# **TDI 3.0**

#### **Engine Overview**

- High power density, light weight and outstanding running characteristics combine to deliver a world-class propulsion system designed specifically for marine applications
- Compact size allows boatbuilders to optimize their use of interior space
- Peace of mind is delivered by automotivelike quality and CMD's global service network
- Excellent acceleration enabled by exceptional torque at low engine speeds reduces time to plane
- Industry leading horsepower to weight ratio
- 50 percent fuel savings versus gasoline resulting in more time on the water

## **Power Ratings**

Rating	НО	НО	НО*	НО
Metric hp	225	230	230	265
kW	165	169	169	198
Rated rpm	4200	3500	4000	4200
Max torque ft-lbs	332	340	406	406
Max torque N-m	450	460	550	550
rpm @ max torque	2000	2000	2000	2000

\*BSO II Certification / Twin Engine Installation

# **Engine Specifications**

Configuration	6-cylinder V, 4-stroke diesel	
Bore & Stroke	83 mm x 91.4 mm (3.27 in x 3.56 in)	
Displacement	3.0 L ( 183 in <sup>3</sup> )	
Aspiration	VTG (Variable Turbine Geometry) Turbo	

### **TDI® SERIES ENGINE**

#### **Features**

Fuel System: TDI technology with common rail fuel injection system provides precise fuel control, nearly eliminating the traditional noisy sound associated with diesels, producing exceptional fuel economy and nearly no smoke or smell

**Electrical System: 12 Volt** 

Alternator: 180 A

Coolant System: Thermostatically controlled, closed coolant engine, providing the ultimate in engine corrosion resistance, water-jacketed exhaust manifolds, reducing excessive engine compartment temperatures, water-cooled engine oil, gear oil and steering fluid, if applicable, extending the life of these systems

Emissions: EPA Tier 2, IMO Tier II, and

RCD certified



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

Cummins MerCruiser Diesel
PEACE OF MIND IN AN UNFORGIVING ENVIRONMENT



# TDI 3.0

# **TDI® SERIES ENGINE**

## **Fuel Consumption (Prop Curve)**

Rating	Rating TDI 3.0L 225 HO			TDI 3.0L 265 HO				
rpm	1000	2000	3000	4200	1000	2000	3000	4200
kW	25	95	139	165	27	114	174	198
l/hr	1.3	6.1	17.6	50.8	1.0	6.6	20.6	58.9
hp	3	24	82	225	4	29	97	265
gal/hr	0.4	0.8	4.6	13.4	0.3	1.7	5.4	15.6

<sup>\*</sup> For more details on fuel consumption specifics please contact CMD

#### **Engine Dimensions**

	Length		Width		Height		Weight (Dry)*	
I	mm	in	mm	in	mm	in	kg	lb
I	925	36.4	754	29.7	786	30	325	723

<sup>\*</sup> Weight is engine with heat exchanger system - average. Length is between front end of engine and inside of transom for sterndrive. Overall width and height.

#### **Available Accessories**

Instrumentation: Analog gauges provide data on engine speed, battery voltage and coolant temperature. Drive trim for sterndrive applications.

Drive Capability: TDI 3.0 is available with Bravo One and Bravo Three sterndrives or ZF inboard transmissions.

### **Drive Options**

Engine	Inboard	Sterndrive
TDI 3.0 225	Χ	Х
TDI 3.0 230*	Х	0
TDI 3.0 230**	Х	Х
TDI 3.0 265	Х	Х

X = AVAILABLE

0 = NOT AVAILABLE

\* 3500 Max RPM

\*\* BSO II Certification / Twin Engine Installation; 4000 Max RPM



# **Ratings Definitions**

High Output (H0): 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.

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