



重庆康明斯发动机有限公司 发动机性能曲线

特征编号
D193108GX03

发动机型号: KTA19-G8A

性能曲线号: FR729

CPL号: 4471

日期: 2021/12/2

排量: 19 L (1150) in³
缸径X行程: 159X159 mm (6.25X6.25 in.)
压缩比: 13.0:1

进气方式: 废气涡轮增压, 中冷
燃油系统: 康明斯PT系统

功率标定

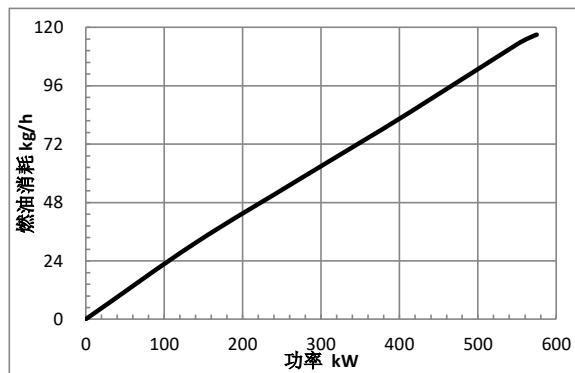
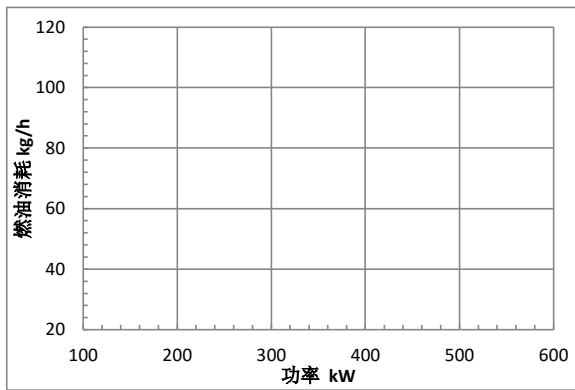
备用功率: 610 kW(817 BHP)@1500 r/min
常用功率: 550 kW(737 BHP)@1500 r/min

所有的数据均是基于发动机带燃油泵、水泵、机油泵、空滤器和消声器运转时获得的, 但不包括交流发电机、空压机、风扇、选用设备和驱动件。数据如有更改, 恕不另行通知。

发动机输出功率

发动机转速 rpm	备用功率		常用功率		持续功率	
	BHP	kW	BHP	kW	BHP	kW
1500	817	610	737	550	657	490

燃油消耗



	输出功率		燃油消耗量		燃油消耗率		
	%	BHP	kW	Lb/h	kg/h	g/kW.h	Lb/BHP.h
1800RPM							
1500RPM							
备用功率							
100	817	610	276	125	205	0.337	
常用功率							
100	737	550	249	113	205	0.338	
75	553	413	187	85	206	0.339	
50	369	275	128	58	211	0.347	
25	184	138	68	31	225	0.371	
持续功率							
100	657	490	221	100	204	0.336	

以上所有的数据都是基于或修正至SAE J1349标准规定的条件——海拔90m (300ft.)，大气压力100kPa (29.61in.Hg)，进气温度25°C (77°F)，水蒸汽压力1.0kPa (相对湿度30%)，使用符合GB 252标准的0号柴油或符合 ASTM D2标准的柴油。

CCEC 技术部发布

允差5%

总工程师 *朱岩*

康明斯内部资料



G驱动发动机功率标定使用准则

以下准则阐明了确保G驱动发动机应用于交流发电机组的正确使用规范。G驱动发动机并不是为变速的直流发电机组而设计的，也不是作为直流发电机组的动力来使用。

备用功率标定 是在市电出现异常时作为应急电源使用时的瞬时最大功率。该标定无超负荷能力。且不能与市电并网运行。

此标定的发动机应安装在有效电网覆盖区域内。备用功率标定的发动机按平均负荷率为80%来使用，一年不超过200小时。在备用功率点使用时每年不超过25小时。备用功率标定的发动机只能在断电时作为应急电源使用。电网预先通知的断电不属于应急电源使用范畴。

持续功率标定

可以恒定按100%标定负荷、无时限连续使用的功率。按此标定的发动机无超负荷能力。

常用功率标定 是可以替代商业电网电力来使用的功率。常用功率必须按下列两种类型之一来使用。

无时限运行常用功率

按常用功率标定的发动机，可有效地变负荷无时限使用。在每250小时的运行周期内，可变负荷的均值不能超过所标定常用功率的70%。

一年内，100%常用功率的整个运行时间不超过500小时。

在12小时运行周期内，有1小时有效超负荷10%的能力。在一年内，超负荷10%运行的整个时间不超过25小时。

限时运行常用功率

按常用功率标定的发动机，可以有限运行于不变负荷用途。诸如使用功率低而输出功率受限的场合。在功率决不会超过常用功率标定的前提下，每年内可与市电并网运行750小时。但长期高负荷运行将缩短发动机寿命。一年内并网运行超过750小时时，请按持续功率标定运行。

参考标准：

以ISO-3046为基础的BS-5514和DIN-6271标准。

环境温度和海拔变化后的修正：

发动机可以在下面的条件下运行，而功率不必进行调整：

转速为1800r/min的发动机，海拔高度低于1500m (5000ft)，环境温度低于40°C (104° F)。

转速为1500r/min的发动机，海拔高度低于1500m (5000ft)，环境温度低于40°C (104° F)。

发动机超出上述条件运行，海拔高度高于1500m (5000ft)时，每升高300m (1000ft)，功率下调4%；环境温度高于40°C (104° F)时，每升高11°C，功率下调2% (升高10° F，下调1%)。



重庆康明斯发动机有限公司

数据单

发动机型号: **KTA19-G8A**

备用功率: **610 kW(817 BHP)@1500 r/min**

常用功率: **550 kW(737 BHP)@1500 r/min**

CPL **4471**

参考信息:

特征编号 **D193108GX03**

数据单号 **FR729**

日期 **2021/12/2**

整机数据

机型.....	四冲程、直列、六缸	
进气方式.....	废气涡轮增压, 中冷	
缸径—mm(in.)×行程—mm(in.).....	159×159	(6.25×6.25)
排量—L(in ³).....	19	(1150)
压缩比.....	13.0:1	
发动机干重		
风冷带飞轮—kg(lb).....	1853	(4085)
发动机湿重		
风冷带飞轮—kg(lb).....	1925	(4245)
旋转部件的转动惯量		
·飞轮选用件FW 4001吋 —kg·m ² (lb _m ·ft ²).....	7.2	(170)
·飞轮选用件FW 4006吋 —kg·m ² (lb _m ·ft ²).....	8.4	(199)
质心至飞轮壳后端的距离(FH4018) mm(in).....	721	(28.4)
质心在曲轴中心线上方—mm(in).....	229	(9.0)
后端主轴承允许的最大静载荷—kg(lb).....	907	(2000)
发火顺序.....	1-5-3-6-2-4	

发动机悬置安装

在缸体后端面处的最大允许弯矩—N·m(lb.ft).....	1356	(1000)
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排气系统

最大允许排气背压—kPa(in.Hg).....	10	(3)
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进气系统

允许的最大进气阻力		
脏滤芯—kPa(in. H ₂ O).....	6.23	(25)
干净滤芯—kPa(in.H ₂ O).....	3.73	(15)

冷却系统

冷却液容量		
仅发动机—L(U.S.Gal).....	30	(8.0)
仅散热器—L(U.S.Gal).....	110	(29.1)
海平面高度压力盖允许的最大压力—kPa(PSI).....	103	(15)

发动机主回路

节温器温度调节范围—°C(°F).....	82-95	(180-202)
顶部水箱允许的最高温度(备用/常用)—°C(°F).....	104/100	(220/212)
发动机外部冷却液最大阻力 —kPa(PSI).....	34.5	(5.0)

低温中冷(LTA)回路

低温中冷节温器温度调节范围—°C(°F).....	66-77	(150-170)
发动机外部冷却液最大阻力 —kPa(PSI).....	46.0	(6.7)
进中冷器的冷却液目标温度@环境温度25°C(77°F)—°C(°F).....	53	(127)
进中冷器的冷却液最高温度; 备用/常用—°C(°F).....	71/66	(160/150)

润滑系统

机油压力		
怠速时—kPa(PSI).....	138	(20)
额定转速时—kPa(PSI).....	345-483	(50-70)
允许的最高机油温度—°C(°F).....	121	(250)
机油盘容量(选用件 OP4019)		
高位—L(U.S.Gal).....	38	(10)
低位—L(U.S.Gal).....	32	(8.5)
系统总容量(包含旁通滤清器)—L(U.S.Gal).....	50	(13.2)



重庆康明斯发动机有限公司 数据单

燃油系统

燃油喷射系统形式.....	康明斯PT直喷系统	
燃油泵进口口的最大供油阻力		
滤清器在清洁状态最大供油流量时—kPa(in.Hg).....	13.5	(4.0)
滤清器在脏的状态最大供油流量时—kPa(in.Hg).....	27.1	(8.0)
允许的喷油器最大燃油回油阻		
带单向阀—kPa(in.Hg).....	22.0	(6.5)
不带单向阀—kPa(in.Hg).....	8.5	(2.5)
至喷油泵的最大燃油流量—L/h(US gph).....	220	(58)

电气系统

起动机(重型, 正极)—Volt.....	24
电瓶充电系统, 负极接地—A.....	40
起动机电路允许的最大电阻—Ω.....	0.002
推荐的电瓶最小容量	
·冷态@10°C (50°F) 及以上时—0°F CCA.....	600
·冷态@0°C至10°C (32°F至50°F) 时—0°F CCA.....	640
·冷态@-18°C至0°C (0°F至32°F) 时—0°F CCA.....	900

冷启动能力

10秒内辅助(带冷却液加热器)冷启动的最低环境温度—°C(°F).....	10	(50)
无辅助冷启动的最低环境温度—°C(°F).....	0	(32)

性能数据

在任意恒定负荷下的转速稳定性—%..... ±0.25

所有的数据均是基于发动机带燃油泵、水泵、机油泵、空滤器和消声器运转时获得的, 但不包括交流发电机、空压机、风扇、选用设备和被驱动部件。所有的数据都是基于SAE J1349标准规定的条件——海拔90m (300ft.), 大气压力100kPa (29.61in.Hg), 进气温度25°C (77°F), 水蒸汽压力1.0kPa (0.30in.Hg), 使用符合GB 252标准的0号柴油或符合 ASTM D2标准的柴油。数据如有更改, 恕不另行通知。

	备用功率		常用功率	
	60 Hz	50 Hz	60 Hz	50 Hz
转速r/min.....		1500		1500
怠速r/min.....		675-775		675-775
输出总功率kW(BHP).....		610 (817)		550 (737)
平均有效压力kPa(PSI).....		2582 (374)		2314 (336)
活塞平均速度m/s(ft/min).....		7.9 (1555)		7.9 (1555)
摩擦功率kW(BHP).....		45 (60)		45 (60)
在一定的发动机外部流动阻力下, 发动机冷却液流量:				
· 1 psi 摩擦阻力时L/s(US gpm).....		10.2 (162)		10.2 (162)
· 最大摩擦阻力时L/s(US gpm).....	N/A	9.1 (144)	N/A	9.1 (144)
发动机数据				
进气流量L/s(CFM).....		675 (1430)		635 (1345)
排气温度 °C(°F).....		550 (1022)		480 (896)
排气流量 L/s(CFM).....		1867 (3956)		1773 (3757)
空燃比 A/F.....		23.5:1		22.2:1
对环境的散热量kW(BTU/min).....		49 (2787)		44 (2502)
对冷却液的散热量 kW(BTU/min).....		228 (12966)		206 (11715)
对排气的散热量 kW(BTU/min).....		552 (31391)		499 (28377)
低温中冷器要求				
低温中冷器的散热量kW(BTU/min).....		158 (8985)		142 (8075)
低温中冷器冷却液流量@ 最大流动阻力时L/s(US gpm).....		1.9 (30)		1.9 (30)

发动机型号: KTA19-G8A

数据单: FR729

日期: 2021/12/2



CHONGQING CUMMINS ENGINE COMPANY LTD. ENGINE PERFORMANCE CURVE

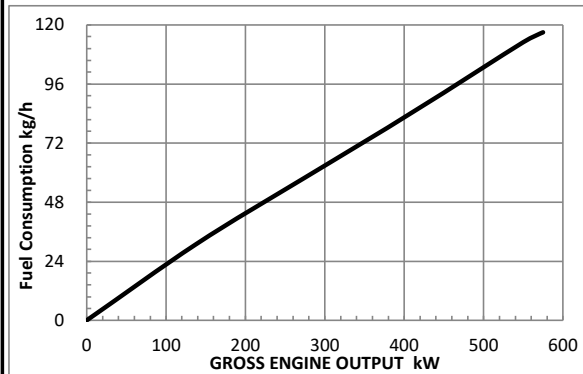
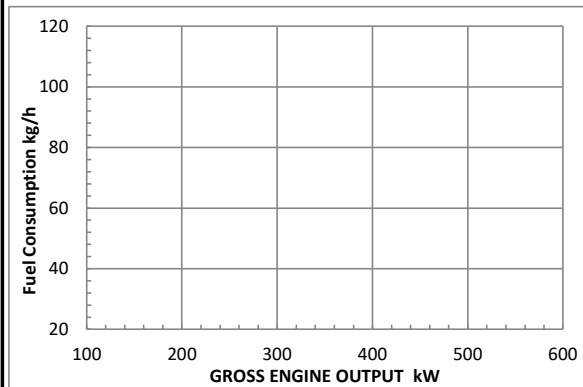
CONFIGURATION D193108GX03	ENGINE MODEL: KTA19-G8A	CURVE NUMBER: FR729	CPL No.: 4471 DATE: 2021/12/2
Displacement: 19 L (1150) in ³	Aspiration: Turbocharged , Aftercooled	RATING	
BoreXStroke: 159X159 mm (6.25X6.25 in.)	Fuel System: Cummins PT	Standby: 610 kW(817 BHP)@1500 r/min	
Compress Ratio: 13.0:1		Prime: 550 kW(737 BHP)@1500 r/min	

All data is based on the engine operating with fuel system, water pump, and 20 in. H₂O(4.98kPa) inlet air restriction with 5.8 in.(147mm) inner diameter, and with 2 in. Hg(7kPa) exhaust restriction with 8 in.(203mm) inner diameter; not included are alternator, fan, optional equipment and driven components. Coolant flows and heat rejection data based on coolant as 50% ethylene glycol/50% water. All data is subject to change without notice.

GROSS ENGINE POWER OUTPUT

SPEED rpm	STANDBY POWER		PRIME POWER		CONTINUOUS POWER	
	BHP	kW	BHP	kW	BHP	kW
1500	817	610	737	550	657	490

FUEL CONSUMPTION



	OUTPUT POWER		CONSUMPTION		BFSC	
	%	BHP	Lb/h	kg/h	g/kW.h	Lb/BHP.h
1800RPM						
STANDBY						
100	817	610	276	125	205	0.337
PRIME						
100	737	550	249	113	205	0.338
75	553	413	187	85	206	0.339
50	369	275	128	58	211	0.347
25	184	138	68	31	225	0.371
CONTINUOUS						
100	657	490	221	100	204	0.336
1500RPM						

Curves shown above represent gross engine performance capabilities obtained and corrected in accordance with SAE J1995 conditions of 29.61 in. Hg(100kPa) barometric pressure [300ft.(91m) altitude] 77deg F (25 deg C) inlet temperature, and 0.30 in. Hg(1kPa) water vapor pressure with No.2 diesel or a fuel corresponding to ASTM D2.

TECHNICAL DATA DEPT.

CERTIFIED WITHIN 5%

CHIEF ENGINEER

Cummins Confidential



POWER RATING APPLICATION GUIDELINES FOR GENERATOR DRIVE ENGINES

These guidelines have been formulated to ensure proper application of generator drive engines in A.C. generator set installations. Generator drive engines are not designed for and shall not be used in variable speed D.C. generator set applications.

STANDBY POWER RATING is applicable for supplying emergency power for the duration of the utility power outage. No overload capability is available for this rating. Under no condition is an engine allowed to operate in parallel with the public utility at the standby Power rating.

This rating should be applied where reliable utility power is available. A standby rated engine should be sized for a maximum of an 80% average load factor and 200 hours of operation per year. This includes less than 25 hours per year at the Standby Power rating. Standby ratings should never be applied except in true emergency power outages. Negotiated power outages contracted with a utility company are not considered an emergency.

CONTINUOUS POWER RATING

Applicable for supplying utility power at a constant 100% load for an unlimited number of hours per year. No overload capability is available for this rating.

PRIME POWER RATING is applicable for supplying electric power in lieu of commercially purchased power. Prime Power applications must be in the form of one of the following two categories:

UNLIMITED TIME RUNNING PRIME POWER

Prime Power is available for an unlimited number of hours per year in a variable load application. Variable load should not exceed a 70% average of period of 250 hours.

The total operating time at 100% Prime Power shall not exceed 500 hours per year.

A 10% overload capability is available for a period of 1 hour within a 12 hour period of operation. Total operating time at the 10% overload power shall not exceed 25 hours per year.

LIMITED TIME RUNNING PRIME POWER

Prime Power is available for a limited number of hours in a non-variable load application. It is intended for use in situations where power outages are contracted, such as in utility power curtailment. Engines may be operated in parallel to the public utility up to 750 hours per year at power levels never to exceed the Prime Power rating. The customer should be aware, however, that the life of any engine will be reduced by this constant high load operation. Any operation exceeding 750 hours per year at Prime Power rating should use the Continuous Power rating.

Reference Standards:

BS-5514 and DIN-6271 standards are based on ISO-3046.

Operation At Elevated Temperature And Altitude:

The engine may be operated at:

1800RPM up to 5,000 ft.(1500m) and 104°F (40°C) without power deration.

1500RPM up to 5,000 ft.(1500m) and 104°F (40°C) without power deration.

For sustained operation above these conditions, derate by 4% per 1,000ft. (300m), and 1% per 10°F (2% per 11°C).



CHONGQING CUMMINS ENGINE COMPANY LTD. ENGINE DATA SHEET

ENGINE MODEL(S): KTA19-G8A

STAND_BY: 610 kW(817 BHP)@1500 r/min

PRIME: 550 kW(737 BHP)@1500 r/min

CPL NUMBER 4471

REFERENCE INFORMATION:

CONFIGURATION..... D193108GX03

DATASHEET..... FR729

DATE..... 2021/12/2

GENERAL ENGINE DATA

Type.....	4Cycle, In line, 6Cylinder	
Aspiration.....	Turbocharged, Aftercooled	
Bore—in(mm)×stroke—in(mm).....	625×625	(159×159)
Displacement—in ³ (L).....	1150	(19)
Compression Ratio.....	1301	
Dry Weight		
Fan Hub to Flywheel Engine—I(lb).....	405	(185)
Wet Weight		
Fan Hub to Flywheel Engine—I(lb).....	425	(192)
Moment of Inertia of Rotating Components		
· With FW400 Flywheel —I _m (lgn ²).....	170	(72)
· With FW406 Flywheel —I _m (lgn ²).....	199	(84)
C.G. from Rear Face of Flywheel Housing—in(mm).....	284	(72)
C.G. Distance Above Crank Centerline—in(mm).....	90	(22)
Maximum Allowable Bending Moment at Rear Face of Block—Nm(lbf).....	200	(90)
Firing Order:.....	1-5-3-6-2-4	

ENGINE MOUNTING

Maximum Bending Moment at Rear Face of Block—I_m(Nm)..... 100 (135)

EXHAUST SYSTEM

Maximum Allowable Back Pressure—in Hg(kPa)..... 3 (10)

AIR INDUCTION SYSTEM

Maximum Allowable Intake Air Restriction With Heavy Duty Air Cleaner

Dirty Element—in H₂O(kPa)..... 25 (62)

Clean Element—in H₂O(kPa)..... 15 (37)

Intake Air Alarm Temperature (1500/1800rpm)—°C (°F)..... 82 (180)

COOLING SYSTEM

Coolant Capacity

Engine Only—U.S. Gal(L)..... 80 (30)

Radiator Only—U.S. Gal(L)..... 291 (110)

Minimum Allowable Pressure Cap@ sea level—PSI(kPa)..... 15 (10)

Main Engine Circuit

Standard Thermostat (modulating) Range—°F(°C)..... 180/202 (82/95)

Maximum Allowable Top Tank Temperature (Standby/Prime)—°F(°C)..... 220/212 (104/100)

Minimum Coolant Friction Head External to Engine—PSI(kPa)..... 50 (34)

Aftercooler (LTA) Circuit

LTA Thermostat (modulating) Range—°F(°C)..... 150/170 (66/77)

Minimum Coolant Friction Head External to Engine—PSI(kPa)..... 67 (46)

Target Coolant Inlet Temperature to Aftercooler@ 77°F(25°C) Ambient—°F(°C)..... 127 (53)

Minimum Coolant Temperature to Aftercooler; Standby/Prime—°F(°C)..... 160/150 (71/66)

LUBRICATION SYSTEM

Oil Pressure

@ Idle—PSI(kPa)..... 20 (13)

@ Rated Speed—PSI(kPa)..... 50/70 (34/48)

Maximum Allowable Oil Temperature—°F(°C)..... 250 (121)

Oil Pan Capacity (Option OP4019)

High—U.S. Gal(L)..... 10 (39)

Low—U.S. Gal(L)..... 85 (32)

Total System Capacity (Including By-Pass Filter)—U.S. Gal(L)..... 132 (50)

Angularity of Standard Oil Pan (Option OP4019)



CHONGQING CUMMINS ENGINE COMPANY LTD. ENGINE DATA SHEET

FUEL SYSTEM

Fuel Injection System.....	Cummins PT	
Maximum Allowable Restriction to PT Fuel Pump		
With Clean Fuel Filter—in Hg (kPa).....	40	(135)
With Dirty Fuel Filter—in Hg (kPa).....	80	(271)
Maximum Allowable Injector Return Line Restriction		
With Check Valves—in Hg (kPa).....	65	(220)
Less Check Valves—in Hg (kPa).....	25	(85)
Maximum Fuel Flow to Injection Pump—US gal (L).....	58	(220)
ELECTRICAL SYSTEM		
Starter (Heavy Duty, Positive Engagement)— Volt.....	24	
Battery Recharge System Negative ground—A.....	40	
Maximum Allowable Resistance of Starting Circuit—.....	0.002	
Minimum Recommended Battery Capacity		
• Cold Soak at 50°F (10°C) or Above—OF CCA.....	600	
• Cold Soak at 32-50°F (0-10°C) or Above—OF CCA.....	640	
• Cold Soak at 0-32°F (-18-0°C) or Above—OF CCA.....	900	

COLD START CAPABILITY

PERFORMANCE DATA

All data is based on the engine operating with fuel system, water pump, lubricating oil pump, air cleaner, and muffler; not included are alternator, compressor, fan, optional equipment and driven components. Data represents gross engine performance capabilities obtained and corrected in accordance with SAE J1349 conditions for 29.61 in Hg (100 kPa) barometric pressure (300ft (90m) altitude), 77°F (25°C) inlet air temperature, and 0.30 in Hg (1kPa) water vapor pressure with No.2 diesel or a fuel corresponding to ASTM D2. All data is subject to change without notice.

	STAND_BY		PRIME	
	60 Hz	50 Hz	60 Hz	50 Hz
Engine Speed r/min.....		1500		1500
Idle Speed r/min.....		675-775		675-775
Gross Power Output BHP (kW).....		817 (610)		737 (550)
Broke Mean Effective Pressure PSI (kPa).....		374 (2582)		336 (2314)
Piston Speed ft/min (m/s).....		1555 (79)		1555 (79)
Friction Horsepower BHP (kW).....		60 (45)		60 (45)
Engine Water Flow at Stated Friction Head External to Engine:				
• 1 psi Friction Head US gpm (L/s).....		162 (102)		162 (102)
• Maximum Friction Head US gpm (L/s).....	NA	144 (91)	NA	144 (91)
Engine Data				
Intake Air Flow CFM (L/s).....		1430 (675)		1345 (635)
Exhaust Gas Temperature °F (°C).....		1022 (550)		896 (480)
Exhaust Gas Flow CFM (L/s).....		3856 (1867)		3757 (1773)
Air to Fuel Ratio A/F.....		23.5:1		22.2:1
Heat Rejection to Ambient BIU/min (kW).....		2787 (49)		2502 (44)
Heat Rejection to Coolant BIU/min (kW).....		12966 (228)		11715 (206)
Heat Rejection to Exhaust BIU/min (kW).....		31391 (552)		28377 (499)
Aftercooler (LTA) Requirement				
Heat Rejection to LTA Coolant BIU/min (kW).....		8985 (159)		8075 (142)
LTA Coolant Flow @ Maximum Friction Head US gpm (L/s).....		30 (1.9)		30 (1.9)

Engine Model: **KTA19-G8A**
 Datasheet: **FR729**
 Date: **2021/12/2**