Gaseous Fuel Generator Set
GTA38 Engine Series

Specification Sheet
Model GCJC Non-Regulated Continuous

NOTE: This Generator Set must be operated as outlined in the O&M manual.

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Model GCJC Ratings

<table>
<thead>
<tr>
<th>Non-Regulated</th>
<th>Non-Regulated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed/Frequency</td>
<td>1800 rpm/60 Hz</td>
</tr>
<tr>
<td>Rating</td>
<td>Continuous</td>
</tr>
<tr>
<td>Compression Ratio</td>
<td>8.5:1</td>
</tr>
<tr>
<td>NG Rating @ 0.8 P.F.*</td>
<td>500 kW (625 kVA)</td>
</tr>
<tr>
<td>Propane Rating @ 0.8 P.F.</td>
<td>N/A</td>
</tr>
</tbody>
</table>

NOTE: 54 °C (130 °F) or lower water temperature to the aftercooler.

* Rating is based on commercial pipeline natural gas.

| Non-regulated unit does not comply with EPA SI NSPS regulations.

All gases such as field, digester, and sewage gas will require an analysis of the specified gas and pre-approval from the factory. Consult your Cummins Distributor for details.

Description

The Cummins NPower GC-series commercial Generator Set (GenSet) is a fully integrated power generation system providing optimum performance, reliability, and versatility for stationary continuous power applications.

A primary feature of the GC-series GenSet is strong motor-starting capability and fast recovery from transient load changes. The torque-matched system includes a heavy-duty Cummins 4-cycle spark-ignited engine, an AC alternator with high motor-starting kVA capacity, and an electronic voltage regulator with three-phase sensing for precise regulation under steady-state or transient loads. The GC-series GenSet accepts 100% of the nameplate rating.

The standard PowerCommand® digital electronic control is an integrated system that combines engine and alternator controls for high reliability and optimum GenSet performance.

Optional GenSet housing and component heaters shield the GenSet from extreme operating conditions.* Environmental concerns are addressed by low exhaust emission engines, sound-attenuated housings, and exhaust silencers. A wide range of options, accessories, and services are available to allow configuration to your specific power generation needs.

Every production unit is factory tested at rated load and power factor. This testing includes demonstration of rated power and single-step rated load pickup. Cummins NPower manufacturing facilities exemplify quality standards, emphasizing our commitment to high quality in the design, manufacture, and support of our products.

GenSets are designed, manufactured, and tested to relevant codes and standards listed below.

Features

Cummins Heavy-Duty Engine - Rugged 4-cycle industrial spark-ignited engine delivers reliable power, low emissions, and quick response to load changes.

Alternator - Several alternator sizes offer selectable motor-starting capability with low reactance 2/3 pitch windings, low waveform distortion with non-linear loads, fault-clearing short-circuit capability, and class H insulation. The alternator electrical insulation system is UL1446 Listed. The alternator is certified to CSA 22.2 and UL 1004 Listed.

Control Systems - The PowerCommand® electronic control is standard equipment and provides total GenSet system integration, including automatic remote starting/stopping, precise voltage regulation, alarm and status message display, output metering, and auto-shutdown at fault detection. The PowerCommand® control is UL508 Listed, as well as NFPA 110 compliant in standalone applications. The controls are certified to CSA C282-M1999 and CSA 22.2 No.14 M91.

Warranty and Service - All Cummins NPower GenSets are backed by a comprehensive one-year warranty program and supported by a worldwide network of over 200 locations to assist with warranty, service, parts, and planned maintenance support.

* Cold weather heaters are recommended when ambient temperatures are below 0 °C (32 °F).
Generator Set
The general specifications provide representative configuration details. Consult the outline drawing for actual installation design specifications.

<table>
<thead>
<tr>
<th>Specifications - General</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unit Width</strong></td>
</tr>
<tr>
<td><strong>Unit Height</strong></td>
</tr>
<tr>
<td><strong>Unit Length</strong></td>
</tr>
<tr>
<td><strong>Unit Wet Weight</strong> *</td>
</tr>
<tr>
<td><strong>Rated Speed</strong></td>
</tr>
<tr>
<td><strong>Voltage Regulation, No Load to Full Load</strong></td>
</tr>
<tr>
<td><strong>Random Voltage Variation</strong></td>
</tr>
<tr>
<td><strong>Frequency Regulation</strong></td>
</tr>
<tr>
<td><strong>Random Frequency Variation</strong></td>
</tr>
<tr>
<td><strong>Radio Frequency Interference</strong></td>
</tr>
</tbody>
</table>

* Weight does not include silencer, catalyst, batteries, circuit breakers, or optional equipment.

Rating Definitions
Continuous Rating: (AEB 26.02) 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. Typical applications of a Continuous Power GenSet are:

- interruptible power where the Prime Power limits are exceeded
- peak shaving where the Prime Power limits are exceeded
- electric marine propulsion
- co-generation

Site Derating Factors
See engine data sheet FR 60270 for altitude and ambient derate curves.
See GenSet enclosure specification sheet for other applicable derates.

Data represents gross engine performance capabilities obtained and corrected in accordance with SAEJ1349 conditions of 100 kPa (29.61 in. Hg) barometric pressure [110 m (361 ft.) altitude], 25 °C (77 °F) inlet air temperature, and 100 kPa (.34 in. Hg) water vapor pressure using dry processed natural gas fuel with 905 BTU per standard cubic foot (33.72 kJ/L) lower heating value. Deration may be required due to altitude, temperature, or type of fuel. Consult your local Cummins Distributor for details.

Electrical System Connection
Warning: Backfeed to a utility system can cause electrocution and/or property damage. Do not connect GenSets to any building electrical system except through an approved device or after the building main disconnect is open. Neutral connection must be bonded in accordance with National Electrical Code.

Fuel System
Standard Carburetor – IMPCO

Low Pressure Dry Processed Natural Gas – (905 BTU/ft.³ L.H.V.)

Running Pressure to Engine.................................................................381 to 508 mm WC (15 to 20 in. WC)
Minimum Gas Supply Pipe Size @ Engine (NG)..............................................50.8 mm (2.0 in.)
Gas Supply Filter Pressure Rating..............................................................690 kPa (100psi)
The preceding pipe size is only a suggestion and piping may vary with temperature, distance from fuel supply, and application of local codes. Gas must be available at adequate volume and pressure for engine at the regulator.

The GenSet (engine) performance is based on processed natural gas fuel with 905 BTU per standard cubic foot (33.72 kJ/L) lower heating value. Variations in fuel composition and/or supply pressure must be eliminated during steady state operation. Locate the gas regulator as near to the engine as possible. Some systems may need an accumulator or other device(s) for startup or unstable conditions. Contact the fuel supply utility for details.
Engine

Cummins heavy-duty spark-ignited engines use advanced combustion technology for reliable and stable power, low emissions, and fast response to sudden load changes. Electronic governing is standard for applications requiring constant (isochronous) frequency regulation such as Uninterruptible Power Supply (UPS) systems, non-linear loads, or sensitive electronic loads. Optional coolant heaters are recommended for all emergency standby installations or for any application requiring fast load acceptance after start-up.

### Specifications - Engine

**Base Engine**
- Cummins Model GTA38

**Displacement**
- 37.7 L (2301 in³)

**Overspeed Limit**
- 2100 rpm

**Regenerative Power**
- 19.7 kW

**Cylinder Block Configuration**
- Cast iron with replaceable wet cylinder liners

**Cranking Current**
- 1400 CCA (cold soak at -18 °C (0 °F) or above)

**Battery Charging Alternator**
- 43 amps

**Battery Type**
- 8D (x2)

**Starting Voltage**
- 24-volt, negative ground

**Standard Cooling System**
- See derates on Page 2

**Lube Oil Filter Types**
- Four spin-on canisters-combination full flow with bypass

<table>
<thead>
<tr>
<th>Fuel Consumption</th>
<th>STANDBY LOAD</th>
<th>1/4</th>
<th>1/2</th>
<th>3/4</th>
<th>Full</th>
</tr>
</thead>
<tbody>
<tr>
<td>NG Rating kW</td>
<td></td>
<td>125</td>
<td>250</td>
<td>375</td>
<td>500</td>
</tr>
<tr>
<td>Natural Gas CFH</td>
<td></td>
<td>3251</td>
<td>4396</td>
<td>5868</td>
<td>7250</td>
</tr>
<tr>
<td>Propane Vapor CFH</td>
<td></td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Propane Liquid GPH</td>
<td></td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cooling</th>
<th>Full Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jacket Water Heat Rejection to Coolant</td>
<td>598 kW (34024 BTU/min)</td>
</tr>
<tr>
<td>Aftercooler Heat Rejection to Coolant</td>
<td>76 kW (4348 BTU/min)</td>
</tr>
<tr>
<td>Heat Rejection to Room</td>
<td>73 kW (4139 BTU/min)</td>
</tr>
<tr>
<td>Jacket Water Coolant Capacity (w/radiator)</td>
<td>272 L (71 USG)</td>
</tr>
<tr>
<td>Jacket Water Coolant Flow Rate</td>
<td>1132 L/min (299 GPM)</td>
</tr>
<tr>
<td>Aftercooler Coolant Capacity (w/radiator)</td>
<td>83 L (22 USG)</td>
</tr>
<tr>
<td>Aftercooler Coolant Flow Rate</td>
<td>394 L/min (104 GPM)</td>
</tr>
<tr>
<td>Jacket Water Max Coolant Friction Head</td>
<td>34 kPa (5 psi)</td>
</tr>
<tr>
<td>Jacket Water Max Coolant Static Head</td>
<td>18.3 m (60 ft)</td>
</tr>
<tr>
<td>Radiator Fan Load</td>
<td>48 kW (64 hp)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Air</th>
<th>Full Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Combustion Air</td>
<td>704 L/sec (1491 cfm)</td>
</tr>
<tr>
<td>Maximum Air Cleaner Restriction</td>
<td>381 mm H₂O (15 in H₂O)</td>
</tr>
<tr>
<td>Alternator Cooling Air</td>
<td>1614 L/sec (3420 cfm)</td>
</tr>
<tr>
<td>Radiator Cooling Air</td>
<td>31479 L/sec (66735 cfm)</td>
</tr>
<tr>
<td>Maximum Total External Restriction at Radiator (static)</td>
<td>12.7 mm H₂O (0.5 in H₂O)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Exhaust</th>
<th>Full Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gas Flow (Full Load)</td>
<td>2053 L/sec (4350 cfm)</td>
</tr>
<tr>
<td>Maximum Gas Temperature - Dry Stack</td>
<td>578 °C (1072 °F)</td>
</tr>
<tr>
<td>Total System Back Pressure Allowed</td>
<td>51 mm Hg (2 in Hg)</td>
</tr>
<tr>
<td>Silencer Back Pressure (Factory Enclosed Units Only)</td>
<td>5.6 mm Hg (.22 in Hg)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Engine</th>
<th>Full Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Engine Power Output</td>
<td>603 kWm (808 hp)</td>
</tr>
<tr>
<td>BMEP @ Rated Load on NG</td>
<td>1063 kPa (154 psi)</td>
</tr>
<tr>
<td>Piston Speed</td>
<td>9.5 m/sec (1875 ft/min)</td>
</tr>
<tr>
<td>Oil Capacity (High/Low)</td>
<td>129 L (34 USG) / 155 L (41 USG)</td>
</tr>
</tbody>
</table>
Alternator

Several alternators are available for application flexibility based on the required motor-starting kVA and other requirements. Larger alternator sizes have lower temperature rise for longer life of the alternator insulation system. In addition, larger alternator sizes can provide a cost-effective use of engine power in across-the-line motor-starting applications and can be used to minimize voltage waveform distortion caused by non-linear loads.

Single-bearing alternators couple directly to the engine flywheel with flexible discs for drive train reliability and durability. No gear reducers or speed changers are used. Two-thirds pitch windings eliminate third-order harmonic content of the AC voltage waveform and provide the standardization desired for paralleling of GenSets.

Separately Excited Permanent Magnet Generator (PMG) System - This option uses an integral PMG to supply power to the voltage regulator. A PMG system generally has better motor-starting performance, lower voltage dip upon load application, and better immunity from problems with harmonics in the main alternator output induced by non-linear loads. This option is recommended for use in applications that have large transient loads, sensitive electronic loads (especially UPS applications) or harmonic content, or that require sustained short-circuit current (sustained three-phase short circuit current at approximately three times rated for ten seconds).

Alternator Sizes - On any given model, various alternator sizes are available to meet individual application needs. Alternator sizes are differentiated by maximum winding temperature rise at the GenSet standby rating when operated in a 40 °C (104 °F) ambient environment. Not all temperature rise selections are available on all models. For other temperatures not listed below, contact your local Cummins distributor. Lower temperature rise is accomplished using larger alternators at lower current density. Lower temperature rise alternators have higher motor-starting kVA and lower voltage dip upon load application, and they are generally recommended to limit voltage distortion and heating due to harmonics induced by non-linear loads. An alternator space heater is recommended to inhibit condensation.

### Specifications - Alternator

<table>
<thead>
<tr>
<th>Design</th>
<th>Brushless, 4-pole, drip-proof revolving field</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stator</td>
<td>2/3 pitch</td>
</tr>
<tr>
<td>Rotor</td>
<td>Direct-coupled by flexible disc</td>
</tr>
<tr>
<td>Insulation System</td>
<td>Class H per NEMA MG1-1.65 or better</td>
</tr>
<tr>
<td>Standard Temperature Rise *</td>
<td>125 °C</td>
</tr>
<tr>
<td>Exciter Type</td>
<td>Permanent Magnet Generator (PMG)</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</td>
</tr>
<tr>
<td>AC Waveform Total Harmonic Distortion</td>
<td>&lt;5% total no load to full linear load</td>
</tr>
<tr>
<td>Telephone Influence Factor (TIF)</td>
<td>&lt;36</td>
</tr>
<tr>
<td>Telephone Harmonic Factor (THF)</td>
<td>&lt;3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Voltage Ranges @ 60 Hz</th>
<th>Motor Starting Voltage</th>
<th>Maximum kVA (90% Sustained Voltage)</th>
<th>Alternator Datasheet</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>80 °C Alternator</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>120/208 Thru 139/240</td>
<td>Broad Range</td>
<td>2944</td>
<td>ADS309</td>
</tr>
<tr>
<td>240/416 Thru 277/480</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>277/480</td>
<td>480</td>
<td>2429</td>
<td>ADS308</td>
</tr>
<tr>
<td>347/600</td>
<td>600</td>
<td>2429</td>
<td>ADS308</td>
</tr>
<tr>
<td><strong>105 °C Alternator</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>120/208 Thru 139/240</td>
<td>Broad Range</td>
<td>2208</td>
<td>ADS307</td>
</tr>
<tr>
<td>240/416 Thru 277/480</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>277/480</td>
<td>480</td>
<td>2208</td>
<td>ADS307</td>
</tr>
<tr>
<td>347/600</td>
<td>600</td>
<td>2208</td>
<td>ADS307</td>
</tr>
<tr>
<td><strong>125 °C Alternator</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>120/208 Thru 139/240</td>
<td>Broad Range</td>
<td>2208</td>
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<tr>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>277/480</td>
<td>480</td>
<td>1896</td>
<td>ADS306</td>
</tr>
<tr>
<td>347/600</td>
<td>600</td>
<td>1896</td>
<td>ADS306</td>
</tr>
</tbody>
</table>

* For UL1004 ratings, refer to temperature rise at 120 °C or below, and ambient temperature up to 40 °C

### Amp Rating at Full Load Voltage

<table>
<thead>
<tr>
<th>Full Load Voltage</th>
<th>120/240 (1 Ph)</th>
<th>120/208</th>
<th>127/220</th>
<th>139/240</th>
<th>220/380</th>
<th>240/416</th>
<th>254/440</th>
<th>277/480</th>
<th>347/600</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amps</td>
<td>N/A</td>
<td>1735</td>
<td>1640</td>
<td>1504</td>
<td>950</td>
<td>867</td>
<td>820</td>
<td>752</td>
<td>601</td>
</tr>
</tbody>
</table>

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GCJC Non-Reg Continuous Doc. A042E803 Rev. 3
Control System

PowerCommand® Control 3.3

The PowerCommand® Control is an integrated GenSet control system providing voltage regulation, engine protection, operator interface and isochronous governing (optional). The integration of all functions into a single control system provides enhanced reliability and performance compared to conventional GenSet control systems. Prototype tested; UL, CSA, and CE compliant. The PowerCommand® Control system includes:

Environment
- Ambient operating temperature from: -40 to +70 ºC (-40 to 158 ºF)
- HMI from -20 to +70 ºC (-4 to 158 ºF)
- Operating altitude up to 5000 m (13,000 ft.)

Features
- Control function provides battery monitoring and testing features and smart starting control system.
- Three phase sensing, full wave rectified voltage regulation, with a PWM output for stable operation with all load types.
- **AmpSentry™** protection providing a full range of alternator protection functions matched to the alternator provided.
- Extended Parallelizing (Peak Shave/Base Load) regulates the GenSet real and reactive power output while paralleled to the utility. Power can be regulated at either the GenSet or utility bus monitoring point.
- PowerCommand® Control Network (PCCNet) and Modbus® interface for interconnecting to customer equipment.

Digital Voltage Regulation
- Configurable torque matching.
- 3-phase, 4 wire line-to-line sensing.
- Integrated digital electronic voltage regulator.

Digital Governing
- Temperature dynamic governing.
- Integrated digital electronic isochronous governing.

Engine Data
- DC voltage.
- Engine speed and coolant temperature.
- 24 VDC battery configuration.
- Adjustable lube oil pressure.
- Adjustable engine idle speed.
- Lube oil pressure and temperature.
- Comprehensive FAE data (where applicable).

Alternator Data
- 60 Hz frequency.
- Three Phase AC current.
- Alternator heater status.
- Winding and bearing temperatures.
- AC: Single or three-phase line-to-line or line-to-neutral.
- Total and individual phase power factor, kW and kVA.
- Digital output voltage regulation within +/-1.0% any loads between no load to full. Drift = no more than +/-1.5% for 40 ºC (104 ºF) temperature change in 8 hours.

AmpSentry™ Alternator Protection
- Overload and over current warning.
- Field overload shutdown.
- AmpSentry™ protective relay.
- Over current and short circuit shutdown.
- Over and under voltage shutdown.
- Over and under frequency shutdown.
- Reverse power and reverse var shutdown.
- Single and three phase fault current regulation.

Engine Protection
- Cranking lockout.
- Overspeed shutdown.
- Sensor failure indication.
- Low fuel level warning or shutdown.
- Fail to start (overcrank) and fail to crank shutdown.
- Full authority electronic engine protection.
- Battery voltage monitoring, protection, and testing.
- Engine vitals - oil temperature and pressure, coolant temperature and levels, warning and shutdowns.

Operator/Display Panel
- Multiple language support.
- Sync check relay.
- Isochronous kW and kVar load sharing.
- Load govern control for utility paralleling.
- Extended paralleling (baseload/peak shave) mode.
- Displays paralleling breaker status.
- 320 x 240 pixels graphic LED backlight LCD.
- Provides direct control of the paralleling breaker.
- Alphanumeric display with pushbutton circuit breaker position indication and manual control.
- Auto, manual, start, stop, fault reset, and lamp test/panel lamp switches.
- LED lamps indicating GenSet running, remote start, not in auto, common shutdown, common warning, manual run mode, auto mode and stop.
- First start sensor system selects first GenSet to close to bus.
- Phase lock loop synchronizer with voltage matching.
- Digital power transfer control for use with breaker pair to provide open transition, closed transition, ramping closed transition, peaking, and base load functions.

Control Functions
- Data logging and cycle cranking.
- Load shed.
- Remote emergency stop.
- Time delay start and cooldown.
- Configurable inputs and outputs (4).
- Real time clock for fault and event time stamping.
- Exerciser clock and time of day start/stop.

Other Display Data
- GenSet hardware data.
- Fault history – up to 32 events.
- Start attempts, starts, running hours, kW hours.
- Data logs (some information requires InPower™ and fault simulation).
- Engine data – operational data, monitored status, functions, auxiliary system inputs, etc.
- Service adjustment screens - operational, customer interface, configurable set up, calibration, etc.
- Load profile (operating hours at % load in 5% increments).
- Optional PowerCommand® 3.3 control with Masterless Load Demand (MLD).
**Generator Set Options**

**Engine**
- 240/480 V, 4000 W coolant heaters (2)
- 240 V, 300 W lube oil heater

**Cooling System**
- Heat exchanger cooling
- Remote radiator cooling

**Fuel System**
- Flexible fuel connector
- Fuel strainer

**Alternator** (see Page Four for available options)

**Exhaust System**
- GenSet mounted muffler (enclosure models only)
- Catalyst available upon request

**Generator Set**
- AC entrance box
- Batteries
- Battery charger
- Main line circuit breaker
- PowerCommand® Network Communication Module (NCM)
- Modbus® to BACnet™ Module
- Weather protective enclosure (F001) with silencer
- Level I enclosure w/silencer
- Level II enclosure w/silencer
- Audible Alarm
- Remote Drains
- Oil Maintainer
- Remote annunciator panel
- Spring isolators

**Available Products and Services**

A wide range of Cummins products and services is available to match your power Generation System requirements. Contact your local Cummins Distributor for more information at www.cumminsnpower.com.

- Diesel and Spark-Ignited Generator Sets
- Transfer Switches
- Bypass Switches
- Digital Paralleling Switchgear
- PowerCommand® Network and Software
- Distributor Application Support

**Warranty**

All Cummins GenSets are backed by a comprehensive one-year warranty program and supported by a worldwide network of over 200 locations to assist with warranty, service, parts, and planned maintenance support. Contact your local Cummins Distributor/Dealer for more information at www.cumminsnpower.com.

**Certifications**

CSA Group tests products under a formal process to ensure that they meet the safety and/or performance requirements of applicable standards. This GenSet is certified to: CSA 22.2 No. 100 Motors and Generators; CSA 22.2 No. 0.4-04 Bonding of Electrical Equipment; CSA 22.2 No. 14 Industrial Control Equipment; and CSA 22.2 No. 0 General Requirements - Canadian Electrical Code, Part II.

The Prototype Test Support (PTS) program verifies the performance integrity of the GenSet design. Products bearing the PTS symbol have been subjected to demanding tests in accordance with NFPA 110 to verify the design integrity and performance under both normal and abnormal operating conditions. These conditions include: short circuit, endurance, temperature rise, torsional vibration, and transient response, as well as full load pickup.

**Manufactured By**

Cummins NPower LLC
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DePere, WI 54115
920.337.9750
Fax: 920.337.9746
www.cumminsnpower.com

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