Rental Power
150 kW
U.S EPA Tier IV Interim Emissions

Description
This Cummins Power Generation rental package is a fully integrated mobile power generation system, providing optimum performance, reliability, and versatility for standby and prime power applications.

Features
Cummins diesel engines
• Industry leading U.S. EPA Tier 4 Interim compliant Cummins engine
• Advanced electronic engine controls provide superior fuel efficiency and power output while reducing emissions
• High-pressure common rail fuel system reduces engine noise and smoke
• Cummins Direct Flow™ air filtration offering improved air management, longer service life, and easier serviceability
• 2-stage fuel filtration with optimum particle and water separation for longer life engine component protection

Control features
• The most advanced, reliable and capable generator set control system on the market today
• Controls provide precise frequency and voltage regulation, alarm and status message display in one easy to operate customer interface
• Remote monitoring and operation ready
• Auto shutdown at fault detection

Engine controls
• Oil Pressure and Water Temp Gauge
• Fuel Level Gauge & Battery Voltage Gauge
• Hour meter
• Engine control module includes remote start capability

Stamford alternators
• 12-lead reconnectable alternators fitted with voltage selection switch
• Permanent magnet excitation for improved performance in non-linear load applications

Rental package enclosure
• Camlock distribution panel
• Sound attenuated, white powder coated lockable enclosure
• 22 hour fuel tank (100% prime) with gauge
• Roof mounted, single point lift
• Cooling system rated for 118° F (48° C) at 100% SB ambient
• Complete engine fluid containment reservoir
• Voltage selector switch
• Shore power (120 VAC) - No breakers in shore power connection. Shore power loads are coolant heater (option) and battery charger (option). Connection: 15A/120V flanged male receptacle (5-20 flanged inlet).

<table>
<thead>
<tr>
<th>Model</th>
<th>Voltages (V)</th>
<th>Standby Rating</th>
<th>Prime Rating</th>
<th>Engine model</th>
<th>Alternator model</th>
</tr>
</thead>
<tbody>
<tr>
<td>C150D6R</td>
<td>208/480</td>
<td>150 (188) 50 Hz kW (kVA)</td>
<td>135 (169) 50 Hz kW (kVA)</td>
<td>QSB7-G6</td>
<td>UCI274F</td>
</tr>
</tbody>
</table>

Our energy working for you.”
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**Engine specifications**

<table>
<thead>
<tr>
<th>Engine model</th>
<th>QSB7-G6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternator data sheet</td>
<td>UCI274F (208/480)</td>
</tr>
<tr>
<td>Tier rating</td>
<td>Tier IV Interim</td>
</tr>
<tr>
<td>Design</td>
<td>4 cycle, In-Line, turbocharged and after-cooled</td>
</tr>
<tr>
<td>Bore</td>
<td>107 mm (4.21 in.)</td>
</tr>
<tr>
<td>Stroke</td>
<td>124.0 mm (4.88 in.)</td>
</tr>
<tr>
<td>Displacement</td>
<td>6.69 liters (408 in³)</td>
</tr>
<tr>
<td>Cylinder block</td>
<td>Cast iron, In-Line 6 cylinder</td>
</tr>
<tr>
<td>Battery capacity</td>
<td>2 x 750 cca</td>
</tr>
<tr>
<td>Battery charging alternator</td>
<td>100 amps</td>
</tr>
<tr>
<td>Starting voltage</td>
<td>24 volt, negative ground</td>
</tr>
<tr>
<td>Fuel system</td>
<td>Direct injection HPCR system</td>
</tr>
<tr>
<td>Fuel filter</td>
<td>Spin on fuel filter with water separator</td>
</tr>
<tr>
<td>Air cleaner type</td>
<td>2-stage, dry replaceable element with dust ejector</td>
</tr>
<tr>
<td>Lube oil filter type(s)</td>
<td>Single spin-on, full flow</td>
</tr>
<tr>
<td>Standard cooling system</td>
<td>118° F (48° C) ambient radiator</td>
</tr>
</tbody>
</table>

**Alternator specifications**

<table>
<thead>
<tr>
<th>Design</th>
<th>Brushless, 4 pole, drip proof revolving field</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stator</td>
<td>Double layer concentric, 2/3 winding pitch</td>
</tr>
<tr>
<td>Rotor</td>
<td>Single bearing, flexible disc</td>
</tr>
<tr>
<td>Insulation system</td>
<td>Class H per NEMA MG1-1.65 (208/480 VAC)</td>
</tr>
<tr>
<td>Standard temperature rise</td>
<td>117/48° C prime (208/480 VAC)</td>
</tr>
<tr>
<td>Exciter type</td>
<td>PMG (permanent magnet generator)</td>
</tr>
<tr>
<td>Phase rotation</td>
<td>A (U), B (V), C (W)</td>
</tr>
<tr>
<td>Alternator cooling</td>
<td>Direct drive centrifugal blower fan</td>
</tr>
<tr>
<td>AC waveform total harmonic distortion</td>
<td>&lt; 1.5% no load, &lt; 5% non-distorting balance linear load</td>
</tr>
<tr>
<td>Telephone influence factor (TIF)</td>
<td>&lt; 50 per NEMA MG1-22.43</td>
</tr>
<tr>
<td>Telephone harmonic factor (THF)</td>
<td>&lt; 2%</td>
</tr>
</tbody>
</table>

**Power capability specifications** *(Assume power factor = 0.80 for 3 phase amps)*

<table>
<thead>
<tr>
<th>Standby rating</th>
<th>240 V, 1 phase Amps</th>
<th>208 V, 3 phase Amps</th>
<th>480 V, 3 phase Amps</th>
<th>240 V, 3 phase Amps</th>
</tr>
</thead>
<tbody>
<tr>
<td>C150D6R</td>
<td>431</td>
<td>520*</td>
<td>226</td>
<td>451</td>
</tr>
</tbody>
</table>

**Electrical power panel specifications**

<table>
<thead>
<tr>
<th>Model voltage</th>
<th>120 V duplex receptacles</th>
<th>240 V twist</th>
<th>Load lug connection (stud diameter)</th>
<th>Load lug circuit breakers</th>
</tr>
</thead>
<tbody>
<tr>
<td>120/480 Volt</td>
<td>2 - 20 Amp GFCI</td>
<td>3 - 50 Amp</td>
<td>1/2 inch</td>
<td>600 Amp</td>
</tr>
</tbody>
</table>

**Site derating factors**

Standby application: The generator may be operated at 1800 rpm up to 2,600 ft (793 m) and 104° F (40° C) without power deration. For sustained operation above these conditions, derate by 5% per 1,000 ft (305 m), and 17% per 18° F (10° C).
**Control system**

**PowerCommand control**
- Integrated automatic voltage regulator and engine speed governor
- Control components designed to withstand the vibration levels typical in generator sets

**Standard control description**
- Cycle cranking control
- Digital display panel
- Idle mode control
- Menu switch
- Panel backlighting
- Reset switch
- Run-off-auto switch
- Self diagnostics

**Standard performance data warnings**
- High coolant temperature
- High DC voltage
- Low coolant temperature
- Low DC voltage
- Low oil pressure
- Over current
- Weak battery
- Over speed
- Under frequency
- Intake manifold temperature OOR high/low
- Intake manifold temperature high
- Water in fuel OORH/OORL
- General engine fault
- Coolant level OOR high/low

**Standard protection functions**
- Warnings
- High coolant temperature
- High DC voltage
- Low coolant temperature
- Low DC voltage
- Low oil pressure
- Over current
- Weak battery

**Shut downs**
- Emergency stop local/remote
- Fail to crank
- High AC voltage
- High coolant temperature
- Low coolant level
- Low AC voltage
- Low oil pressure
- Over current
- Over speed
- Under frequency
- Intake manifold temperature high
- Fail to start/stop
- Over frequency
- Alternator reconnecting switch operated (breaker closed)
- High DPF soot level

**Agency approvals**
- NFPA110 for Levels 1 or 2 systems
- ISO 8528-4: 1993 Compliance, Controls and Switchgear
- CE Marking
- EN 50081-1, 2 Residential/Light Industrial Emissions or Industrial Emissions
- EN 50082-1.2
- ISO 7637-2, Level 2: DC supply surge test
- MIL Std 202C, Method 101 and ASTM B117: Salt Fog Test
- Designed and manufactured in ISO 9001 certified facilities. UL 508 suitable for use on generator sets that are UL 2200 Listed

**Standard generator electrical features**
- Multiple voltage selector switch (480/277 VAC/3 phase or 240/139 VAC/3 phase or 240/120 VAC/1 phase)
- Adjustable to 208/120 VAC/3 phase
- Single phase convenience receptacles
- Distribution panel with L1, L2, L3 neutral and ground
- Main line shunt trip type circuit breaker
- Auto start-stop with remote contacts
- Over current sensing
- 3 available auxiliary connections

**Additional rental package features**
- Auxiliary fuel valves for external tank operation
- Tank style coolant heater
- Battery disconnect switch
- Cam lock distribution panel
- 110 Volt, 7 Amp battery charger

**Rental package options**
- DOT approved electric brake trailer with heavy duty center mounted jack and LED light package
- DOT approved hydraulic brake trailer with heavy duty center mounted jack and LED light package
## Ratings definitions

**Standby:**
Applicable for supplying emergency power for the duration of normal power interruption. No sustained overload capability is available for this rating. (Equivalent to Fuel Stop Power in accordance with ISO3046, AS2789, DIN6271 and BS5514). Nominally rated.

**Prime (unlimited running time):**
Applicable for supplying power in lieu of commercially purchased power. Prime power is the maximum power available at a variable load for an unlimited number of hours. A 10% overload capability is available for limited time. (Equivalent to Prime Power in accordance with ISO8528 and Overload Power in accordance with ISO3046, AS2789, DIN6271, and BS5514).

## Dimensions

<table>
<thead>
<tr>
<th>Model</th>
<th>Dim “A”</th>
<th>Dim “B”</th>
<th>Dim “C”</th>
<th>Weight w/o fuel</th>
<th>Weight with fuel</th>
<th>Fuel capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>mm (in.)</td>
<td>mm (in.)</td>
<td>mm (in.)</td>
<td>kg (lbs)</td>
<td>kg (lbs)</td>
<td>liters (gal)</td>
</tr>
<tr>
<td>C150D6R</td>
<td>3700 (146)</td>
<td>1450 (57)</td>
<td>1700 (67)</td>
<td>2710 (5975)</td>
<td>3531 (7785)</td>
<td>965 (255)</td>
</tr>
<tr>
<td></td>
<td>5740 (226)</td>
<td>2140 (84)</td>
<td>2309 (91)</td>
<td>3495 (7705)</td>
<td>4316 (9515)</td>
<td>965 (255)</td>
</tr>
</tbody>
</table>

## Fuel consumption

<table>
<thead>
<tr>
<th></th>
<th>Standby</th>
<th>Prime</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 Hz Ratings, kW (kVA)</td>
<td>150 (187)</td>
<td>135 (168)</td>
</tr>
<tr>
<td>Load</td>
<td>1/4</td>
<td>1/2</td>
</tr>
<tr>
<td>US Gal/hr</td>
<td>4.9</td>
<td>7.3</td>
</tr>
<tr>
<td>L/hr</td>
<td>18.5</td>
<td>27.6</td>
</tr>
</tbody>
</table>

## Specifications

<table>
<thead>
<tr>
<th>Model</th>
<th>KW rating</th>
<th>Sound level at full load</th>
<th>Tier rating</th>
<th>Hours of operation (75% load)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Standby</td>
<td>Prime</td>
<td>dB(A) @ 7 m</td>
<td>Standby</td>
</tr>
<tr>
<td>C150D6R</td>
<td>150</td>
<td>135</td>
<td>75</td>
<td>Tier IV Interim</td>
</tr>
</tbody>
</table>

## Trailer information

<table>
<thead>
<tr>
<th>Model</th>
<th>Tire size</th>
<th>Tire type</th>
<th>Load range</th>
<th>Number of tires per trailer</th>
<th>Lug pattern</th>
</tr>
</thead>
<tbody>
<tr>
<td>C150D6R</td>
<td>235/85-R16</td>
<td>Radial</td>
<td>2755 lbs - each</td>
<td>4</td>
<td>8 hole</td>
</tr>
</tbody>
</table>