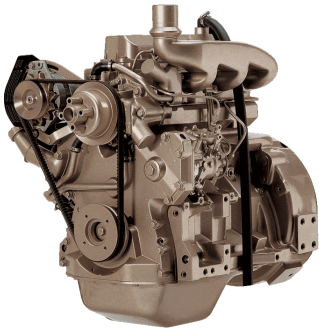


PowerTech™

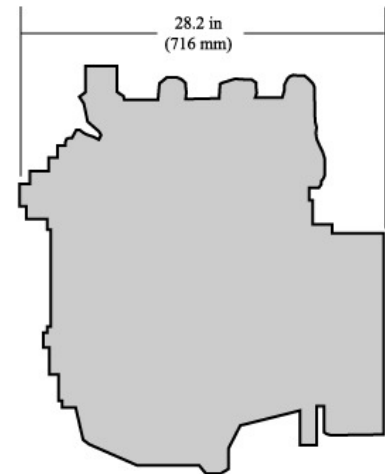
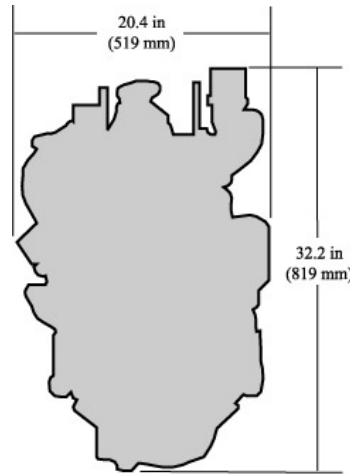
3029D Diesel Engine

Generator Drive Engine Specifications



3029D shown

Dimensions



Certifications

Non-Emissions Certified

General data

Model	3029DF120	Aspiration	Naturally aspirated
Number of cylinders	3	Length - mm (in)	716 (28.2)
Displacement - L (cu in)	2.9 (177)	Width - mm (in)	519 (20.4)
Bore and Stroke-- mm (in)	106 x 110 (4.17 x 4.33)	Height-- mm (in)	819 (32.2)
Compression Ratio	17.2:1	Weight, dry-- kg (lb)	316 (697)
Engine Type	In-line, 4-Cycle		

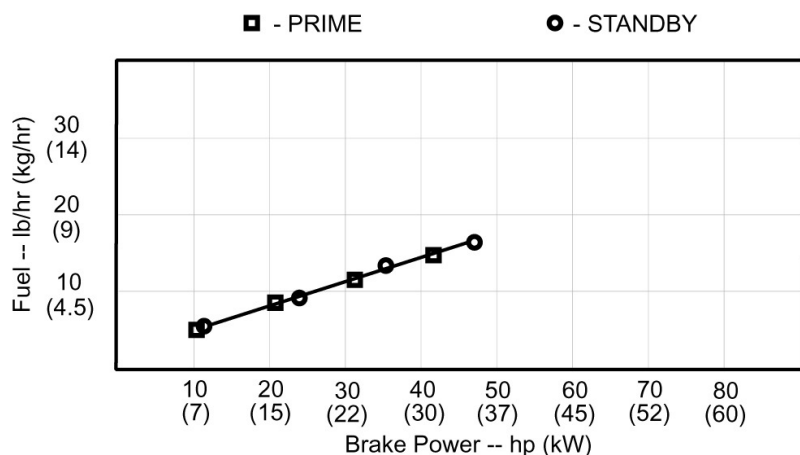
Performance data

Prime power at 60 Hz (1800 rpm)	42 kW (31 hp)
Standby power at 60 Hz (1800 rpm)	47 kW (35 hp)

The prime power gen-set engine rating is the nominal power an engine is capable of delivering with a variable load for an unlimited number of hours per year with normal maintenance intervals observed. This rating incorporates a 10% overload capability which is available for up to 2 hours at a time. Operating time between 100% and 110% of the prime power rating is not to exceed 8% of the total engine operating time. This rating conforms to ISO 8528-1 "prime power (PRP)". The permissible average power for the prime or PRP rating is not to exceed 70% of rated prime power when calculated per ISO 8528-1.

The standby gen-set engine rating is the nominal engine power available at varying load factors for up to 200 hours per year with normal maintenance intervals observed. No overload capability is available for this rating. This rating conforms to ISO 8528-1 "Emergency Standby Power (ESP)". The permissible average power for the standby or ESP rating is calculated per ISO 8528-1.

Performance curve



Performance data

Hz (rpm)	Generator efficiency %	Rated fan power		Power factor	Calculated generator set output			
		kW	hp		Prime		Standby	
					kWe	kVA	kWe	kVA
60 (1800)	88-92	3.0	4.0	0.8	25-26	31-33	28-30	35-37

Features and benefits

Dynamically Balanced Crankshaft

- Induction-hardened journals for long hours of reliable service
- Robust design to drive machinery from the front of the crankshaft
- Supported by five main bearings

Forged-Steel Connecting Rods

- 45-degree connecting rod/cap-joint design allows the use of large connecting rod bearings for increased durability

Replaceable Wet-type Cinder Liners

- Provide excellent heat dissipation
- Precision machined for long life
- Rebuild to original specifications

Easy to Apply, Easy to Install

- Front and rear engine mounting pads on the side of the block facilitates installations
- All connection points in common locations make it easy to install or package

Compact Size

- Short length is ideal for both skid and packaged installations
- High mount or low mount turbocharger position to meet packaging requirements

World-class Performance

- Excellent fuel economy and low oil consumption

Fuel System Controls

- 3-5% Droop Governing
- 12V or 24V Electric Shutoff