



KTA38-G9

Fuel Optimized



Description

The KTA38-Series benefits from years of technical development and improvement to bring customers an innovative and future proof diesel engine that keeps pace with ever changing generator set requirements.

Recognized globally for its performance under even the most severe climatic conditions, the KTA38-Series is widely acknowledged as the most robust and cost-effective diesel engine in its power range for the generator set market.

Features

Aftercooler – Large capacity after cooler results in cooler, denser intake air for more efficient combustion and reduced internal stresses for longer life.

Fuel System – Cummins exclusive low-pressure PT™ system with wear compensating pump and integral dual flyweight governor. Camshaft actuated fuel injectors give accurate metering and timing. Fuel lines are internal drilled passages in cylinder heads. Spin-on fuel filter.

Cooling System – Gear driven centrifugal water pump. Large volume water passages provide even flow of coolant around cylinder liners, valves, and injectors. Bypass thermostats regulate coolant temperature. Spin-on corrosion resistors check rust and corrosion, control acidity and remove Impurities

Cylinder Block – Alloy cast iron with removable wet liners. Cross bolt support to main bearing cap provides extra strength and stability.

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.

Turbocharger – Cummins Turbo Technologies (CTT) exhaust gas driven turbocharger mounted at top of engine provides more power, improved fuel economy, altitude compensation, and lower smoke and noise levels.



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

This equipment has been designed and tested to meet EU product safety regulations. Material compliance declaration is available upon request

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) | | Base (COP) | |
| kWm/BHP | | | kWm/BHP | | | kWe | kVA | kWe | kVA | kWe | kVA |
| 1089/1460 | N/A | N/A | 1053/1412 | N/A | N/A | 1000 | 1250 | N/A | N/A | N/A | N/A |

General Engine Data

| | |
|-----------------------------|--|
| Fuel Rating | FR6454 |
| Type | 4 cycle, 60-degree Vee, turbocharged, aftercooled |
| Bore mm | 159 mm (6.25 in.) |
| Stroke mm | 159 mm (6.25 in.) |
| Displacement litre | 37.8 litre (2300 in. ³) |
| Cylinder block | 12 cylinder |
| Battery charging alternator | 35 amps |
| Starting voltage | 24-volt |
| Fuel system | Direct Injection Cummins PT |
| Fuel filter | Dual spin-on paper element fuel filters with water separator |
| Lube oil filter type(s) | Spin-on full flow filter |
| Lube oil capacity (l) | 135 |
| Flywheel dimensions | SAE 0 |

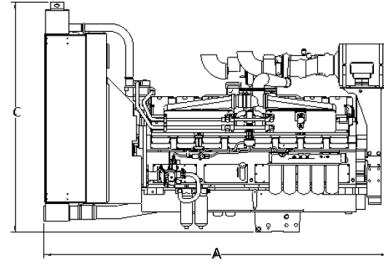
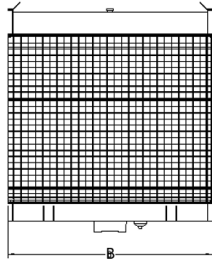
Coolpac Performance Data

| | |
|--|--|
| Cooling system design | 1 pump - 1 loop |
| Coolant ratio | 50% ethylene glycol; 50% water |
| Coolant capacity (l) | 229 |
| Limiting ambient temp. ** (°C) | 45 |
| Fan power (kWm) | 23.7 |
| Cooling system air flow (m ³ /s) ** | 14.3 |
| 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 | 1089 | 1460 | 256 | 67.4 |
| 75 | 817 | 1095 | 196 | 51.7 |
| 50 | 545 | 730 | 137 | 36.0 |
| 25 | 272 | 365 | 79 | 20.7 |



* Drawing for illustration purposes only.

Weights and Dimensions

| Length mm | Width mm | Height mm | Weight (dry) kg |
|--------------|-------------|--------------|--------------------|
| 3161 | 1685 | 2004 | 4890 |

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 cummins.com

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