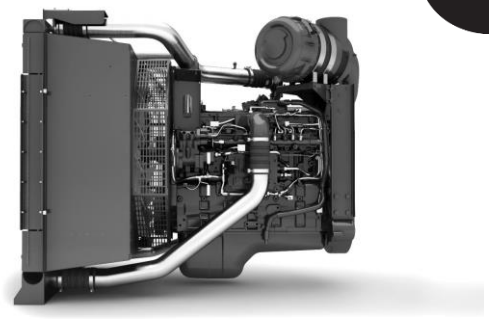
Specification sheet

L9-G18

EU Stage V and Tier 4 Final



Description

The new Cummins G-Drive engines are designed with next generation aftertreatment technology, providing an optimised solution to meet EU Stage V, and US Tier 4 Final emissions. This unique and simplistic design brings an improvement in reliability and fuel economy, as well as longer intervals for scheduled maintenance.

Features

Integrated Aftertreatment Design. Full single module (DOC/DPF/SCR) with compact size for reduced installation impact. Industry leading DPF technology expertise with best in class reliability and service intervals.

EGR-Free Design (supported by better NOx conversion performance) allows a higher sulphur tolerance for global capability and puts the B6.7 and L9 on par with lower emissions level engines. A streamlined design also delivers a significant reduction in installation complexity and cost.

Improved Performance Higher power density (vs Tier 4F). Meets ISO 8528 transient and steady state performance.

Air Control Throttle Reduced operator interface, intake throttle for increased thermal management capability. Aftertreatment specification capable of low load operation up to -25º C.

Cooling System 50ºC LAT capability with noise optimized fan.

Air Cleaner Normal and heavy-duty air cleaner options.

Registered To ISO 9001	This engine has been designed in facilities certified to ISO9001 and manufactured in facilities certified to ISO9001 or ISO9002.
This equipment has been designed and tested to meet EU product safety regulations. Material compliance declaration is available upon request	

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1500 rpm (50 Hz ratings)

Gross engine output			Net engine output			Typical generator set output					
Standby	Prime	Base	Standby	Prime	Base	Standby (ESP)		Prime (PRP)		Base (COP)	
kWm/BHP			kWm/BHP			kWe	kVA	kWe	kVA	kWe	kVA
286/384	260/349	236/317	268/359	245/329	221/296	249	312	228	285	205	257

1800 rpm (60 Hz ratings)

Gross engine output			Net engine output			Typical generator set output					
Standby	Prime	Base	Standby	Prime	Base	Standby (ESP)		Prime (PRP)		Base (COP)	
kWm/BHP			kWm/BHP			kWe	kVA	kWe	kVA	kWe	kVA
302/405	274/368	247/331	277/371	252/338	225/302	258	322	235	293	210	262

General engine data

Fuel Rating	FR97285
Type	Inline 4-Cycle Diesel, Turbocharged & Charge Air Cooled
Bore mm	114mm (4.49in)
Stroke mm	145mm (5.71in)
Displacement litre	8.9L (543 in^3)
Cylinder block	Cast Iron, 6 cylinder
Battery charging alternator	70A/95A/100A
Starting voltage	24V
Fuel system	Cummins XPI
Fuel filter	Spin-on, full flow with water separator and WIF sensor
Lube oil filter type(s)	Spin-on, full flow
Lube oil capacity (l)	27.5
Flywheel dimensions	SAE 1/14 or SAE 2/11.5

Coolpac performance data

Cooling system design	Jacket Water and Charge Air Cooled
Coolant ratio	50% ethylene glycol; 50% water
Coolant capacity (l)	20.46
Limiting ambient temp.** (°C)	71.2C (60Hz) / 67.9C (50Hz)
Fan power (kWm)	20.5 (60Hz) / 14 (50Hz)
Cooling system air flow (m^3/s)**	7.78 (60Hz) / 7.49 (50Hz)
Air cleaner type	Normal and Heavy-duty dry replaceable element options with restriction indicator and TBAP sensor

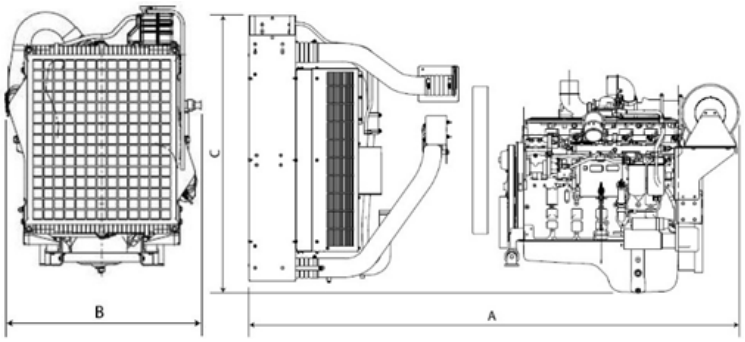
** @ 0.5" H20

Fluid consumption 1500 (50 Hz)

Power Output			Fuel		DEF
%	kWm	BHP	L/hr	US Gal/hr	L/hr
Standby Power					
100	286	384	70	18.4	7.6
Prime Power					
100	260	349	62	16.3	7.2
75	195	262	47	12.3	5.0
50	130	175	32	8.4	2.6
25	65	87	18	4.6	1.2
Continuous Power					
100	236	317	56	14.9	6.5

Fluid consumption 1800 (60 Hz)

Power Output			Fuel		DEF
%	kWm	BHP	L/hr	US Gal/hr	L/hr
Standby Power					
100	302	405	75	19.9	7.2
Prime Power					
100	274	368	68	17.8	6.8
75	206	276	51	13.5	4.2
50	137	184	35	9.3	2.3
25	69	92	20	5.3	0.8
Continuous Power					
100	247	331	61	16.2	5.7



Note: Drawing shown for illustration purposes only

Weights and dimensions

Length mm	Width mm	Height mm	Weight (dry) kg
1787	1290	1588	1031.7

Ratings definitions

Emergency Standby Power (ESP):	Limited-Time Running Power (LTP):	Prime Power (PRP):	Base Load (Continuous) Power (COP):
Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528. Fuel Stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.	Applicable for supplying power to a constant electrical load for limited hours. Limited-Time Running Power (LTP) is in accordance with ISO 8528.	Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.	Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) in accordance with ISO 8528, ISO 3046, AS 2789, DIN6271 and BS 5514.

For more information contact your local Cummins distributor or visit cummins.com

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