



CUMMINS INC.
 Charleston, SC 29405
 Marine Performance Curves
marine.cummins.com

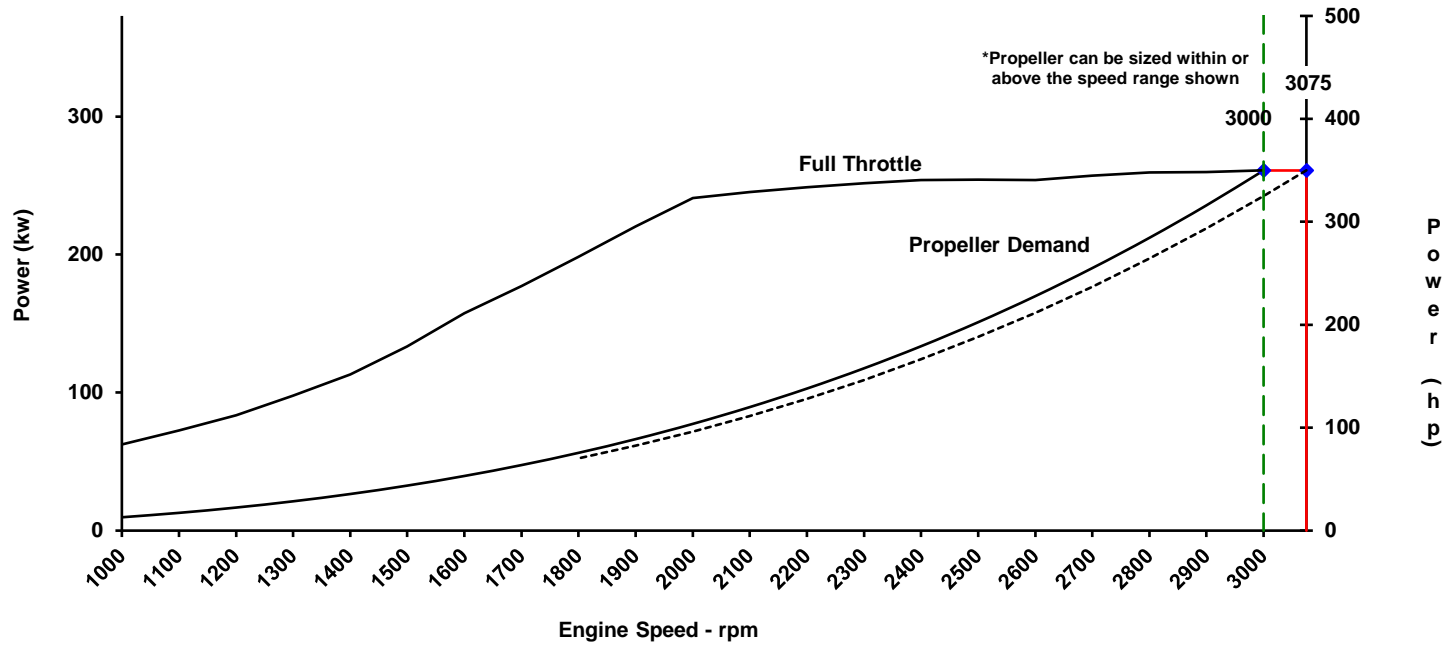
Basic Engine Model QSB 6.7	Curve Number: M-95083	
Engine Configuration D313011MX03	CPL Code: 4191	Date: 27-Oct-15

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

Rated Power: **261 kw [350 bhp, 355 mhp]**
 Rated Speed: **3000 rpm**
 Rating Type: **Intermittent Duty**
 Aspiration: **Turbocharged / Low Temp. Aftercooled**

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	261	(350)	930	(598)						
3000	261	(350)	831	(613)	261	(350.0)	831	(612.7)	71.9	(19.0)
2900	260	(348)	856	(631)	236	(316.2)	776	(572.6)	64.3	(17.0)
2800	260	(348)	885	(653)	212	(284.6)	724	(533.8)	56.8	(15.0)
2700	257	(345)	910	(671)	190	(255.2)	673	(496.3)	50.2	(13.3)
2600	254	(341)	933	(688)	170	(227.8)	624	(460.2)	45.2	(11.9)
2500	254	(341)	971	(716)	151	(202.5)	577	(425.5)	40.6	(10.7)
2400	254	(340)	1010	(745)	134	(179.2)	532	(392.1)	36.0	(9.5)
2300	252	(338)	1045	(771)	118	(157.7)	488	(360.2)	30.6	(8.1)
2200	249	(334)	1080	(797)	103	(138.0)	447	(329.5)	28.2	(7.4)
2100	245	(329)	1115	(822)	90	(120.1)	407	(300.2)	24.8	(6.6)
2000	241	(323)	1150	(848)	77	(103.7)	369	(272.3)	21.2	(5.6)
1900	220	(295)	1107	(816)	66	(88.9)	333	(245.8)	18.5	(4.9)
1800	198	(266)	1051	(775)	56	(75.6)	299	(220.6)	15.6	(4.1)
1700	177	(238)	996	(734)	47	(63.7)	267	(196.8)	13.1	(3.5)
1600	158	(211)	940	(693)	40	(53.1)	236	(174.3)	11.0	(2.9)
1500	134	(179)	850	(627)	33	(43.8)	208	(153.2)	9.2	(2.4)

*** Cummins Full Throttle Requirements:**

- Engine achieves or exceeds rated rpm at full throttle under any steady operating condition
- 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 (INT): 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 200 rpm of the maximum rated rpm. This rating is an ISO 15550 fuel stop power rating and is for applications that operate less than 1,500 hours per year.

TECHNICAL DATA DEPT.

CHIEF ENGINEER

Propulsion Marine Engine Performance Data

Curve No. M-95083
DS: M-95083
CPL: 4191
DATE: 27-Oct-15

General Engine Data

Engine Model	QSB 6.7
Rating Type	Intermittent Duty
Rated Engine Power	261 [350]
Rated Engine Speed	3000
Rated Power Production Tolerance	5
Rated Engine Torque	831 [613]
Peak Engine Torque @ 2000 rpm.....	1150 [848]
Brake Mean Effective Pressure	1560 [226]
Indicated Mean Effective Pressure.....	1560 [226]
Maximum Allowable Engine Speed	3085

Maximum Continuous Torque Capacity from Front of Crank Specifications

Maximum Torque Capacity from Front of Crank ²	831 [613]
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.....		3075
Minimum Idle Speed Setting		600
Normal Idle Speed Variation		10
High Idle Speed Range Minimum		3070
Maximum		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 E5 Standard Test Cycle	l/hr [gal/hr]	24.6 [6.5]
Fuel Consumption at Rated Speed	l/hr [gal/hr]	71.8 [19.0]
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]	143.9 [38.0]
Approximate Fuel Return to Tank Temperature	°C [°F]	79.5 [175]
Maximum Heat Rejection to Drain Fuel	kW [Btu/min]	2.6 [151]
Fuel Pressure - Pump Out/Rail . INSITE Reading	kPa [psi]	168398 [24,424]

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.

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COLUMBUS, INDIANA

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Curve No. M-95083
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Air System¹

Intake Manifold Pressure	kPa [in Hg]	220 [65]
Intake Air Flow	l/sec [cfm]	395 [838]
Heat Rejection to Ambient	kW [Btu/min]	21 [1219.61]

Exhaust System¹

Exhaust Gas Flow	l/sec [cfm]	773 [1,638]
Exhaust Gas Temperature (Turbine Out)	°C [°F]	383 [720]
Exhaust Gas Temperature (Manifold)	°C [°F]	588 [1,090]
Heat Rejection to Exhaust.....	kW [Btu/min]	0 [0]

Emissions (in accordance with ISO 8178 Cycle E3)

NO _x (Oxides of Nitrogen)	g/kw-hr [g/hp-hr]	4.81 [3.59]
HC (Hydrocarbons)	g/kw-hr [g/hp-hr]	0.20 [0.15]
CO (Carbon Monoxide)	g/kw-hr [g/hp-hr]	0.44 [0.33]
PM (Particulate Matter)	g/kw-hr [g/hp-hr]	0.07 [0.05]
CO ₂ (Carbon dioxide)	g/kw-hr [g/hp-hr]	692.00 [516.02]
CH ₄ (Methane)	g/kw-hr [g/hp-hr]	0.01 [0.00]

Cooling System¹

Pressure Cap Rating	kPa [psi]	110 [16]
Max. Coolant Outlet Pressure from the Engine.....	kPa [psi]	414 [60]
Max. Pressure Drop Across Any External Cooling System Circuit	kPa [psi]	34 [5]

Engines with Low Temperature Aftercooling (LTA)

Single Loop Keel Cooling

Coolant Flow to Cooler (with blocked open thermostat).....	l/min [gal/min]	170 [45]
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]	222 [12632]
Maximum Coolant Inlet Temperature from LTA Cooler.....	°C [°F]	54 [130]

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