

For Your Heavy Duty Playgrounds

C400E5/C450E5
Cummins QSG12

AGG Power
Solutions



www.aggpower.co.uk

Higher Power Density

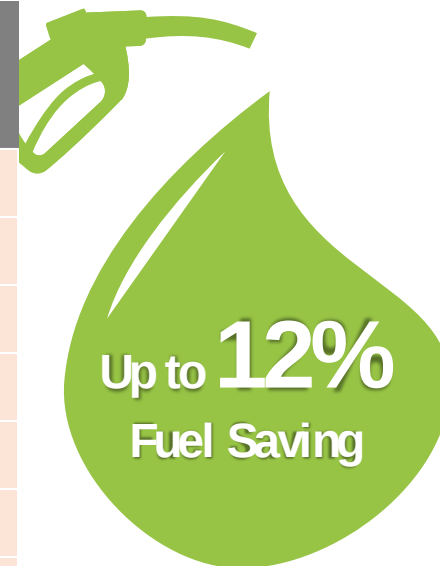
C400E5/C450E5 |
QSG12| Heavy Duty Playgrounds

Genset Model	Standby Power		Prime Power		Engine Model	Displacement L	Power Density kVA/L	
	kVA	kW	kVA	kW				
C400E5	400	320	360	288	QSG12G1	11.8	33.9	
C450E5	450	360	410	328	QSG12G2	11.8	38.1	
C413D5	413	330	375	300	NTAA855G7	14	29.5	
C440D5	440	352	400	320	NTAA855G7A	14	31.4	
C440E5	440	352	400	320	QSNTG3	14	31.4	
P400E5	400	320	350	280	2206C-E13TAG2	12.5	32	
P450E5	450	360	400	320	2206C-E13TAG3	12.5	36	
V413E5	413	330	375	300	TAD1343GE	13	31.8	
V440E5	440	352	400	320	TAD1344GE	13	33.8	

Less Fuel Consumption

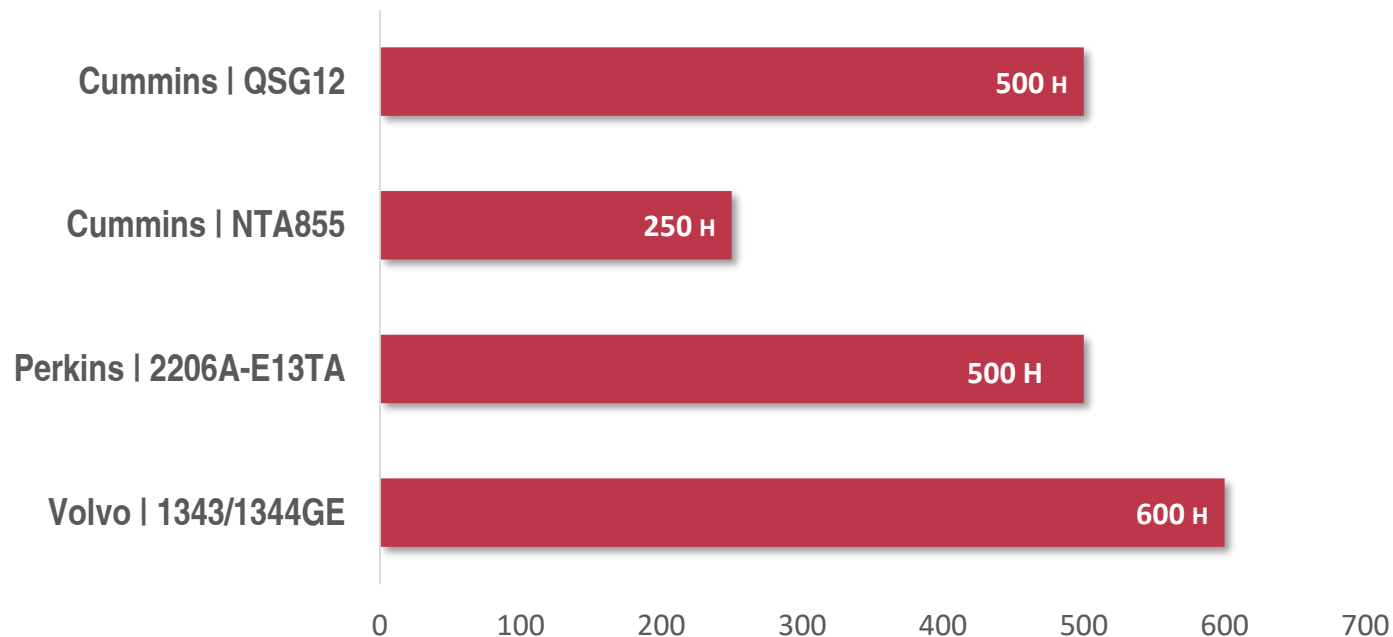
C400E5/C450E5 |
QSG12| Heavy Duty Playgrounds

Genset Model	Standby Power		Prime Power		Engine Model	Fuel Consumption g/kwh @100% load		
	kVA	kW	kVA	kW				
C400E5	400	320	360	288	QSG12G1	184		
C450E5	450	360	410	328	QSG12G2	184		
C413D5	413	330	375	300	NTAA855G7	207		
C440D5	440	352	400	320	NTAA855G7A	201		
C440E5	440	352	400	320	QSNTG3	205		
P400E5	400	320	350	280	2206C-E13TAG2	209		
P450E5	450	360	400	320	2206C-E13TAG3	206		
V413E5	413	330	375	300	TAD1343GE	192		
V440E5	440	352	400	320	TAD1344GE	194		



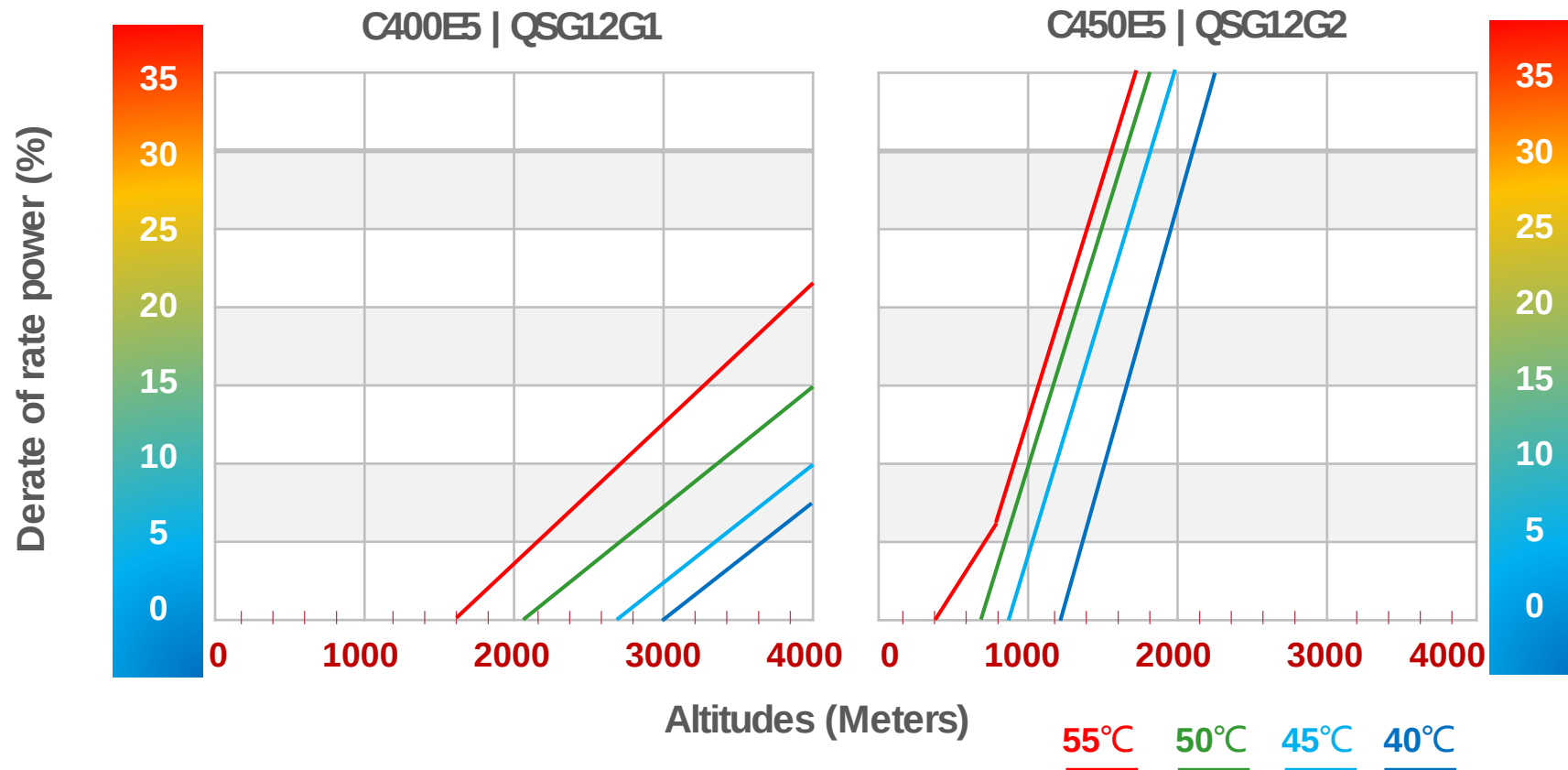
» Long Maintenance Interval

C400E5/C450E5 |
QSG12| Heavy Duty Playgrounds



Stronger Whatever the Conditions

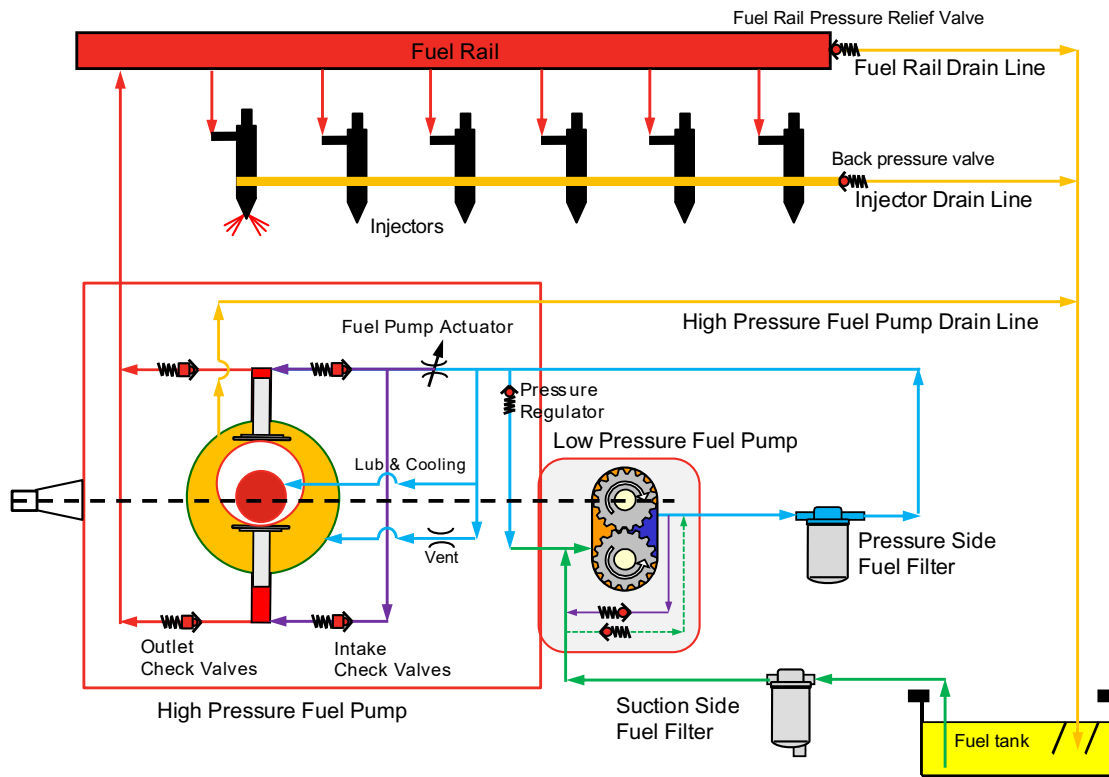
C400E5/C450E5 |
QSG12| Heavy Duty Playgrounds



High Reliability

C400E5/C450E5 |
QSG12| Heavy Duty Playgrounds

- ✓ XPI high-pressure common rail system
- ✓ PGI electronic fuel injection system
- ✓ Develop from global R&D products series
- ✓ Capable of adapting to different kinds of fuel





*Do I need hire high-educated
people to maintain and repair
the EFl engine?*

Fault Codes PGI Diesel Gensets

C400E5/C450E5 |
QSG12| Heavy Duty Playgrounds

Cummins Power Generation G-Drive Fault Codes PGI Diesel Cummins Confidential/Cummins Proprietary								
Cummins Fault Code	SPN	FMI	Lamp	Does Fault Cause ECM Driven Shutdown? Or limits the engine	Parent/ Child	Fault Description	Beginning PGIECRS Version	Comments
111	629	12	RED	YES	P	Engine Control Module Critical Internal Failure - Bad Intelligent Device or Component	2.0	Mission Disabling fault, This fault would not let Engine to start. Hardware level fault
115	612	2	RED	YES	P, C1, C2	Engine Magnetic Crankshaft Speed/Position lost both of two signals - Data Erratic, Intermittent, or Incorrect.	1.0	Engine Speed > 0 is required for clearing fault
122	102	3	AMBER		P	Intake Manifold 1 Pressure Sensor Circuit - Voltage Above Normal, or Shorted to High Source.	1.0	
123	102	4	AMBER		P	Intake Manifold 1 Pressure Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
135	100	3	AMBER		P	Engine Oil Rifle Pressure 1 Sensor Circuit - Voltage Above Normal, or Shorted to High Source	1.0	
141	100	4	AMBER		P	Engine Oil Rifle Pressure 1 Sensor Circuit - Voltage Below Normal, or Shorted to Low Source	1.0	
143	100	18	AMBER		P	Engine Oil Rifle Pressure - Data Valid but Below Normal Operational Range - Moderately Severe Level	1.0	
144	110	3	AMBER		P	Engine Coolant Temperature 1 Sensor Circuit - Voltage Above Normal, or Shorted to High Source. Effect: Possible white smoke	1.0	
145	110	4	AMBER		P	Engine Coolant Temperature 1 Sensor Circuit - Voltage Below Normal, or Shorted to Low Source. Effect: Possible white smoke	1.0	

The problem can be known by reading the code of the control module



THANK YOU