

## FPT INDUSTRIAL LAUNCHES ITS GBVI SOLUTIONS AT THE 2018 BEIJING MOTOR SHOW

Turin, April 26, 2018

In 2020, China will introduce a new mandatory emission regulation: **GBVI**. **FPT Industrial** is ready two years in advance and its solutions are presented at the **2018 Beijing International Automotive Exhibition** (China International Exhibition Center New Venue, Stand W05 ) On April 26 at 9 am, FPT Industrial is hosting a **Press Conference** at the Reinassence Beijing Capital Hotel to show its **GBVI-compliant technologies**, explaining the innovations and related perks. On this occasion, FPT Industrial introduces the **Cursor 9 GBVI** engine, the **Cursor 11 GBVI** engine, the **Cursor 13 GBVI** engine, the **ATS solution** and even the **Cursor 9 Natural Gas**. Furthermore, at Beijing International Automotive Exhibition FPT Industrial remarks its presence in China. Here FPT Industrial has been present since **2009** and is operating with four sites: **Chongqing plant**, through FPT Industrial joint-venture **SFH, Beijing**, where Sales Offices are located, and **Shanghai**, which is one of the seven **FPT Industrial Research & Development Center** around the world.



PRESS RELEASE



*FPT Industrial Cursor 9*



*FPT Industrial Cursor 11*



*FPT Industrial Cursor 13*

**GBVI legislation** ensures that **the combined emissions of 36 trucks are as much as only 1 truck with GBI engine** and FPT Industrial relied on its **longstanding expertise** to find effective solutions that could mix performance and GBVI emission compliance. The result was achieved by adding a Selective Catalytic Reduction (**SCR**) system to the F1 Family and the **HI-eSCR** technology to the Cursor Family. The SCR system allows to obtain an extremely high conversion efficiency of NO<sub>x</sub> emissions (95%), while the HI-eSCR technology is **EGR-free** and it's the best after-treatment solution for medium and heavy-duty engines since it

reduces NO<sub>x</sub> emission and fuel consumption while enhancing the engine performance and reliability.

FPT Industrial has been working on **SCR over the last 25 years**, achieving the first patent in 2004. Then, in 2005 FPT Industrial began to use particulate filtration technology for On-Road applications, selling more than one million SCR and **two million DPF on LCVs**. FPT Industrial was also at the forefront of the Off-Road market, where SCR was applied in 2011, whilst in 2013 FPT Industrial was the first to achieve an SCR efficiency higher than 95% in the On-Road segment, avoiding EGR.

The **HI-eSCR technology** offers great benefits which start from **lower costs**: compared to the systems using EGR, in fact, this one allows to have a 3% lower fuel consumption. Plus, the DPF service interval is longer and there is less downtime – due to a regeneration free DPF – and longer oil drain intervals, which are up to 150.000 km on Cursor engines.

Due to the absence of EGR and a simpler injection system, there is **less complexity** within the engine, which also presents an **higher durability** that contributes to grant the **reliability** whom FPT Industrial is known for. Finally, this compact system is an **easy to install solution** – since it is exchangeable with the current engine installation.

The engines that FPT Industrial is presenting as **GBVI solutions** cover a range from **150hp to 560hp, five models** and **two engines family**. The best-selling F1 Family is represented by the F1A, with a power of 150hp and a torque of 350 Nm, and the F1C, with a power output of 170hp and torque up to 400 Nm. As for the Cursor family, FPT Industrial is ready for GBVI with its Cursor 9 (390hp), Cursor 11 (450hp) and Cursor 13 (560hp) engines.

This award-winning engine family keeps improving with many perks both for the environment and for the final customer. Delivering the performance of a 11-liter engine into the packaging of a 9-liter engine, the **Cursor 9 is best-in-class for power density**. Furthermore, the EGR-free architecture and the DPF with passive regeneration contribute to have a **low fuel consumption**, while the **low maintenance costs** are granted by the simple injection system and the smaller cooling pack.

FPT Industrial Cursor engines also provide benefits for the final customer combining **maximized efficiency and minimized costs**. The already mentioned advantages, in fact, are

the reasons why the **maintenance costs are up to less than 46%**, the fluid cost is up to - 0,5% and the working hours are up to 2,5% more, all considering the competitors' average using EGR. Therefore, the Cursor family is **best-in-class for Total Cost of Ownership**.

Together with GBVI engines, FPT Industrial also presents its **Natural Gas line-up**. In the past two years, FPT Industrial has sold **tens of thousands engines** and it is the only brand which can offer the **Gas equivalent of each Diesel engine family**. From the F1C NG – which was the first NG product for Light Commercial Vehicles, and is now the best-selling NG engine for commercial transport – to the Cursor 13 NG, the latest arrived for long-haul transport, FPT Industrial has the **most long-lasting experience in Natural Gas**.

FPT Industrial Natural Gas line up covers a range from **136hp to 460hp** and all kind of applications, from Light Commercial Vehicles to Long Haul Trucks, from Citybus to Coach. FPT Industrial's decision to rely on Natural Gas depends on the many advantages of this technology: it provides **Diesel-like performances** with much lower emissions and savings. Plus, all Natural Gas engines can run with **CNG** (Compressed Natural Gas), **LNG** (Liquefied Natural Gas) and **bio-methane**, with the latter solution capable of **reducing the CO<sub>2</sub> emission levels near to zero**. Furthermore the **F1C NG can be coupled with serial hybrid system**, providing **fuel and CO<sub>2</sub> reduction up to 30%** (compared to Diesel). Furthermore, it can power **buses up to 12-meter long** and can switch to a 100% electric mode for the areas demanding zero emission vehicles.

As for the Cursor series, the **Cursor 9** engine is the ideal solution for applications such as heavy haulage, garbage collection, city and intercity transportation. The Cursor 9 features **an high reliability** due to the nickel-resist cast-iron exhaust manifold and the water-cooled Wastegate turbocharger. The **most powerful** FPT Industrial CNG engine is the **Cursor 13**, which can deliver a max power of 460hp and has the longest maintenance on the market, due to the 90.000 km oil drain interval. It is specially developed for **long-haul missions** and allows a **98% PM reduction**, while NO<sub>x</sub> emissions are 48% lower when compared to Diesel engines.

*FPT Industrial is a brand of CNH Industrial, dedicated to the design, production and sale of powertrains for on and off-road vehicles, marine and power generation applications. The company employs more than 8,000 people worldwide, in ten manufacturing plants and seven R&D Centres. The FPT Industrial sales network consists of 93 dealers and over 900 service centres in almost 100 countries. A wide product offering, including six engine ranges from 42 hp up to 1,006 hp, transmissions with maximum torque of 200 Nm up to 500 Nm, front and rear axles from 2 to 32 ton GAW (Gross*

*Axle Weight). FPT Industrial offers the most complete Natural Gas engines line-up on the market for industrial applications, including engine ranges from 136 hp up to 460 hp. This extensive offer and a close focus on R&D activities make FPT Industrial a world leader in industrial powertrains. For further information, visit [www.fptindustrial.com](http://www.fptindustrial.com).*

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