

KD2800

50 Hz. Diesel Generator Set Emission Optimized for Stationary Applications

ENGINE INFORMATION

Model:	KD62V12A	Bore:	175 mm
Type:	4-Cycle, 12-V Cylinder, 3TC	Stroke:	215 mm
Aspiration:	Turbocharged, Intercooler	Displacement:	62 L
Compression ratio:	16.0 : 1		
Emission Control Device:	Direct Diesel Injection, Engine Control Module, Turbocharger, Charge Air Cooler		

EXHAUST EMISSION DATA

ISO8178 Test Cycles Type D2

NO _x (Oxides of Nitrogen as NO ₂)	5.68 g/kWh
CO (Carbon Monoxide)	0.76 g/kWh
HC	0.42 g/kWh
PM (Particulate Matter)	0.08 g/kWh

NOMINAL EMISSIONS DATA

Cycle point	100%	75%	50%	25%	10%
Engine Power [kW]	2406	1805	1203	602	241
Speed [rpm]	1500	1500	1500	1500	1500
Exhaust Gas Flow [kg/h]	12991	11939	7869	4491	3283
Exhaust Gas Temperature [°C]	507	476	488	478	351
O ₂ [%]	9.0	10.6	10.6	11.0	14.0
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NO _x [g/kWh]	8.0	5.3	5.2	5.8	7.0
CO [g/kWh]	0.35	0.55	0.75	1.45	1.73
HC [g/kWh]	0.17	0.26	0.39	0.83	2.12
PM [g/kWh]	0.01	0.05	0.06	0.20	0.11
CO ₂ [g/kWh]	650	707	695	762	960
	@5%O ₂	@5%O ₂	@5%O ₂	@5%O ₂	@5%O ₂
NO _x [mg/Nm ³]	2564	1600	1583	1622	1557
CO [mg/Nm ³]	187	274	381	665	624
HC [mg/Nm ³]	55	77	118	230	464
PM [mg/Nm ³]	5	21	25	71	31
	POTENTIAL CHANGE IN EMISSIONS (40°C,400m)				
NO _x [mg/Nm ³]	3334	2080	2058	2108	2024
CO [mg/Nm ³]	337	492	686	1197	1123
HC [mg/Nm ³]	72	101	154	299	603
PM [mg/Nm ³]	8	34	40	113	49

TEST METHODS AND CONDITIONS

Test Methods:

Steady-State emissions recorded per ISO8178-1 during operation at rated engine speed (+/-2%) and stated constant load (+/-2%) with engine temperatures, pressures and emission rated stabilized.

Fuel Specification:

EN590 Diesel Fuel

Reference Conditions:

25 °C (77 °F) Air Inlet Temperature, 40 °C (104 °F) Fuel Inlet Temperature, 100 kPa (29.53 in Hg) Barometric Pressure; 10.7 g/kg (75 grains H₂O/lb.) of dry air Humidity (required for NO_x correction); Intake Restriction set to maximum allowable limit for clean filter; Exhaust Back pressure set to maximum allowable limit.

Data was taken from a single engine test according to the test methods, fuel specification and reference conditions stated above and is subjected to instrumentation and engine-to-engine variability. Tests conducted with alternate test methods, instrumentation, fuel or reference conditions can yield different results.

Data and specifications subject to change without notice.