



CUMMINS INC.
Columbus, IN 47201
Marine Performance Curves

Basic Engine Model
QSB6.7 480GS

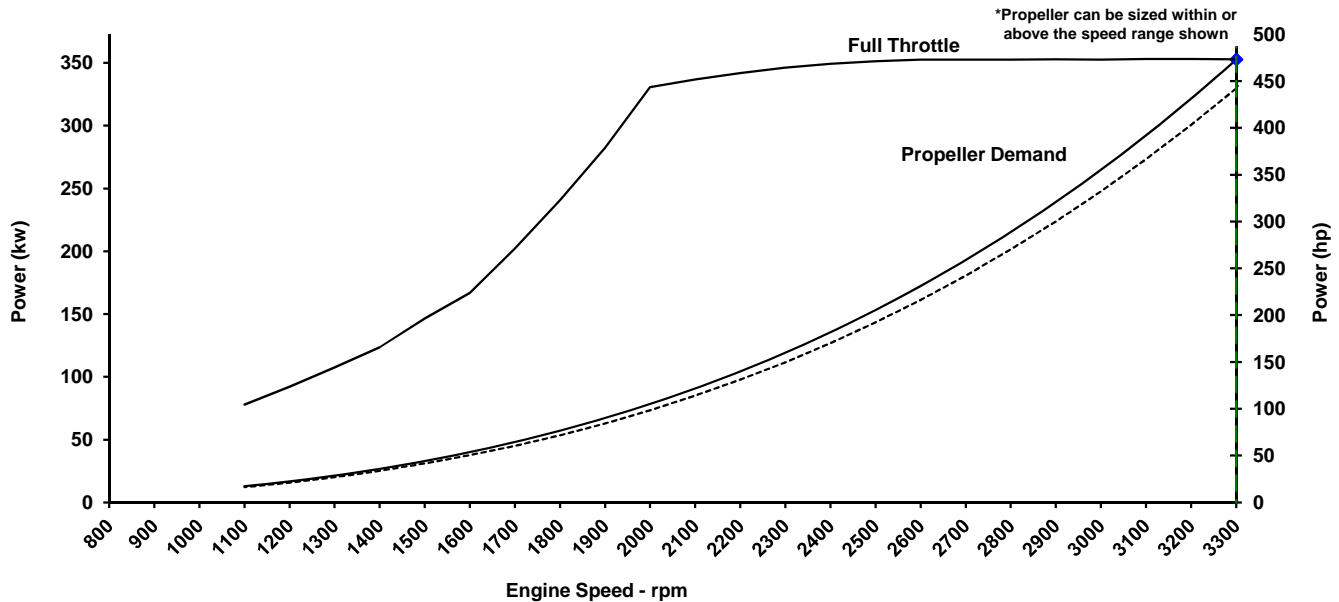
Curve Number:
M-93731

Engine Configuration
D313011MX03

CPL Code:
3164

Date:
6-Feb-12

Displacement:	6.7 liter [408 in³]	Rated	353 kw [473 bhp, 480 mhp]
Bore:	107 mm [4.21 in]	Rated	3300 rpm
Stroke:	124 mm [4.88 in]	Rating Type:	Government Service
Fuel System:	HPCR Bosch CRIN 3.0	Aspiration:	Turbocharged / Sea Water Aftercooled
Cylinders:	6		



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-93731
DS : D31-MX-1
CPL : 3164
DATE: 6-Feb-12

General Engine Data

Engine Model	QSB6.7 480GS
Rating Type	Government Service
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 ²	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
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 System¹

Avg. Fuel Consumption - ISO 8178 E5 Standard Test Cycle	64.4 [17.0]
Fuel Consumption at Rated Speed	96.0 [25.4]
Approximate Fuel Flow to Pump	215.8 [57.0]
Maximum Allowable Fuel Supply to Pump Temperature	70.1 [158]
Approximate Fuel Flow Return to Tank	119.8 [31.6]
Approximate Fuel Return to Tank Temperature	79.5 [175]
Maximum Heat Rejection to Drain Fuel	2.4 [138]

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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COLUMBUS, INDIANA

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<http://cmdmarine.com/>

Propulsion Marine Engine Performance Data

Curve No. **M-93731**
DS : **D31-MX-1**
CPL : **3164**
DATE: **6-Feb-12**

Air System¹

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 System¹

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 ₂ (Carbon dioxide)	g/kw-hr [g/hp-hr]	699.22 [521]
CH ₄ (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 ₂ (Carbon dioxide)	g/kw-hr [g/hp-hr]	705.76 [526]
CH ₄ (Methane)	g/kw-hr [g/hp-hr]	0.01 [0.007]

Cooling System¹

Sea Water Pump Specifications	MAB 0.08.17-07/16/2001	
Pressure Cap Rating (With Heat Exchanger Option)	kPa [psi]	103 [15]
Max. Pressure Drop Across Any External Cooling System Circuit	kPa [psi]	34 [5]

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]	82 [180]
Heat Rejection to Engine Coolant ³	kW [Btu/min]	214 [12200]

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N/A = Not Applicable

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