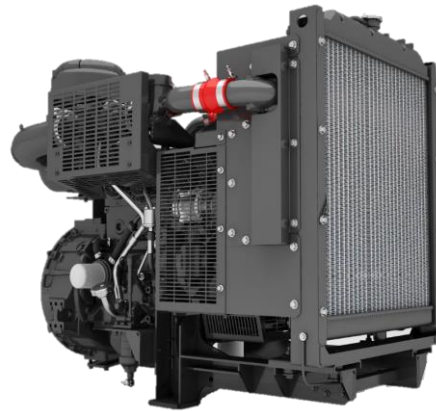




4BTAA3.3-G14

EU Stage IIIA Certified



Description

The 4BTAA3.3 engine features a direct fuel injection system for a cleaner, quieter, more fuel-efficient performance. It's compact and lightweight engine design provides optimal logistics efficiency. The engine also offers outstanding value in terms of installation simplicity and servicing, with valve clearance checks not required until 2,000 hours, twice the industry standard.

The Coolpac package performs well under severe duty cycles and offers excellent fuel consumption, substantial cooling capability, low noise, low weight, and high-power output per litre, for best in class reliability.

Features

Cummins® medium-duty engine—Rugged 4-cycle diesel delivers reliable power and fast response to load changes.

CoolPac integrated design—Products are supplied complete with integral set-mounted radiator system and air cleaner kit for a complete power package.

Each component has been specifically developed and rigorously tested for G-Drive products, ensuring high performance, durability and reliability, while simplifying facility design requirements for rejected heat.

Bosch inline fuel injection pump—Best in class mechanical governing regulation with RSV governor.

Top-mounted Holset HE200FG turbocharger—Cummins optimized turbocharger delivers increased power, fuel economy and lower smoke and noise levels.

Fuel Filter with Water-in-Fuel (WIF) Sensor—The fuel filter element is a 10-micron spin-on filter, and includes a water separator.

Service and support—G-Drive products are backed by an uncompromising level of technical support and after sales service, delivered through a world class service network.



This equipment is EU RoHS compliant and has been built to comply with CE certification requirement



This engine has been designed in facilities certified to ISO9001 and manufactured in facilities certified to ISO9001 or ISO9002.

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) | |
| kWm/BHP | | | kWm/BHP | | | kWe | kVA | kWe | kVA |
| 63/84 | 58/78 | 50/67 | 59/78 | 54/72 | 46/61 | 53 | 66 | 48 | 60 |

General engine data

| | |
|-----------------------------|--|
| Type | Inline 4-Cylinder Diesel, Turbocharged & Charge Air Cooled |
| Bore mm | 95 mm (3.74 in.) |
| Stroke mm | 115 mm (4.53 in.) |
| Displacement litre | 3.3 litre (199 in. ³) |
| Cylinder block | Cast iron, 4 cylinder |
| Battery charging alternator | 37 amps |
| Starting voltage | 12 volt |
| Fuel system | Direct Injection |
| Fuel filter | Spin on fuel filters with water separator |
| Lube oil filter type(s) | Spin on full flow filter |
| Lube oil capacity (l) | 7.9 |
| Flywheel dimensions | SAE 3/11.5 |

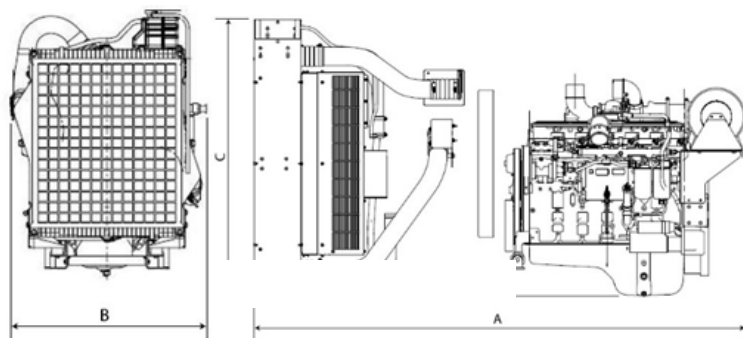
Coolpac performance data

| | |
|---|--|
| Cooling system design | Jacket Water cooled |
| Coolant ratio | 50%(Ethylene Glycol) : 50% (Water) |
| Coolant capacity (l) | 13 |
| Limiting ambient temp. ** (°C) | 55 |
| Fan power (kWm) | 3 |
| Cooling system air flow (m ³ /s)** | 1.971 |
| Air cleaner type | Dry replaceable element with restriction indicator |

** @ 13 mm H₂O

Fuel consumption 1500 (50 Hz)

| % | kWm | BHP | L/hr | US gal/hr |
|-------------------------|-----|-----|------|-----------|
| Standby Power | | | | |
| 100 | 63 | 84 | 16 | 4.3 |
| Prime Power | | | | |
| 100 | 58 | 78 | 15 | 4.1 |
| 75 | 44 | 59 | 11 | 3.0 |
| 50 | 29 | 39 | 8 | 2.1 |
| 25 | 15 | 20 | 4 | 1.2 |
| Continuous Power | | | | |
| 100 | 50 | 67 | 13 | 3.5 |



Weights and dimensions

| Length mm | Width mm | Height mm | Weight (dry) kg |
|--------------|-------------|--------------|--------------------|
| 1237 | 873 | 1030 | 332 |

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 power.cummins.com

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