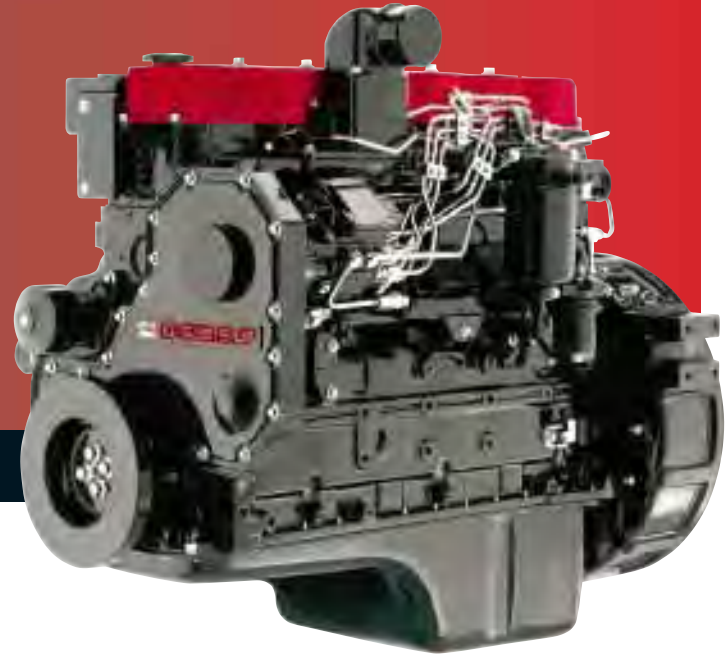


QSB5.9



INDUSTRIAL SPECIFICATIONS

190-275 HP
142-205 KW



PERFORMANCE RATING

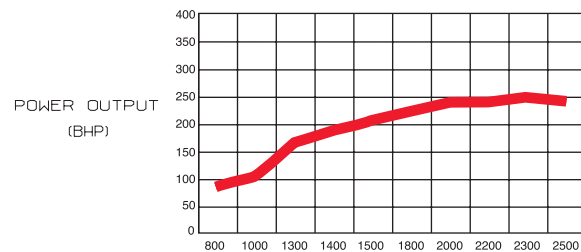
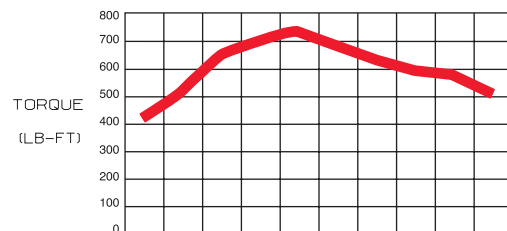
- Maximum Horsepower:** 240* hp @ 2500 rpm
 - Maximum Torque:** 730 lb-ft @ 1500 rpm
 - Nominal Torque Rise:** 45%
 - Fuel Economy:** .359 lb/bhp-hr @ 2500 rpm
- * 275 hp available as a restricted rating

Curves shown represent gross engine performance capabilities obtained and corrected in accordance with SAE J1995 conditions of 100 kPa (29.61 in. Hg) barometric pressure (91m [300 ft.] altitude), 25 °C (77 °F) inlet air temperature, and 1 kPa (0.30 in. Hg) water vapor pressure with No. 2 diesel fuel.

All data is based on the engine operating with fuel system, water pump, and 250 mm H₂O (10 in. H₂O) inlet air restriction and with 50 mm Hg (2.0 in. Hg) exhaust restriction; not included are alternator, fan, optional equipment and driven components.

The engine may be operated without changing the fuel setting up to 3040 m (10,000 ft.) altitude and 38 °C (100 °F).

QSB5.9-240 **Curve: FR-90626**



QSB5.9

KEY FEATURES

Parent Bore Cylinder Block Structurally redesigned for reduced noise and increased durability; with integrated water pump, lube pump and cooler housings, and coolant bypass to eliminate leaks.

Wastegated HX35 Turbocharger Custom-designed by Holset for high-speed ratings. Wastegated for better low engine speed performance and high engine speed boost.

Full-Authority Electronic Controls Cummins proprietary design with a Motorola microprocessor. Industry standard J1587 and J1939 datalinks.

Forged-Steel Crankshaft Full fillet-hardened and integrally balanced, with internal cross-drilling for lubrication. Integrated speed indicator ring for precise engine control.

No-Adjust Overhead Rocker system designed for minimum 5,000-hour maintenance.

24-Valve Cylinder Head Single-piece with integral intake manifold and thermostat housing. Four-valve-per-cylinder configuration increases airflow and enables vertical injector mounting over the center of the piston bowl for improved combustion, low-end torque and fast response.

New Piston Design New symmetrical combustion bowl increases power and fuel efficiency, and improves oil control.

Noise Reduction Improved sound quality with reduced overall noise level (up to 4 dBA less).

Low-Maintenance Fuel Filter Assembly 500-hour fuel filter life with integral water separator and water-in-fuel sensor. Top-load for easy paper filter replacement with standard Fleetguard® filters.

Electronic Fuel Injection Features Bosch VP44 electronic fuel pump with higher injection pressures, electronic-controlled timing and fueling for precise and instantaneous control.

SPECIFICATIONS

Engine TypeIn-line
Number of Cylinders6
Displacement5.9 L (360 cu. in.)
Bore and Stroke4.02 in. (102 mm) x 4.72 in. (120 mm)
Compression Ratio16.3:1
Oil System Capacity.....14.2 L (15 U.S. qt.)

Coolant Capacity9.9 liters (2.62 U.S. gal)
Length39.9 in. (1015 mm)
Width15.6 in. (397 mm)
Height.....37.7 in. (958 mm)
Weight (wet)962 lbs. (436 kg)

RATINGS

Engine Model	Rated Power		Peak Power		Peak Torque	
	HP	RPM	HP	RPM	LB-FT	RPM
QSB5.9-275*	275 @	2500	275 @	2300	660 @	1600
QSB5.9-240*	240 @	2500	250 @	2300	730 @	1500
QSB5.9-220	220 @	2500	230 @	2300	705 @	1500
QSB5.9-205	205 @	2500	215 @	2300	650 @	1500
QSB5.9-190	190 @	2500	200 @	2300	600 @	1500

*Restricted Rating

Additional ratings may be available. Check with your Cummins distributor or dealer.



Cummins Engine Company, Inc.
Box 3005
Columbus, IN 47202-3005
U.S.A.

Phone 1-800-DIESELS (1-800-343-7357)
Fax 1-800-232-6393
E-mail: powermaster@cummins.com
Internet: <http://www.cummins.com>

Bulletin 4000090 2/99
© 1999 Cummins Engine Company, Inc.
Printed in U.S.A.