



**CUMMINS INC.**  
 Charleston, SC 29405  
 Marine Performance Curves  
[marine.cummins.com](http://marine.cummins.com)

Basic Engine Model  
**QSL**

Curve Number:  
**M-94510**

Engine Configuration  
**D563023MX03**

CPL Code:  
**4254**

Date:  
**22-Feb-17**

Displacement: **8.9 liter [542 in<sup>3</sup>]**  
 Bore: **114 mm [4.49 in]**  
 Stroke: **145 mm [5.71 in]**  
 Cylinders: **6**  
 Fuel System: **Cummins High Pressure Common Rail**

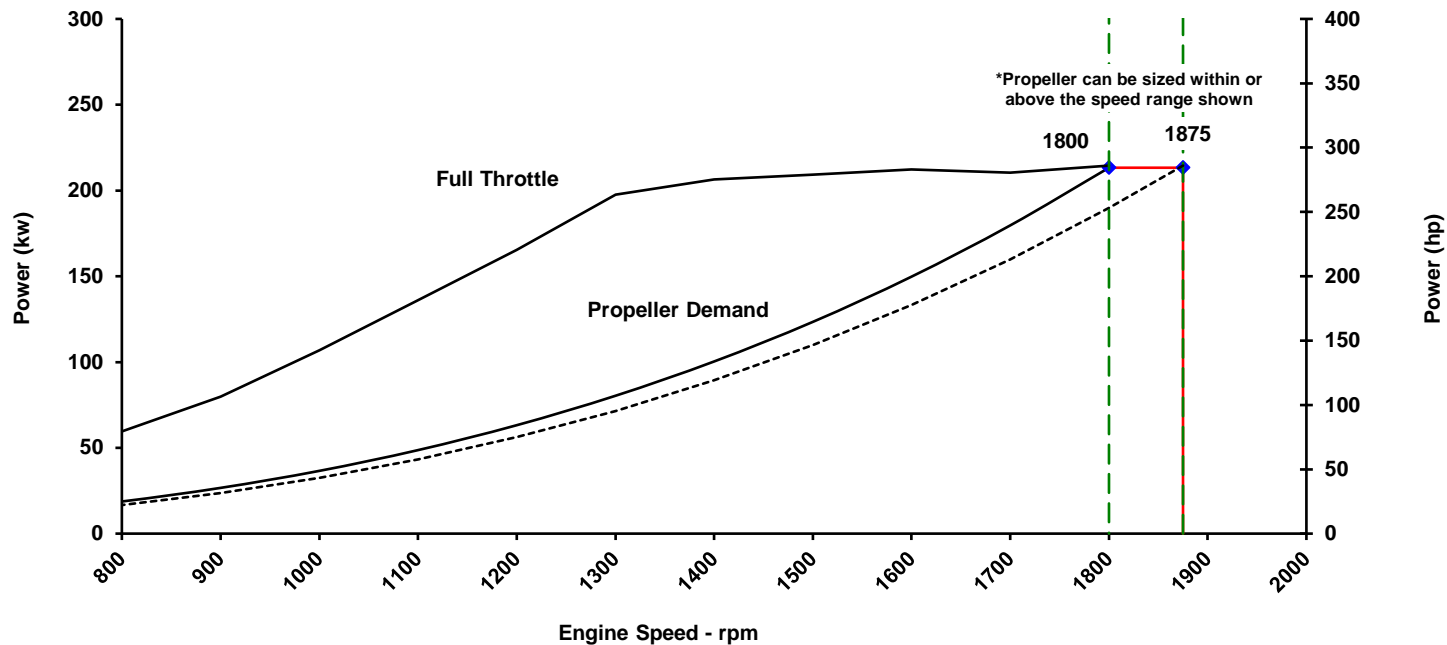
Rated Power: **213 kw [286 bhp, 290 mhp]**  
 Rated Speed: **1800 rpm**  
 Rating Type: **Continuous Duty**  
 Aspiration: **Turbocharged / Low Temp. Aftercooled**

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	
	kw	(hp)	N·m	(ft·lb)	kw	(hp)	N·m	(ft·lb)	L/hr	(gal/hr)
1875	213	(286)	1086	(801)						
1800	213	(286)	1131	(834)	213	(286.0)	1131	(834.5)	55.0	(14.5)
1700	209	(281)	1175	(867)	180	(240.9)	1009	(744.3)	46.7	(12.3)
1600	211	(283)	1260	(929)	150	(200.9)	894	(659.3)	39.1	(10.3)
1500	208	(279)	1325	(977)	123	(165.5)	786	(579.5)	32.3	(8.5)
1400	205	(275)	1400	(1033)	100	(134.6)	684	(504.8)	26.6	(7.0)
1300	196	(263)	1443	(1064)	80	(107.7)	590	(435.3)	21.0	(5.5)
1200	164	(221)	1309	(965)	63	(84.7)	503	(370.9)	17.4	(4.6)
1100	135	(182)	1175	(867)	49	(65.3)	423	(311.6)	13.4	(3.5)
1000	106	(143)	1015	(749)	37	(49.0)	349	(257.6)	9.8	(2.6)
900	79	(106)	842	(621)	27	(35.8)	283	(208.6)	7.2	(1.9)
800	59	(80)	708	(522)	19	(25.1)	223	(164.8)	5.3	(1.4)
700	45	(60)	610	(450)	13	(16.8)	171	(126.2)	4.0	(1.1)
600	33	(44)	520	(384)	8	(10.6)	126	(92.7)	2.7	(0.7)

**\* 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].

Continuous Rating (CON): Intended for continuous use in applications requiring uninterrupted service at full power. This rating is an ISO 15550 standard power rating.

TECHNICAL DATA DEPT.

CHIEF ENGINEER

# Propulsion Marine Engine Performance Data

Curve No. M-94510  
 DS: D56-MX-1  
 CPL: 4254  
 DATE: 22-Feb-17

## General Engine Data

Engine Model .....		QSL
Rating Type .....		Continuous Duty
Rated Engine Power .....	kW [hp]	213 [286]
Rated Engine Speed .....	rpm	1800
Rated Power Production Tolerance .....	±%	5
Rated Engine Torque .....	N·m [lb·ft]	1131 [834]
Peak Engine Torque @ 1300 rpm.....	N·m [lb·ft]	1443 [1064]
Brake Mean Effective Pressure .....	kPa [psi]	1601 [232]
Indicated Mean Effective Pressure.....	kPa [psi]	1870 [271]
Maximum Allowable Engine Speed .....	rpm	1900

## Maximum Continuous Torque Capacity from Front of Crank Specifications

Maximum Torque Capacity from Front of Crank <sup>2</sup> .....	N·m [lb·ft]	705 [520]
Compression Ratio .....		16.6:1
Piston Speed .....	m/sec [ft/min]	8.7 [1713]
Firing Order .....		1-5-3-6-2-4
Weight (Dry) - Engine With Heat Exchanger System - Average.....	kg [lb]	977 [2153]

## Governor Settings

Default Droop Value.....	Refer to MAB 2.04.00-03/23/2006 for Droop explanation	0%
High Speed Governor Break Point.....	rpm	1875
Minimum Idle Speed Setting .....	rpm	600
Normal Idle Speed Variation .....	±rpm	10
High Idle Speed Range Minimum .....	rpm	1875
Maximum .....	rpm	1895

## Noise and Vibration

Average Noise Level - Top	(Idle).....	dBA @ 1m	84
	(Rated) .....	dBA @ 1m	96
Average Noise Level - Right Side	(Idle).....	dBA @ 1m	84
	(Rated) .....	dBA @ 1m	96
Average Noise Level - Left Side	(Idle).....	dBA @ 1m	84
	(Rated) .....	dBA @ 1m	96
Average Noise Level - Front	(Idle).....	dBA @ 1m	84
	(Rated) .....	dBA @ 1m	96

## Fuel System<sup>1</sup>

Avg. Fuel Consumption - ISO 8178 E3 Standard Test Cycle .....	l/hr [gal/hr]	38.0 [10.0]
Fuel Consumption at Rated Speed .....	l/hr [gal/hr]	54.9 [14.5]
Approximate Fuel Flow to Pump .....	l/hr [gal/hr]	113.6 [30.0]
Maximum Allowable Fuel Supply to Pump Temperature .....	°C [°F]	60.0 [140]
Approximate Fuel Flow Return to Tank .....	l/hr [gal/hr]	58.6 [15.5]
Approximate Fuel Return to Tank Temperature .....	°C [°F]	61.7 [143]
Maximum Heat Rejection to Drain Fuel .....	kW [Btu/min]	0.6 [34]
Fuel Pressure - Pump Out/Rail . Mechanical Gauge .....	kPa [psi]	1151 [167]

TBD= To Be Determined

N/A = Not Applicable

N.A. = Not Available

- <sup>1</sup> Unless otherwise specified, all data is at rated power conditions and can vary ± 5%.
- <sup>2</sup> 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.
- <sup>3</sup> 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.
- <sup>4</sup> Consult option notes for flow specifications of optional Cummins seawater pumps, if applicable.

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 COLUMBUS, INDIANA

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**Air System<sup>1</sup>**

Intake Manifold Pressure .....	kPa [in Hg]	163 [48]
Intake Air Flow .....	l/sec [cfm]	277 [587]
Heat Rejection to Ambient .....	kW [Btu/min]	17 [940.8175]

**Exhaust System<sup>1</sup>**

Exhaust Gas Flow .....	l/sec [cfm]	594 [1,259]
Exhaust Gas Temperature (Turbine Out) .....	°C [°F]	437 [818]
Exhaust Gas Temperature (Manifold) .....	°C [°F]	610 [1,130]

**Emissions (in accordance with ISO 8178 Cycle E3)**

NOx (Oxides of Nitrogen) .....	g/kw-hr [g/hp-hr]	4.70 [3.50]
HC (Hydrocarbons) .....	g/kw-hr [g/hp-hr]	0.20 [0.15]
CO (Carbon Monoxide) .....	g/kw-hr [g/hp-hr]	0.93 [0.69]
PM (Particulate Matter) .....	g/kw-hr [g/hp-hr]	0.04 [0.03]

**Emissions (in accordance with ISO 8178 Cycle E2)**

NOx (Oxides of Nitrogen) .....	g/kw-hr [g/hp-hr]	5.48 [4.09]
HC (Hydrocarbons) .....	g/kw-hr [g/hp-hr]	0.15 [0.11]
CO (Carbon Monoxide) .....	g/kw-hr [g/hp-hr]	0.55 [0.41]

**Cooling System<sup>1</sup>**

Sea Water Pump Specifications .....	MAB 0.08.17-07/16/2001	
Pressure Cap Rating .....	kPa [psi]	103 [15]
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]	132 [35]
LTA Thermostat Operating Range (Start to Open) .....	°C [°F]	71 [160]
LTA Thermostat Operating Range (Full Open) .....	°C [°F]	82 [180]
Heat Rejection to Engine Coolant <sup>3</sup> .....	kW [Btu/min]	197 [11200]
Maximum Coolant Inlet Temperature from LTA Cooler.....	°C [°F]	54 [130]

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