

Regímenes del motor A1: 110 kW (150 HP) @ 2800 rpm

Regímenes del motor A2: - kW (- HP) @ - rpm

Regímenes del motor B: 99,5 kW (135 HP) @ 2800 rpm

Regímenes del motor C: 92 kW (125 HP) @ 2800 rpm

SPECIFICATIONS

Ciclo Termodinámico	Diesel 4 stroke	
Alimentación del aire	NA	
Cilindros Disposición	6L	
Diámetro x Carrera	milímetros	104 x 132
Cilindrada total	litros	6,7
Válvulas por cilindro	numero	2
Sistema de refrigeración	liquid	
Sentido de rotación (lado volante)	CCW	
Gestión del motor	mechanical	
Sistema de inyección	MPI	

STANDARD CONFIGURATION

Carcasa del volante	type	SAE 3
Tamaño del volante	pulgadas	11" ½
Filtro de aire	left side	
Turbocompresor	-	
Intercambiador de calor	tube type	
Gas de escape – mezclador de agua	-	
Depósito de agua	included	
Filtro de combustible	numero	1
Prefiltro de combustible	included (loose)	
Bomba de combustible	included	
Oil filter	numero	1
Cárter de aceite	sheet steel	
Circuito de reaspiración de los vapores de aceite	on valve cover	
Intercambiador de calor del aceite	built in the crankcase	
Punto de llenado de aceite	by cylinder head cover	
Motor de arranque	12V - 3kW	
Alternador	12 V - 90 A with W contact	
Dispositivo de parada del motor	electrical excitation	
Cableado	with negative to ground connection	
Color de pintura	white "ICE"	

WEIGHT AND DIMENSIONS

Dimensiones	LxAn.xAl. (mm)	1052 x 705 x 910
Peso en seco	Kg	530

LAS DIMENSIONES SE PUEDEN CAMBIAR SEGÚN LAS OPCIONES DEL MOTOR



MARINE

LAS IMÁGENES MOSTRADAS SON PARA FINES DE ILUSTRACIÓN SOLAMENTE

ELECTRICAL SYSTEM

Voltaje	V	12
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NOT INCLUDED IN STANDARD CONFIGURATION

Batería - capacidad mínima recomendada	Ah	180 Ah
Batería - capacidad mínima de arranque en frío recomendada	Ah	800 Ah

LEGEND

Arrangement	Air Handling	Turbocharger	Injection System	Exhaust System
L (in line)	TCA (Turbocharged with aftercooler)	WG (Wastegate)	M (Mechanical)	EGR (Exhaust Gas Recirculation)
V (90° "V" configuration)	TC (Turbocharged)	VGT (Variable Geometry Turbocharger)	ECR (Electronic Common Rail)	SCR (Selective Catalytic Reduction)
	NA (Naturally Aspirated)	TST (Twin Stage Turbocharger)	EUI (Electronic Unit Injector)	
			MPI (Multi Point Injection)	

A1 High Performance Crafts. Full throttle operation restricted within 10% of total use period. Cruising speed at engine rpm <90% of rated speed setting - Maximum usage 300 hours per year.

A2 Pleasure Commercial Vessels. Full throttle operation restricted within 10% of total use period. Cruising speed at engine rpm <90% of rated speed setting - Maximum usage 1000 hours per year.

B Light Duty: Full throttle operation restricted within 10% of use period. Cruising speed at engine rpm <90% of rated speed setting - Maximum usage 1500 hours per year.

C Medium Duty: Full throttle operation < 25% of use period. Cruising speed at engine rpm <90% of rated speed setting - Maximum usage 3000 hours per year.

D Heavy Duty

ACCIÓN SOBRE LAS CALIFICACIONES DISPONIBLES NO SE ENCUENTRAN EN ESTE DOCUMENTO, POR FAVOR PÓNGASE EN CONTACTO CON LA RED DE VENTAS INDUSTRIALES DE FPT O VISITE NUESTRO SITIO WWW.FPTINDI

LAS ESPECIFICACIONES ESTÁN SUJETAS A CAMBIOS SIN PREVIO AVISO

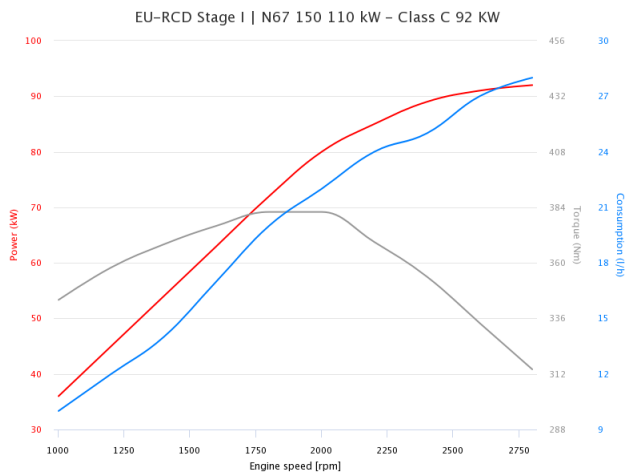
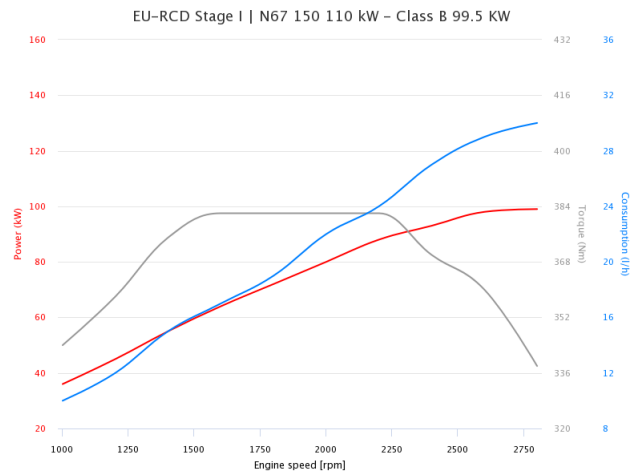
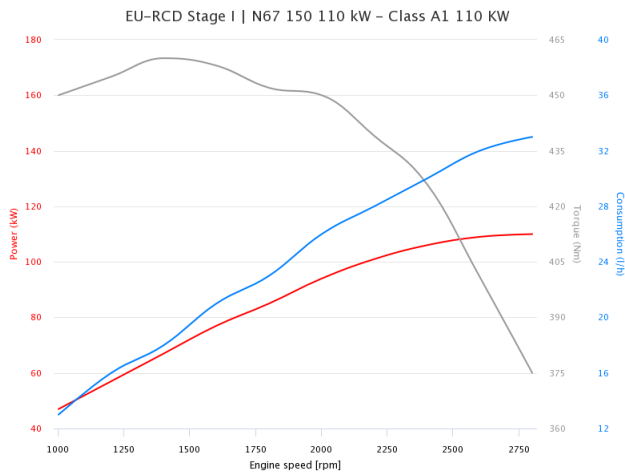


RATING TYPE

		A1	A2	B	C
Max. Potencia [*]	kW (HP)	110 (150)	- (-)	99,5 (135)	92 (125)
Régimen	rpm	2800	-	2800	2800
Maximum no load governed speed at max rating	rpm	3100	-	3100	3100
Minimum idling speed	rpm	650	-	650	650
Velocidad media del pistón a velocidad nominal	m/s	12,3	-	12,3	3100
BMEP (presión media efectiva al freno) a máxima potenci	bar	8,6	-	7,3	7,3
Consumo específico de combustible con carga máxima (n	g/kWh @ rpm	230 @ 1800	-	230 @ 1800	230 @ 1800
Consumo de aceite a máximo régimen (% de consumo de	g/kWh @ rpm		= 0.1		
Temperatura mínima de arranque sin ayudas auxiliares	°C		-10°		
Intervalo de mantenimiento del aceite y el filtro de aceite ε	horas		600		

* Net Power at flywheel according to ISO 3046/1, after 50 hours running, Fuel Diesel EN 590. Power tolerance 5%.

POWER & TORQUE



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