



# 重庆康明斯发动机有限公司 发动机性能曲线

特征编号  
D193103GX03

发动机型号: QSK19-G11X

性能曲线号: FR 4769

CPL号: 4270

日期: 2019/6/19

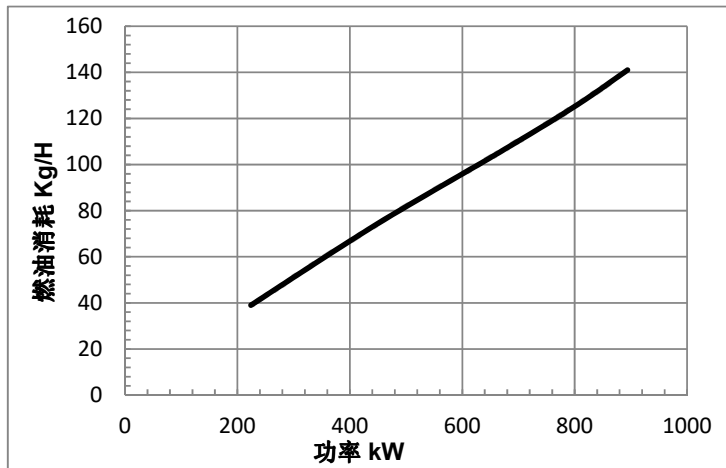
排量: 19L (1150)      进气方式: 废气涡轮增压, 空空中冷      功率标定  
缸径X行程: 159X159mm (6.25X6.25 in.)      燃油系统: 康明斯MCRS共轨电喷系统      备用: 667kW(894BHP)@1500RPM  
压缩比: 15:1      排放认证: N.A.      常用: 606kW(813BHP)@1500RPM

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、选用设备和被驱动件。冷却液流量和散热量是基于50%乙二醇/50%水获得的。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	894	667	813	606	-	-
-	-	-	-	-	-	-

## 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
<b>1500RP</b>						
备用功率						
100	894	667	311	141	211	0.348
90	805	600	278	126	210	0.345
75	671	500	233	106	211	0.347
50	447	334	163	74	221	0.364
25	224	167	85	39	231	0.380
常用功率						
100	813	606	282	128	211	0.347

以上所有的数据都是基于或修正至SAE J1995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), 使用美国标准2#柴油。

CCEC 技术部发布

允差5%

总工程师

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，可以无时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:** QSK19-G11X  
**备用功率:** 667kW(894BHP)@1500RPM  
**常用功率:** 606kW(813BHP)@1500RPM

**参考信息:**  
**特征编号** ..... D193103GX03  
**CPL** ..... 4270  
**数据单号** ..... FR 4769  
**日期** ..... 2019/6/19

## 整机数据

机型..... 四冲程、直列、六缸  
 进气方式..... 废气涡轮增压, 空空中冷  
 缸径—mm(in.)×行程—mm(in.)..... 159×159 (6.25×6.25)  
 排量—L(in<sup>3</sup>)..... 19 (1150)  
 压缩比..... 15:1  
 发动机干重  
   风冷带飞轮—kg(lb)..... 1901 (4190)  
 发动机湿重  
   风冷带飞轮—kg(lb)..... 1973 (4350)  
 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)..... 282 (11.1)  
 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)  
 运动零件相对于曲轴中心线的转动惯量 (不包括飞轮) —kg•m<sup>2</sup>(lb<sub>m</sub>.ft<sup>2</sup>)..... 1876 (79)

## 排气系统

最大允许排气背压(1500/1800 rpm)—kPa(in.Hg)..... 7.8/10.2 (2.3/3)

## 进气系统

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

## 冷却系统

冷却液容量  
   仅发动机—L(U.S.Gal)..... 41.6 (11.0)  
 海平面高度压力盖允许的最小压力—kPa(PSI)..... 48 (7)  
 发动机曲轴中心线上方冷却系统的最大静压头高度—m(ft.)..... 18.3 (60)  
 顶部水箱允许的最高温度 (备用/常用) —°C(°F)..... 104/100 (220/212)  
 标准节温器温度调节范围—°C(°F)..... 82-93 (181-203)  
 进气歧管最高温度@77°F (25°C) 环境温度—°C(°F)..... 46 (115)  
 允许的最大进气温升 —°C(°F)..... 21 (38)  
 最大进气歧管温度 (报警温度) —°C(°F)..... 82 (180)  
 从增压器出口到进气歧管的最大压降—kPa(in Hg) ..... 10 (3)

## 润滑系统

机油压力  
   低怠速时(最小)—kPa(PSI)..... 138 (20)  
   额定转速时—kPa(PSI)..... 276-414 (40-60)  
 额定转速时的机油流量—L/min(U.S.GPM)..... 151 (40)  
 允许的最高机油温度—°C(°F)..... 121 (250)  
 机油盘容量(选用件 OP4084)  
   高位—L(U.S.Gal)..... 71.9 (19.0)  
   低位—L(U.S.Gal)..... 64.4 (17.0)  
 系统总容量 (包含旁通滤清器) —L(U.S.Gal)..... 84.4 (22.3)



# 重庆康明斯发动机有限公司 数据单

标准机油盘的倾斜角（选用件 OP4084）

前俯角.....	30°
前仰角.....	30°

## 燃油系统

燃油喷射系统形式.....康明斯模块式共轨电喷系统

燃油泵进油口的最大供油阻力

滤清器在清洁状态最大供油流量时—kPa(in.Hg).....	16.93	(5)
滤清器在脏的状态最大供油流量时—kPa(in.Hg).....	30.48	(9)

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)

允许的最小燃油箱通气能力—L/h (ft<sup>3</sup>/h) .....

425	(15)
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[在背压为8.4kPa (2.5in.Hg) 或更低的背压时]

最高进油温度—°C(°F)..... 71 (160)

最大供油流量— L/h(U.S.Gal/h)..... 454 (120)

最大回油流量— L/h(U.S.Gal/h)..... 284 (75)

## 电气及起动系统

起动马达(重型, 正极)—Volt..... 24

电瓶充电系统, 负极接地—A..... 35

起动电路允许的最大电阻—Ω..... 0.002

推荐的电瓶最小容量

·在10°C (50°F) 或以上时—0°F CCA.....	600
·在0°C至10°C (32°F至50°F) 或以上时—0°F CCA.....	640
·在-18°C至0°C (0°F至32°F) 或以上时—0°F CCA.....	900

## 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、选用设备和驱动件。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), 使用标准2#柴油或符合ASTM D2的柴油。数据如有更改, 恕不另行通知。

	备用功率		常用功率	
	50 Hz		50 Hz	
转速r/min.....	1500		1500	
怠速r/min.....	700-900		700-900	
输出总功率kW(BHP).....	667(894)		606(813)	
平均有效压力kPa(PSI).....	2812(408)		2550(370)	
活塞平均速度m/s(ft/min).....	7.9(1555)		7.9(1555)	
摩擦功率kW(BHP).....	40(54)		36(48)	
进气流量L/s(CFM).....	921(1951)		837(1774)	
排气流量 L/s(CFM).....	2320(4915)		2109(4468)	
排气温度 °C(°F).....	548(1018)		542(1008)	
对环境的散热量kW(BTU/min).....	68(3867)		61(3515)	
对冷却液的散热量 kW(BTU/min).....	249(14160)		226(12872)	
发动机冷却液流量 L/s(U.S.GPM)阻力为27.5kpa时.....	10.2(161)		9.27(147)	
空空中冷散热量kW(BTU/min).....	211(12001)		192(10910)	



# CHONGQING CUMMINS ENGINE COMPANY LTD. ENGINE PERFORMANCE CURVE

CONFIGURATION D193103GX03	ENGINE MODEL: QSK19-G11X	CURVE NUMBER: FR 4769	CPL CODE: 4270 DATE: 2019/6/19
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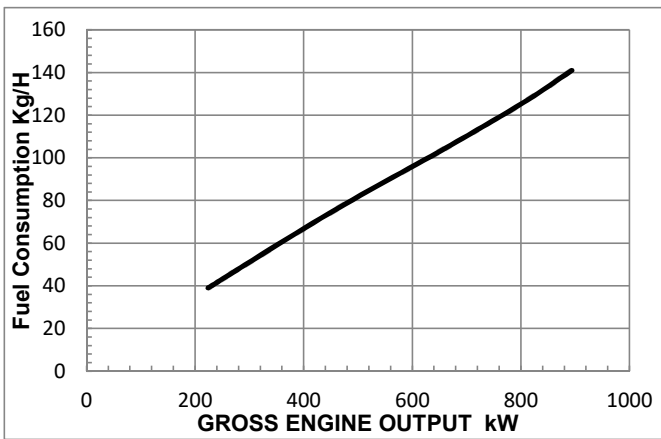
Displacement: 19L (1150)      Aspiration: Turbocharged, Air to Air Aftercooled      RATING  
 BoreXStroke: 159X159mm (6.25X6.25 in.)      Fuel System: Cummins MCERS      Stand by: 667kW(894BHP)@1500RPM  
 Compress Ratio: 15:1      Emission: N.A.      Prime: 606kW(813BHP)@1500RPM

All data is based on the engine operating with fuel system, water pump, lubricating oil pump, air cleaner, and muffler; 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	894	667	813	606	-	-
-	-	-	-	-	-	-

## FUEL CONSUMPTION



	OUTPUT POWER		CONSUMPTION		BFSC	
	%	BHP	kW	Lb/h	Kg/h	g/kW.h
<b>1500RPM</b>						
<b>STANDBY</b>						
100	894	667	311	141	211	0.348
90	805	600	278	126	210	0.345
75	671	500	233	106	211	0.347
50	447	334	163	74	221	0.364
25	224	167	85	39	231	0.380
<b>PRIME</b>						
100	813	606	282	128	211	0.347

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 fuel.

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 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.(1,500m) and 104°F (40°C) without power deration.

1500RPM up to 5,000 ft.1,500m) 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):** QSK19-G11X  
**STAND\_BY:** 667kW(894BHP)@1500RPM  
**PRIME:** 606kW(813BHP)@1500RPM

**REFERENCE INFORMATION:**  
**CONFIGURATION.....** D193103GX03  
**CPL CODE .....** 4270  
**DATA SHEET NUMBER.....** FR 4769  
**DATE.....** 2019/6/19

## GENERAL ENGINE DATA

Type.....	4 Cycle , In-line , 6 Cylinder
Aspiration.....	Turbocharged, Air to Air Aftercooled
Bore—in.(mm)×stroke—in.(mm).....	6.25×6.25 (159×159)
Displacement—in <sup>3</sup> (L).....	1150 (19)
Compression Ratio.....	15:1
<b>Dry Weight</b>	
Fan Hub to Flywheel Engine —lb(kg).....	4190 (1901)
<b>Wet Weight</b>	
Fan Hub to Flywheel Engine —lb(kg).....	4350 (1973)
C.G. Distance From Rear Face of Flywheel Housing (FH4018)—in(mm).....	28.4 (721)
C.G. Distance Above Crank Centerline—in(mm).....	11 (282)
Maximum Allowable Static Load at Rear Main Bearing—lb(kg).....	2000 (907)
Firing Order.....	1-5-3-6-2-4

## ENGINE MOUNTING

Maximum Bending Moment at Rear Face of Block—lb.ft(N•m).....	1000 (1356)
Moment of Inertia of Rotating Components (Excluding Flywheel) —lb <sub>m</sub> .ft <sup>2</sup> (kg•m <sup>2</sup> ).....	79 (1876)

## EXHAUST SYSTEM

Maximum Allowable Back Pressure (1500/1800 rpm) —in.Hg(kPa).....	2.3/3 (7.8/10.2)
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## AIR INDUCTION SYSTEM

<b>Maximum Allowable Intake Air Restriction With Heavy Duty Air Cleaner</b>	
Dirty Element —in.H <sub>2</sub> O(kPa).....	25 (6.23)
Clean Element —in.H <sub>2</sub> O(kPa).....	15 (3.73)

## COOLING SYSTEM

<b>Coolant Capacity</b>	
Engine Only —U.S.Gal(L).....	11 (41.6)
Minimum Allowable Pressure Cap @ sea level— PSI(kPa).....	7 (48)
Maximum Static Head of Coolant Above Engine Crank Centerline —ft.(m).....	60 (18.3)
Maximum Allowable Top Tank Temperature (Stand_by/Prime) —°F(°C).....	220/212 (104/100)
Standard Thermostat (modulating) Range— °F(°C).....	181-203 (82-93)
Maximum temperature of intake manifold @ 77 °F (25 °C) Ambient—°F(°C).....	115 (46)
Maximum Intake Temperature Rise Between Engine Air Intake and Intake Manifold—°F(°C).....	38 (21)
Maximum temperature of intake manifold (Warning Temperature)—°F(°C).....	180 (82)
Maximum pressure drop from from compressor outlet to intake manifold —in.Hg(kPa).....	3 (10)

## LUBRICATION SYSTEM

<b>Oil Pressure</b>	
@ Idle —PSI(kPa).....	20 (138)
@ Rated Speed —PSI(kPa).....	40-60 (276-414)
Oil Flow at Rated Speed —U.S.GPM(L/min).....	40 (151)
Maximum Allowable Oil Temperature —°F(°C).....	250 (121)
<b>Oil Pan Capacity (Option OP4084)</b>	
High —U.S.Gal(L).....	19.0 (71.9)
Low —U.S.Gal(L).....	17.0 (64.4)
Total System Capacity (Including By-Pass Filter) —U.S.Gal(L).....	22.3 (84.4)



# CHONGQING CUMMINS ENGINE COMPANY LTD. ENGINE DATA SHEET

Angularity of Standard Oil Pan ( Option OP4084)

Front Down.....	30°
Front Up.....	30°

**FUEL SYSTEM**

Fuel Injection System.....	Cummins MCRS	
Maximum allowable Restriction to Fuel Pump		
With Clean Fuel Filter —in.Hg(kPa).....	5	(16.93)
With Dirty Fuel Filter —in.Hg(kPa).....	9	(30.48)
Maximum Allowable Injector Return Line Restriction		
With Check Valves —in.Hg(kPa).....	6.5	(22)
Less Check Valves —in.Hg(kPa).....	2.5	(8.5)
Minimum Allowable Fuel Tank Vent Capability —ft <sup>3</sup> /h (L/h) .....	15	(425)
(With 2.5 in. Hg (8.4 kPa) or Less Back Pressure)		
Maximum Allowable Oil Temperature —°F(°C).....	160	(71)
Maximum Fuel Supply —lb/h(kg/h).....	120	(454)
Maximum Fuel Drain —lb/h(kg/h).....	75	(284)

**ELECTRICAL SYSTEM AND START SYSTEM**

Starter (Heavy, Anode)—Volt.....	24
Battery Recharge System,Negative ground—A.....	35
Maximum Allowable Resistance of Starting Circuit—Ω.....	0.002
Minimum Recommended Battery Capacity	
·Cold Soak at 50°F(10 °C) or Above—0°F CCA.....	600
·Cold Soak at 32~50°F(0~10 °C) or Above—0°F CCA.....	640
·Cold Soak at 0~32°F(-18~0 °C) or Above—0°F CCA.....	900

**PERFORMANCE DATA**

Stability at Any Invariableness Load —%..... ±0.25

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 fo 29.61 in Hg(100 kPa) barometric pressure[300ft. (90 m) altitude], 77°F (25 °C) inlet air temperature, and 0.30 in. Hg (1kPa) water vapor pressure with No. 2 diesel fuel or a fuel corresponding to ASTM D2. All data is subject to change without notice.

	STAND_BY		PRIME	
	50 Hz		50 Hz	
Engine Speed r/min.....	1500		1500	
Idle Speed r/min.....	700-900		700-900	
Gross Power Output kW(BHP).....	667(894)		606(813)	
Brake Mean Effective Pressure kPa(PSI).....	2812(408)		2550(370)	
Piston Speed m/s(ft/min).....	7.9(1555)		7.9(1555)	
Friction Horsepower kW(BHP).....	40(54)		36(48)	
Intake Air Flow L/s(CFM).....	921(1951)		837(1774)	
Exhaust Gas Flow L/s(CFM).....	2320(4915)		2109(4468)	
Exhaust Gas Temperature °C(°F).....	548(1018)		542(1008)	
Heat Rejection to Ambient kW(BTU/min).....	68(3867)		61(3515)	
Heat Rejection to Coolant kW(BTU/min).....	249(14160)		226(12872)	
Engine Water Flow L/s(U.S.GPM) @ 27.5kPa.....	10.2(161)		9.27(147)	
Heat to be Rejected by CAC kW(BTU/min) .....	211(12001)		192(10910)	

**Change Log**

Date	Author	Change Description
2017/9/26	Zhang Lingling	Compile
2019/6/13	Zhangxw	Add Prime for standby parameter and update the datasheet
2019/6/19	Zhangxw	Modify the wrong words in the old version