



CUMMINS MERCURISER DIESEL
Charleston, SC 29405
Marine Performance Curves

Basic Engine Model:
QSB5.9-355 INT
 Engine Configuration:
D403075MX03

Curve Number:
M-91298

CPL Code	Date:
8464	1-Jan-06

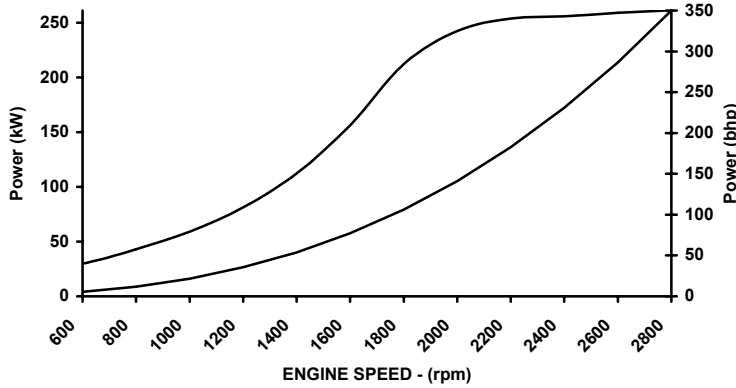
Displacement: **5.9 liter** [359 in³]
 Bore: **102 mm** [4.02 in]
 Stroke: **120 mm** [4.72 in]
 Fuel System: **HPCR**
 Cylinders: **6**

Advertised Power: **261 [350, 355] @ 2800**
 kW [bhp, mhp] @ rpm

Aspiration: **Turbocharged / Sea Water Aftercooled**
 Rating Type: **Intermittent Duty**

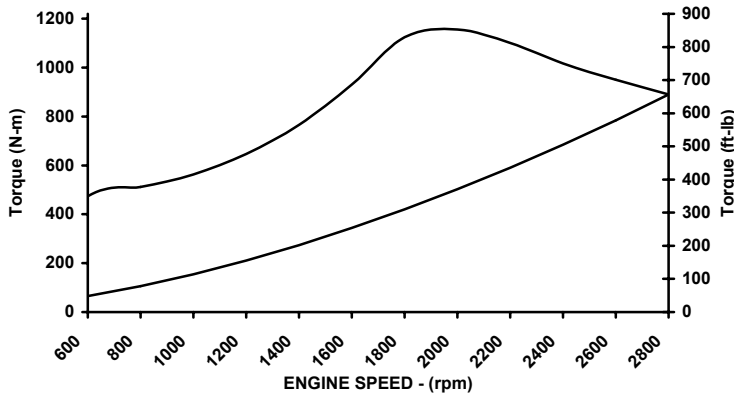
CERTIFIED: This marine diesel engine is certified to the model year requirements of EPA Marine Tier 2 per 40 CFR 94 and conforms with the NOx requirements of the International Maritime Organization (IMO), MARPOL 73/78 Annex VI, Regulation 13 as applicable.

RATED POWER OUTPUT CURVE



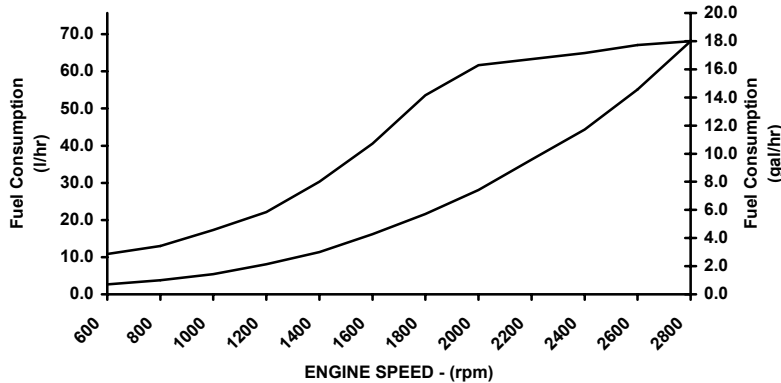
rpm	kW	bhp
2800	261	350
2600	259	347
2400	256	343
2200	254	340
2000	242	325
1800	212	284
1600	156	209
1400	112	151
1200	81	109
1000	59	79
800	43	58
600	30	40

FULL LOAD TORQUE CURVE



rpm	N-m	ft-lb
2800	891	657
2600	950	701
2400	1017	750
2200	1101	812
2000	1156	853
1800	1125	830
1600	931	687
1400	766	565
1200	647	477
1000	563	415
800	512	378
600	475	350

FUEL CONSUMPTION - PROP CURVE



rpm	l/hr	gal/hr
2800	68.1	18.0
2600	55.2	14.6
2400	44.3	11.7
2200	36.2	9.6
2000	28.1	7.4
1800	21.6	5.7
1600	16.2	4.3
1400	11.4	3.0
1200	8.1	2.1
1000	5.4	1.4
800	3.8	1.0
600	2.7	0.7

Rated Conditions: Ratings are based upon ISO 8665 and SAE J1228 reference conditions; air pressure of 100 kPa [29.612 in Hg], air temperature 25 deg. C [77 deg. F] and 30% relative humidity. Power is in accordance with IMCI procedure. Member NMMA.

Rated Curves (upper) represents rated power at the crankshaft for mature gross engine performance capabilities obtained and corrected in accordance with ISO 3046. Propeller Curve (lower) is based on a typical fixed propeller demand curve using a 2.7 exponent. 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 Rating: This power rating is intended for intermittent use in variable load application where full power is limited to two (2) hours out of every eight (8) hours of operation. Also, reduced power operation must be at or below 200 RPM of the maximum rated RPM. This rating is an ISO 3046 fuel stop power rating and is for application that operate less than 1,500 hours per year.

James D. Kahlert

CHIEF ENGINEER

Marine Engine Performance Data

Curve No.: M-91298
DS-3075
DATE: 01Jan06

General Engine Data

Engine Model.....		QSB5.9-355 INT
Rating Type		Intermittent Duty
Rated Engine Power.....	kW [bhp]	261 [350]
Rated Engine Speed.....	rpm	2800
Rated HP Production Tolerance	±%	5
Rated Engine Torque.....	N•m [ft•lb]	890 [657]
Peak Engine Torque @ 2000 rpm	N•m [ft•lb]	1156 [853]
Brake Mean Effective Pressure	kPa [psi]	1901 [276]
Indicated Mean Effective Pressure	kPa [psi]	N/A
Minimum Idle Speed Setting.....	rpm	600
Normal Idle Speed Variation.....	±rpm	10
High Idle Speed Range	Minimum	rpm 2865
	Maximum	rpm 2885
Maximum Allowable Engine Speed	rpm	2885
Maximum Torque Capacity from Front of Crank ²	N•m [ft•lb]	346 [255]
Compression Ratio		17.2:1
Piston Speed	m/sec [ft/min]	11.2 [2203]
Firing Order.....		1-5-3-6-2-4
Weight (Dry) Engine only - Average.....	kg [lb]	N.A.
Weight (Dry) Engine With Heat Exchanger System - Average.....	kg [lb]	612 [1350]
Weight Tolerance (Dry) Engine only - Average.....	kg [lb]	N.A.

Noise and Vibration

Average Noise Level – Top	(Idle).....	dBA @ 1m	76
	(Rated).....	dBA @ 1m	99
Average Noise Level – Right Side	(Idle).....	dBA @ 1m	76
	(Rated).....	dBA @ 1m	100
Average Noise Level – Left Side	(Idle).....	dBA @ 1m	77
	(Rated).....	dBA @ 1m	107
Average Noise Level – Front	(Idle).....	dBA @ 1m	76
	(Rated).....	dBA @ 1m	100

Fuel System¹

Average Fuel Consumption – ISO 8178 E3Standard Test Cycle.....	l/hr [gal/hr]	45.8 [12.1]
Fuel Consumption @ Rated Speed.....	l/hr [gal/hr]	68 [18]
Approximate Fuel Flow to Pump.....	l/hr [gal/hr]	189 [50]
Maximum Allowable Fuel Supply to Pump Temperature.....	°C [°F]	60 [140]
Approximate Fuel Flow Return to Tank	l/hr [gal/hr]	121 [32]
Approximate Fuel Return to Tank Temperature	°C [°F]	66 [150]
Maximum Heat Rejection to Drain Fuel ⁵	kW [Btu/min]	2 [90]
Fuel Transfer Pump Pressure Range.....	kPa [psi]	76 [11]
Fuel Rail Pressure	Gauge.....	kPa [psi] N.A.
	INSITE.....	kPa [psi] 142,997 [20,740]

Air System¹

Intake Manifold Pressure	kPa [in Hg]	203 [60]
Intake Air Flow.....	l/sec [cfm]	306 [649]
Heat Rejection to Ambient	kW [Btu/min]	40 [2280]

Exhaust System¹

Exhaust Gas Flow.....	l/sec [cfm]	709 [1502]
Exhaust Gas Temperature	Turbine Out.....	°C [°F] 436 [816]
	Manifold	°C [°F] 592 [1097]

TBD = To Be Decided

N/A = Not Applicable

N.A. = Not Available

¹All Data at Rated Conditions

²Consult Installation Direction Booklet for Limitations

³Heat rejection 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.

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

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

CUMMINS ENGINE COMPANY, INC.
 COLUMBUS, INDIANA

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<http://www.cummins.com>

Marine Engine Performance Data

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DS-3075
DATE: 01Jan06

Emissions (in accordance with ISO 8178 Cycle E3)

NOx (Oxides of Nitrogen)	g/kw-hr [g/hp-hr]	6.225 [4.642]
HC (Hydrocarbons).....	g/kw-hr [g/hp-hr]	0.095 [0.071]
CO (Carbon Monoxide).....	g/kw-hr [g/hp-hr]	0.313 [0.233]
PM (Particulate Matter).....	g/kw-hr [g/hp-hr]	0.109 [0.081]

Cooling System¹

Sea Water Pump Specifications	MAB 0.08.17-07/16/2001	
Pressure Cap Rating (With Heat Exchanger Option)	kPa [psi]	103 [15]

Engines without Low Temperature Aftercooling (LTA)

Sea Water Aftercooled Engine (SWAC)

Coolant Flow to Engine Heat Exchanger.....	l/min [gal/min]	250 [66]
Standard Thermostat Operating Range	Start to Open.....	74 [165]
	Full Open	85 [185]
Heat Rejection to Engine Coolant ³	kW [Btu/min]	199 [11300]

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