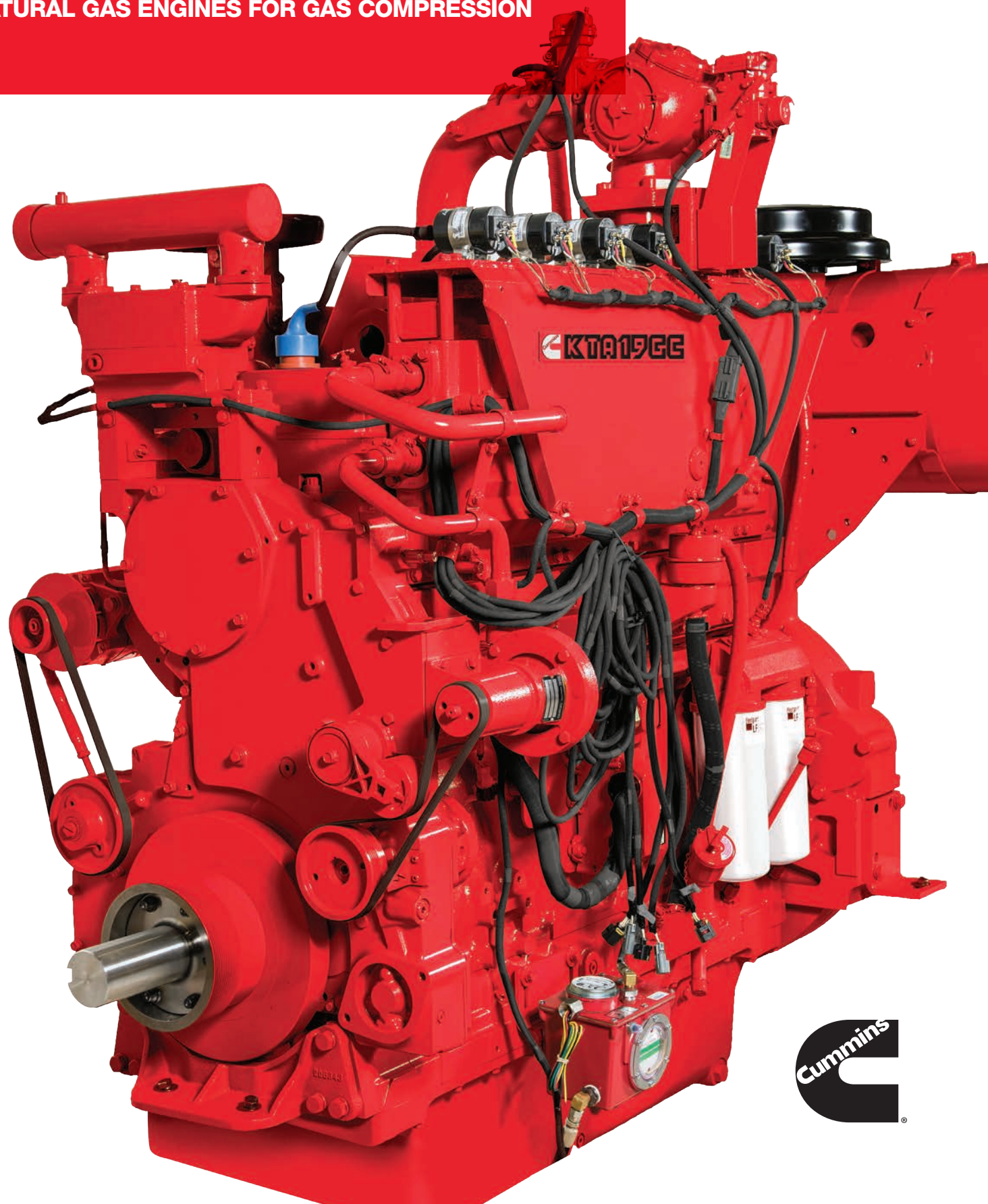


KTA19GCE

NATURAL GAS ENGINES FOR GAS COMPRESSION



KTA19GCE

STANDARD FEATURES AND BENEFITS

Engine controls

Factory integration of the Murphy Engine Integrated Control System (EICS) combines the functionality of the ignition, air/fuel ratio controller and speed governor with a single Engine Control Module.

- **Ignition system** – EICS™ capacitive discharge ignition with smart-coil technology provides reliable spark and individual cylinder diagnostics and knock sensing capabilities.
- **Air/fuel control** – A direct-acting Electronic Pressure Regulator with mechanical mixer controlled by engine specific calibration provides reliable emissions control.
- **Speed control** – Integrated electronic governor provides stable rpm control with optional input to monitor and control suction or discharge pressure.
- **Emissions system** – Optional Three-Way Catalyst (TWC) emissions package meets federal and local emissions requirements.

Base engine – All major components, including block, crank, cam, lube, water pumps and gears, are common with the Cummins K19 diesel, with over 20 years of reliable and dependable service. Cylinder heads are designed for optimal intake air/exhaust flow. Pyromet® exhaust valve faces and Stellite® exhaust valve seat inserts, along with Tribaloy® T400 intake valve faces and valve seat inserts, add durability. The KTA19GCE comes with a 1-year/unlimited-hours warranty.

Flywheel and flywheel housing – Cast iron, including provisions for 5/8-18 and/or 3/4-16 magnetic pickup, machined to accommodate starter mounting on either side of the housing.

Power Take-Off (PTO) – A front stub shaft is standard for driving the compressor cooler fan.

Air handling – The turbocharger design delivers maximum performance and life. It includes a factory-installed heavy-duty air cleaner.

Starting system – The standard system features a robust Delco Remy® 39MT 24-volt starter with an SAE #3 mounting flange. A gas starter is optional.

Electrical system – Includes a 24-volt alternator.

Lubrication system – The deep, full-length, high-capacity oil pan allows for extended drain intervals. Combo full-flow and bypass oil filters reduce maintenance costs while extending service intervals.

Cooling system – A two-pump/two-loop cooling system effectively separates the aftercooler and jacket water coolant circuits to maintain lower intake manifold temperatures and providing capability for higher power ratings. An integrated coolant filter adds corrosion protection for the jacket water circuit.

Exhaust system – The water-cooled manifold reduces surface and exhaust gas temperatures.

KTA19GCE SPECIFICATIONS. IN-LINE, 4-CYCLE, NATURAL GAS

Number of Cylinders	6		Coolant Capacity	8 U.S. gal	30 L
Displacement	1,150 cu in	18.8L	Length	77.12 in	1,959 mm
Bore and Stroke	6.25 in x 6.25 in	159 mm x 159 mm	Width	37.32 in	948 mm
Aspiration	Turbocharged and aftercooled		Height	68.98 in	1,752 mm
Oil Pan Capacity	27 U.S. gal	102 L	Weight (Dry)	4,840 lb	2,195 kg

RATING GROSS HORSEPOWER (WITHOUT FAN)

Engine Model	Continuous Rating hp @ rpm	
	C/R (Note)	1800
KTA19GCE 420-Catalyst (1, 2)	8.5:1	420

(1) Catalyst rating.

(2) NSPS 2011 Compliant Capable – This engine is capable of meeting the SI NSPS regulations from the factory. However, the owner/operator is required to conduct site compliance testing and submit documentation per the EPA SI NSPS requirements.



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EVERY QUESTION. ANSWERED.

Your Cummins distributor can provide you with additional details, answer questions and make recommendations for the best configuration of a Cummins KTA19GCE engine for your gas compression needs. See cummins.com to locate the distributor nearest you.

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