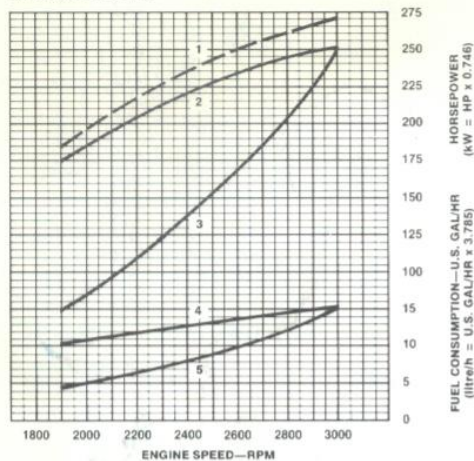


VT-555-M

MARINE DIESEL

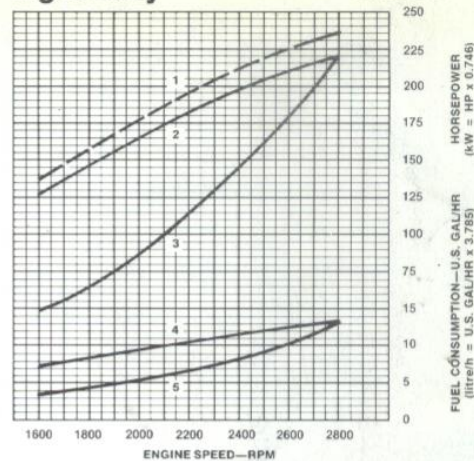
Maximum

Curve: C-3821-A



Light Duty

Curve: C-3933-A



Curves shown above represent engine performance capabilities obtained and corrected in accordance with SAE J1349 conditions of 29.62 in. Hg (100 kPa) barometric pressure (300 ft. [90 m] altitude), 77°F (25°C) inlet air temperature, and 0.30 in. Hg (1 kPa) water vapor pressure with No. 2 diesel fuel.

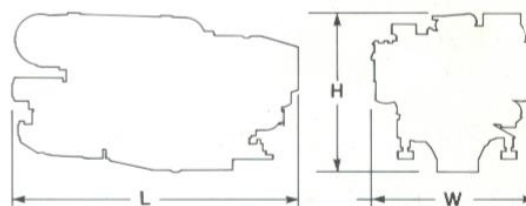
The fuel consumption curves are based on No. 2 diesel fuel weight at 7.1 lbs./U.S. gal. (0.85 kg/litre).

1. Brake Horsepower. (BHP)
2. Shaft Horsepower. (SHP)
3. Hypothetical Propeller Power Curve (2.7 exponent for Light Duty and 3.0 for Continuous Duty).
4. Fuel Consumption for Net Shaft Horsepower.

5. Fuel Consumption for Hypothetical Propeller.

MAXIMUM RATING—This rating is intended for use in variable load applications where full throttle operation does not exceed ¼ of the operating time in any given period of operation followed by operation at or below Cruise RPM. As a general rule, these applications operate up to 400 hours per year.

LIGHT DUTY RATING—This rating is intended for use in variable load applications where full throttle operation does not exceed ½ of the operating time in any given period of operation followed by operation at or below the Continuous Duty Rating RPM. As a general rule, these applications operate from 400 to 2000 hours per year.



	(L)		(W)		(H)	
	in.	mm	in.	mm	in.	mm
Keel Cooling MG-506	61.50	1 562	37.06	941	34.77	883
Heat Exchanger Cooling MG-506	62.50	1 588	36.06	916	34.77	883

Cummins has always been a pioneer in product improvement. Thus specifications may change without notice. Illustrations may include optional equipment.



Cummins Engine Company, Inc.
Columbus, Indiana
47202

