



CUMMINS MERCURISER DIESEL
Charleston, SC 29405
Marine Performance Curves

Basic Engine Model
QSM11-405 HD

Curve Number:
M-20045

Engine Configuration
D353021MX03

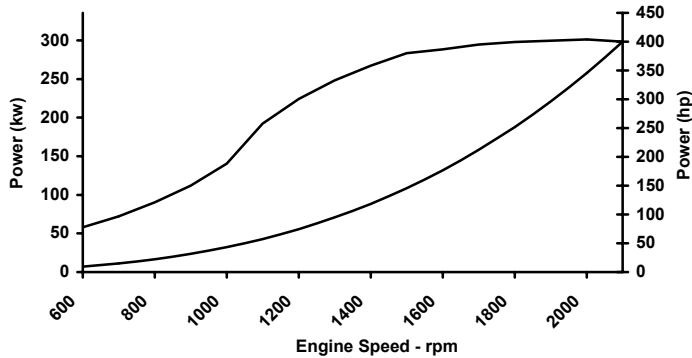
CPL Code:
8590

Date:
20-Jul-06

Displacement: **10.8 liter [660 in³]**
 Bore: **125 mm [4.92 in]**
 Stroke: **147 mm [5.79 in]**
 Fuel System: **CELECT**
 Cylinders: **6**

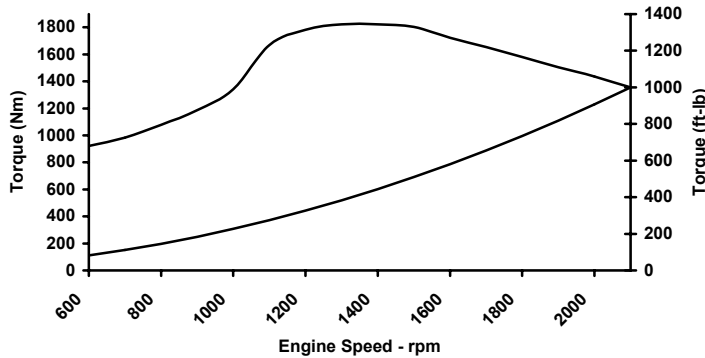
kW [bhp, mhp] @ rpm
 Advertised Power: **298 [400, 405] @ 2100**
 Aspiration: **Turbocharged/Jacket Water Aftercooled**
 Rating Type: **Heavy Duty**

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.



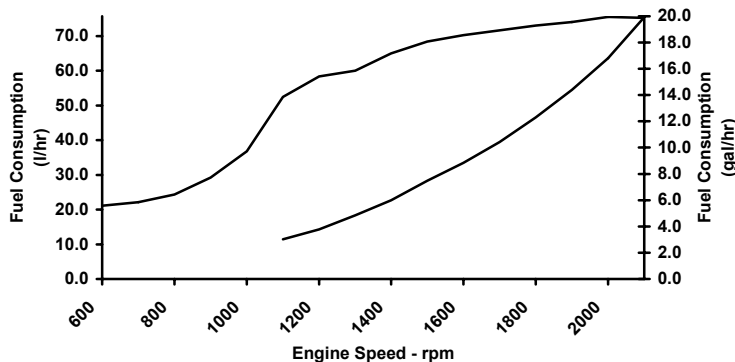
RATED POWER OUTPUT CURVE

rpm	kw	bhp
2100	298	400
1900	300	402
1700	295	395
1600	289	387
1400	267	358
1300	248	333
1200	224	300
1100	192	258
1000	141	188
800	90	121
700	72	97
600	58	78



FULL LOAD TORQUE CURVE

rpm	N-m	ft-lb
2100	1356	1000
1900	1505	1110
1700	1654	1220
1600	1722	1270
1400	1822	1344
1300	1822	1344
1200	1783	1315
1100	1668	1230
1000	1342	990
800	1078	795
600	922	680



FUEL CONSUMPTION - PROP CURVE

rpm	l/hr	gal/hr
2100	75.4	19.9
2000	63.6	16.8
1900	54.5	14.4
1800	46.6	12.3
1700	39.4	10.4
1600	33.5	8.8
1500	28.3	7.5
1400	22.7	6.0
1300	18.3	4.8
1200	14.3	3.8
1100	11.5	3.0

Rated Conditions: Ratings are based upon ISO 8665 and SAE J1228 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.

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 3.0 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. gall].

Heavy Duty (HD) Intended for continuous use in variable load applications where full power is limited to eight (8) hours out of every ten (10) hours of operation. Also, reduced power operations must be at or below 200 rpm of the maximum rated rpm. This is an ISO 3046 fuel stop power rating and is for applications that operate 5,000 hours per year or less.

CHIEF ENGINEER

Propulsion Marine Engine Performance Data

Curve No. M-20045
DS : 3021
CPL : 8590
DATE: 20-Jul-06

Exhaust System¹

Exhaust Gas Flow	l/sec [cfm]	862 [1827]
Exhaust Gas Temperature (Turbine Out)	°C [°F]	386 [726]
Exhaust Gas Temperature (Manifold)	°C [°F]	564 [1046]

Emissions (in accordance with ISO 8178 Cycle E3)

NOx (Oxides of Nitrogen)	g/kw-hr [g/hp-hr]	6.48 [4.83]
HC (Hydrocarbons)	g/kw-hr [g/hp-hr]	0.24 [0.18]
CO (Carbon Monoxide)	g/kw-hr [g/hp-hr]	0.40 [0.30]
PM (Particulate Matter)	g/kw-hr [g/hp-hr]	0.16 [0.12]

Cooling System¹

Sea Water After Cooled Engine

Sea Water Pump Specifications	MAB 0.08.17-07/16/2001	
Pressure Cap Rating	kPa [psi]	103 [15]
Thermostat Operating Range (Start to Open)	°C [°F]	71 [160]
Thermostat Operating Range(Full Open)	°C [°F]	80 [175]

Engines with Single Loop Keel Cooling

Coolant Flow to Keel Cooler (with blocked open thermostat)	l/min [gal/min]	198 [52]
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]	269 [15302]
Maximum Coolant Inlet Temperature from LTA Cooler	°C [°F]	54 [130]

TBD= To Be Determined

N/A = Not Applicable

N.A. = Not Available

¹ All Data at Rated Conditions.

² 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.

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://www.cummins.com>