



CUMMINS INC.
Columbus, IN 47201
Marine Performance Curves

Basic Engine Model
QSM11-M-355 CON

Curve Number:
M-20046

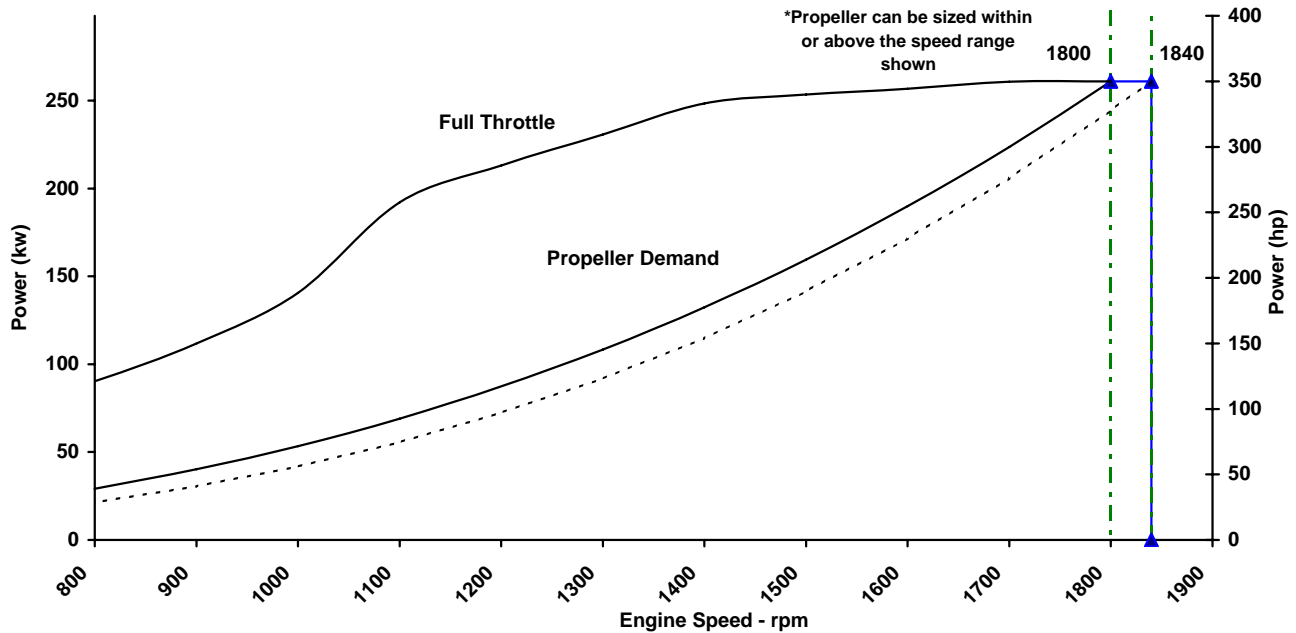
Engine Configuration
D353021MX03

CPL Code:
8590

Date:
12-May-10

Displacement: **10.8 liter** [661 in³] Rated Power: **261 kw** [350 bhp, 355 mhp]
 Bore: **125 mm** [4.92 in] Rated Speed: **1800 rpm**
 Stroke: **147 mm** [5.79 in] Rating Type: **Continuous Duty**
 Fuel System: **CELECT** Aspiration: **Turbocharged / Jacket Water Aftercooled**
 Cylinders: **6**

CERTIFIED: This diesel engine complies with or is certified to the following agencies requirements:
 IMO Tier I - Tier 1 (One) NOx requirements of International Maritime Organization (IMO), MARPOL 73/78 Annex VI, Regulation 13
 EPA Tier 2 - Model year requirements of the EPA marine regulation (40CFR94)



Speed	Full Throttle- Power		Full Throttle- Torque		Fuel Cons.- Prop. Curve 3.0 Exp.	
	rpm	kw (hp)	N-m (ft-lb)		L/hr (gal/hr)	
1840	261	(350)	1354	(999)		
1800	261	(350)	1384	(1021)	65.3	(17.2)
1700	261	(350)	1464	(1080)	53.6	(14.2)
1600	257	(344)	1532	(1130)	45.4	(12.0)
1500	253	(340)	1613	(1190)	38.0	(10.0)
1400	248	(333)	1695	(1250)	31.0	(8.2)
1300	231	(309)	1695	(1250)	25.0	(6.6)
1200	213	(286)	1695	(1250)	19.6	(5.2)
1100	192	(258)	1668	(1230)	15.5	(4.1)

* 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 draggers, 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. Power is in accordance with IMCI procedure. Member NMMA. Unless otherwise specified, tolerance on all values is +/-5%.

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.

[Signature]
CHIEF ENGINEER

Propulsion Marine Engine Performance Data

Curve No. M-20046
DS : 3075
CPL : 8590
DATE: 12-May-10

General Engine Data

Engine Model	QSM11-M-355 CON
Rating Type	Continuous Duty
Rated Engine Power	261 [350]
Rated Engine Speed	1800
Rated Power Production Tolerance	±% 5
Rated Engine Torque	1385 [1021]
Peak Engine Torque @ 1350 rpm.....	1695 [1250]
Brake Mean Effective Pressure	1608 [233]
Indicated Mean Effective Pressure.....	1787 [259]
Maximum Allowable Engine Speed	1860
Maximum Torque Capacity from Front of Crank ²	847 [625]
Compression Ratio	15.9:1
Piston Speed	8.8 [1736]
Firing Order	1-5-3-6-2-4
Weight (Dry) - Engine Only - Average	1118 [2464]
Weight (Dry) - Engine With Heat Exchanger System - Average.....	1184 [2610]
Weight Tolerance (Dry) Engine Only	3xStd Dev (±%) N.A.

Governor Settings

High Speed Governor Break Point.....	rpm 1840
Minimum Idle Speed Setting	rpm 600
Normal Idle Speed Variation	±rpm 10
High Idle Speed Range Minimum	rpm 1840
Maximum	rpm 1860

Noise and Vibration

Average Noise Level - Top	(Idle)..	dBa @ 1m 80
	(Rated)	dBa @ 1m 95
Average Noise Level - Right Side	(Idle)..	dBa @ 1m 80
	(Rated)	dBa @ 1m 95
Average Noise Level - Left Side	(Idle)..	dBa @ 1m 80
	(Rated)	dBa @ 1m 95
Average Noise Level - Front	(Idle)..	dBa @ 1m 80
	(Rated)	dBa @ 1m 95

Fuel System¹

Avg. Fuel Consumption - ISO 8178 E3 Standard Test Cycle	l/hr [gal/hr] 45.8 [12.1]
Fuel Consumption at Rated Speed	l/hr [gal/hr] 65.3 [17.2]
Approximate Fuel Flow to Pump	l/hr [gal/hr] 219.6 [58.0]
Maximum Allowable Fuel Supply to Pump Temperature	°C [°F] 60.0 [140]
Approximate Fuel Flow Return to Tank	l/hr [gal/hr] 154.3 [40.8]
Approximate Fuel Return to Tank Temperature	°C [°F] 71.2 [160]
Maximum Heat Rejection to Drain Fuel	kW [Btu/min] 2.5 [140]
Fuel Transfer Pump Pressure Range.....	kPa [psi] N.A.
Fuel Pressure - Pump Out/Rail . Mechanical Gauge	kPa [psi] 1103 [160]
INSITE Reading	kPa [psi] N.A.

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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<http://cmdmarine.com/>

Propulsion Marine Engine Performance Data

Curve No. **M-20046**
DS : **3075**
CPL : **8590**
DATE: **12-May-10**

Air System¹

Intake Manifold Pressure	kPa [in Hg]	150 [44]
Intake Air Flow	l/sec [cfm]	333 [706]
Heat Rejection to Ambient	kW [Btu/min]	19 [1094]

Exhaust System¹

Exhaust Gas Flow	l/sec [cfm]	726 [1538]
Exhaust Gas Temperature (Turbine Out)	°C [°F]	398 [748]
Exhaust Gas Temperature (Manifold)	°C [°F]	555 [1031]

Emissions (in accordance with ISO 8178 Cycle E3)

NOx (Oxides of Nitrogen)	g/kw-hr [g/hp-hr]	6.57 [4.90]
HC (Hydrocarbons)	g/kw-hr [g/hp-hr]	0.24 [0.18]
CO (Carbon Monoxide)	g/kw-hr [g/hp-hr]	0.50 [0.37]
PM (Particulate Matter)	g/kw-hr [g/hp-hr]	0.16 [0.12]

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]	181 [47.9]
Standard Thermostat Operating Range (Start to Open)	°C [°F]	71 [160]
Standard Thermostat Operating Range (Full Open)	°C [°F]	80 [175]
Heat Rejection to Engine Coolant ³	kW [Btu/min]	258 [14700]

Engines with Low Temperature Aftercooling (LTA)

Single Loop LTA

Coolant Flow to Cooler (with blocked open thermostat).....	l/min [gal/min]	169 [45]
LTA Thermostat Operating Range (Start to Open)	°C [°F]	66 [150]
LTA Thermostat Operating Range (Full Open)	°C [°F]	80 [175]
Heat Rejection to Engine Coolant ³	kW [Btu/min]	219 [12460]
Maximum Coolant Inlet Temperature from LTA Cooler.....	°C [°F]	54 [130]

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