



ENGINE PERFORMANCE CURVE

Rating: Gross power
Application: Generator
1500 RPM (50 Hz)

PowerTech™ EWX 2,9L Engine

Model: 3029HP530

59 hp 44 kW Prime

64 hp 48 kW Standby

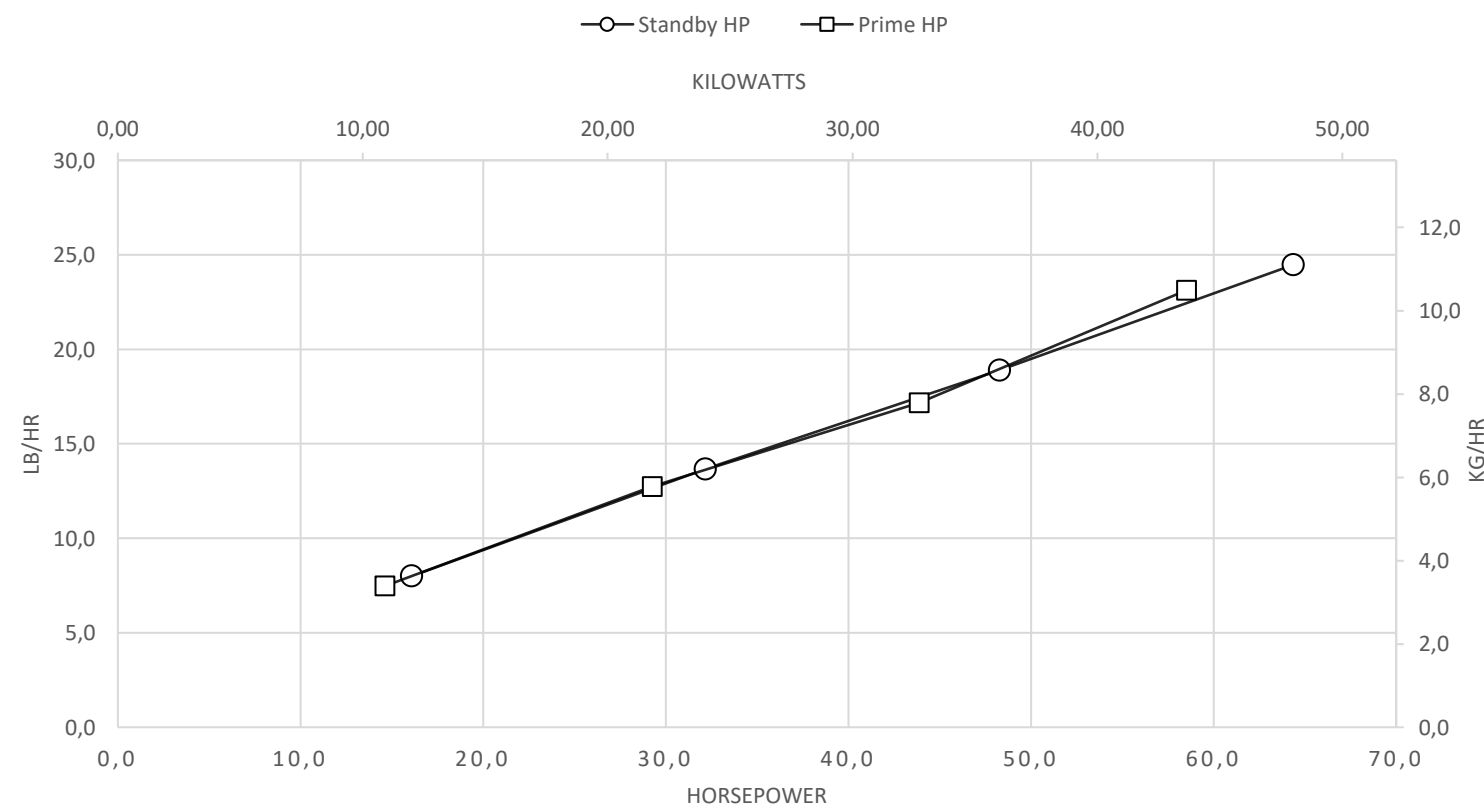
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Nominal Engine Power @ 1500 RPM			
Prime		Standby	
HP	kW	HP	kW
59	44	64	48

Generator Efficiency %	Fan power (% of Standby)		Power Factor	Prime Rating		Standby Rating	
	hp	kW		kWe	kVA	kWe	kVA
88-92	2,5	1,9	0,8	37-39	46-48	41-42	51-53

Note 1: Based on nominal engine power; Fan Power is 4% of Standby Power.

STANDBY VS PRIME



STANDARD CONDITIONS

Air Intake Restriction 12in.H2O (3kPa)

Exhaust Back Pressure 16 in.H2O (3.9kPa)

Gross Power Guaranteed within + or - 5%
at SAEJ1995 and ISO 3046 conditions:

Air Inlet Temperature = 77°F (25°C)

Barometer = 29.31 in.Hg (99 kPa)

Fuel Inlet Temperature = 104°F (40°C)

Fuel Specific Gravity @ 60 °F (15.5 °C) = 0,853

CONVERSION FACTORS:

Power: kW = HP x 0.746

Fuel: 1 Gal = 7.1 lb, 1 L = 0.85 kg

Torque: N·m = lb·ft x 1.356

All values are from currently available data and are subject to change without notice.

Notes:1) This Performance Curve provides installation requirements necessary for the engine to emit at its certified emission levels. For additional information necessary to meet applicable regulatory requirements, refer to the John Deere Emissions-related Installation Instructions (AG01):
<https://power.deere.com/wps/myportal/jdps/products/engines/apguidelines>.
2) A crankshaft Torsional Vibration Analysis is required on all Gen Set.

Designed/Calibrated to meet:

Certified By:

CARB
EPA Tier 4
EU Stage V

Ref: Engine Emission Label

10-mai-21

Performance Curve: 3029HP530_D

Engine Installation Criteria

General Data

Engine Model	3029HP530	
Number of Cylinders	3	
Bore	107 mm	4,2 in.
Stroke	110 mm	4,3 in.
Displacement	2,9 L	177 in. ³
Compression Ratio	16,9	
Valves per Cylinder, Intake/Exhaust	1 \1	
Firing Order	1-2-3	
Combustion System	HPCR	
Engine Type	In-line, 4-Cycle	
Aspiration	Turbocharged & air-to-air aftercooled	
Engine Crankcase Vent System	Open	

Physical Data

Length	1120 mm	44,1 in.
Width	720 mm	28,3 in.
Height	1110 mm	43,7 in.
Weight, with oil&no coolant (Includes engine, flywheel housing, flywheel&electrics)	480 kg	1058,2 lb
Center of Gravity Location, X-axis From Rear Face of Block	296,3 mm	11,7 in.
Center of Gravity Location, Y-axis Right of Crankshaft	13 mm	0,5 in.
Center of Gravity Location, Z-axis Above Crankshaft	155,8 mm	6,1 in.
Max. Bending Moment about Main Bearings Front and Rear	530 N·m	391 lb-ft
Max. Allowable Static Bending Moment at Rear Face of Flywheel Housing with 5-G Load	814 N·m	600 lb-ft
Thrust Bearing Load Limit Forward, Intermittent	4000 N	899 lb
Thrust Bearing Load Limit Forward, Continuous	2200 N	495 lb
Thrust Bearing Load Limit Rearward, Intermittent	2000 N	450 lb
Thrust Bearing Load Limit Rearward, Continuous	1100 N	247 lb
Max. Continuous Damper Temp	N/A °C	N/A °F
Max. ECU Vibration, All Axis	9,00 gRMS	
Max. Torsional Vibration, Front of Crank	0,30 DDA	
Max. Engine Torsional Vibration in Overspeed	0,40 DDA	

Electrical System

Min. Instantaneous Cranking	50 rpm	
Mn. Steady State Cranking	120 rpm	
Starter Rolling Current, 12V @32 °F (0 °C)	450 amps	
Starter Rolling Current, 24V @32 °F (0 °C)	250 amps	
Starter Rolling Current, 12V @-22 °F (-30°C)	700 amps	
Starter Rolling Current, 24V @-22 °F (-30°C)	400 amps	
Min. Voltage at ECU during Cranking, 12V	6 volts	
Min. Voltage at ECU during Cranking, 24V	10 volts	
Max. Voltage Drop, Battery to Starter	0,8 volts	
Max. Allowable Start Circuit Resistance, 12V	0,0012 Ohm	
Max. Allowable Start Circuit Resistance, 24V	0,0020 Ohm	
Max. Voltage From Engine to Crankshaft	15 volts	
Max. ECU Temperature	105 °C	221 °F
Max. VTG Actuator Surface Temp	N/A °C	N/A °F
Max. Air Throttle Electrical Actuator Temperature	N/A °C	N/A °F
Max. Exhaust Throttle Electrical Actuator Temperature	°C	32 °F
Max. Harness Temperature	125 °C	257 °F
Max. Alternator Temperature	105 °C	221 °F
Max. Starter Temperature	120 °C	248 °F
Max. Temperature, All Other Electronics	125 °C	257 °F

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Engine Installation Criteria

Charge Air Cooling System

Air-to-Air Heat Rejection	8,4 kW	478 BTU/min
Compressor Discharge Temperature @ 77°F(25°C) Ambient Air	148 °C	299 °F
Intake Manifold Pressure	121 kPa	17,5 psi
Compressor Discharge Temperature @ 117°F(47°C) 80 kPa Barometric pressure	#N/A °C	#N/A °F
Max. Temperature Out of Charge Air Cooler @ All Ambient Conditions	88 °C	190 °F
Max. CAC System Volume	9,0 L	10 Qt.
Max. Pressure Drop through CAC	8,5 kPa	34 in. H ₂ O
Min. Pressure Drop through CAC	4,0 kPa	16 in. H ₂ O
Max. Temperature Out of Charge Air Cooler 77°F (25°C) Ambient Air	50 °C	122 °F
Min. Temperature Out of Charge Air Cooler 77°F (25°C) Ambient Air	36 °C	97 °F
Max. Bending Moment on Compressor Outlet	0,0 N·m	0,0 lb-ft
Max. Shear on Compressor Outlet	0,0 kg	0,0 lb

Cooling System

Engine Heat Rejection	22,4 kW	1273,9 BTU/min
Coolant Flow @ 10 kPa External Restriction	82 L/min	22 gal/min
Coolant Flow @ 40 kPa External Restriction	54 L/min	14 gal/min
Coolant Flow @ 85 kPa External Restriction	L/min	0 gal/min
Thermostat Start to Open	83 °C	181 °F
Thermostat Fully Open	95 °C	203 °F
Engine Coolant Capacity	5,0 Liter	5,3 quart
Min. Coolant Fill Rate	12 L/min	3,2 gal/min
Max. Water Pump Inlet Pressure	235 kPaa	34 psia
Min. Pump Inlet Pressure @ 203°F (95°C) Coolant	103 kPaa	15 psia
Min. Pump Inlet Pressure @ Max. Top Tank temperature	148 kPaa	21 psia
Min. External Coolant Restriction	N/A kPa	N/A psi
Max. External Coolant Restriction	40 kPa	6 psi
Max. Top Tank Temperature	113 °C	235 °F
Max. Top Tank temperature 95% of Operating Hours	103 °C	217 °F
Min. Limiting Ambient Temperature	47 °C	117 °F

Exhaust System

Exhaust Flow	10,5 m ³ /min	371 ft ³ /min
Exhaust Temperature	485 °C	905 °F
Max. Allowable Exhaust Restriction	7 kPa	28 in. H ₂ O
Max. Bending Moment on Turbo Outlet	1,3 N·m	1,0 lb-ft
Max. Shear on Turbine Outlet	10,0 kg	22,0 lb
Exhaust Filter Size	2-DOC/DPF	
Exhaust Filter Pressure Drop (Clean)	3 kPa	13 in. H ₂ O
Min. Mixing Length, Outlet to Exhaust Filter	N/A	
Max. Bending Moment on Exhaust Filter Inlet	25 N·m	18 lb-ft
Max. Bending Moment on Exhaust Filter Outlet	25 N·m	18 lb-ft
Max. Exhaust Leakage Rate, Engine to Exhaust Filter @30kPa	5,0 L/min	1,3 gal/min
Max. Temperature Drop, Engine to exhaust Filter	30 Δ°C	54 Δ°F

Fuel System

ECU Description	L23 Controller	
Fuel Injection Pump	Denso HP3	
Governor Type	Electronic	
Total Fuel Flow	24 kg/hr	53 lb/hr
Fuel Consumption, Prime	10 kg/hr	23 lb/hr
Fuel Consumption, Standby	11 kg/hr	24 lb/hr
Fuel Temperature Rise, Inlet to Return	32 Δ°C	57 Δ°F
Min. Fuel Inlet Pressure	-30 kPa	-121 in. H ₂ O
Max. Fuel Inlet Pressure	20 kPa	80 in. H ₂ O
Max. Fuel Return Pressure	20 kPa	80 in. H ₂ O
Min. Fuel Return Pressure	0 kPa	0 in. H ₂ O
Max. Fuel Inlet Temperature	75 °C	167 °F
Fuel Filter @98% Efficiency	5,0 mic	

Lubrication System

Oil Pressure at Rated Speed	280 kPa	41 psi
Oil Pressure at Low Idle	250 kPa	36 psi
Max. In-Pan Oil Temperature	135 °C	275 °F
Max. Crankcase Pressure	3 kPa	12 in. H ₂ O

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Engine Installation Criteria

Air Intake System

Engine Air Flow	4,2 m³/min	148 ft.³/min
Air Mass Flow	291 kg/hr	641 lb/hr
Maximum Allowable Temperature Rise, Ambient Air to Engine Inlet	8 Δ°C	15 Δ°F
Max. Air Intake Restriction, Clean Air Cleaner	3,00 kPa	12 in. H₂O
Max. Air Intake Restriction, Dirty Air Cleaner	6,25 kPa	25 in. H₂O
Air Cleaner Efficiency	99,9 %	

Performance Data

Rated Power, Prime	44 kW	59 HP
Rated Power, Standby	48 kW	64 HP
Rated Speed	1500 rpm	
Low Idle Speed	1200 rpm	
Rated Torque, Prime	278 N·m	205 lb-ft
Rated Torque, Standby	306 N·m	225 lb-ft
BMEP, Prime	1204 kPa	175 psi
BMEP, Standby	1324 kPa	192 psi
Altitude Capability, Prime	3048 m	10000 ft
Altitude Capability, Standby	3048 m	10000 ft
Friction Power @Rated Speed	7,7 kW	10 HP
Air: Fuel Ratio, Prime	27,51 : 1	
Air: Fuel Ratio, Standby	26,13 : 1	
Noise @1 m Prime	83,7 dB(A)	
Noise @1 m Standby	83,9 dB(A)	
0-100% Standby Load Acceptance	2,0 sec	
Load Acceptance, ISO 8528-5	G3	

Fuel Consumption	Prime		Standby	
	kg/h	lb/hr	kg/h	lb/hr
25 % Power	3,4	7,5	3,6	8,0
50 % Power	5,8	12,7	6,2	13,7
75 % Power	7,8	17,2	8,6	18,9
100 % Power	10,5	23,1	11,1	24,5

DEF Data

Rating	Engine Speed	DEF Consumption*		Percent of Diesel Consumption**
		g/kWh	lb/hp-hr	
Standby	1500	0,0	0,0000	0,0
Prime	1500	0,0	0,0000	0,0

*DEF conversion factor: 1.087 kg/l (9.071 lb/gal)

**Percent of diesel consumption by volume at 100% power

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