



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

Basic Engine Model  
**QSB5.9-380 HO**

Curve Number:  
**M-91364**

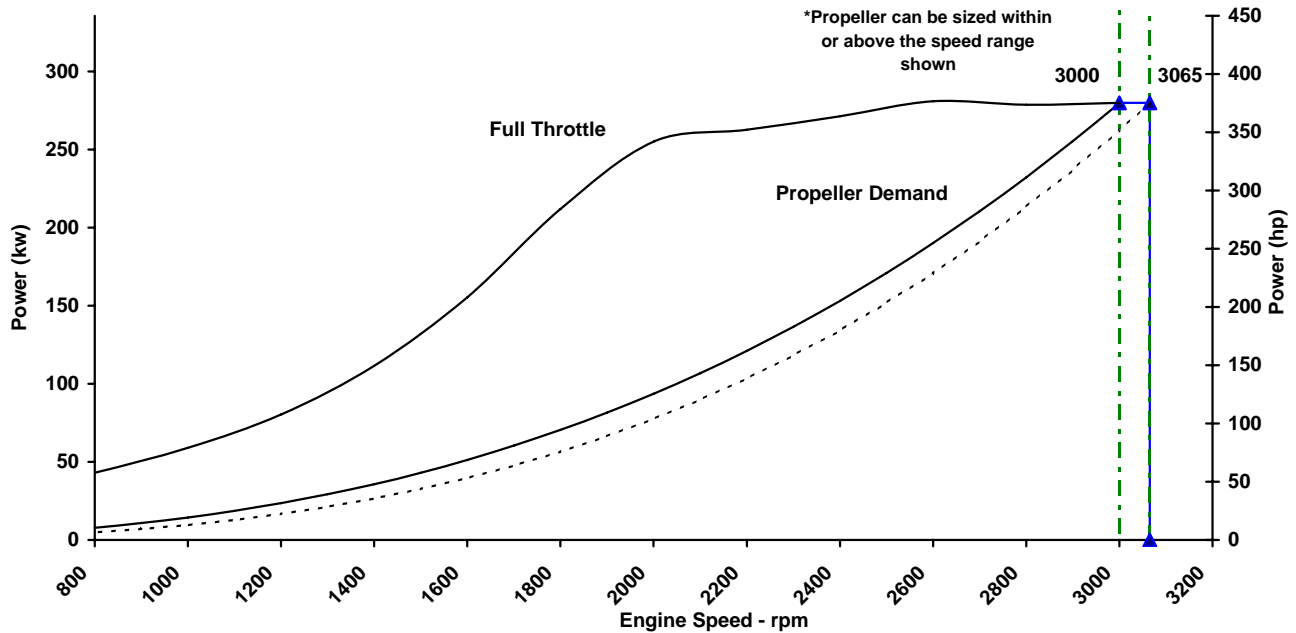
Engine Configuration  
**D403075MX03**

CPL Code:  
**8464**

Date:  
**12-May-10**

Displacement: **5.9 liter [359 in³]**      Rated Power: **280 kw [375 bhp, 380 mhp]**  
 Bore: **102 mm [4.02 in]**      Rated Speed: **3000 rpm**  
 Stroke: **120 mm [4.72 in]**      Rating Type: **High Output**  
 Fuel System: **HPCR**      Aspiration: **Turbocharged / Sea 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 2.7 Exp.	
	rpm	kw (hp)	N·m (ft·lb)	L/hr (gal/hr)		
3065	280	(375)	872	(643)		
3000	280	(375)	891	(657)	76.2	(20.1)
2800	279	(374)	950	(701)	60.6	(16.0)
2600	281	(377)	1032	(761)	48.1	(12.7)
2400	271	(364)	1079	(796)	39.5	(10.4)
2200	263	(352)	1140	(841)	31.9	(8.4)
2000	255	(342)	1218	(898)	24.9	(6.6)
1800	212	(284)	1124	(829)	18.9	(5.0)
1600	155	(208)	927	(684)	14.1	(3.7)
1400	112	(150)	761	(561)	10.3	(2.7)
1200	80	(108)	639	(471)	7.0	(1.9)
1000	59	(79)	563	(415)	4.3	(1.1)
800	43	(58)	514	(379)	3.2	(0.9)

\* 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. 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].

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 300 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-91364  
**DS :** 3075  
**CPL :** 8464  
**DATE:** 12-May-10

## General Engine Data

Engine Model .....	QSB5.9-380 HO
Rating Type .....	High Output
Rated Engine Power .....	280 [375]
Rated Engine Speed .....	3000
Rated Power Production Tolerance .....	5
Rated Engine Torque .....	890 [657]
Peak Engine Torque @ 2000 rpm.....	1218 [898]
Brake Mean Effective Pressure .....	1901 [276]
Indicated Mean Effective Pressure.....	N.A. [N.A.]
Maximum Allowable Engine Speed .....	3085
Maximum Torque Capacity from Front of Crank <sup>2</sup> .....	271 [200]
Compression Ratio .....	17.2:1
Piston Speed .....	12.0 [2362]
Firing Order .....	1-5-3-6-2-4
Weight (Dry) - Engine Only - Average .....	N.A. [N.A.]
Weight (Dry) - Engine With Heat Exchanger System - Average.....	612 [1350]
Weight Tolerance (Dry) Engine Only .....	N.A. 3xStd Dev (±%)

## Governor Settings

High Speed Governor Break Point.....	rpm	3065
Minimum Idle Speed Setting .....	rpm	600
Normal Idle Speed Variation .....	±rpm	10
High Idle Speed Range Minimum .....	rpm	3065
Maximum .....	rpm	3085

## 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	102
Average Noise Level - Left Side	(Idle)..	dBa @ 1m	77
	(Rated) .....	dBa @ 1m	106
Average Noise Level - Front	(Idle)..	dBa @ 1m	76
	(Rated) .....	dBa @ 1m	100

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

Avg. Fuel Consumption - ISO 8178 E3 Standard Test Cycle .....	l/hr [gal/hr]	49.7 [13.1]
Fuel Consumption at Rated Speed .....	l/hr [gal/hr]	76.2 [20.1]
Approximate Fuel Flow to Pump .....	l/hr [gal/hr]	189.3 [50.0]
Maximum Allowable Fuel Supply to Pump Temperature .....	°C [°F]	60.0 [140]
Approximate Fuel Flow Return to Tank .....	l/hr [gal/hr]	113.0 [29.9]
Approximate Fuel Return to Tank Temperature .....	°C [°F]	65.6 [150]
Maximum Heat Rejection to Drain Fuel .....	kW [Btu/min]	1.5 [84]
Fuel Transfer Pump Pressure Range.....	kPa [psi]	76 [11]
Fuel Pressure - Pump Out/Rail . Mechanical Gauge .....	kPa [psi]	N.A.
INSITE Reading .....	kPa [psi]	143997 [20885]

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.

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 COLUMBUS, INDIANA

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**Air System<sup>1</sup>**

Intake Manifold Pressure .....	kPa [in Hg]	214 [63]
Intake Air Flow .....	l/sec [cfm]	342 [724]
Heat Rejection to Ambient .....	kW [Btu/min]	23 [1287]

**Exhaust System<sup>1</sup>**

Exhaust Gas Flow .....	l/sec [cfm]	791 [1677]
Exhaust Gas Temperature (Turbine Out) .....	°C [°F]	460 [859]
Exhaust Gas Temperature (Manifold) .....	°C [°F]	628 [1162]

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

NOx (Oxides of Nitrogen) .....	g/kw-hr [g/hp-hr]	6.35 [4.73]
HC (Hydrocarbons) .....	g/kw-hr [g/hp-hr]	0.10 [0.07]
CO (Carbon Monoxide) .....	g/kw-hr [g/hp-hr]	0.34 [0.26]
PM (Particulate Matter) .....	g/kw-hr [g/hp-hr]	0.10 [0.08]

**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)**

Coolant Flow to Engine Heat Exchanger .....	l/min [gal/min]	254 [67]
Standard Thermostat Operating Range (Start to Open) .....	°C [°F]	74 [165]
Standard Thermostat Operating Range (Full Open) .....	°C [°F]	85 [185]
Heat Rejection to Engine Coolant <sup>3</sup> .....	kW [Btu/min]	221 [12570]

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