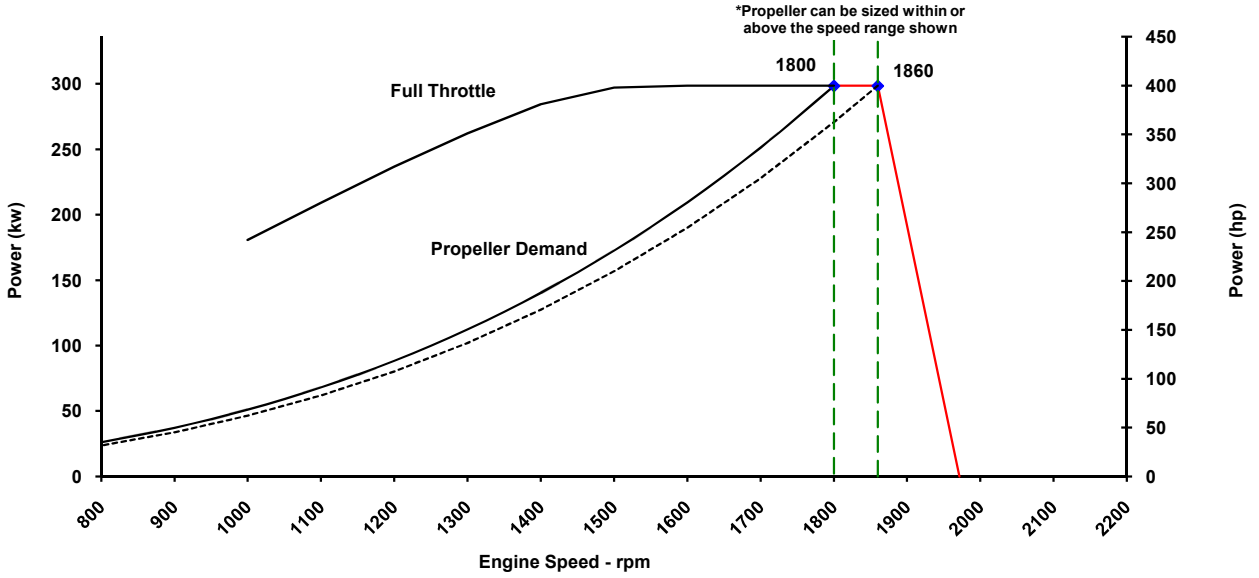
CCEC	CHONGQING CUMMINS ENGINE CO.,Ltd. CHONGQING, P.R.CHINA, 400031 Marine Performance Curves	Basic Engine Model **N855-M**	Curve Number: **M-889**	
		Engine Configuration **D093348MX02**	CPL Code: **CQ167**	Date: **12-Jul-11**

Displacement:	**14.0 liter [857 in³]**	Rated Power:	**298 kw [400 bhp]**
Bore:	**140 mm [5.51 in]**	Rated Speed:	**1800 rpm**
Stroke:	**152 mm [5.98 in]**	Rating Type:	**Continuous Duty**
Cylinders:	**6**	Aspiration:	**Turbocharged / LTA**
Fuel System:	**PT (CENTRY AND V.S.)**		

CERTIFIED: This diesel engine complies with or is certified to the following agencies requirements:
IMO Tier I NOx requirements of International Maritime Organization (IMO), MARPOL 73/78 Annex VI, Regulation 13



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)
1860	298	(400)	1533	(1168)						
1800	298	(400)	1584	(1168)	298	(400.0)	1584	(1168)	77.2	(20.4)
1700	298	(400)	1675	(1235)	251	(337.0)	1411	(1041)	64.4	(17)
1600	298	(400)	1780	(1313)	209	(280.9)	1250	(922)	53.8	(14.2)
1500	297	(398)	1888	(1393)	173	(231.5)	1098	(810)	45.4	(12)
1400	284	(381)	1939	(1430)	140	(188.2)	957	(706)	37.1	(9.8)
1300	262	(351)	1922	(1418)	112	(150.7)	826	(609)	29.9	(7.9)
1200	236	(317)	1879	(1386)	88	(118.5)	704	(519)	23.8	(6.3)
1100	209	(280)	1813	(1337)	68	(91.3)	591	(436)	17.8	(4.7)
1000	180	(242)	1720	(1269)	51	(68.6)	488	(360)	13.2	(3.5)
900					37	(50.0)	396	(292)	10.6	(2.8)
800					26	(35.1)	313	(231)		

*** 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 draggers, 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 humidy. 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].

Continuous Rating (CON): Intended for continuous use in applications requiring uninterrupted service at full power. This rating is an ISO 15550 standard power rating.

CHIEF ENGINEER

Propulsion Marine Engine Performance Data

Curve No. **M-889**
DS : **4962**
CPL : **CQ167**
DATE: **12-Jul-11**

General Engine Data		
Engine Model		N855-M
Rating Type		Continuous Duty
Rated Engine Power	kW [hp]	298 [400]
Rated Engine Speed	rpm	1800
Rated Power Production Tolerance	±%	3
Rated Engine Torque	N·m [lb·ft]	1582 [1167]
Peak Engine Torque @ rpm	N·m [lb·ft]	[N.A.]
Brake Mean Effective Pressure	kPa [psi]	1416 [205]
Indicated Mean Effective Pressure	kPa [psi]	[N.A.]
Maximum Allowable Engine Speed	rpm	N.A.
Maximum Continuous Torque Capacity from Front of Crank Specifications		
Maximum Torque Capacity from Front of Crank[2]	N·m [lb·ft]	[N.A.]
Compression Ratio		14.5:1
Piston Speed	m/sec [ft/min]	9.1 [1795]
Firing Order		1-5-3-6-2-4
Weight (Dry) - Engine Only - Average	kg [lb]	1302 [2870]
Weight (Dry) - Engine With Heat Exchanger System - Average	kg [lb]	1441 [3177]
Weight Tolerance (Dry) Engine Only	3xStd Dev(±%)	12.2
Governor Settings		
Default Droop Value	Refer to MAB 2.04.00-03/23/2006 for Droop explanation	6%
Maximum Droop Allowed		16%
High Speed Governor Break Point	rpm	1860
Minimum Idle Speed Setting	rpm	575
Normal Idle Speed Variation	±rpm	25
High Idle Speed Range Minimum	rpm	1860
Maximum	rpm	1972
Noise and Vibration		
Average Noise Level - Top	(Idle).. dBA @ 1m	N.A.
	(Rated) dBA @ 1m	N.A.
Average Noise Level - Right Side	(Idle).. dBA @ 1m	N.A.
	(Rated) dBA @ 1m	N.A.
Average Noise Level - Left Side	(Idle).. dBA @ 1m	N.A.
	(Rated) dBA @ 1m	N.A.
Average Noise Level - Front	(Idle).. dBA @ 1m	N.A.
	(Rated) dBA @ 1m	N.A.
Fuel System[1]		
Avg. Fuel Consumption - ISO 8178 E3 Standard Test Cycle	l/hr [gal/hr]	53.1 [14.0]
Fuel Consumption at Rated Speed	l/hr [gal/hr]	77.3 [20.4]
Approximate Fuel Flow to Pump	l/hr [gal/hr]	227.1 [60.0]
Maximum Allowable Fuel Supply to Pump Temperature	°C [°F]	60.0 [140]
Approximate Fuel Flow Return to Tank	l/hr [gal/hr]	149.9 [39.6]
Approximate Fuel Return to Tank Temperature	°C [°F]	71.2 [160]
Maximum Heat Rejection to Drain Fuel	kW [Btu/min]	2.4 [136]
Fuel Pressure - Pump Out/Rail .. Mechanical Gauge	kPa [psi]	924 [134]
INSITE Reading	kPa [psi]	N.A.

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.**

CHONGQING CUMMINS ENGINE CO.,Ltd.

CHONGQING, P.R.CHINA, 400031

Propulsion Marine Engine Performance Data

Curve No.	**M-889**
DS :	**4962**
CPL :	**CQ167**
DATE:	**12-Jul-11**

Air System[1]		
Intake Manifold Pressure	kPa [in Hg]	173 [51]
Intake Air Flow	l/sec [cfm]	461 [976]
Heat Rejection to Ambient	kW [Btu/min]	16 [911]
Exhaust System[1]		
Exhaust Gas Flow	l/sec [cfm]	1145 [2,427]
Exhaust Gas Temperature (Turbine Out)	°C [°F]	387 [728]
Exhaust Gas Temperature (Manifold)	°C [°F]	509 [947]
Emissions (in accordance with ISO 8178 Cycle E3)		
NOx (Oxides of Nitrogen)	g/kw·hr [g/hp·hr]	6.98 [5.20]
HC (Hydrocarbons)	g/kw·hr [g/hp·hr]	N.A.
CO (Carbon Monoxide)	g/kw·hr [g/hp·hr]	N.A.
Emissions (in accordance with ISO 8178 Cycle E2)		
NOx (Oxides of Nitrogen)	g/kw·hr [g/hp·hr]	N.A.
HC (Hydrocarbons)	g/kw·hr [g/hp·hr]	N.A.
CO (Carbon Monoxide)	g/kw·hr [g/hp·hr]	N.A.
Cooling System[1]		
Sea Water Pump Specifications	MAB 0.08.17-07/16/2001	
Pressure Cap Rating (With Heat Exchanger Option)	kPa [psi]	48 [7]
Max. Pressure Drop Across Any External Cooling System Circuit	kPa [psi]	34 [5]
Engines with Low Temperature Aftercooling (LTA)		
Main Engine Circuit		
Coolant Flow to Main Cooler (with blocked open thermostat)	l/min [gal/min]	411 [109]
Standard Thermostat Operating Range — Start to open	°C [°F]	77 [170]
Standard Thermostat Operating Range — Full open	°C [°F]	89 [192]
Heat Rejection to Engine Coolant[3]	kW [Btu/min]	N.A.
Aftercooler (LTA) Circuit		
Coolant Flow to LTA Cooler (with blocked open thermostat)	l/min [gal/min]	70 [19]
LTA Thermostat Operating Range — Start to open	°C [°F]	57 [135]
LTA Thermostat Operating Range — Full open	°C [°F]	69 [156]
Heat Rejection to Engine Coolant[3]	kW [Btu/min]	N.A.
Maximum Coolant Inlet Temperature from LTA Cooler	°C [°F]	63 [145]

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.**

CHONGQING CUMMINS ENGINE CO.,Ltd.

CHONGQING, P.R.CHINA, 400031