



# Exhaust Emission Data Sheet

## C150 N6

### 60 Hz Spark Ignited Generator Set

### EPA Emissions

#### Engine Information:

Model:	QSJ8.9G	Bore:	4.49 in. (114.1 mm)
Type:	4 Cycle, In-line, 6 Cylinder	Stroke:	5.69 in. (144.5 mm)
Aspiration:	Turbocharged and aftercooled	Displacement:	543 cu. in. (8.9 liters)
Compression Ratio:	9.7:1		
Emission Control Device:	Electronic Air/Fuel Ratio Control and Closed-Loop Breather System		

<b>PERFORMANCE DATA</b>	<b>Natural Gas</b>
	<b>Standby</b>
BHP @ 1800 RPM (60 Hz)	240
Fuel Consumption (SCFH)	1907.9
Air to Fuel Ratio	23.8
Exhaust Gas Flow (CFM)	1385
Exhaust Gas Temperature (°F)	1175.4
<b>EXHAUST EMISSION DATA</b>	
HC (Total Unburned Hydrocarbons)*	195
NOx (Oxides of Nitrogen as NO <sub>2</sub> )	360
CO (Carbon Monoxide)	412
	Values are ppmvd
HC (Total Unburned Hydrocarbons)*	0.41
NOx (Oxides of Nitrogen as NO <sub>2</sub> )	1.77
CO (Carbon Monoxide)	1.74
	Values are Grams per HP-Hour
*HC includes all NMHC, VOC, POC, and ROC constituents (Non-Methane HC, Volatile Organic Compounds, Precursor Organic Compounds, and Reactive Organic Compounds)	

#### TEST CONDITIONS

Data was recorded during steady-state rated engine speed ( $\pm 25$  RPM) with full load ( $\pm 2\%$ ). Pressures, temperatures, and emission rates were stabilized.

##### Fuel Specification:

Natural Gas: Dry gas as received from Supplier (1000 BTU/SCF).  
 Fuel Temperature:  $60 \pm 9$  °F at Flow Transmitter  
 Fuel Pressure:  $14.73\text{PSIA} \pm 0.5$  PSIA at Flow Transmitter  
 Intake Air Temperature:  $77 \pm 9$  °F at inlet  
 Barometric Pressure:  $29.92$  in. Hg  $\pm 1$  in. Hg  
 Humidity: NOx measurement corrected to 75 grains H<sub>2</sub>O/lb dry air

The NOx, HC, and CO emission data tabulated here were from a single engine under the test conditions shown above. These data are subjected to instrumentation and engine-to-engine variability. Field emission test data are not guaranteed to these levels. Actual field test results may vary due to test site conditions, installation, fuel specification, test procedures and instrumentation. Engine operation with excessive air intake or exhaust restriction beyond published maximum limit, or with improper maintenance, may result in elevated emission levels.

*Data and Specifications Subject to Change Without Notice*