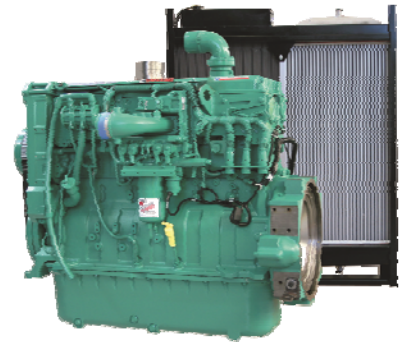


QSX15-G9

Emissions Compliance @ 60Hz:
EPA NSPS Stationary Emergency Tier 2



> Specification sheet



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Description

The QSX15-Series is the first heavy-duty diesel with 24-valve dual overhead camshaft technology. Yet it has an impressive 30% fewer parts than comparable diesels and a utilised design, which eliminates external lube, coolant and fuel lines leading to higher reliability for such a high power output.

The 15 litre, six-cylinder QSX15 engine is ideally suited to both open and containerised applications in static or portable genset equipment. It can be matched to meet specific duty cycle and operating conditions of any genset.



This engine has been built to comply with CE certification.



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

Features

Holset HX82 Turbocharging - Wastegated design optimizes operation across the torque curve with improved response.

Integrated Block Design - Integrated fluid circuits replace hoses and eliminate potential leaks.

High-Pressure Fuel Injection - Capable of over 1,900 bar (28,000 psi) for cleaner, more fuel-efficient combustion.

24-Valve Cylinder Head – Four valves per cylinder for increased power with faster response at every rpm.

Coolpac Integrated Design - Products are supplied complete with cooling package and air cleaner kit for a complete power package. Each component has been specifically developed and rigorously tested for G-Drive products, 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.

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 |
| N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

1800 rpm (60 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 |
| 563/755 | 507/680 | 354/475 | 526/705 | 476/638 | 323/433 | 500 | 625 | 450 | 563 | 303 | 379 |

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General Engine Data

| | |
|-----------------------------|---|
| Type | 4 Cycle, In-line, Turbo Charged, Air Cooled |
| Bore mm | 137 mm (5.39 in.) |
| Stroke mm | 169 mm (6.65 in.) |
| Displacement Litre | 15 litre (912 in. ³) |
| Cylinder Block | Cast iron, 6 cylinder |
| Battery Charging Alternator | 35 amps |
| Starting Voltage | 24 volt |
| Fuel System | Direct injection |
| Fuel Filter | Spin-on fuel filters with water separator |
| Lube Oil Filter Type(s) | Spin-on full flow filter |
| Lube Oil Capacity (l) | 91.0 |
| Flywheel Dimensions | SAE1 |

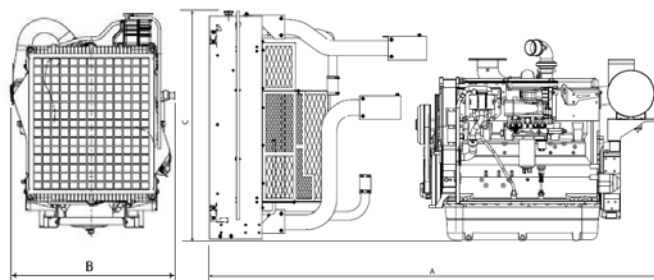
Coolpac Performance Data

| | |
|---|---|
| Cooling System Design | Air-Air Charge Cooled |
| Coolant Ratio | 50% ethylene glycol; 50% water |
| Coolant Capacity (l) | 42.0 |
| Limiting Ambient Temp.** (°C) | 55 |
| Fan Power (kWm) | 16 |
| Cooling System Air Flow (m ³ /s)** | 11.8 |
| Air Cleaner Type | Light duty dry replaceable element with restriction indicator |

** @ 13 mm H₂O Duct Restriction

Weight & Dimensions

| Length | Width | Height | Weight (dry) |
|--------|-------|--------|--------------|
| mm | mm | mm | kg |
| 2269 | 1332 | 1669 | 1658 |



Fuel Consumption 1500 (50 Hz)

| % | kWm | BHP | L/ph | US gal/ph |
|-------------------------|-----|-----|------|-----------|
| Standby Power | | | | |
| 100 | N/A | N/A | N/A | N/A |
| Prime Power | | | | |
| 100 | N/A | N/A | N/A | N/A |
| 75 | N/A | N/A | N/A | N/A |
| 50 | N/A | N/A | N/A | N/A |
| 25 | N/A | N/A | N/A | N/A |
| Continuous Power | | | | |
| 100 | N/A | N/A | N/A | N/A |

Fuel Consumption 1800 (60 Hz)

| % | kWm | BHP | L/ph | US gal/ph |
|-------------------------|-----|-----|-------|-----------|
| Standby Power | | | | |
| 100 | 563 | 755 | 135.9 | 35.9 |
| Prime Power | | | | |
| 100 | 507 | 680 | 117.8 | 31.1 |
| 75 | 380 | 510 | 90.5 | 23.9 |
| 50 | 254 | 340 | 65.3 | 17.2 |
| 25 | 127 | 170 | 37.4 | 9.9 |
| Continuous Power | | | | |
| 100 | 354 | 475 | 85.3 | 22.5 |

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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.