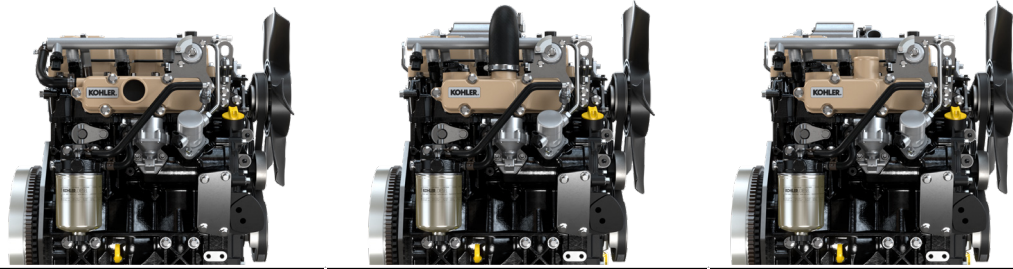




**KOHLER**®

KSD Series  
Welder-Generator *Version*

| Diesel Engines



MODEL	KSD1403-NA	KSD1403-TC	KSD1403-TCA
CYLINDERS	3	3	3
DISPLACEMENT (CC)	1391	1391	1391
INJECTION	IDI	IDI	IDI
INTAKE SYSTEM	NATURALLY ASPIRATED	TURBOCHARGED	TURBOCHARGED WITH CAC

EMISSION	EU STAGE V		
STAND-BY POWER kW @ rpm	13.0 @ 1500	16.5 @ 1500	18.8 @ 1500
PRIME POWER kW @ rpm	11.7 @ 1500	14.9 @ 1500	17.1 @ 1500

EMISSION	EPA TIER 4 FINAL		
STAND-BY POWER kW @ rpm	17.0 @ 1800	18.4 @ 1800	18.4 @ 1800
PRIME POWER kW @ rpm	15.5 @ 1800	16.7 @ 1800	17.1 @ 1800

# Innovations and benefits

## EMISSIONS STANDARDS

The wide variety of emission standards has introduced a new level of complexity to the engines business. The KOHLER KSD is a new base engine below 19 kW that complies with all global emissions standards and fuels.

## EASE OF INSTALLATION

KOHLER KSD engines do not require any kind of machine re-designing from OEMs.

As a result, KOHLER KSD engines offer a drop-in solution for existing applications.

## ELECTRONIC CONTROL

The KSD is an electronically managed indirect injection combustion system. This allows for precise fuel metering, excellent load response and limited derating from natural operation conditions. The KSD provides up to 25% more power<sup>^</sup> and 45% more torque<sup>^</sup> than competition engines in operating conditions ranging from sea-level to up to 2000m\*

## SERVICE & TOTAL COST OF OWNERSHIP

KOHLER KSD engines allow for prognostic, diagnostic, geolocation, and remote monitoring to minimize machine downtime.

KOHLER KSD engines offer 2,000 hours of service interval of the Poly-V fan belt and no valve lash adjustment. The service interval of up to 500 hours for both oil and fuel filters and a 3-year warranty providing up to 3000 hours of protection reduces the total cost of ownership, making KSD-powered applications extremely productive with increased uptime.

## COMBUSTION SYSTEM

The innovative technology brought on by the KOHLER KSD is its architecture: it features a state-of-the-art indirect injection system but has the electronic management typical of direct injection engines.

- The engine performance is maximized in every operating condition and environment
- Outstanding engine response
- The remarkable low-end torque values allow the operator to run their piece of equipment at lower rpm to save fuel
- The electronic injection system results in no visible black smoke
- Noise and vibrations are minimized

The indirect injection system does not affect the fuel consumption rate: on the contrary, the electronic management and the focus on clean combustion drive low oil and fuel consumption and avoid oil dilution as well as heavy soot oil contamination.



EASY INSTALLATION ACROSS APPLICATION RANGE



NO LOAD TO FULL LOAD (SPEED DROP): 0.5%



1000 HOURS OIL INTERVAL CHANGE (OPTIONAL)

EASY SYNCHRONIZATION IN PARALLEL APPLICATION

FULL ELECTRONIC CONTROL

LOW FUEL CONSUMPTION

COMPACT

ALLOWS SWITCHABILITY BETWEEN 1500-1800rpm

OPTIMIZED OPERATION IN ALL OPERATING CONDITIONS UP TO 2000m

<sup>^</sup>when compared to a range of competition engines <19kW

\*not limited to 2000m, higher altitude requires dedicated testing with applications

