



Diesel Powered Generating Sets 800 kW - 1120 kW 50 Hz KTA50 Series Engines



Standard Genset Features

Single Source Responsibility

 Design, manufacturer and test of all components and accessories are made by Cummins Power Generation and Cummins companies

International Integrity

 Assurance and strength of a worldwide, world class corporation
 Global Backing

 24-hoursparesandservicesupportin 72 countries

Single Source Warranty

 Complete genset covered by Cummins Power Generation comprehensive warranty

Packaged Self-Contained Units

 Units with built in antivibration systems with provision for base fuel tank and other accessories

Cummins Engine

 Heavy duty 4 cycle water cooled engine
 Electronic governor control

Alternator

- Brushless Group made machine
- · Close voltage regulation
- Rotor and exciter impregnated with oil and acid resisting resin
- 6 lead reconnectable
- · Exceptional short circuit capability
- Low waveform distortion with non linear loads
- Permanent magnet exciter fitted as standard

Ratings

All kW Power ratings based on a 27°C ambient temperature reference.

Chasis

Built-in anti-vibration system Bonded rubber units fitted as standard eliminates need for rubber mats or spring mountings

Cooling System

- 40°Ccoolingpackage(50°Coption)
 Ready Filled
- Every set comes filled with lube oil and anti-freeze

PCC PowerCommand® Control System

- PCC2100 Controller with bar graph as standard
- · Microprocessor control
- Integrates governor and voltage regulation systems
- Superior alternator and genset protection system
- · Accurate battery monitoring system
- Totally reliable and proven system



50 Hz Ratings							
Model	Prime	Standby	Engine				
Prime	kW (kVA)	kW (kVA)	Model				
C1100 D5E	800 (100)	1120 (1400)	KTA50G7				

A Single Source for all Power System Solutions

Specifications

Generator Set Performance

Voltage Regulation Waveform **Engine** Maintains voltage output to within ±0.5%. Total harmonic distortion open circuit voltage ☐ Heavy duty air cleaner Coolant heater and thermostat waveform in the order of 1.5%. Three-phase At any power factor between 0.8 lagging and Lead acid batteries, cable and fitted tray Sump drain pump Oil and water drain taps unity. balanced load in the order of 5.0%. At any variations from No load to Full load. **Telephone Influence Factor** At any variations from Cold to Hot. TIF better than 50 Oil and water drain taps ☐ CE Ce ☐ Exhau ☐ only) At speed droop variations up to 4.5%. THF to BS4999 Part 40 better than 2%. CE Compliance (guarding) **Frequency Regulation Alternator Temperature Rise** Exhaust temperature monitoring (PCC Isochronous under varying loads from no Class H insulation. Temperature rise up to Tool kit load to 100% full load. 125°C permitted for prime ratings. **Random Frequency Variation Radio Interference** Compliance to TALuft Will not exceed ±0.25% of its mean value for In compliance with BS800 and VDE levels constant loads - no load to full load. G and N. Cooling ☐ 50°C ambient radiator **Engine** Remote radiator cooling (built to order) Cummins KTA50GS8 **Fuel System** Oil temperature indication sixteen-cylinder vee formation, direct 24 volt fail safe actuator, dual spin-on paper **Alternator** injection, four-cycle diesel engines. element fuel filters, Cummins PTfuel Anti-Condensation heater Thermistors **Type** injection systems with integral electronic Water cooled, turbocharged and aftercooled. governor. Dual flexible fuel lines with ☐ 105/105/80°C rise alternator Construction connectors. Standard fuel water separator. Four valves per cylinder, forged steel **Filters Exhaust System** ☐ Industrial type silencer☐ Residential type silencer☐ Length of flexible exhaust and bellows Dry element air filters with restriction crankshaft and connecting rods, cast iron block, with replaceable wet liners. indicator and spin-on paper element full flow Starting and by pass lube oil filters. Spin on 24 volt negative earth, battery charging corrosion resistor filter. **Fuel System** 35amp alternator. Cranking current 1800 Cooling Sub-base tanks Hand fuel transfer pump amps Amps at 0°C. High ambient 40°C radiator as standard with ☐ Automatic fuel transfer pump 50°C ambient as option. Oil cooler. Free-standing 450, 900 and 1350 litre **Alternator** fuel tanks with stand Exciter ☐ Fuel tank level switch ☐ High fuel level warning Brushless, single bearing, revolving field, Triple dipped in moisture, oil and acid 4-pole, drip proof, screen protected. resisting polyester varnish and coated with Low fuel level warningLow fuel level shutdown Low fuel level warning anti-tracking varnish. Class H insulation. Enclosed to IP22 (NEMA1) standard. Sealed solid state automatic voltage **Generator Set** ☐ Weather protective enclosures☐ Silenced enclosures IC 01 cooling system. regulator - self-exciting, self-regulating. Fully interconnected damper winding. Output windings with 2/3 pitch for improved AC exciter and rotating rectifier unit. harmonics and parallelling ability. Control Panel ☐ SeeseparatelistonControlPanelpages☐ 3 or 4 pole circuit breaker up to 2500A Epoxy coated stator winding. Close coupled engine/alternator for perfect Rotor and exciter impregnated with tropical alignment. grade insulating oil and acid resisting Permanent magnet exciter fitted as standard. ☐ Battery charger 5 amp or 10 amp ☐ CE Compliance PCLand PCC systems Battery charger 5 amp or 10 amp polyester resin. Dynamically balanced rotor ☐ Cable entrance box ☐ PCCP3100 controller to BS5625 grade 2.5. Sealed for life bearings Layer wound mechanically wedged rotor. **Compliance Standard** Chasis To BS4999/5000 pt 99, Fabricated and welded steel chassis VDE 0530, UTE5100, Built-in anti-vibration mountings Optional sub-base fuel tank with eight hour NEMAMG1-22, CEMA, IEC 34, CSAA22.2, capacity, dual flexible fuel lines, dial type AS1359, BSS5514, fuel gauge and drain bung ISO 3046 and ISO 8528 **Finish** Etch undercoated and finished in high gloss durable green **General** Complete set of operating and instruction

manuals

Generator Set Options

Technical Data



Set output Prime at 27°C ambient New Model (Prime) Standby at 27°C ambient Engine Make Model Cummins Model Cummins Model Cylinders Engine build Go°Vee Governor / Class Aspiration and cooling Bore and stroke Compression ratio Cubic capacity Starting / Min °C Battery capacity Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Single load step to NFPA110 Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† Total heat radiated to ambient Action D5A 1120 kWe 1250 kVA C100 D5A 1120 kWe 1400 kVA Cummins KTA50G7 Sixteen 60°Vee Electronic / A1 Turbo Aftercooled 159 mm x 159 mm 14.9:1 50.3 Litres Unaided / 7°C 254 A/hr 1097 kWm 1227 kWm 640 kWe 1500 rpm 1227 kWm 640 kWe 1500 rpm 1227 kWm 100% 641 kWe 1227 kWm 100% 642 kWe 1500 rpm 1227 kWm 1228 A/hr 1229 manhar 1229 m					
New Model (Prime) Standby at 27°C ambient Engine Make Model Cylinders Engine build Governor / Class Aspiration and cooling Bore and stroke Compression ratio Cubic capacity Starting / Min °C Battery capacity Gross Engine output – Prime Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator voltage regulation Alternator insulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 50°C† NTA Sixteen Cummins KTA50G7 Sixteen 60°Vee Electronic / A1 Turbo Aftercooled 159 mm x 159 mm 14.9:1 50.3 Litres Unaided / 7°C 254 A/hr 1097 kWm 1227 kWm 640 kWe 1500 rpm 40.5% H 100% Fuel consumption class H 100% Fuel consumption (Prime) 100% load 274 l/hr 197 Litres 2000 Litres 2000 Litres 351 Litres 472°C 12910 m3/hr 51 mm Hg 21.6 m3/s 13 mm Wg 5508 m3/hr N/A N/A	Set output	380-440 V 50 Hz			
Standby at 27°C ambient Engine Make Model Cummins Model Cylinders Engine build Governor / Class Aspiration and cooling Bore and stroke Cumins Compression ratio Cubic capacity Starting / Min °C Battery capacity Gross Engine output – Prime Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† N/A N/A	Prime at 27°C ambient	1000 kWe 1250 kVA			
Engine Make Model Cylinders Engine build Governor / Class Aspiration and cooling Bore and stroke Cumins Compression ratio Cubic capacity Starting / Min °C Battery capacity Gross Engine output – Prime Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 50°C† N/A N/A N/A	· · · · · · · · · · · · · · · · · · ·				
Model Cylinders Engine build Governor / Class Aspiration and cooling Bore and stroke Compression ratio Cubic capacity Starting / Min °C Battery capacity Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Lubrication oil capacity Base fuel tank capacity – radiator and engine Exhaust gens flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† KITA50G7 Sixteen 60°Vee Electronic / A1 Turbo Aftercooled 159 mm x 159 mm 14.9:1 Source John X 159 mm 14.9:	Standby at 27°C ambient	1120 kWe 1400 kVA			
Cylinders Engine build Governor / Class Aspiration and cooling Bore and stroke Compression ratio Cubic capacity Starting / Min °C Battery capacity Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 50°C† Ruthor Aftercooled 159 mm x 159 mm 14.9:1 50.3 Litres Unaided / 7°C 254 A/hr 1097 kWm 1227 kWm 640 kWe 1500 rpm 41297 kWm 640 kWe 1500 rpm 40.5% H 100% Fuel consumption (Prime) 100% load 274 l/hr 197 Litres 2000 Litres 2000 Litres 12910 m3/hr 51 mm Hg 21.6 m3/s 13 mm Wg 5508 m3/hr N/A N/A	Engine Make	Cummins			
Engine build Governor / Class Aspiration and cooling Bore and stroke Compression ratio Cubic capacity Starting / Min °C Battery capacity Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 50°C† Rel Coronard Aftercooled 159 mm x 159 mm 14.9:1 50.3 Litres Unaided / 7°C 254 A/hr 1097 kWm 1227 kWm 640 kWe 1227 kWm 640 kWe 1227 kWm 640 kWe 1227 kWm	Model	KTA50G7			
Governor / Class Aspiration and cooling Bore and stroke Compression ratio Cubic capacity Starting / Min °C Battery capacity Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator voltage regulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 50°C† Road Attension (159 mm x 159 mm x 159 mm 14.9:1 Turbo Aftercooled 159 mm x 159 mm 14.9:1 50.3 Litres Unaided / 7°C 254 A/hr 1097 kWm 1227 kWm 640 kWe 5640 kWe 1500 rpm 1200 Full of the cold	Cylinders	Sixteen			
Aspiration and cooling Bore and stroke Compression ratio Cubic capacity Starting / Min °C Battery capacity Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air intake – engine (prime) Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† Introduction 14.9:1 50.3 Litres Unaided / 7°C 254 A/hr 1097 kWm 1227 kWm 640 kWe 1220 kWm 1227 kWm 640 kWe 1227 kWm 6	Engine build	60°Vee			
Bore and stroke Compression ratio Cubic capacity Starting / Min °C Battery capacity Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† Nimites Unaided / 7°C 254 A/hr 1097 kWm 1227 kWm 640 kWe 1500 rpm 400 kove 1227 kWm 640 kWe 1500 rpm 1227 kWm 640 kWe 1500 rpm 1200 capacity 100% 1274 l/hr 100% 1274 l/hr 1303 l/hr 197 Litres 2000 Litres 351 Litres 472°C 12910 m3/hr 13 mm Wg 51 mm Hg 21.6 m3/s 13 mm Wg 5508 m3/hr N/A	Governor / Class	Electronic / A1			
Compression ratio Cubic capacity Starting / Min °C Battery capacity Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Hisingle load step to NFPA110 Fuel consumption (Prime) 100% load Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air intake – engine (prime) Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† N/A 1097 kWm 1097 kWm 1097 kWm 1227 kWm 640 kWe 12907 kWm 1227 kWm 640 kWe 12007 kWm 1227 kWm 640 kWe 12007 kWm 1227 kWm 640 kWe 12007 kWm 1227 kWm 640 kWe 1200 kWe 120	Aspiration and cooling	Turbo Aftercooled			
Cubic capacity Starting / Min °C Battery capacity Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† N/A N/A Styrm 1097 kWm 1097 kWm 1097 kWm 1227 kWm 640 kWe 1500 rpm 400% 410% 640 kWe 1500 rpm 400% 400% 400% 100%	Bore and stroke	159 mm x 159 mm			
Starting / Min °C Battery capacity Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† Unaided / 7°C 254 A/hr 1097 kWm 1097 kWm 1227 kWm 640 kWe 1200 rpm 400% 100% 274 l/hr 100% 1274 l/hr 100% 1274 l/hr 127 Litres 2000 Litres 12910 m3/hr 12910 m3/hr 121.6 m3/s 13 mm Wg 5508 m3/hr N/A	Compression ratio	14.9:1			
Battery capacity Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† 1297 kWm 1097 kWm	Cubic capacity	50.3 Litres			
Gross Engine output – Prime Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Gross at flywheel – Standby Alternator voltage regulation Alternator insulation class H Single load step to NFPA110 Fuel consumption (Prime) 100% load Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† N/A	Starting / Min °C	Unaided / 7°C			
Gross at flywheel – Standby Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† 1500 rpm 640 kWe 640 kellinghal 640 kWe 640 kellinghal 640 kue 640	Battery capacity	254 A/hr			
Maximum load acceptance – single step (cold) Speed Alternator voltage regulation Alternator insulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† M 1500 rpm 1500 rpm 140.5% H 100% 274 l/hr 197 Litres 2000 Litres 2000 Litres 351 Litres 472°C 12910 m3/hr 12910 m3/hr 12910 m3/hr 13 mm Wg 5508 m3/hr N/A	Gross Engine output – Prime	1097 kWm			
Speed Alternator voltage regulation Alternator insulation class H Single load step to NFPA110 Fuel consumption (Prime) 100% load Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† 100% 10	Gross at flywheel – Standby	1227 kWm			
Alternator voltage regulation Alternator insulation class Alternator insulation class H Single load step to NFPA110 Fuel consumption (Prime) 100% load Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† N/A	Maximum load acceptance – single step (cold)	640 kWe			
Alternator insulation class Single load step to NFPA110 Fuel consumption (Prime) 100% load Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† N/A	Speed	1500 rpm			
Single load step to NFPA110 Fuel consumption (Prime) 100% load Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† N/A	Alternator voltage regulation	±0.5%			
Fuel consumption (Prime) 100% load Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† 1274 l/hr 303 l/hr 197 Litres 2000 Litres 251 Litres 472°C 12910 m3/hr 51 mm Hg 21.6 m3/s 13 mm Wg 5508 m3/hr N/A	Alternator insulation class	Н			
Fuel consumption (Standby) 100% load Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† 303 l/hr 197 Litres 2000 Litres 151 Litres 12910 m3/hr 12910 m3/hr 11 mm Hg 21.6 m3/s 13 mm Wg 5508 m3/hr N/A	Single load step to NFPA110	100%			
Lubrication oil capacity Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air intake – engine (prime) Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† 197 Litres 2000 Litres 351 Litres 12910 m3/hr 51 mm Hg 21.6 m3/s 13 mm Wg 5508 m3/hr N/A	Fuel consumption (Prime) 100% load	274 l/hr			
Base fuel tank capacity – open set Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air intake – engine (prime) Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† 2000 Litres 351 Litres 12910 m3/hr 12910 m3/hr 13 mm Hg 21.6 m3/s 13 mm Wg 5508 m3/hr N/A	Fuel consumption (Standby) 100% load	303 l/hr			
Coolant capacity – radiator and engine Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air intake – engine (prime) Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† N/A	Lubrication oil capacity	197 Litres			
Exhaust temp – full load prime Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air intake – engine (prime) Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† Arrow 12910 m3/hr 12910 m3/hr 13 mm Wg 5508 m3/hr N/A	Base fuel tank capacity – open set	2000 Litres			
Exhaust gas flow – full load prime Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air intake – engine (prime) Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† 12910 m3/hr 21.6 m3/s 13 mm Wg 5508 m3/hr N/A	Coolant capacity – radiator and engine	351 Litres			
Exhaust gas back pressure max (standby) Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air intake – engine (prime) Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† St mm Hg 21.6 m3/s 13 mm Wg 5508 m3/hr N/A	Exhaust temp – full load prime	472°C			
Air flow – radiator (40°C ambient)† Pusher fan head (duct allowance) 40°C† Air intake – engine (prime) Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† 21.6 m3/s 13 mm Wg 5508 m3/hr N/A	Exhaust gas flow – full load prime	12910 m3/hr			
Pusher fan head (duct allowance) 40°C† Air intake – engine (prime) Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† 13 mm Wg 5508 m3/hr N/A	Exhaust gas back pressure max (standby)	51 mm Hg			
Air intake – engine (prime) 5508 m3/hr Air flow – radiator (50°C ambient)† N/A Pusher fan head (duct allowance) 50°C† N/A	Air flow – radiator (40°C ambient)†	21.6 m3/s			
Air flow – radiator (50°C ambient)† Pusher fan head (duct allowance) 50°C† N/A	Pusher fan head (duct allowance) 40°C†	13 mm Wg			
Pusher fan head (duct allowance) 50°C† N/A	Air intake – engine (prime)	5508 m3/hr			
	Air flow – radiator (50°C ambient)†	N/A			
Total heat radiated to ambient 154 kW	Pusher fan head (duct allowance) 50°C†	N/A			
	Total heat radiated to ambient	154 kW			
Engine derating – altitude RTF	Engine derating – altitude	*****			
Engine derating – temperature RTF	Engine derating – temperature	RTF			

^{*}In accordance with ISO 8528, ISO 3046.

Prime: Continuous running at variable load for unlimited periods with 10% overload available for 1 hour in any 12 hour period.

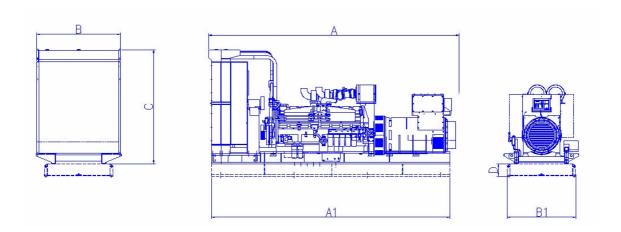
Standby: Continuous running at variable load for duration of an emergency.

†Subject to factory veriPcation.

For TA-LUFTengine parameters refer to factory.

RTF = Refer To Factory

Dimensions and Weights - 50 Hz



		Dimensions and Weights (mm/kg)						Set Weight	Set Weight	Tank Weight	Tank Weight
Model	Engine	Α	A1	B1	В	С	D	kg Dry	kg Wet	kg (wet)	kg (dry)
C1100 D5A	KTA50G7	5455	5690	1640	2033	2241	300	9242	10421	RTF	RTF

*With ambient radiator

Set weights are without sub-base tank.

Dimensions and weights are for **guidance** only.Do not use for installation design. Ask for certiPed drawings on your speciPc application. SpeciPcations may change without notice.



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