

# QSB7-G9

Emissions Certified:  
EPA Tier 4 Final @ 60 Hz & 50 Hz  
EU Stage IIIA @ 50Hz



> Specification sheet



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## Description

The QSB7 Tier 4 Final incorporates the latest diesel engine technology, including a high pressure common rail fuel system for greater fuel efficiency, lower noise and reduced emissions.

The addition of the Cummins Emissions Solution (CES) aftertreatment system achieves Tier 4 Final and EU Stage IIIA emissions by integrating a Cummins Compact Catalyst (CCC), Selective Catalytic Reduction (SCR) and Diesel Exhaust Fuel (DEF) Dosing Module into the diesel engine.

This engine is suitable in all markets and applications that require compliance with EPA Tier 4 Final emissions.

## Features

**Low Exhaust Emissions** – Utilizing an in house design and proven solution for emission control – the QSB7-G9 design has an integrated cooled Exhaust Gas Recirculation (EGR) system, Cummins Compact Catalyst (CCC), Selective Catalytic Reduction (SCR) and Direct Flow™ Air Filter.

The QSB7-G9 engine requires Ultra Low Sulfur Diesel (ULSD) fuel (15 ppm sulfur maximum) and Low Ash CJ-4 lube oil.

**Full-Authority Electronic Controls** – Integrated system that combines Tier 4 Final aftertreatment electronics into the engine control. Optimize engine operation and deliver critical information for controlling costs and reducing maintenance. Provides faster processing power and increased memory capability while allowing seamless electronic interface to other systems and seamless integration with other components.

**Low-Maintenance Fuel Filter Assembly** – The QSB7 uses Fleetguard NanoNet™ fuel filters that utilize nanotechnology in the filtration media, providing an exceptional level of efficiency and harmful particulate removal media. The primary fuel filter incorporates an integral water separator and water-in-fuel sensor; 500-hour filter life with easy replacement.

**Integrated Design** – Each component (Engine, CCC, SCR and Direct Flow™ Air Filter) has been specifically developed and rigorously tested for G-Drive products, ensuring high performance, durability and reliability.

**Dripless Crankcase Breather System** – Open, low emission crankcase breather filter system includes coalescing filter to remove emissions as required by regulations – with added benefit of eliminating oil drips and mist.

**Reduced Operating Costs** – Extended service intervals for oil and filter changes.

**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 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.

## 1800 rpm (60 Hz Ratings)

Gross Engine Output			Typical Generator Set Output (kVA)					
Standby	Prime	Base	Standby (ESP)		Prime (PRP)		Base (COP)	
(kWm/BHP)			kWe	kVA	kWe	kVA	kWe	kVA
234/314	210/282	189/254	200	250	180	227	165	207

## 1500 rpm (50 Hz Ratings)

Gross Engine Output			Typical Generator Set Output (kVA)					
Standby	Prime	Base	Standby (ESP)		Prime (PRP)		Base (COP)	
(kWm/BHP)			kWe	kVA	kWe	kVA	kWe	kVA
204/274	185/248	167/224	176	220	160	200	145	182

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## General Engine Data

Type	4 Cycle, In-line, Turbocharged, Charge Air Cooled and EGR
Bore	107 mm (4.21 in.)
Stroke	124 mm (4.88 in.)
Displacement	6.7 litre (409 in. <sup>3</sup> )
Cylinder Block	Cast iron, 6 cylinder
Battery Charging Alternator	70 amps
Starting Voltage	24 volt
Fuel System	High Pressure Common Rail (HPCR)
Fuel Filter	Primary (Stage1) spin-on fuel filter , 8 micron, with water separator and Water in Fuel (WIF) sensor - <b>OEM fitted</b> Secondary fuel filter (Stage 2 ) spin-on fuel filter , 5 micron - <b>engine mounted</b>
Lube Oil Filter Type(s)	Spin-on full flow filter
Lube Oil Capacity	17.5 litre
Flywheel Dimensions	SAE 3/11.5

## 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) in accordance with ISO 8528, ISO 3046, AS 2789, DIN6271 and BS 5514.

## Engine Weight & Dimensions (excluding air cleaner & aftertreatment components)

Length	Width	Height	Weight (wet)
mm / in	mm / in	mm / in	kg / lb
1057 / 41.6	976 / 38.4	1082 / 42.6	519 / 1144

## Fuel Consumption 1800 (60 Hz)

%	kWm	BHP	L/h	US gal/h
<b>Standby Power</b>				
100	234	314	58	15.4
<b>Prime Power</b>				
100	210	282	51	13.5
75	158	212	39	10.3
50	105	141	27	7.2
25	53	71	16	4.1
<b>Continuous Power</b>				
100	189	254	47	12.4

## Fuel Consumption 1500 (50 Hz)

%	kWm	BHP	L/h	US gal/h
<b>Standby Power</b>				
100	204	274	49	13.0
<b>Prime Power</b>				
100	185	248	44	11.7
75	139	186	33	8.8
50	92	124	23	6.0
25	46	62	13	3.4
<b>Continuous Power</b>				
100	167	224	40	10.5

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