



**CUMMINS INC.**  
Columbus, IN 47201  
Marine Performance Curves

Basic Engine Model  
**QSB6.7 480HO**

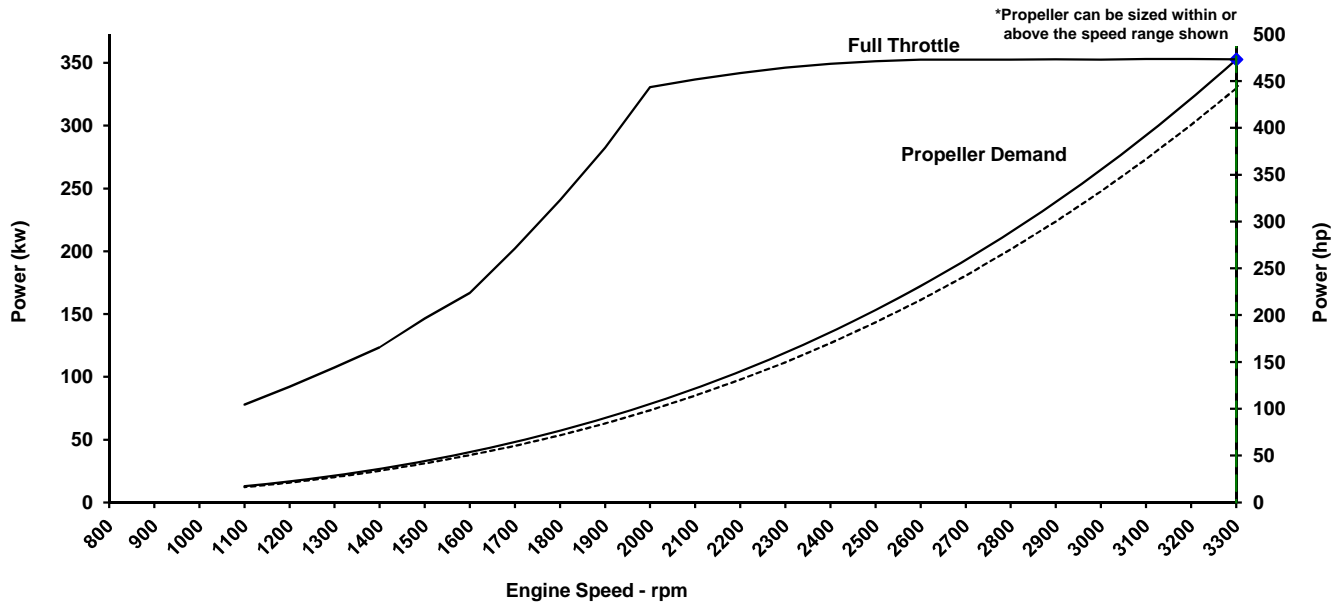
Curve Number:  
**M-93492**

Engine Configuration  
**D313011MX03**

CPL Code:  
**3164**

Date:  
**6-Feb-12**

|               |                                       |              |   |
|---------------|---------------------------------------|--------------|---|
| Displacement: | <b>6.7 liter [408 in<sup>3</sup>]</b> | Rated        | <b>353 kw [473 bhp, 480 mhp]</b>            |
| Bore:         | <b>107 mm [4.21 in]</b>               | Rated        | <b>3300 rpm</b>                             |
| Stroke:       | <b>124 mm [4.88 in]</b>               | Rating Type: | <b>High Output</b>                          |
| Fuel System:  | <b>HPCR Bosch CRIN 3.0</b>            | Aspiration:  | <b>Turbocharged / Sea Water Aftercooled</b> |
| Cylinders:    | <b>6</b>                              |              |   |



| 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)    |
| 3375  | 353           | (473) | 998    | (736)   |                  |         |        |         |                  |
| 3300  | 353           | (473) | 1021   | (753)   | 353              | (473.0) | 1021   | (752.8) | 96.0 (25.4)      |
| 3200  | 353           | (473) | 1053   | (777)   | 325              | (435.3) | 969    | (714.4) | 86.6 (22.9)      |
| 3100  | 353           | (473) | 1087   | (802)   | 298              | (399.5) | 918    | (676.9) | 78.7 (20.8)      |
| 3000  | 353           | (473) | 1123   | (828)   | 273              | (365.7) | 868    | (640.2) | 71.2 (18.8)      |
| 2900  | 353           | (473) | 1162   | (857)   | 249              | (333.7) | 819    | (604.3) | 64.6 (17.1)      |
| 2800  | 353           | (473) | 1203   | (887)   | 226              | (303.5) | 772    | (569.3) | 58.4 (15.4)      |
| 2700  | 353           | (473) | 1247   | (920)   | 205              | (275.1) | 726    | (535.2) | 53.0 (14.0)      |
| 2600  | 353           | (473) | 1295   | (955)   | 185              | (248.5) | 681    | (501.9) | 47.9 (12.7)      |
| 2500  | 351           | (471) | 1342   | (990)   | 167              | (223.5) | 637    | (469.6) | 42.9 (11.3)      |
| 2400  | 349           | (468) | 1390   | (1025)  | 149              | (200.2) | 594    | (438.1) | 38.4 (10.1)      |
| 2300  | 346           | (464) | 1437   | (1060)  | 133              | (178.5) | 552    | (407.5) | 34.7 (9.2)       |
| 2200  | 342           | (459) | 1485   | (1095)  | 118              | (158.3) | 512    | (377.8) | 31.1 (8.2)       |

**\* 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].

High Output (HO): Intended for use in variable load applications where full power is limited to one hour out of every eight hours of operation. Also, reduced power must be at or below 200 rpm of the maximum rated rpm. This power rating is for pleasure/non-revenue generating applications that operate 500 hours per year or less.

CHIEF ENGINEER

# Propulsion Marine Engine Performance Data

**Curve No.** M-93492  
**DS :** D31-MX-1  
**CPL :** 3164  
**DATE:** 6-Feb-12

## General Engine Data

|  |              |
|--|--------------|
| Engine Model .....                     | QSB6.7 480HO |
| Rating Type .....                      | High Output  |
| Rated Engine Power .....               | 353 [473]    |
| Rated Engine Speed .....               | 3300         |
| Rated Power Production Tolerance ..... | 5            |
| Rated Engine Torque .....              | 1021 [753]   |
| Peak Engine Torque @ 2000 rpm.....     | 1580 [1165]  |
| Brake Mean Effective Pressure .....    | 1917 [278]   |
| Indicated Mean Effective Pressure..... | 1917 [278]   |
| Maximum Allowable Engine Speed .....   | 3375         |

## Maximum Continuous Torque Capacity from Front of Crank Specifications

|  |             |
|--|-------------|
| Maximum Torque Capacity from Front of Crank <sup>2</sup> ..... | 1021 [753]  |
| Compression Ratio .....  | 16.5:1      |
| Piston Speed .....   | 13.6 [2685] |
| Firing Order .....   | 1-5-3-6-2-4 |

Weight (Dry) - Engine With Heat Exchanger System - Average.....kg [lb] 662 [1460]

## Governor Settings

|                                      |   |      |
|--------------------------------------|---|------|
| Default Droop Value.....             | Refer to MAB 2.04.00-03/23/2006 for Droop explanation | 0%   |
| Minimum Droop Allowed.....           |   | 0%   |
| High Speed Governor Break Point..... |   | 3375 |
| Minimum Idle Speed Setting .....     |   | 550  |
| Normal Idle Speed Variation .....    |   | 10   |
| High Idle Speed Range Minimum .....  |   | 3370 |
| Maximum .....                        |   | 3380 |

## Noise and Vibration

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

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

|   |               |              |
|---|---------------|--------------|
| Avg. Fuel Consumption - ISO 8178 E5 Standard Test Cycle ..... | l/hr [gal/hr] | 64.4 [17.0]  |
| Fuel Consumption at Rated Speed .....                         | l/hr [gal/hr] | 96.0 [25.4]  |
| Approximate Fuel Flow to Pump .....                           | l/hr [gal/hr] | 215.8 [57.0] |
| Maximum Allowable Fuel Supply to Pump Temperature .....       | °C [°F]       | 70.1 [158]   |
| Approximate Fuel Flow Return to Tank .....                    | l/hr [gal/hr] | 119.8 [31.6] |
| Approximate Fuel Return to Tank Temperature .....             | °C [°F]       | 79.5 [175]   |
| Maximum Heat Rejection to Drain Fuel .....                    | kW [Btu/min]  | 2.4 [138]    |

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.

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

CUMMINS ENGINE COMPANY, INC

COLUMBUS, INDIANA

All Data is Subject to Change Without Notice - Consult the following Cummins intranet site for most recent data:

<http://cmdmarine.com/>

# Propulsion Marine Engine Performance Data

**Curve No.** M-93492  
**DS :** D31-MX-1  
**CPL :** 3164  
**DATE:** 6-Feb-12

## Air System<sup>1</sup>

|                                 |              |            |
|---------------------------------|--------------|------------|
| Intake Manifold Pressure .....  | kPa [in Hg]  | 246 [73]   |
| Intake Air Flow .....           | l/sec [cfm]  | 475 [1007] |
| Heat Rejection to Ambient ..... | kW [Btu/min] | 29 [1630]  |

## Exhaust System<sup>1</sup>

|   |             |              |
|---|-------------|--------------|
| Exhaust Gas Flow .....                      | l/sec [cfm] | 1038 [2,200] |
| Exhaust Gas Temperature (Turbine Out) ..... | °C [°F]     | 455 [850]    |
| Exhaust Gas Temperature (Manifold) .....    | °C [°F]     | 649 [1,200]  |

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

|  |                   |              |
|--|-------------------|--------------|
| NOx (Oxides of Nitrogen) .....         | g/kw-hr [g/hp-hr] | 4.99 [3.72]  |
| HC (Hydrocarbons) .....                | g/kw-hr [g/hp-hr] | 0.15 [0.11]  |
| CO (Carbon Monoxide) .....             | g/kw-hr [g/hp-hr] | 0.63 [0.47]  |
| PM (Particulate Matter) .....          | g/kw-hr [g/hp-hr] | 0.10 [0.07]  |
| CO <sub>2</sub> (Carbon dioxide) ..... | g/kw-hr [g/hp-hr] | 699.22 [521] |
| CH <sub>4</sub> (Methane) .....        | g/kw-hr [g/hp-hr] | 0.01 [0.007] |

## Emissions (in accordance with ISO 8178 Cycle E5)

|  |                   |              |
|--|-------------------|--------------|
| NOx (Oxides of Nitrogen) .....         | g/kw-hr [g/hp-hr] | 5.02 [3.74]  |
| HC (Hydrocarbons) .....                | g/kw-hr [g/hp-hr] | 0.17 [0.13]  |
| CO (Carbon Monoxide) .....             | g/kw-hr [g/hp-hr] | 0.65 [0.48]  |
| PM (Particulate Matter) .....          | g/kw-hr [g/hp-hr] | 0.11 [0.08]  |
| CO <sub>2</sub> (Carbon dioxide) ..... | g/kw-hr [g/hp-hr] | 705.76 [526] |
| CH <sub>4</sub> (Methane) .....        | g/kw-hr [g/hp-hr] | 0.01 [0.007] |

## Cooling System<sup>1</sup>

|  |                        |          |
|--|------------------------|----------|
| 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)

|   |              |             |
|---|--------------|-------------|
| Standard Thermostat Operating Range (Start to Open) ..... | °C [°F]      | 71 [160]    |
| Standard Thermostat Operating Range (Full Open) .....     | °C [°F]      | 83 [182]    |
| Heat Rejection to Engine Coolant <sup>3</sup> .....       | kW [Btu/min] | 214 [12200] |

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.
- <sup>5</sup> May not be at rated load and speed. Maximum heat rejection may occur at other than rated conditions.

CUMMINS ENGINE COMPANY, INC  
 COLUMBUS, INDIANA

All Data is Subject to Change Without Notice - Consult the following Cummins intranet site for most recent data:

<http://cmdmarine.com/>