

Regímenes del motor A1: 184 kW (250 HP) @ 2800 rpm

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

Regímenes del motor B: 147 kW (200 HP) @ 2800 rpm

Regímenes del motor C: 125 kW (170 HP) @ 2800 rpm

## SPECIFICATIONS

Ciclo Termodinámico	Diesel 4 stroke	
Alimentación del aire	TCA	
Cilindros Disposición	4L	
Diámetro x Carrera	milímetros	102 x 120
Cilindrada total	litros	3,9
Válvulas por cilindro	numero	4
Sistema de refrigeración	liquid	
Sentido de rotación (lado volante)	CCW	
Gestión del motor	by EDC (Electronic Diesel Control)	
Sistema de inyección	ECR	

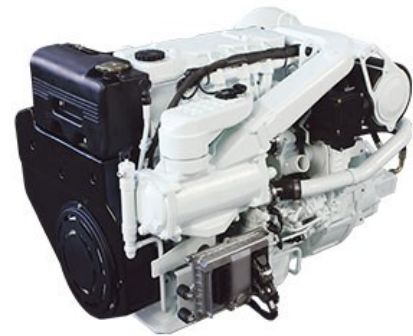
## STANDARD CONFIGURATION

Carcasa del volante	type	SAE 3
Tamaño del volante	pulgadas	11" ½
Filtro de aire	rear side	
Turbocompresor	Fixed Geometry (water cooled) Turbo with Aftercooler (TAA)	
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	aluminium	
Circuito de reaspiración de los vapores de aceite	rear	
Intercambiador de calor del aceite	built in the crankcase	
Punto de llenado de aceite	n° 1	
Motor de arranque	12V - 3kW	
Alternador	12 V - 90 A	
Dispositivo de parada del motor	by electronic central unit	
Cableado	with negative to ground connection	
Color de pintura	white "ICE"	

## WEIGHT AND DIMENSIONS

Dimensiones	LxAn.xAl. (mm)	850 x 708 x 785
Peso en seco	Kg	490

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	120 Ah
Batería - capacidad mínima de arranque en frío recomendada	Ah	900 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

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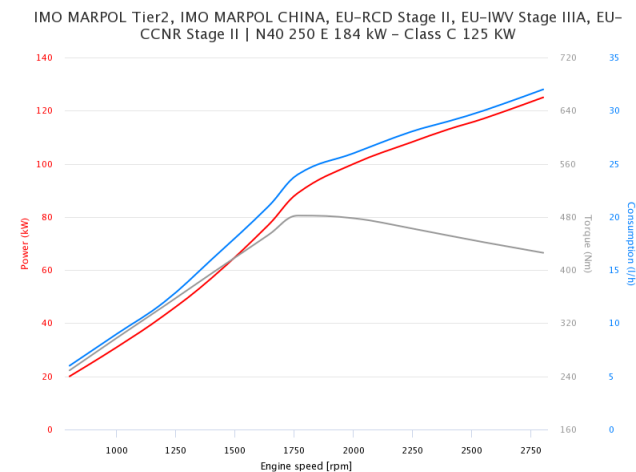
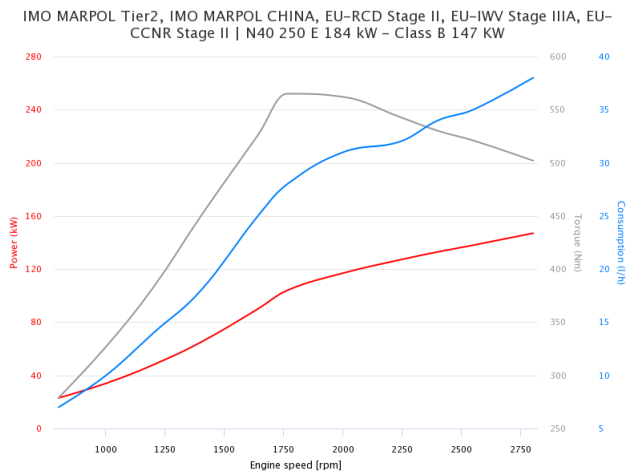
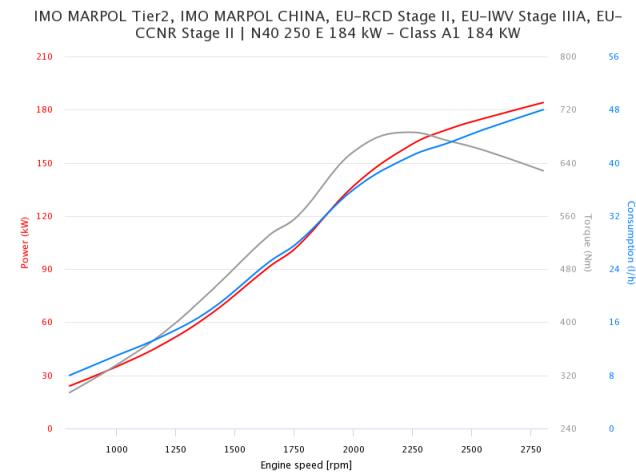


## RATING TYPE

		A1	A2	B	C
Max. Potencia [*]	kW (HP)	184 (250)	- (-)	147 (200)	125 (170)
Régimen	rpm	2800	-	2800	2800
Maximum no load governed speed at max rating	rpm	3000	-	3000	3000
Minimum idling speed	rpm	700	-	700	700
Velocidad media del pistón a velocidad nominal	m/s	11,2	-	11,2	3000
BMEP (presión media efectiva al freno) a máxima potenci	bar	22,1	-	18,3	15,6
Consumo específico de combustible con carga máxima (n	g/kWh @ rpm	217.4	-	216.7	216.7
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



### LEGEND

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