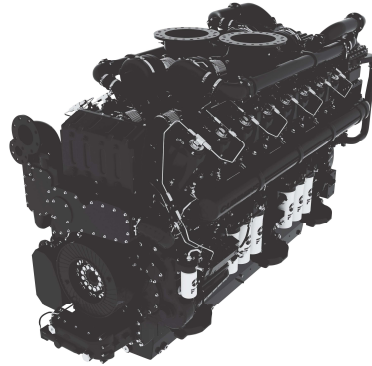




QSK95-G4

Fuel Optimized



Description

The QSK95 G-Drive engine delivers radically improved capability and performance for power generation applications. Along with being the most feature-rich engine in its class, the QSK95 was designed with the end user applications in mind to achieve cleaner and more efficient performance.

The QSK95 provides reliable power in a smaller package size and with new advanced technology, the high-pressure MCRS fuel injection system works to provide faster power delivery. A quad-turbocharging system also boosts transient response and, as a result, the QSK95 G-Drive engine has the best in class transient performance, capable of meeting ISO 8528-G3 and NFPA 110. It is also capable of accepting 100% of rated load in one step.

Features

CTT (Cummins Turbo Technologies) HE800 Turbochargers—Four turbocharging units utilize exhaust energy with greater efficiency for improved emissions and minimum fuel consumption.

2 Pump 2 Loop (2P2L) Cooling system—Provides the means to higher power density while still meeting emissions requirements.

Modular Common Rail System (MCRS)—Higher fuel pressures compared to other high horsepower engines allows for greater atomization of fuel, leading to better in-cylinder emissions control.

High Pressure Fuel Pump with filter—Robust pumping element system offers 2500 bar capability; A lube filter is included to ensure clean lube oil from pre-lube pump and pressure switch ensures adequate pre-lube levels.

Combined Priming and Fuel Transfer Pump (Electronic)—Quickly primes low-pressure fuel system; minimizes flow rate through filters and improves filtration capability, mitigating flow surge effects.

Redundant Fuel Filter Option—Selector valve on primary stage of fuel filtration allows for filter changes without interrupting genset operation.

Redundant Starters—in addition to three standard electric starters, an optional fourth electric starter is available. Air starter options are also available.

Improved Serviceability—an externally mounted lube pump, large gaps in the engine block to remove oil pan, and enhanced monitoring capabilities all make the QSK95 very maintenance friendly.

G-Drive Integrated Design—Each component has been specifically developed and rigorously tested for power generation applications, ensuring high performance, durability and reliability.

Service and Support—G-Drive products are backed by an uncompromising level of technical support and after sales service, delivered through a world class service network.



This equipment has been built to comply with CE certification requirement subject to EU RoHS exclusion per EU 2011/65.



This engine has been designed in facilities certified to ISO9001 and manufactured in facilities certified to ISO9001 or ISO9002.

1500 rpm (50 Hz ratings)

| Gross engine output | | | Net engine output | | | Typical generator set output | | | | | |
|---------------------|-----------|-----------|-------------------|-----------|-----------|------------------------------|------|-------------|------|------------|------|
| Standby | Prime | Base | Standby | Prime | Base | Standby (ESP) | | Prime (PRP) | | Base (COP) | |
| kWm/BHP | | | kWm/BHP | | | kWe | kVA | kWe | kVA | kWe | kVA |
| 3245/4352 | 2883/3866 | 2593/3477 | 3103/4161 | 2773/3719 | 2483/3330 | 3010 | 3760 | 2690 | 3360 | 2410 | 3010 |

General engine data

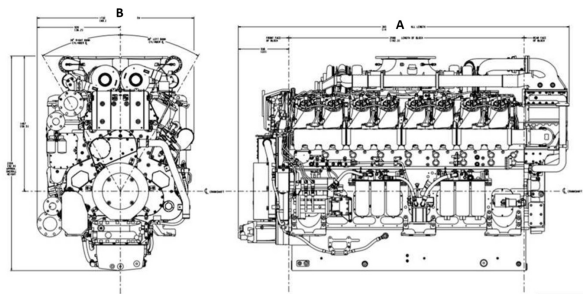
| | |
|-----------------------------|--|
| Type | Four Cycle; Vee; 16 Cylinder; Turbocharged and Low Temperature Aftercooled |
| Bore mm | 190 |
| Stroke mm | 210 |
| Displacement litre | 95.3 |
| Cylinder block | Ductile iron, 60 degree V Configuration |
| Battery charging alternator | 140 amps |
| Starting voltage | 24 volt, negative ground |
| Fuel system | Cummins Modular Common Rail System (MCRS) |
| Fuel filter | On engine triple element, 5 micron primary filtration with water separators, 3 micron/2 micron (filter in filter design) secondary filtration. |
| Lube oil filter type(s) | Spin-on combination full flow filter and bypass filters |
| Lube oil capacity (l) | 647 |
| Flywheel dimensions | SAE 00 |

Fuel consumption 1500 (50 Hz)

| % | kWm | BHP | L/ph | g/kWh |
|-------------------------|------|------|------|-------|
| Standby Power | | | | |
| 100 | 3245 | 4351 | 731 | 192.9 |
| Prime Power | | | | |
| 100 | 2883 | 3866 | 645 | 170.2 |
| 75 | 2162 | 2899 | 483 | 127.4 |
| 50 | 1441 | 1933 | 333 | 87.9 |
| 25 | 721 | 966 | 189 | 49.8 |
| Continuous Power | | | | |
| 100 | 2593 | 3477 | 585 | 154.3 |

Weights and dimensions

| Length (A) mm | Width (B) mm | Height mm | Weight (dry) kg |
|------------------|-----------------|--------------|--------------------|
| 3654 | 1372 | 2359 | 12,784 |



Ratings definitions

| | | | |
|---|--|--|---|
| Emergency Standby Power (ESP): Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528. Fuel Stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514. | Limited-Time Running Power (LTP): Applicable for supplying power to a constant electrical load for limited hours. Limited-Time Running Power (LTP) is in accordance with ISO 8528. | Prime Power (PRP): Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514. | Base Load (Continuous) Power (COP): Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) is in accordance with ISO 8528, ISO 3046, AS 2789, DIN6271 and BS 5514. |
|---|--|--|---|

For more information contact your local Cummins distributor or visit power.cummins.com

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