head guides are replaceable inserts.
- Cylinder Liners:** Replaceable wet liners dissipate heat faster than dry liners and are easily replaced without reboring the block.
- Fuel System:** Cummins exclusive low pressure PT™ system with wear compensating pump and integral dual flyweight governor. Camshaft actuated fuel injectors give accurate metering and timing. Fuel lines are internal drilled passages in cylinder heads. Spin-on fuel filter.
- Gear Train:** Timing gears and accessory drive gears are induction hardened helical gears driven from crankshaft and located at front of block.
- Lubrication:** Large capacity gear pump provides pressure lubrication to all bearings. All pressure lines are internal drilled passages in block and heads.
- Piston:** Aluminum alloy, cam ground and barrel shaped to compensate for thermal expansion assures precise fit at operating temperatures. CeCorr™ grooved skirt finish provides superior lubrication. Oil cooled for rapid heat dissipation. Three compression and one oil ring.
- Turbocharger:** Cummins exhaust gas driven turbocharger. Turbocharging provides more power, improved fuel economy, altitude compensation, and lower smoke and noise levels.
- Valves:** Dual 1.875 in. (48 mm) diameter poppet type intake and exhaust valves. Wear resistant face on exhaust valves.

## STANDARD EQUIPMENT

- Air Cleaner:** 15 inch (381 mm) diameter dry air cleaner.
- Belt and Damper Shield Guard:** Protection from alternator, accessory drive, and water pump belts and vibration damper.
- Coolant Pump:** Belt driven, centrifugal type.
- Corrosion Resistor:** Mounted, checks rust and corrosion, controls acidity, and removes impurities from coolant.
- Electrical Equipment:** 24 volt negative ground system, including: a 24 volt starting motor; a 24 volt, 35 or 45 amp alternator; manually operable contactors; and a junction box with enclosed terminal strip.
- Engine Support:** Pedestal type, front and rear.
- Exhaust Manifold:** Dry and insulated.
- Exhaust Outlet:** 5 in. (127 mm) diameter, 90° elbow.
- Filters:** Spin-on, replaceable lubricating oil filter. Dual spin-on, replaceable fuel filters.
- Flywheel:** Machined for stub shaft mounting.
- Flywheel Housing:** SAE No. 1 with industrial supports.
- Governor:** Mechanical flyweight, mechanical variable speed type.
- Heat Exchanger:** Copper nickel tube bundle, mounted.
- Instrument Panel:** Mounted. Electrical instruments only. Includes charge meter, tachometer, hour meter, water temperature gauge, and lubricating oil pressure gauge.
- Lubricating Oil Cooler:** Tubular type, jacket water cooled.
- Oil Pan:** Cast aluminum, rear sump type, 7 U.S. gallon (26.5 litre) capacity. Provision for optional oil heater.
- Oil Pressure Switch:** Provides signal to activate alarm (not included) for low oil pressure.
- Overspeed Switch:** Mounted, overspeed shutdown with manual reset, stop crank contacts.
- Stubshaft:** Mounted on flywheel.
- Throttle Control:** Hydraulic, with no manual override.
- Vibration Damper:** Viscous type.
- Water Jacket Heater:** Mounted beside oil pan, 115 volt, 2500 watt.
- Water Temperature Switch:** Provides signal to activate alarm (not included) for high water temperature.

## OPTIONAL EQUIPMENT

- Oil Heater:** Mounted on side of oil pan.

*Cummins has always been a pioneer in product improvement. Thus specifications may change without notice. Illustrations may include optional equipment.*



Cummins Engine Company, Inc.  
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**EXHAUST SYSTEM**

Maximum Allowable Back Pressure Imposed by Piping &  
 Silencer - in. Hg (mm Hg) ..... 3 (75)  
 Exhaust Pipe Size Normally Acceptable - in. (mm) dia..... 5 (125)

**FUEL SYSTEM**

Supply Line Size - in. (mm)..... 0.625 (16) O.D. Tube  
 Drain Line Size - in. (mm) ..... 0.625 (16) O.D. Tube  
 Maximum Fuel Height Above <sup>C</sup><sub>L</sub> Crankshaft - in. (mm) ..... 80 (2030)  
 Part Number of Standard Fuel Filter..... 3315847  
 Part Number of Standard Fuel Filter Element..... FF-105D  
 Maximum Allowable Restriction to Fuel Pump with Dirty Filter - in. Hg (mm Hg) ..... 8 (200)  
 Maximum Allowable Return Line Restriction - in. Hg (mm Hg)..... 4 (100)

**ELECTRICAL SYSTEM**

Battery Voltage ..... 24  
 Battery Cable Size (Maximum Cable Length Not to Exceed 10 ft. (3.0 m) AWG) ..... 00  
 Wiring for Automatic Starting (Negative Ground)..... Standard  
 Alternator (Standard) 24 Volt, Internally Regulated - Ampere..... 35 or 45  
 Manually Operable Contactors ..... Standard  
 Minimum Recommended Battery Capacity ..... Amp-hr.     0°F CCA  
     70°F (21°C) Minimum Temperature ..... 100     450  
     32°F (0°C) Minimum Temperature ..... 150     640  
 Reference Wiring Diagram Number..... 3382636

**PERFORMANCE DATA**

All data is based on the engine operating with fuel system, water pump, lubricating oil pump, air cleaner, and alternator; not included are compressor, fan, optional equipment and driven components. Data is based on operation at SAE standard J816b conditions of 500 feet (150 m) altitude (29.00 in. [736 mm] Hg dry barometer), 85°F (29°C) intake air temperature and 0.38 in. (9.6 mm) Hg water vapor pressure, using No. 2 diesel or a fuel corresponding to ASTM D2. All data is subject to change without notice.

Altitude Above Which Output Should be Limited - ft.(m)..... 500 (150)  
 Correction Factor per 1000 ft. (300 m) above Altitude Limit ..... 3%  
 Temperature Above Which Output Should be Limited -°F(°C)..... 85 (29)  
 Correction Factor per 10°F (11°C) Above Temperature Limit ..... 1% (2%)

**FM Approved and UL Listed Ratings For: NT855-F3**

Listed/ Approved Ratings BHP (kW)	Engine Speed RPM	Ventilation Air Required for Combustion CFM (litre/s)	Heat Rejection to Coolant BTU/min (kW)	Heat Rejection to Ambient Air* BTU/min (kW)	Exhaust Gas		Fuel Consumption Gal/h (litre/h)
					Flow CFM (litre/s)	Temp. °F (°C)	
300 (224)	2100	857 (405)	8600 (151)	1130 (20)	2225 (1050)	850 (454)	16.1 (60.9)
290 (216)	1760	708 (334)	7500 (132)	1060 (19)	1772 (836)	900 (482)	15.9 (60.2)

\* - Does not include exhaust piping.

# Cummins Engine Company, Inc.

Firepump  
Pg. No.

## Exhaust Emissions Data Sheet

**F3**  
**33**

Data Sheet: DS-1478

Date: 08Mar95

### Engine

<b>Model:</b>	NT855-F3	<b>Application:</b>	Firepump
<b>Type:</b>	4 cycle, In-Line, 6 Cylinder Diesel	<b>Config. Number:</b>	D092399FX02
<b>Aspiration:</b>	Turbocharged	<b>Bore:</b>	5.50 in. (140 mm)
<b>Compression Ratio:</b>	14.1:1	<b>Stroke:</b>	6.00 in. (152 mm)
<b>Emissions Control Device:</b>	Turbocharger	<b>Displacement:</b>	855 cu. in. (14.0 liters)

### Performance Data

	<u>2100 RPM</u>	<u>1760 RPM</u>
<b>BHP</b>	300	290
<b>Fuel Consumption</b> (gallons/hour)	16.1	15.9
<b>Air to Fuel Ratio</b>	33.1	27.7
<b>Exhaust Gas Flow</b> (CFM)	2225	1772
<b>Exhaust Gas Temperature</b> (°F)	850	900

### Exhaust Emissions Data

(All values are grams/hp-hour)

<u>Component</u>	<u>2100 RPM</u>	<u>1760 RPM</u>
<b>HC</b> (Total Unburned Hydrocarbons)	0.19	0.09
<b>NO<sub>x</sub></b> (Oxides of Nitrogen as NO <sub>2</sub> )	11.20	11.50
<b>CO</b> (Carbon Monoxide)	0.90	0.40
<b>PM</b> (Particulate Matter)	0.50	0.50
<b>SO<sub>2</sub></b> (Sulfur Dioxide)	0.67	0.69
<b>CO<sub>2</sub></b> (Carbon Dioxide)	550	560
<b>N<sub>2</sub></b> (Nitrogen)	4400	3700
<b>O<sub>2</sub></b> (Oxygen)	760	550
<b>H<sub>2</sub>O</b> (Water Vapor)	200	200

### Test Conditions

Data was recorded during steady-state rated engine speed ( $\pm 25$  RPM) with full load ( $\pm 2\%$ ). Pressures, temperatures, and emission rates were stabilized.

<b>Fuel Specification:</b>	ASTM D975 No. 2-D diesel fuel with 0.2% sulfur content (by weight) and 42-50 cetane number.
<b>Fuel Temperature:</b>	99° F $\pm$ 9° (at fuel pump inlet)
<b>Intake Air Temperature:</b>	77° F $\pm$ 9°
<b>Barometric Pressure:</b>	29.6 in. Hg $\pm$ 1 in. Hg
<b>Humidity:</b>	NO <sub>x</sub> measurement corrected to 75 grains H <sub>2</sub> O/lb. dry air

The HC, NO<sub>x</sub>, and CO emissions data tabulated here were taken from a single engine under the test conditions shown above. Data for the other components are estimates. This data is subject to instrumentation, measurement, and engine-to-engine variability. Engine operation with excessive air intake or exhaust restriction beyond published maximum limits, or with improper maintenance, may result in elevated emission levels.

