

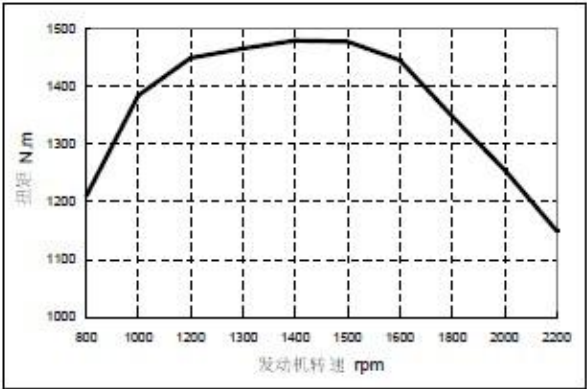


DONGFENG CUMMINS ENGINE
PERFORMANCE CURVE

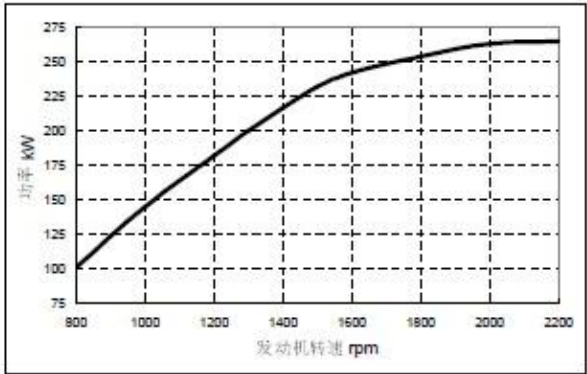
Engine Model L360-30	Curve No. FR93032	
	CPL Code 43357	Date 20-June

Displacement: 8.9L
Bore: 114mm
Stroke: 145mm
Fuel System: PH Pump/RQVK
Cylinders: 6 Cylinders, in Line

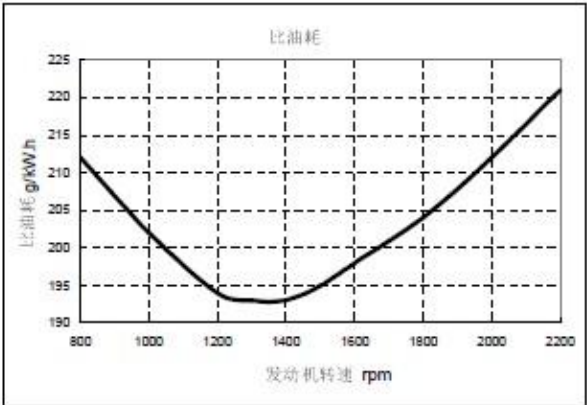
Advertised Power: 265kW@2200 rpm
360HP@2200 rpm
Peak Torque: 1480N.m@1400 rpm
Aspiration: Turbocharged & Inter-cooled
Rating Type: Continuous



扭矩	
rpm	N.m
800	1210
1000	1385
1200	1450
1300	1466
1400	1480
1500	1478
1600	1446
1800	1348
2000	1256
2200	1150



功率	
rpm	kW
800	101
1000	145
1200	182
1300	200
1400	217
1500	232
1600	242
1800	254
2000	263
2200	265



比油耗	
rpm	g/kW.h
800	212
1000	202
1200	194
1300	193
1400	193
1500	195
1600	198
1800	204
2000	212
2200	221

Performance data obtain under normal conditions, according to GB/T18297-2001 test conditions

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Diesel Engine for Vehicle Performance Data

Technical Request

Aspiration:	Turbocharged & Inter-cooled
Emission Certification	GB17691/GB14761
Net Weight(Dry)-Engine Only-Average:	650kg
Net Weight(Dry)-Engine with Heat Exchanger-Average	680kg
Compression Ratio:	16.6:1
Distance from Center of Gravity to the Front Engine Block	427mm
Distance from Center of Gravity to the Crankshaft Centerline	163mm
Maximum Bending Moment at Rear Face of Block	1356 N.m
Limit load of Thrust Bearing:	
Instantaneous maximum:	5338 N
Continuous maximum	2670 N

Performance Characteristic

Idle Speed:	700±100rpm
Maximum non-load speed:	2500rpm
Over speed performance(within 15 seconds):	3500rpm
Maximum Altitude at Continuous Operation:	2000m
The clutch torque @ 800rpm:	1210N.m
When install exhaust braking:	
The limit exhaust pressure of Turbocharger export @3150 rpm	450 kPa
Maximum power of Exhaust brake	114kw

Engine Speed (RPM)	Oil Pressure (kPa)	Air Flow (m3/min)	Air Pressurized		Exhaust Flow (m3/min)	Exhaust Temperature (°C)	Fuel Consumption (l/hr)	Heat Energy Loss	
			Flow (kg/min)	Pressure kPa				Coolant (KW)	Air (KW)
2200	370	25	1618	180	62	515	75	120	75
1400	250	16.5	1043	140	38	526	48	74	34

Engine Model: L360 30

Curve No.: FR93032

All values within ±5%.

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Diesel Engine for Vehicle Performance Data

LUBRICATION SYSTEM

Oil Sump Capacity:

Upper Limit: 19.0L

Lower Limit: 15.2L

Capacity of the whole system: 27.6 L

AIR SYSTEM

Air intake maximum temperature rise from Outside to the Turbocharger 15°C

The allowable maximum restriction when use Dry Air Filter

Medium: kPa (mmH₂O) 2.9(300)

Heavy: kPa (mmH₂O) 3.7(380)

The allowable maximum restriction when use dirty Filter Element: kPa (mmH₂O) 6.2(635)

TURBOCHARGED & INTERCOOLED

Environment design parameters	Stage II	Stage III
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The highest temperature of intake manifold:	55°C	50°C
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Temperature after the cooling of the intercooler	25°C	20°C
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The maximum allowable cold pressure difference before and after the intercooler:	16.7(125) kPa(mmHg)	
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The allowable minimum diameter of the intake manifold:	100mm	
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EXHAUST SYSTEM

The maximum exhaust resistance with exhaust manifold and muffler: kPa(mmHg)	10.0(75)
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The allowable minimum diameter of the exhaust manifold:	75mm
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FUEL SYSTEM

The maximum resistance of Fuel Pump when use clean filter	150mmHg
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Maximum fuel return oil resistance:	520mmHg
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COOLING SYSTEM

Engine Coolant Capacity:	11.1 L
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The range of temperature adjustment for the Thermostat:	83-95 °C
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The maximum pressure of Coolant(without pressure cap and thermostat closed)	290kPa
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The highest coolant temperature (at engine exports):	100°C
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Maximum degassing time	25mins
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Maximum coolant flow to accessories	56 L/min
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The lowest coolant temperature	70°C
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Minimum speed of water-filling	19 l/min
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Minimum coolant expansion volume relative to the system capacity	6 %
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Water tank capacity without water expansion	6 L
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Minimum allows pressure of pressure cap:	50 kPa	
The alarm temperature of the coolant	104°C	
The open temperature of louver	N/A	
Cooling ability of cooling system:	Stage II	Stage III
The limit environmental temperature at rated speed	45 °C	42 °C
The limit environmental temperature at peak torque	40°C	37°C

24V ELECTRICAL SYSTEM

Maximum resistance of starting circuit	0.002Ω
The cold start current when engine and the clutch separate: CCA	510

COLD STARTING SYSTEM

The lowest cold starting temperature without auxiliary starting device	-12°C @120rpm
The lowest cold starting temperature with starting device	-35°C@ 180rpm

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All data is subject to change without notice- contact Cummins for most recent data.