

Specifications

| | | |
|--|----|--------------------------------------|
| Thermodynamic cycle | | Diesel 4 stroke |
| Air handling | | TAA |
| Arrangement | | 4L |
| Bore x Stroke | mm | 95.8 x 104 |
| Total displacement | l | 3.0 |
| Valves per cylinder | n° | 4 |
| Cooling | | liquid |
| Direction of rotation (viewed facing flywheel) | | CCW |
| Compression ratio | | 17.5 : 1 |
| Injection system | | Electronic Common Rail - Multijet II |

Performance

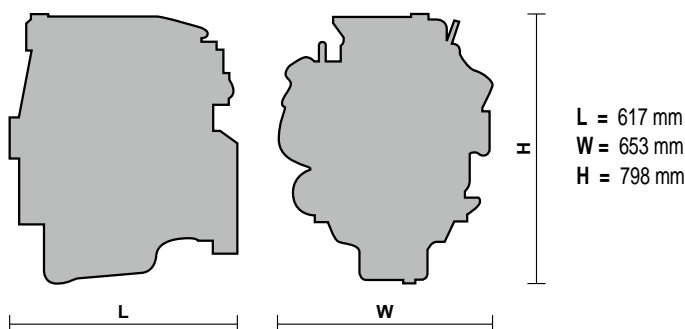
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|--|---------|-------------|
| Peak power [*] | kW(HP) | 129 (175) |
| At speed | rpm | 3500 |
| Peak torque | Nm(kgm) | 430 (44) |
| At speed | rpm | 1600 - 2865 |
| Maximum no load governed speed at max rating | rpm | 4200 |
| Minimum idling speed | rpm | 800 |
| Minimum starting temperature without auxiliaries | °C | - 25 |
| Oil and oil filter maintenance interval for replacement [**] | km | 40000 |
| Dry weight (standard configuration without: oil, cooling, starter, clutch, A/C Compressor, alternator) | kg | 247 |

FOR INFORMATION ON THE AVAILABLE RATINGS NOT LISTED IN THIS DOCUMENT PLEASE CONTACT THE FPT SALES NETWORK.

[*] Power at: flywheel according to 97/68 EC (without fan), after 50 hours running, 3% tolerance, fuel Diesel EN 590.

[**] Oil type: ACEA C2, SAE 5W30 low saps

Test conditions: ISO 3046/1, 25 °C air temperature, 100 kPa atmospheric pressure, 30 % relative humidity - Applicable also to DIN 6271, BS 5514, SAE J1349 Standards.

Dimensions:

Preliminary

Standard configuration

| | | |
|---|--------|--|
| Flywheel housing | type | n.a. |
| Flywheel size | inch | 11" |
| Intake manifold location | | middle high / left side |
| Exhaust manifold location | | middle high / right side / back |
| Turbocharger | | Variable Geometry Turbocharger |
| Turbocharger location | | back / right side |
| Fan transmission ratio | | 1.25 : 1 |
| Distance between fan - crankshaft centers | mm | x = -50 ; y = +180 |
| Fuel filter | | n.a. |
| Oil filter | | single cartridge - left side |
| Oil sump | | suspended sheet steel/front sump |
| Oil vapours blow-by circuit | | close case ventilation |
| Oil heat exchanger | | integrated into the block |
| Oil filler | | on front cover |
| Alternator (available versions) | | 12 V (110 A - 140 A) |
| Maximum torque available from crankshaft pulley | | 150 Nm @ 1500 rpm |
| Engine stop device | | by electronic control unit |
| Wiring harness | | interface wiring loom with accessories |
| Painting | colour | n.a. |

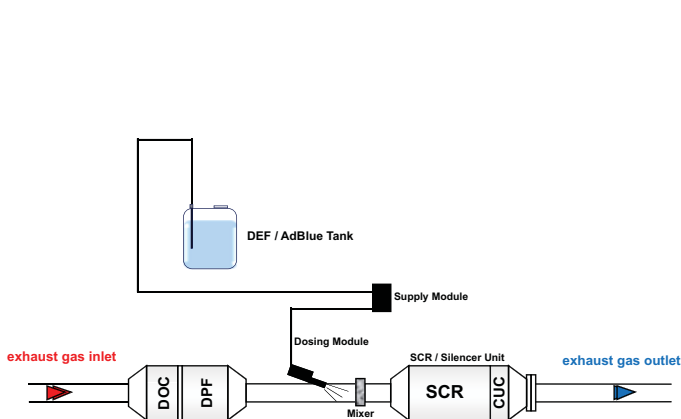
Not included in the standard configuration

| | | |
|--|--|--------------|
| Starter | | 12V - 2.5 kW |
| Battery - minimum capacity recommended | | n.av. |
| Battery - minimum cold cranking capacity recommended | | n.av. |
| PTO | | n.a. |
| PTO - transmission ratio | | n.a. |

LEGEND:

n.a. = not applicable
n.av. = not available

Aftertreatment System



SCR (Selective Catalytic Reduction) system Main components - Functional Scheme

- Supply Module
- Dosing Module
- SCR Catalyst with integrated CUC*
- DOC**
- DEF***/AdBlue Tank
- DPF****

*CUC: Clean Up Catalyst
**DOC: Diesel Oxidation Catalyst
***DEF: Diesel Exhaust Fluid
****DPF: Diesel Particulate Filter

FPT OFFERS THE WIDEST AVAILABILITY OF ENGINE BUILD OPTIONS TO CUSTOMER SPECIFIC REQUIREMENTS WITHIN THE ENGINE SUPPLY. TO FIND OUT MORE ABOUT THE CONFIGURATIONS AND ACCESSORIES WHICH ARE AVAILABLE, CONTACT THE FPT SALES NETWORK.

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Specifications subject to change without notice.
Illustrations may include optional equipment