



QSB6.7

QUANTUM SERIES ENGINE

Features

Fuel System: Bosch HPCR with hardened components to safely operate alternative fuels such as kerosene and JP8/JP5

Lubrication System: Front mounted filters, oil service interval increased to 500 hours if use ULSD fuels

Electrical System: 12v and 24v, isolated and non-isolated, systems available

Air Intake System: New Walker air filter significantly reduces noise

Seawater System: Optional dry run capability

Emissions: EPA Tier 3, RCD and IMO2

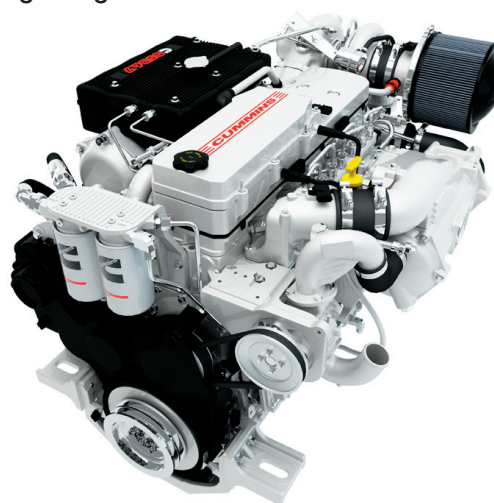
Breather System: Closed Crankcase Ventilation available on all ratings

Engine Overview

- Unmatched performance driven through a perfectly matched turbocharger and a new 24-valve cylinder head that delivers industry-leading power density
- Quiet operation, including an 80-percent reduction in noise at idle, is one of the many benefits from the common-rail fuel system
- Enhanced sociability from the high-pressure common-rail design virtually eliminates smoke and improves the whole boating experience
- Maximize vessel performance and access comprehensive vessel diagnostic information via SmartCraft® electronics
- Peace of mind delivered by the Cummins Captain's Briefing and global service network

Engine Specifications

Configuration	In-line 6-cylinder, 4-stroke diesel
Bore & Stroke	107 mm x 124 mm (4.21 in x 4.88 in)
Displacement	6.7 L (408 in ³)
Aspiration	Turbocharged / Aftercooled
Rotation	Counterclockwise facing flywheel



Power Ratings

Rating	kW	MHP	BHP	Rated RPM	Max Torque		Emissions
					N-m	RPM	
HO/GS	405	550	542	3300	1695	2000	EPA Tier 3, IMO II, RCD, EU Stage IIIa
HO/GS	353	480	473	3300	1580	2000	
HO/ID	312	425	419	3000	1424	2000	
HO/ID	279	380	375	3000	1335	2000	
ID	261	355	349	2800	1150	2000	
HO	261	355	350	3000	1150	2000	
HO/MCD	224	305	301	2600	1174	1700	
HO/HD	184	250	247	2600	983	1500	
ID	169	230	227	3000	691	1200	

Ratings and specifications subject to change without notice. Not responsible for typographical errors.

Fuel Consumption (Prop Curve)

Rating	Cooling type	kW	MHP	BHP	Fuel Consumption		Emissions
					Rated	Cruise	
					L/hr(gal/hr)	L/hr(gal/hr)	
HO/GS	HX	405	550	542	110.2(29.1)	80.6(21.3)	EPA Tier 3, IMO II, RCD, EU Stage IIIa
HO/GS	HX	353	480	473	96.2(25.4)	71.2(18.8)	
HO/ID	HX	312	425	419	82.2(21.7)	60.4(15.9)	
HO/ID	HX	279	380	375	73.9(19.5)	55.2(14.6)	
ID	HX	261	355	349	68.1(18.0)	56(14.8)	
HO	HX	261	355	350	67.6(17.9)	51.9(13.7)	
HO/MCD	HX	224	305	301	55.6(14.7)	45.8(12.1)	
HO/HD	HX	184	250	247	46.9(12.4)	38.4(10.1)	
ID	HX	169	230	227	47.3(12.5)	33.8(8.9)	

Fuel consumption data represents performance along a 2.7 fixed pitch propeller curve (for HO, ID, MCD, 3.0 for HD and CON ratings). Fuel consumption is based on fuel of 35° API gravity at 16°C (60°F) having an LHV of 42, 780 KJ/KG (18,390 BTU/lb) when used at 29°C (85°F) and weighing 838.9 g/liter (7.001 lb/US gal). Observed horsepower is certified within ±5% of rated horsepower. Consult your local Cummins professional for further information.

Engine Dimensions

Length		Width		Height		Weight (Dry)*	
mm	in	mm	in	mm	in	kg	lb
1097	43.1	910	35.8	857	33.74	659	1450

*Length measured from back of flywheel to engine front.
Weight does not include customer specific options (alternator, starter, engine mounts).

Available Accessories

Engine Controls: Digital Throttle and Shift

Instrumentation: SmartCraft® 2.5 digital displays standard with Zeus®, optional as inboard

Vessel System Integration: SmartCraft® 2.5 monitors fluid level, vessel range, depth, vessel speed, rudder position, temperatures and more

Ratings Definitions

Heavy Duty (HD): Intended for nearly continuous use in variable load applications, where full power is limited to eight hours out of every ten hours of operation. Also, reduced power operation must be at or below cruise rpm, which is 200 rpm below the maximum rated speed. This rating is for applications operating less than 5000 hours per year.

Medium Continuous (MD): Intended for moderate use in variable load applications, where full power is limited to six hours out of every twelve hours of operation. Also, reduced power operation must be at or below cruise rpm, which is 200 rpm below the maximum rated speed. This rating is for applications operating less than 3000 hours per year.

Intermittent (ID): Intended for intermittent use in variable load applications, where full power is limited to two hours out of every eight hours of operation. Also, reduced power operation must be at or below cruise rpm, which is 200 rpm below the maximum rated speed. This rating is for applications operating less than 1500 hours per year.

Government Service (GS): Intended for infrequent use in variable load applications, where full power is limited to one hour out of every eight hours of operation. Also, reduced power operation must be at or below cruise speed (rpm). Cruise speed (rpm) is dependent on the engine rated speed (rpm), Refer to Table 1 below. For applications operating less than 500 hours per year. Engines with this rating are restricted to non-revenue generating government service propulsion applications. It is not to be used in any revenue generating commercial applications, nor is it to be used in recreational/pleasure applications

High Output (HO): Intended for infrequent use in variable load applications, where full power is limited to one hour out of every eight hours of operation. Also, reduced power operation must be at or below cruise speed (rpm). Cruise speed (rpm) is dependent on the engine rated speed (rpm), Refer to Table 1 below. For applications operating less than 500 hours per year. Engines with this rating are intended for powering recreational/pleasure use vessels only. Commercial use is defined as any work or employment related use of the product, or any use of the product which generates income, for any part of the warranty period, even if the product is only occasionally used for such purposes.

Rating Conditions: Declared power ratings are based upon ISO 15550 reference conditions/ air pressure of 100kPa (29.612 in Hg) air temperature of 25° C (77°F) and 30% relative humidity. Propeller Shaft Power represents the net power available after typical reverse/reduction gear losses and is 97% of rated power. Power rated in accordance with IMCI procedures.

Table 1

Rated Speed	Cruise Speed (reduction from rated)
2000 to 2800 rpm	200 rpm
2801 to 3500 rpm	300 rpm
3501 to 4500 rpm	400 rpm

*Ratings and specifications subject to change without notice.
Not responsible for typographical errors.*



Cummins Inc.
4500 Leeds Avenue - Suite 301
Charleston, SC 29405-8539
U.S.A.

Bulletin #4087252 Printed in U.S.A. 10/13
©2013 Cummins Inc.