



CUMMINS INC.
Columbus, IN 47201
Marine Performance Curves
marine.cummins.com

Basic Engine Model
QSB 6.7
Engine Configuration
D313011MX03

Curve Number:
M-95081
CPL Code:
4191
Date:
27-Oct-15

Displacement: **6.7 liter [408 in³]**
Bore: **107 mm [4.21 in]**
Stroke: **124 mm [4.88 in]**
Fuel System: **Cummins High Pressure Common Rail**
Cylinders: **6**

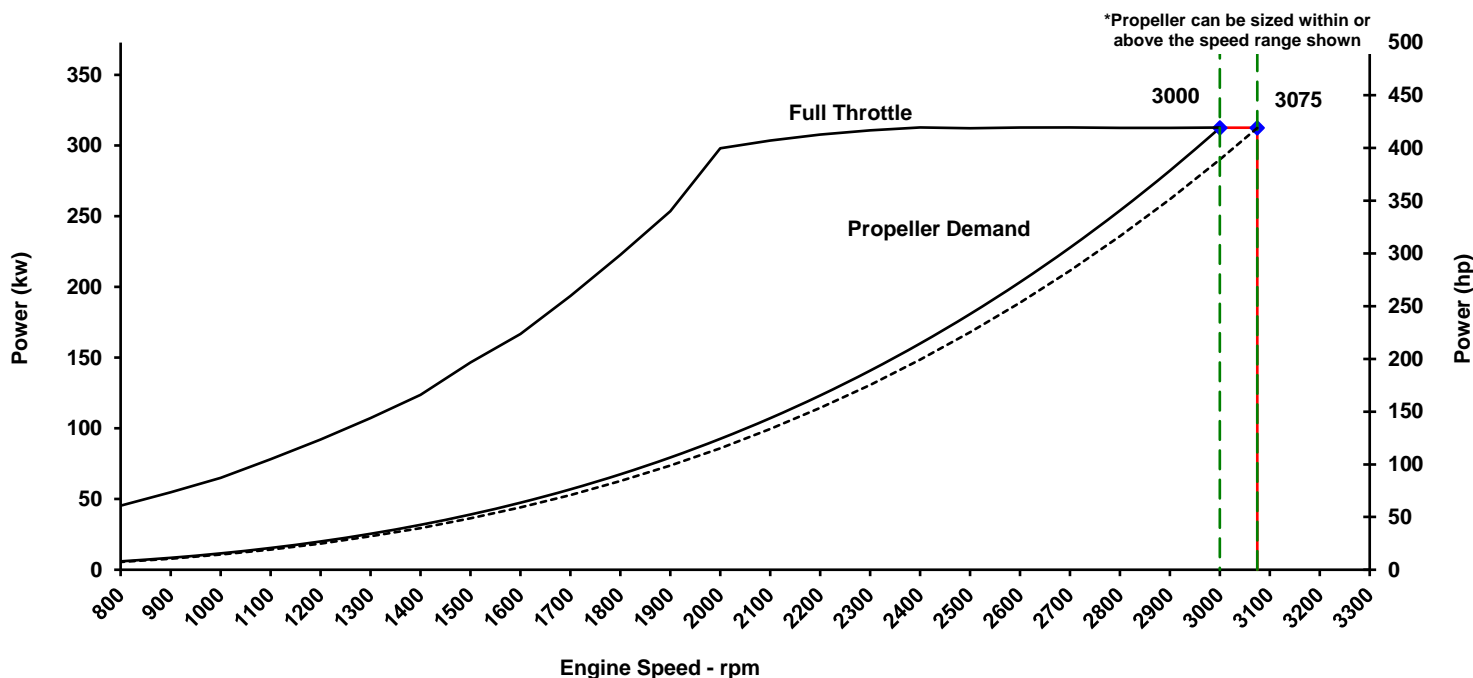
Rated Power: **312 kw [419 bhp, 425 mhp]**
Rated Speed: **3000 rpm**
Rating Type: **Intermittent Duty**
Aspiration: **Turbocharged / LTA**

CERTIFIED: This diesel engine complies with or is certified to the following agencies requirements:

EPA Tier 3 - Model year requirements of the EPA marine regulation (40CFR1042)

EU Stage IIIa - EC Nonroad Mobile Machinery Directive (2004/26/EC)

IMO Tier II (Two) NOx requirements of International Maritime Organization (IMO), MARPOL 73/78 Annex VI, Regulation 13



| Speed | Full Throttle | | | | Propeller Demand | | | | | | |
|-------|---------------|-------|--------|--------|------------------|---------|--------|---------|------------------|--------|----------|
| | Power | | Torque | | Power | | Torque | | Fuel Consumption | | |
| | rpm | kw | (hp) | N·m | (ft·lb) | kw | (hp) | N·m | (ft·lb) | L/hr | (gal/hr) |
| 3075 | 313 | (419) | 971 | (716) | | | | | | | |
| 3000 | 313 | (419) | 995 | (734) | 312 | (419.0) | 995 | (733.5) | 84.3 | (22.3) | |
| 2900 | 313 | (419) | 1029 | (759) | 282 | (378.5) | 929 | (685.4) | 72.9 | (19.3) | |
| 2800 | 312 | (419) | 1066 | (786) | 254 | (340.7) | 866 | (639.0) | 65.2 | (17.2) | |
| 2700 | 313 | (419) | 1106 | (816) | 228 | (305.5) | 806 | (594.2) | 58.3 | (15.4) | |
| 2600 | 313 | (419) | 1148 | (847) | 203 | (272.8) | 747 | (551.0) | 52.3 | (13.8) | |
| 2400 | 313 | (419) | 1245 | (918) | 160 | (214.5) | 636 | (469.5) | 41.2 | (10.9) | |
| 2200 | 308 | (413) | 1335 | (985) | 123 | (165.2) | 535 | (394.5) | 32.4 | (8.5) | |
| 2000 | 298 | (400) | 1424 | (1050) | 93 | (124.1) | 442 | (326.0) | 24.8 | (6.5) | |
| 1800 | 223 | (299) | 1181 | (871) | 67 | (90.5) | 358 | (264.1) | 18.0 | (4.8) | |
| 1600 | 167 | (224) | 995 | (734) | 47 | (63.6) | 283 | (208.6) | 12.8 | (3.4) | |
| 1400 | 124 | (166) | 843 | (622) | 32 | (42.6) | 217 | (159.7) | 9.0 | (2.4) | |
| 1200 | 92 | (124) | 733 | (541) | 20 | (26.8) | 159 | (117.4) | 6.1 | (1.6) | |

*** Cummins Full Throttle Requirements:**

- Engine achieves or exceeds rated rpm at full throttle under any steady operating condition
- Engines in variable displacement boats (such as pushboats, tugboats, net dragners, etc.) achieve no less than 100 rpm below rated speed at full throttle during a dead push or bollard pull
- Engine achieves or exceeds rated rpm when accelerating from idle to full throttle

Rated Conditions: Ratings are based upon ISO 15550 reference conditions; air pressure of 100 kPa [29.612 in Hg], air temperature 25deg. C [77 deg. F] and 30% relative humidity. Member NMMA. Unless otherwise specified, tolerance on all values is +/-5%. Values from engine control modules and displayed on instrument panels are not absolute. Tolerance varies, but is generally less than +/-5% when operating within 30% of rated power.

Full Throttle curve represents power at the crankshaft for mature gross engine performance corrected in accordance with ISO 15550. Propeller Curve represents approximate power demand from a typical propeller. Propeller Shaft Power is approximately 3% less than rated crankshaft power after typical reverse/reduction gear losses and may vary depending on the type of gear or propulsion system used.

Fuel Consumption is based on fuel of 35 deg. API gravity at 16 deg C [60 deg. F] having LHV of 42,780 kJ/kg [18390 Btu/lb] and weighing 838.9 g/liter [7.001 lb/U.S. gal].

Intermittent Duty (ID): Intended for intermittent use in variable load applications where full power is limited to two hours out of every eight hours of operation. Also, reduced power operations must be at or below 300 rpm of the maximum rated rpm. This rating is an ISO 15550 fuel stop rating and is for applications that operate less than 1,500 hours per year.

Propulsion Marine Engine Performance Data

Curve No. M-95081
DS: M-95081
CPL: 4191
DATE: 27-Oct-15

General Engine Data

| | |
|-----------------------------------------------------------------|-------------------|
| Engine Model | QSB 6.7 |
| Rating Type | Intermittent Duty |
| Rated Engine Power | 312 [419] |
| Rated Engine Speed | 3000 |
| Rated Power Production Tolerance | 5 |
| Rated Engine Torque | 995 [734] |
| Peak Engine Torque @ 2000 rpm..... | 1424 [1050] |
| Brake Mean Effective Pressure | 1868 [271] |
| Maximum Allowable Engine Speed | 3085 |
| Maximum Torque Capacity from Front of Crank ² | 995 [734] |
| Compression Ratio | 16.5:1 |
| Piston Speed | 12.4 [2441] |
| Firing Order | 1-5-3-6-2-4 |
| Weight (Dry) - Engine With Heat Exchanger System - Average..... | 635 [1400] |

Governor Settings

| | | |
|--------------------------------------|-------------------------------------------------------|------|
| Default Droop Value..... | Refer to MAB 2.04.00-03/23/2006 for Droop explanation | 0% |
| High Speed Governor Break Point..... | rpm | 3075 |
| Minimum Idle Speed Setting | rpm | 600 |
| Normal Idle Speed Variation | ±rpm | 10 |
| High Idle Speed Range Minimum | rpm | 3070 |
| High Idle Speed Range Maximum | rpm | 3080 |

Noise and Vibration

| | | | |
|----------------------------------|--------------|----------|-----|
| Average Noise Level - Top | (Idle)..... | dBA @ 1m | 75 |
| | (Rated)..... | dBA @ 1m | 100 |
| Average Noise Level - Right Side | (Idle)..... | dBA @ 1m | 75 |
| | (Rated)..... | dBA @ 1m | 100 |
| Average Noise Level - Left Side | (Idle)..... | dBA @ 1m | 76 |
| | (Rated)..... | dBA @ 1m | 102 |
| Average Noise Level - Front | (Idle)..... | dBA @ 1m | 76 |
| | (Rated)..... | dBA @ 1m | 101 |

Fuel System¹

| | | |
|---------------------------------------------------------------|---------------|--------------|
| Avg. Fuel Consumption - ISO 8178 E3 Standard Test Cycle | l/hr [gal/hr] | 56.9 [15.0] |
| Fuel Consumption at Rated Speed | l/hr [gal/hr] | 84.3 [22.3] |
| Approximate Fuel Flow to Pump | l/hr [gal/hr] | 215.8 [57.0] |
| Maximum Allowable Fuel Supply to Pump Temperature | °C [°F] | 60.0 [140] |
| Approximate Fuel Flow Return to Tank | l/hr [gal/hr] | 131.4 [34.7] |
| Approximate Fuel Return to Tank Temperature | °C [°F] | 79.5 [175] |
| Maximum Heat Rejection to Drain Fuel | kW [Btu/min] | 2.7 [151] |

TBD= To Be Determined

N/A = Not Applicable

N.A. = Not Available

- ¹ Unless otherwise specified, all data is at rated power conditions and can vary ± 5%.
- ² No rear loads can be applied when the FPTO is fully loaded. Max PTO torque is contingent on torsional analysis results for the specific drive system. Consult Installation Direction Booklet for Limitations.
- ³ Heat rejection to coolant values are based on 50% water/50% ethylene glycol mix and do NOT include fouling factors. If sourcing your own cooler, a service fouling factor should be applied according to the cooler manufacturer's recommendation.
- ⁴ Consult option notes for flow specifications of optional Cummins seawater pumps, if applicable.
- ⁵ May not be at rated load and speed. Maximum heat rejection may occur at other than rated conditions.

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Air System¹

| | | |
|---------------------------------|--------------|-----------|
| Intake Manifold Pressure | kPa [in Hg] | 237 [70] |
| Intake Air Flow | l/sec [cfm] | 413 [875] |
| Heat Rejection to Ambient | kW [Btu/min] | 25 [1396] |

Exhaust System¹

| | | |
|---------------------------------------------|-------------|-------------|
| Exhaust Gas Flow | l/sec [cfm] | 897 [1,900] |
| Exhaust Gas Temperature (Turbine Out) | °C [°F] | 427 [800] |
| Exhaust Gas Temperature (Manifold) | °C [°F] | 616 [1,140] |

Emissions (in accordance with ISO 8178 Cycle E3)

| | | |
|--------------------------------------------|-------------------|-----------------|
| NO _x (Oxides of Nitrogen) | g/kw-hr [g/hp-hr] | 4.82 [3.59] |
| HC (Hydrocarbons) | g/kw-hr [g/hp-hr] | 0.17 [0.13] |
| CO (Carbon Monoxide) | g/kw-hr [g/hp-hr] | 0.44 [0.33] |
| PM (Particulate Matter) | g/kw-hr [g/hp-hr] | 0.06 [0.04] |
| CO ₂ (Carbon dioxide) | g/kw-hr [g/hp-hr] | 685.00 [510.80] |

Cooling System¹

| | | |
|--------------------------------------------------------|------------------------|----------|
| Sea Water Pump Specifications | MAB 0.08.17-07/16/2001 | |
| Pressure Cap Rating (With Heat Exchanger Option) | kPa [psi] | 110 [16] |
| Max. Coolant Outlet Pressure from the Engine..... | kPa [psi] | 414 [60] |

Engines with Low Temperature Aftercooling (LTA)

Single Loop Keel Cooling

| | | |
|------------------------------------------------------------|-----------------|-------------|
| Coolant Flow to Cooler (with blocked open thermostat)..... | l/min [gal/min] | 187 [49] |
| LTA Thermostat Operating Range (Start to Open) | °C [°F] | 71 [160] |
| LTA Thermostat Operating Range (Full Open) | °C [°F] | 83 [182] |
| Heat Rejection to Engine Coolant ³ | kW [Btu/min] | 263 [14980] |
| Maximum Coolant Inlet Temperature from LTA Cooler..... | °C [°F] | 54 [130] |

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³ Heat rejection to coolant values are based on 50% water/50% ethylene glycol mix and do NOT include fouling factors. If sourcing your own cooler, a service fouling factor should be applied according to the cooler manufacturer's recommendation.

⁴ Consult option notes for flow specifications of optional Cummins seawater pumps, if applicable.

⁵ May not be at rated load and speed. Maximum heat rejection may occur at other than rated conditions.

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