

EVINRUDE

E-TEC

PERFORMANCE REPORT

BULLETIN #: 1110 **ENGINE:** E250XH **BOAT TYPE:** Pontoon **DATE OF TEST:** 8/20/2014



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2015 Bennington 2575 QSD

| BOAT | |
|--------------------------|------------|
| 2015 Bennington 2575 QSD | |
| Material | Aluminum |
| Length | 27' 6" |
| Beam | 8' 6" |
| Weight w/o Engine | 4176 LBS |
| Maximum HP | 300 HP |
| Fuel Capacity | 35 Gallons |
| Transom Height | 25" |
| Steering | DPS |

| ENGINE | |
|------------------------------------|--------------------|
| 2015 Evinrude® E-TEC® G2™ 250 H.O. | |
| Engine Type | 76° V-6 |
| Horsepower | 250 HP @ 5750 RPM |
| Displacement | 3.4 Liter |
| Induction | E-TEC DFI |
| Operating Range | 5400-6000 RPM |
| Weight | 569 LBS Dry Weight |
| Gear Ratio | 1.85:1 |

| PROPELLER | |
|------------------|-------------|
| Evinrude® Rebel™ | |
| Material | Stainless |
| Diameter/Pitch | 15 3/8 X 18 |
| No. of Blades | 3 |
| Part Number | 763988 |
| MOUNTING HEIGHT | |
| Hole Position | #1 |
| Jack Plate | No |
| AV Mounting | N/A |

| PERFORMANCE DATA | | | | |
|------------------|-------|-------|-------|-------|
| RPM | MPH | GPH | MPG | RANGE |
| 500 | 2.10 | 0.20 | 10.50 | 331 |
| 1000 | 4.25 | 0.50 | 8.50 | 268 |
| 1500 | 6.40 | 1.20 | 5.33 | 168 |
| 2000 | 8.20 | 2.30 | 3.57 | 112 |
| 2500 | 10.65 | 3.75 | 2.84 | 89 |
| 3000 | 17.45 | 5.20 | 3.36 | 106 |
| 3500 | 21.55 | 6.65 | 3.24 | 102 |
| 4000 | 27.00 | 8.85 | 3.05 | 96 |
| 4500 | 34.80 | 12.10 | 2.88 | 91 |
| 5000 | 38.80 | 15.35 | 2.53 | 80 |
| 5500 | 43.40 | 19.15 | 2.27 | 71 |
| 5750 | 45.40 | 22.00 | 2.06 | 65 |

Fuel Data Range (Miles) Based On 90% Fuel Capacity

| TEST CONDITIONS | |
|------------------|----------------------|
| Water Conditions | Medium Chop |
| Wind Velocity | 10 MPH |
| Air Temperature | 80° F |
| Fuel Load | 35 Gallons |
| Weight | 2 Men Plus Test Gear |

| PERFORMANCE SUMMARY | |
|----------------------|------------------------------------|
| Top Speed | 45.4 MPH |
| Best Fuel Efficiency | 3.36 MPG For 106 Miles @ 17.45 MPH |
| Acceleration | 3.6 seconds to plane |



NOTE: Data may vary due to changes in weather and water conditions, elevation, load and boat bottom conditions, boat, engine and propeller options and conditions, and operator ability. Speed and fuel were calculated by NMEA 2000 I-Command. Test performed and certified by BRP OEM Applications Engineering.

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