

QSK60 IMO III

MARINE PROPULSION AND AUXILIARY ENGINES

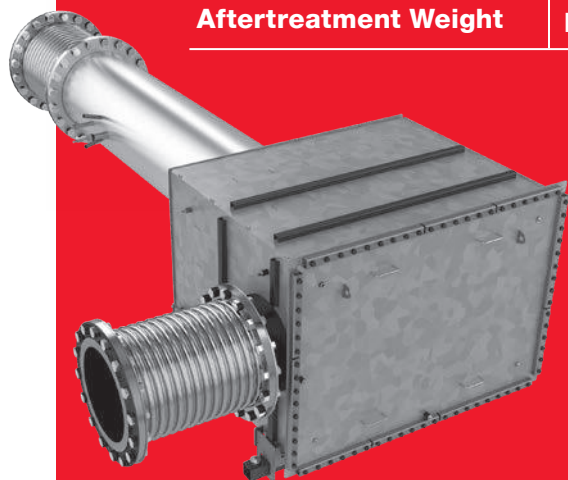
COMMERCIAL AND RECREATIONAL APPLICATIONS

GENERAL SPECIFICATIONS

Configuration	V-16 cylinder, 4-stroke diesel
Aspiration	Turbocharged / Aftercooled
Displacement	60.2 L [3672 in ³]
Bore & Stroke	159 x 190 mm [6.25 x 7.48 in]
Rotation	Counterclockwise facing flywheel
Fuel System	Modular Common Rail

PRODUCT DIMENSIONS AND WEIGHT

Overall Length	mm (in)	3289.7 (129.52)
Length of Block	mm (in)	2050.9 (80.75)
Overall Width	mm (in)	1756.5 (69.15)
Overall Height	mm (in)	2415.3 (95.09)
Weight	kg (lb)	8754 (19,300)
Aftertreatment Weight	kg (lb)	824 (1817)



POWER RATINGS

Engine Model	Output Power		Engine Speed RPM	Rating Definition	Fuel Consumption				Emissions IMO
	kW	BHP			Rated Speed L/hr (gal/hr)	ISO* L/hr (gal/hr)			
Variable Speed									
QSK60-M	1641	2200	1800	Continuous	404.4	(106.8)	280.8	(74.2)	3
QSK60-M	1864	2500	1800	Med. Con	463.2	(122.4)	314.6	(83.1)	3
QSK60-M	2013	2700	1800	Med. Con	502.3	(132.7)	339.2	(89.6)	3
QSK60-M	2013	2700	1900	Intermittent	506.9	(133.9)	352.6	(93.2)	3
Fixed Speed									
QSK60-DM	1563	2095	1500	Prime	378.1	(99.9)	192.1	(50.7)	3
QSK60-DM	1900	2547	1800	Prime	486.3	(128.5)	243.6	(64.4)	3
QSK60-DM	1899	2547	1500	Prime	451.8	(119.3)	224.7	(59.4)	3
QSK60-DM	2001	2683	1800	Prime	480.3	(126.9)	247.5	(65.4)	3

*Average fuel consumption based on ISO 8178 E3 Standard Test Cycle (variable speed models) and ISO 8178 D2 Standard Cycle (fixed speed models).

FEATURES AND BENEFITS

Engine Design – Robust engine block designed for continuous duty operation and long life. Metric o-ring seals and edge molded gaskets eliminate fluid leaks. Ductile single-piece iron piston design with hardened liners and nitride coated rings for exceptional durability. No matter the vessel, Cummins will keep you always on.

Fuel System – Modular Common Rail Fuel System provides constant high injection pressure regardless of engine speed or load condition. Benefits include low noise and vibration for quiet operation, idle stability and improved low-end torque.

Cooling System – Low temperature aftercooling. Engine-mounted titanium plate heat exchanger provides superior durability with minimal maintenance requirements.

Exhaust System – Dry exhaust manifold with water shielding for reduced fuel consumption and improved performance.

Air System – Cummins turbochargers optimised for marine applications. Two pump, two loop, low temperature aftercooling for efficient operation and optimisation of performance.

Lubrication System – Standard capacity (261 L [69 gal]) or high capacity (378 L [100 gal]) marine grade oil pan. Pre-lube starter protects engine from damage due to dry starts.

Electronics – 24v Quantum System electronics feature a proven ECM to monitor operating parameters, while providing diagnostics, prognostics and complete engine protection. Simplified electrical customer interface box for all vessel connections to reduce installation complexity.

Certifications – Complies with IMO Tier III emissions regulations. Designed to meet the International Association of Classification Societies (IACS) and SOLAS requirements.

Consult your local Cummins professional for a complete listing of available class approvals.

Aftertreatment System – Lower DEF Consumption, Higher Sulfur Tolerance, and keeping idle up to speed.

OPTIONAL EQUIPMENT

- Front power take-off adapter
- Touch screen color remote control panel
- Digital display
- C Command panels
- ELIMINATOR™ oil filtration system
- SAE B accessory drive
- Fully integrated type approved alarm and safety system
- Pre-lube with QuickEvac



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