



# KTA19

## Marine Propulsion & Auxiliary Engines

### Specifications

<b>Configuration</b>	In-line, 6 cylinder, 4 stroke diesel
<b>Bore &amp; Stroke</b>	159 mm X 159 mm (6.25 in X 6.25 in)
<b>Displacement</b>	19 L (1150 in <sup>3</sup> )
<b>Rotation</b>	Counterclockwise facing flywheel
<b>Aspiration</b>	Turbocharged/Aftercooled
<b>Emissions</b>	IMO Tier I

### Dimensions

<b>Length</b>	1877 mm	74 in
<b>Width</b>	1003 mm	40 in
<b>Height</b>	1905 mm	75 in
<b>Weight</b>	2073 kg	4570 lb

Dimensions and weight may vary based on selected engine configuration

### Ratings

Engine Model	Output Power		Engine Speed RPM	Rating Definition	Fuel Consumption	
	kW	HP			Rated Speed L/hr (gal/hr)	ISO* L/hr (gal/hr)
<b>Variable Speed</b>						
KTA19-M3	373	500	1800	Continuous	96.0 (25.4)	67.2 (17.8)
KTA19-M3	395	530	1800	Continuous	100.0 (26.4)	70.7 (18.7)
KTA19-M3	447	600	1800	Continuous	111.1 (29.4)	79.8 (21.1)
KTA19-M3	477	640	1800	Heavy Duty	119.9 (31.7)	84.1 (22.2)
KTA19-M4	522	700	2100	Heavy Duty	135.1 (35.7)	94.6 (25.0)
<b>Fixed Speed</b>						
KTA19-D(M1)	358	480	1500 (50 Hz)	Prime	91.2 (24.1)	47.1 (12.5)
KTA19-D(M1)	410	550	1500 (50 Hz)	Prime	102.6 (27.1)	52.5 (13.9)
KTA19-D(M1)	425	570	1800 (60 Hz)	Prime	106.4 (28.1)	58.8 (15.5)
KTA19-D(M1)	485	650	1800 (60 Hz)	Prime	120.8 (31.9)	64.7 (17.1)

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

The Right Technology. **Matters.**

# KTA19

## Features and Benefits

**Engine Design** - Rugged in-line six cylinder designed for heavy duty applications. Replaceable wet cylinder liners for longer life and lower rebuild costs. Individual, four valve design cylinder heads for improved economy and performance. Gallery cooled pistons for maximum durability

**Fuel System** - Dependable Cummins PT fuel system can be operated mechanically or with CENTRY electronics for precise engine fueling. Step Timing Control (STC) allows for smooth engine acceleration under load. Premium fuel injectors utilize ceramic components for increased durability

**Cooling System** - Keel cooled or engine mounted heat exchanger system available. Spin-on Cummins water treatment filters for protection against cooling system corrosion

**Exhaust System** - Water cooled exhaust manifold reduces emissions and cools engine surface temperatures

**Air System** - Top mounted Cummins turbocharger with vertical or horizontal elbow, optimized for marine applications. Marine grade air cleaner with air inlet restriction indicator. Low temperature aftercooler available on the KTA19-M4 for increased efficiency. Cast iron water cooled exhaust manifold

**Lubrication System** - Marine grade steel or cast

aluminum lube oil pan (72 L [19 gal]). Cummins spin-on oil filters available handed for simplified service

**Electronics** - 24 volt standard electrical system with 12 volt options available

**Certifications** - Complies with IMO Tier II emissions regulations. Certificates of compliance are available from the U.S. EPA and Lloyd's Register of Shipping. Consult your local Cummins professional for a complete listing of current marine agency approvals for this engine

### Optional Equipment

- Direct mounted front power take-off
- Duplex lube and fuel filtration
- Engine room and pilot house instrumentation with analog gauges
- SAE A and B accessory drives
- Integral marine gear oil cooler



Cummins Inc.  
4500 Leeds Avenue - Suite 301  
Charleston, SC 29405-8539  
U.S.A.

Internet: [marine.cummins.com](http://marine.cummins.com)  
Email: [wave.master@cummins.com](mailto:wave.master@cummins.com)

Bulletin M10054 Printed in U.S.A. REV 11/10  
©2010 Cummins Inc.