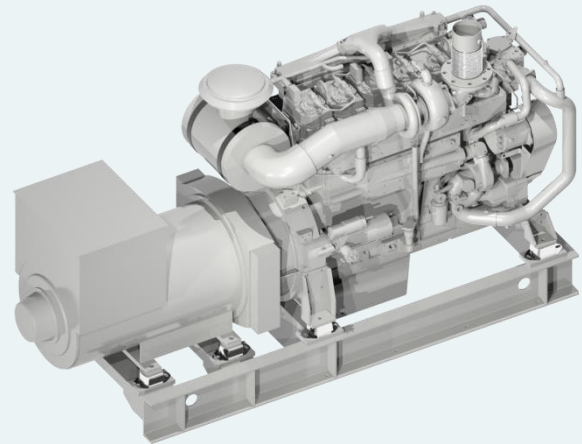


CUMMINS QSK19-DM

> (433-563 kW) @ 1500-1800 RPM

- > **Common Rail Fuel System**
- > **Water cooled turbo and exhaust manifold**
- > **Low noise and vibrations**



Cummins Auxiliary Engine

QSK19 has 6 cylinders in line 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. 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.

Standard version configured for keel cooling.

Standard equipment

- > Nogva Motor Computer V2-G
- > Electronic regulation
- > Double wall fuel pipe
- > 2-pole electrical system
- > Exhaust compensator
- > Silencer
- > Bilge pump for lub.oil
- > Engine brackets
- > Water cooled manifold
- > Vibration isolators
- > Base frame in steel
- > Heat elements in generator
- > With droop transformer for parallel operation

Optional equipment

- > Box cooler
- > Plate heat exchanger
- > Radiator cooling
- > Engine heater

Rated power and fuel consumption				
<u>RPM / Hz</u>	1500 / 50		1800 / 60	
Generator effect	433 kW		563 kW	
Fuel Consumption 100%	111,1 L/h	218 g/kWh	142,3 L/h	215 g/kWh
Fuel Consumption 75%	87 L/h	228 g/kWh	109,2 L/h	220 g/kWh
Fuel Consumption 50%	61 L/h	240 g/kWh	75,9 L/h	229 g/kWh
Fuel Consumption 25%	32,6 L/h	256 g/kWh	43,1 L/h	260 g/kWh
Emission rating	EPA Tier 2 Eu Stage 2 IMO Tier 2		EPA Tier 2 Eu Stage 2 IMO Tier 2	

CUMMINS QSK19-DM

General Data		Exhaust System		
Model	QSK19-DM	RPM / Power	1500 / 433 kW	1800 / 563 kW
Rating type	Prime power	Exhaust temperature	485 °C	431 °C
Number of cylinders	6	Exhaust flow	84,6m ³ /min	108,4m ³ /min
Engine type	In-line, 4-cycle	Air System		
Fuel system	Modular common rail	Intake air flow	550 l/sec	796 l/sec
Displacement	18,8 L	Heat rejection to ambient	39 kW 2218 BTU/min	39 kW 2241 BTU/min
Aspiration	Turbocharged	Intake manifold pressure	23,7 kPa	32,1 kPa
Bore and stroke	159 x 159 mm	Fuel System		
Compression ratio	15:1	Fuel flow to pump	326,3 l/h	454,2 l/h
Weight, dry	2189 kg	Fuel flow return to tank	215,2 l/h	305,7 l/h
Oil capacity	60 L	Average fuel consumption	57,9 l/h	72,4 l/h
Rated engine torque (50Hz)	2753 Nm	Average Noise Level		
Rated engine torque (60Hz)	2987 Nm	Idle	82 dBA @ 1m	84 dBA @ 1m
		Rated	94 dBA @ 1m	97,8 dBA @ 1m

Dimensions with Stamford HCM534

