IS 17.5

17,5 kW 50 Hz

Engine	50 Hz
Model	KUBOTA V2203
Type	Diesel 4 stroke
Cylinders (nr.)	4
Cylinder block material	Cast iron
Bore (mm - in.)	87
Stroke (mm - in.)	92,4
Displacement (cc - cu.in.)	2197
Power (hp)	29,5
Rated rpm	1500
Combustion system	Indirect
Engine head material	Cast iron
Speed governor	Electronic
Lubrication system	Forced
Oil sump capacity (L - qt.)	9,5
Engine stop system	Stop solenoid
Fuel pump	Electric
Fuel pump discharge (cm - in.)	70
Full load consumption (L/h - qt/h)	5 - 5,3
Starting battery (Ah-V)	100 - 12
Battery charger (Ah-V)	40 - 12
Starter (kW-V)	2 - 12
Max. inclination	30°
Water pump flow (L/min - gal/min)	20

Alternator	50 Hz
Type	Synchronous, 4-poles, self-excited
Cooling	Air
Voltage (V)	230
Frequency (Hz)	50
Current (A)	76,1
Max. power (kW)	17,5
Continuous power (kW)	16
Power factor (cos ø)	1
Insulating class	H
Voltage stability	±1%
Frequency stability	±2%

CBU control panel (Mod-Bus transmission Unit)

New design, latest technology, big display and soft touch buttons for quick menu navigation, start and stop procedure, IP54 protection grade. Very compact MASTER CBU 93x93mm *(3.66x3.66 in)*. CBU has many functions for easy monitoring of the generator:

- ON/OFF/START/STOP/MENU controls.
- Digital hour-meter, Main voltage, Generator Battery voltage, external battery pack voltage, Frequency, Service time, Event list of last 10 alarms and time.
- 13 different alarms icons displayed.
- 485 Mod-Bus connector for monitoring generator by boat main control monitor.

Engine

- Easy access in case of maintenance to the feeding system and lubrication, of the sea/water pump and the air filter.
- Safety stop in case of low oil pressure.
- Safety stop in case high water/exhaust gas temperature.
- Oil and fuel filters of easy access.

Alternator

- Synchronous, 4 poles, brush less self-excited, electronic voltage regulator (AVR)
- Rotor and stator epoxy resin coated against external agents.
- Rotor dynamically balanced.
- Insulation class H.

Soundproof cabin

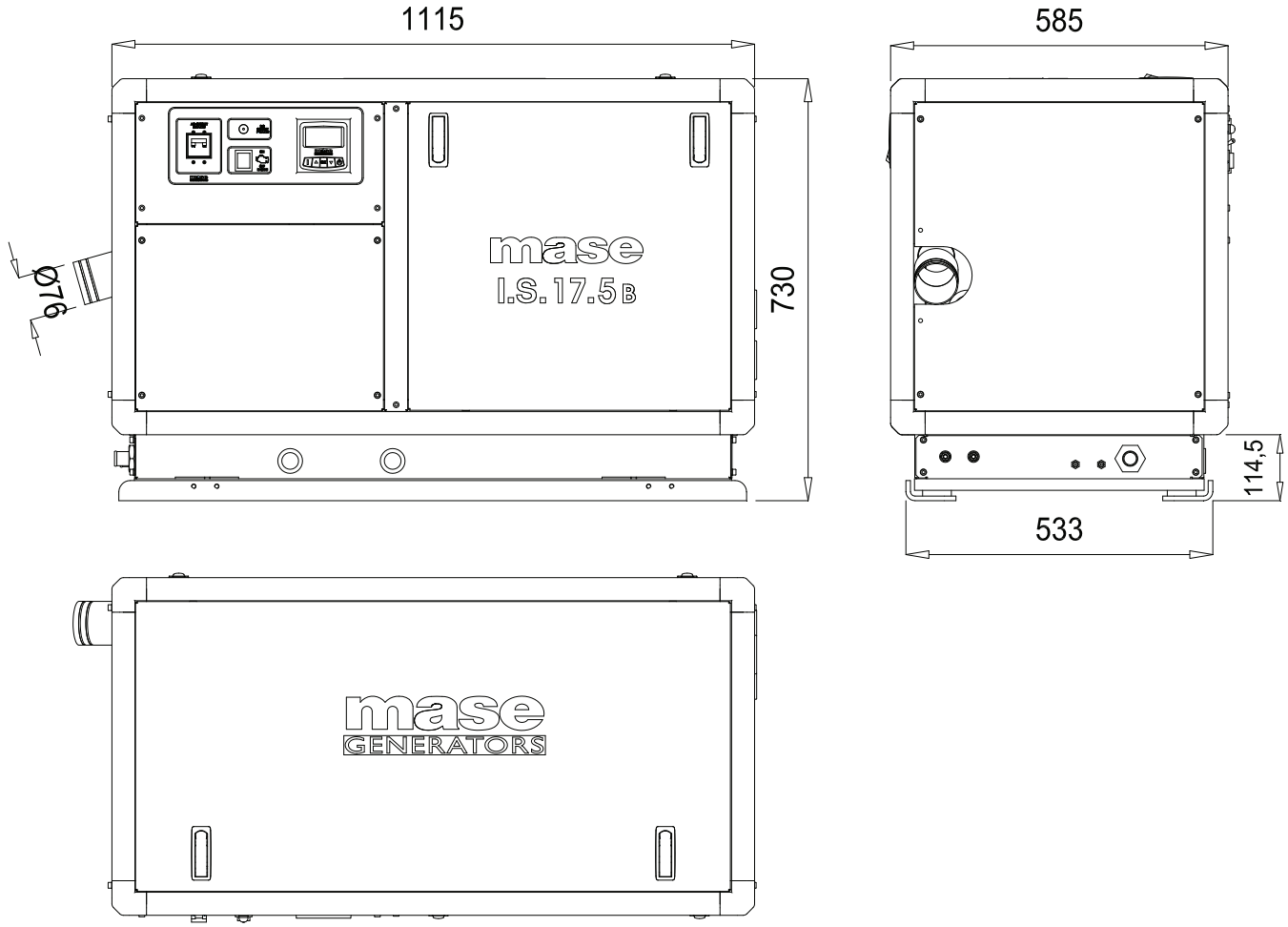
A new project engineering design with a structure of a draw piece of aluminum supporting, painted aluminum panels type 5754 of high resistance to external agents.
Of limited weight and easy accessibility to the inner cabin in case of maintenance services.

Cooling system

The cooling of the engine is based on a closed inner flow of coolant.
The system is based on a heat exchanger seawater/coolant type, of cupronickel, where the thermal exchange occurs between the two liquids.
Two separate pumps contribute to the flow of the coolant and the sea water. The cooling of the air inside the gen-set is obtained through a seawater/air heat exchanger. This provides the efficacious cooling of the alternator and the optimal temperature for the best performance and reliability of the gen-set despite its on board allocation and room temperature.

IS 17.5 50 Hz

	50 Hz	
Dimensions (Leng. x Width x Height)	1115 x 585 x 730	mm
	43,9 x 23,0 x 28,7	in.
Weight	475 - 1047	kg - lb
Noise level emission	47 dBA @ 7mt	



FITTINGS (optional)

- **EXHAUST COMPONENTS KIT**
- **SIPHON BREAK**
- **WATER-GAS SEPARATOR KIT**
- **STARTING REMOTE CONTROL PANEL WITH A SHIELD CONNECTING CABLE 10 Mt. (32.8 ft) LONG OR**
- **SLAVE CBU CONTROL PANEL WITH A SHIELD CONNECTING CABLE 10 Mt. (32.8 ft) LONG**

Dealer:

*This drawing is only a reference and is not indicatly for the installation. For more information, you may contact your local dealer or **mase** generators S.p.A..*

__mase__ generators S.p.A. reserves the right to change the design or specifications without notice and without any obligations or liability whatsoever For more information, you may contact your local __mase__ dealer.

MASE GENERATORS S.p.A. Via Tortona, 345
47522 Cesena (FC) Italy
Tel.+39-0547-354311 Fax.+39-0547-317555
Email : mase@masegenerators.com

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