

(29.61.in Hg.), air temperature 25°C (77°F), and 30% relative humidity. The fuel consumption data is based on GB252 No.0 diesel fuel (No. 2 diesel fuel in U.S.) weight at 0.85 kg/litre (7.1 lb/U.S. gal).

Power output curves are based on the engine operating with fuel system, water pump, and lubricating oil pump; not included are battery charging alternator, fan, optional equipment, and driven components.

Operation at Elevated Temperatures for sustained operation above 40°C (104°F), derate 2% per 11°C (1% per 10° **Prime Power Rating** is applicable for supplying continual electrical power at varied load. The following are the Prime Rating parameters:

* 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 the Prime Power rating during any operating period of 250 hours.

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

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



Chongqing Cummins Engine Co. Ltd.

Auxiliary Marine Engine Performance Data

		Curve No.: DS: CPL: DATE:	D(M)-462 DS-D193097 CQ410 21-Oct-08
General Engine Data ¹			
Engine Model		KTA19-D(M)	
Rating Type		Prime Power	Overload
Rated Engine Power	hp [kW]	680 [507]	755 [563]
Governed Engine Speed	rpm	1800	1800
Rated HP Production Tolerance		±2%	
Rated Engine Torque	lb.·ft. [N·m]	1984 [2690]	2203 [2987]
Idle Speed Range			
Brake Mean Effective Pressure	psi [kPa]	258 [1779]	286 [1975]
Compression Ratio		14.5:1	
Piston Speed			
Friction Power	hp [kW]	84 [63]	
Fuel System ¹		00 5 1 101 -	00110
Fuel Consumption	0.1		36 [135]
Approximate Fuel Flow to Pump			
Maximum Allowable Fuel Supply to Pump Tem			
Approximate Fuel Flow Return to Tank	-		
Fuel Rail Pressure	psi [kPa]	119 [820]	145 [999]
Weight ¹			
Dry - Engine Only			
Dry - Engine With Heatexchanger			
Installation Diagram No			
Hookup Diagram & Drawing, electrical circuit N	lo	4061349	4061350
Air System ¹			
Intake Manifold Pressure			76 [257]
Intake Air Flow			1500 [708]
Heat Rejection to Ambient	BIU/min [kW]	4155 [73]	4611 [81]
Exhaust System ¹			
Exhaust Gas Flow			3973 [1876]
Exhaust Gas Temperature (Turbine Out)			950 [510]
Heat Rejection to Exhaust	BIU/min [kW]	18841 [331]	20434 [359]
Cooling System ¹	Contor		
Coolant Flow to Engine Heat Exchanger/Keel (7 10 1 100 1	
At 3 psi Friction Head External to Engine			
At 10 psi Friction Head External to Engine			
Standard Thermostat Operating Range (Min)		180 [82]	
Standard Thermostat Operating Range (Max)			
Heat Rejection to Engine Coolant ³		17645 [310]	19524 [343]
Heat Rejection to LTA Coolant ³		N.A.	
Sea Water Flow @ 10 psi Pump Discharge P			
Pressure Cap Rating (With Heat Exchanger O	ption)psi [kPa]	7 [50]	
TBD = To Be Determined	N/A = Not Applicable	N.A	. = Not Avaliable
1. All Data at Rated Conditions.			

2. Consult Installation Direction Booklet for Limitations.

3. Heat rejection to coolant values are based on 50% water/50% ethylene glycol mix and do NOT include fouling factors. If sourcing your own cooler, a service fouling factor should be applied according to the cooler manufacturer's recommendation.

4. Consult option notes for flow specifications of optional Cummins seawater pumps (if applicable).

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All Data is Subject to Change Without Notice - contact CCEC for most recent data .