



BULLETIN #: PE1086

ENGINE: E250HGLABA

BOAT TYPE: Pontoon

DATE OF TEST: 10/14/13



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2014 Starcraft SLS 3

| BOAT | |
|----------------------|-----------|
| 2014 Starcraft SLS 3 | |
| Material: | Aluminum |
| Length: | 24' 10" |
| Beam: | 102" |
| Dry Weight | 2200 lbs |
| Maximum HP: | 300 |
| Fuel Capacity: | 30 Gallon |
| Transom Height: | 20" |
| Steering: | Hydraulic |

| ENGINE | |
|----------------------|---------------|
| Evinrude ETEC 250 HO | |
| Engine Type: | 90 Degree V6 |
| Horsepower: | Factory Tuned |
| Displacement: | 3.4 Litre |
| Induction: | ETEC DFI |
| Operating Range: | 5300-6000 RPM |
| Weight: | 514 lbs |
| Gear Ratio: | 1.85:1 |

| PROPELLER | |
|-----------------|----------------------------|
| BRP Rebel | |
| Material: | Stainless Steel |
| Diameter/Pitch: | 15 1/2" x 17" |
| No. of Blades: | 3 |
| Part Number: | 763986 |
| MOUNTING HEIGHT | |
| Hole Position: | #3 |
| Jack Plate: | N/A |
| Pontoons | 3 Tube/HMX Lifting Strakes |

| PERFORMANCE DATA | | | | |
|------------------|-------------|-------------|------------|-----------|
| RPM | MPH | GPH | MPG | RANGE |
| 500 | 2.6 | 0.26 | 9.8 | 265 |
| 1000 | 5.1 | 0.65 | 7.8 | 212 |
| 1500 | 6.6 | 1.55 | 4.2 | 114 |
| 2000 | 8.3 | 3.00 | 2.8 | 75 |
| 2500 | 14.6 | 5.35 | 2.7 | 74 |
| 3000 | 19.0 | 7.05 | 2.7 | 73 |
| 3500 | 22.6 | 8.60 | 2.6 | 71 |
| 4000 | 28.0 | 11.10 | 2.5 | 68 |
| 4500 | 34.0 | 15.20 | 2.2 | 60 |
| 5000 | 38.1 | 19.65 | 1.9 | 52 |
| 5500 | 42.7 | 25.25 | 1.7 | 46 |
| 5950 | 47.6 | 25.55 | 1.9 | 50 |

Fuel Data Based on Single Engine. Range (Miles) Based On 90% Fuel Capacity

| TEST CONDITIONS | |
|-------------------|---------------------------------|
| Water Conditions: | Calm |
| Wind Velocity: | 5 mph |
| Air Temperature: | 68 Degrees |
| Fuel Load: | 1/2 Full |
| Weight: | 2 men, Fuel, test & safety gear |

| PERFORMANCE SUMMARY | |
|-----------------------|--------------------------------------|
| Top Speed: | 47.6 MPH |
| Best Fuel Efficiency: | 73 Miles @ 2.7 MPG @ 19.0 MPH |
| Acceleration: | 2.52 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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