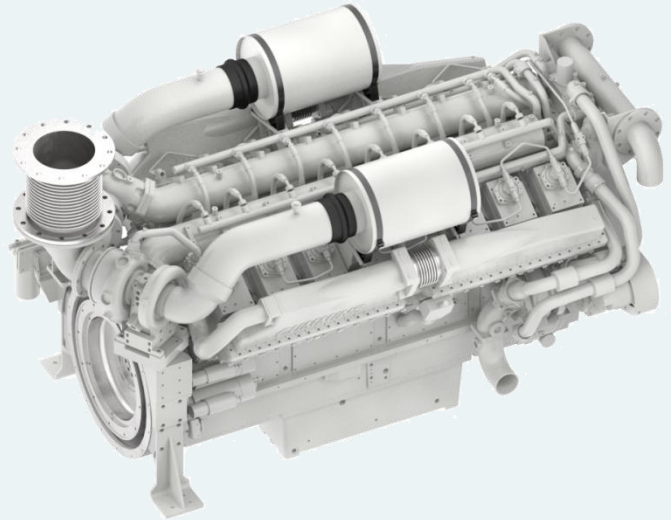


CUMMINS QSK50-M

> 1700 HP (1268 KW) @ 1800 RPM

- > Water cooled turbo and exhaust manifold
- > High Pressure Common Rail
- > High torque
- > Low RPM
- > Heat exchanger or keel cooling



Cummins Propulsion

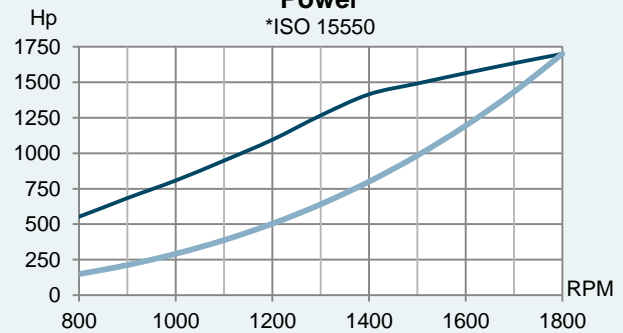
QSK50 has 16 cylinders (V16) with Modular High Pressure Common Rail Fuel System, which provides good fuel economy and low emissions. The air intake is turbocharged. Water cooled exhaust manifold lowers the surface temperature of the engine and ensures reliable operation. High torque gives good response when maneuvering and low rpm reduces noise and vibration levels. 24-volt electrical system with Nogva Motor Computer monitoring system. The Q-Series was launched in 2005, designed to meet current and future stringent environmental requirements.

Technical Specifications

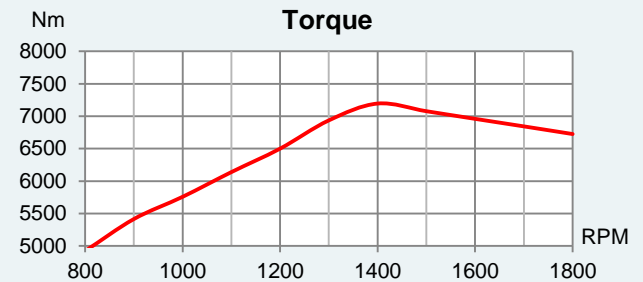
| | |
|---------------------|--|
| Rated power* | 1700 / 1268 (hp / kW) |
| Engine speed* | 1800 RPM |
| Displacement | 50300 cm ³ |
| Number of cylinders | V16 |
| Bore and stroke | 159 x 159 mm |
| Compression ratio | 15:1 |
| Fuel injection | High Pressure Common Rail |
| Aspiration | Turbocharged and aftercooled |
| Cooling system | Heat exchanger or keel cooling |
| Electrical system | 24-volt |
| Weight (dry) | 6615 kg |
| Rating | Continuous Duty |
| Emission rating | EPA Tier 2, IMO Tier 2 and EU Stage 3a |

Power

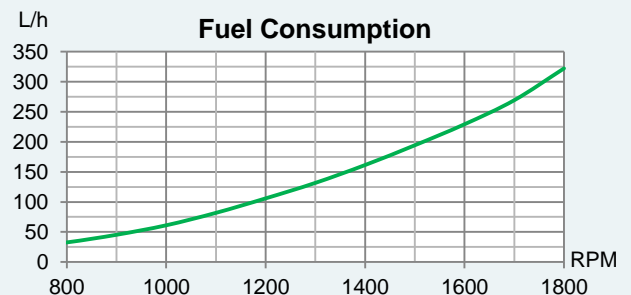
*ISO 15550



Torque



Fuel Consumption



CUMMINS QSK50-M

Standard equipment

- > Nogva Motor computer
- > Keel cooling configuration
- > Silencer (Dry exhaust)
- > Exhaust compensator
- > 2-pole electrical system (24V)
- > Extension cable for computer (8m)
- > Bilge pump for lub.oil
- > Engine brackets
- > Water cooled turbo and manifold
- > Water separator (fuel)

Optional equipment

- > Propeller system and gear
- > Keel cooler
- > Heat exchanger
- > Control lever
- > Control cable
- > Front mounted PTO
- > Other equipment on request

Dimensions

