FPT
POWERTRAIN TECHNOLOGIES

OFF-ROAD
AGRICULTURE

Our efficiency.
Your edge.

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ABOUT FPT INDUSTRIAL

FPT Industrial is a Brand of Iveco Group, dedicated to the design, production, and sale of powertrains and solutions for on- and off-road vehicles, as well as marine and power generation applications. Over 8,000 people across ten production sites and eleven R&D centers work for FPT Industrial all around the world.

Active in nearly 100 different countries, its global sales and its Customer Service department supports all Brand Customers. The extensive product offering includes six engine ranges with power outputs from 42 hp to over 1,000 hp, transmissions with torque up to 500 Nm, and front and rear axles from 2.45 to 32 tonne GAW (Gross Axle Weight). FPT Industrial offers the most complete line-up of natural gas engines for industrial applications on the market, with power outputs ranging from 50 to 520 hp.

A dedicated ePowertrain division is accelerating the path towards net zero-emissions mobility, with electric drivelines, battery packs, and battery management systems.

This extensive offering, and its strong focus on R&D, makes FPT Industrial a world leader in industrial powertrains and solutions.

We are proud to be a people oriented and innovation driven Company, that builds Customer advantage through continuous research and improvement, and creates value by leveraging this advantage.

**We innovate constantly.
We increase the benefits for
end users and create value
for the businesses we serve.**

OUR STAGE V PORTFOLIO

Superior Technology & Outstanding Advantages

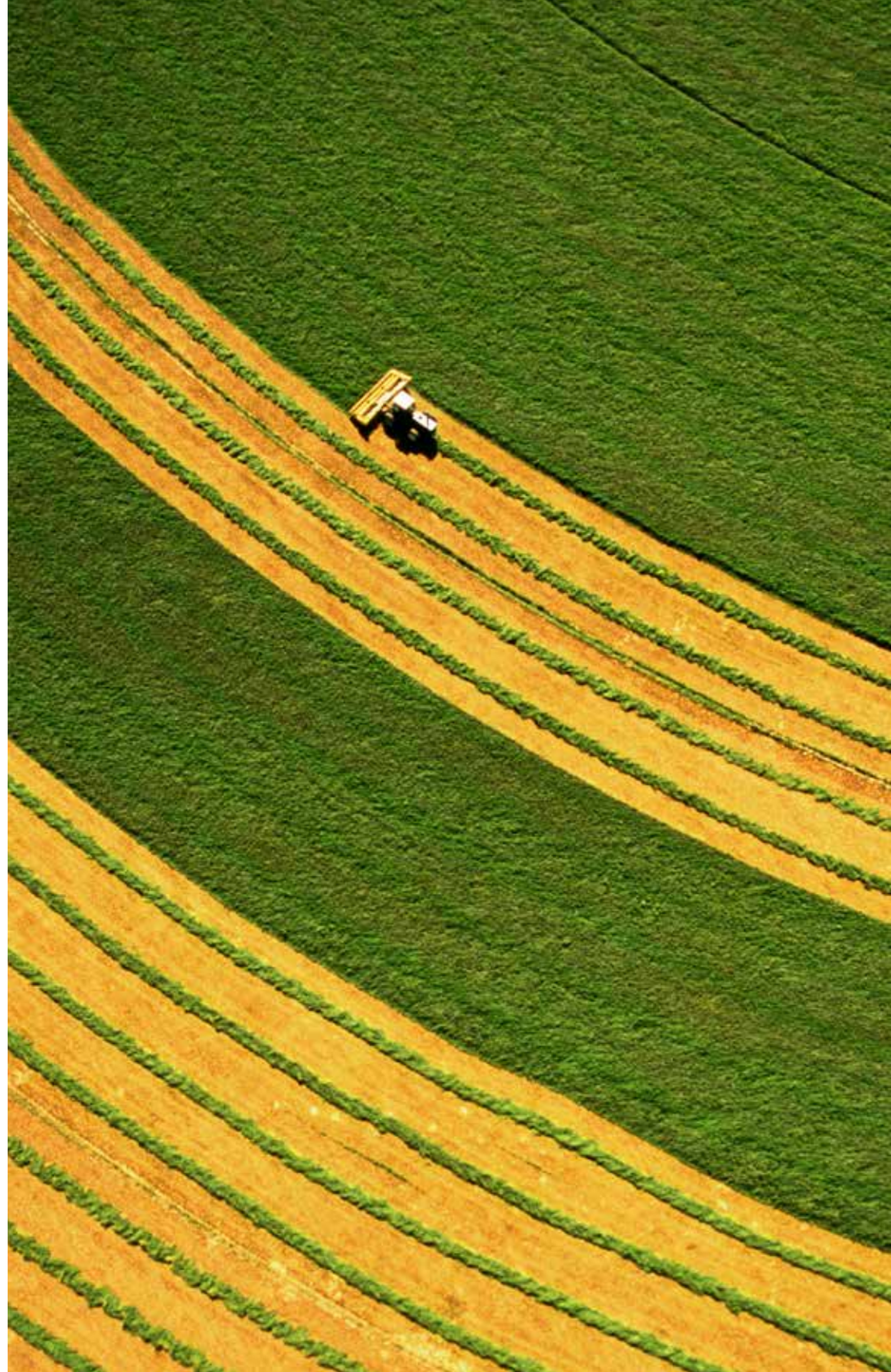
Technological excellence and product innovation are at the core of FPT Industrial's mission. Our focused R&D activities are aimed at positioning us as the leading innovator in the agricultural powertrain sector, providing cutting-edge and progressively sustainable solutions.

Maintaining compliance with emission standards has non marginal impact on vehicle architecture. The HI-eSCR technology represents a revolutionary advancement, delivering substantial improvements in both performance and efficiency. This FPT Industrial patent leverages 25 years of experience and more than one million units produced. To comply with Stage V standards, the second-generation
HI-eSCR2 system guarantees competitive advantages, including best-in-class performance and low running costs.

FPT Industrial's Stage V Solution

- High Productivity
- Reduced operating costs
- "For life" after-treatment systems
- Enhanced reliability
- Maximised uptime

High Performance	Best-in-class power and torque density.
Low Operating Costs	Best-in-class fluid consumption. Maintenance-free after-treatment system: no replacement costs over lifecycle.
Ease of Use	Extended service intervals.



Emission Standards Scenario

During the combustion process, the chemical energy of the fuel is converted into mechanical energy. Because of the chemistry of combustion, several pollutants are produced, of which the most harmful are Nitrogen Oxides (NOx) and Particulate Matter (PM).

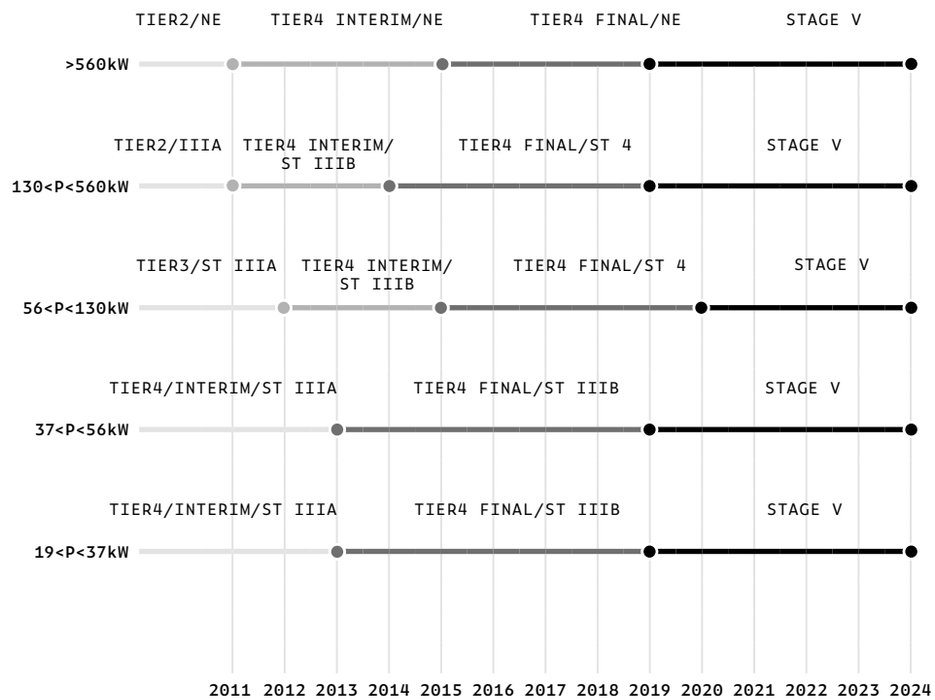
Since 2011, when Tier4 Interim/Stage IIIB came into force, many efforts have been made to reduce such pollutants damaging the environment.

Tier4 Final/Stage IV regulation, introduced in 2014, implied a further significant reduction of NOx (-80% Vs. Tier4 Interim/Stage IIIB levels) while PM was not affected by further reductions.

Stage V, the new regulatory step introduced in Europe in 2019/2020 (depending on engine power level), further tightens the limits on PM emissions: admitted PM quantity has been reduced by 40% compared to Stage IV and a new limit has been introduced on the number of emitted particles (Particle Number Limit, PN). In addition, Stage V regulation involves power ranges which, up until now, have been subject to lighter or no legislation at all in Europe (power ranges below 37 kW or above 560 kW).

Off-Road Emissions Regulations — Roadmap

European off-road mobile machinery, agricultural and forestry tractors & USA off-road compression & ignition engine emission standards.



Legend

After the introduction of Tier4 Final/Stage IV emission limits in 2014-2015, a further regulation re-enforcement was introduced for European Off-Road applications in 2019 or 2020 depending on power levels.
Emission Durability Period: 8000 hours, 10 years.
No new type approval in Europe for existing emission stage permitted in the year before new emission stage introduction.

HI-eSCR2

Tier4 Final / Stage IV

FPT Industrial's patented HI-eSCR system is able to reduce the NOx levels more than 95%, offering best-in-class conversion efficiency; moreover, thanks to no DPF, the FPT Industrial solution is maintenance free and improves productivity by avoiding downtime during operation for filter cleaning or replacement.

Stage V

To maintain the advantages of the unique and unbeaten HI-eSCR technology, FPT Industrial will integrate a maintenance-free filtering device on its SCR catalyst, thus allowing to comply with tightened limits on PM emissions within a compact package.

The HI-eSCR2 system, applicable for engines above 56 kW and below 560 kW, where different emission limits apply, maintains the same dimensions of Tier4 Final / Stage IV applications, requiring no machine redesign or layout changes to make it easier to comply with the next emission level.

Thanks to optimized combustion, leadership on performance and fuel efficiency is confirmed, while maintenance-free after-treatment ensure low running costs avoiding unplanned downtime.

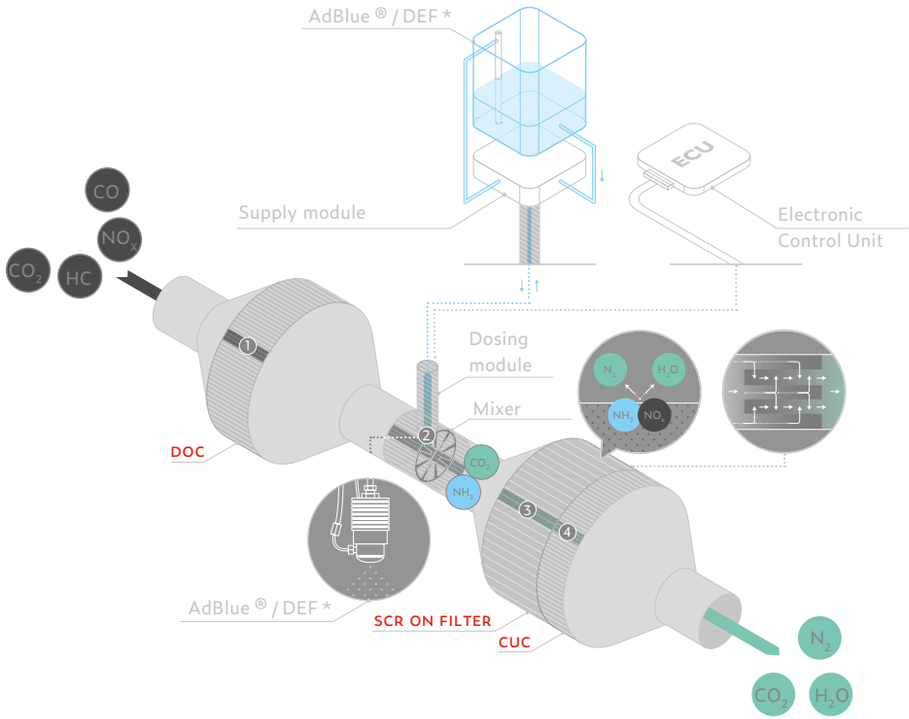
Benefits

- High performance for increased vehicle productivity.
- No additional complexity and lean design for easier installation and maximum reliability.
- Low operating costs thanks to high efficiency and long service intervals.

By way of continuous technical advantages our state of the art engine range allows our customers to have class leading features, such as minimized total cost of ownership and outstanding performance. Key to the optimization of engine efficiency is EGR-free combustion on NEF and CURSOR engine families, together with high cylinder pressure and high injection pressures: engines adopting the latest generation of Common Rail system feature peak nozzle pressures of up to 2500 bar.

To achieve these targets, crankcase and cylinder head design has been improved to ensure increased structural stiffness. An Electronic Control Unit manages engine parameters and guarantees an accurate control of the after treatment system.

Extended service interval, together with a maintenance-free after-treatment solution reduce running cost for end users.



1.
Diesel
Oxidation Catalyst
$NO \rightarrow NO_2$
HC, CO and PM
oxidation

2.
AdBlue* / DEF
Injection
Hydrolysis →
NH_3+CO_2

3.
Selective Catalytic
Reduction on filter
NO and NO_2
reduction by NH_3
to N_2 and H_2O
PM oxidation with NO_2

4.
Clean Up Catalyst
Residual NH_3
oxidation

AdBlue®/DEF
$= CO(NH_2)_2 + H_2O$

Legend

PM Particulate Matter
HC Unburnt Hydrocarbons
NO_x Nitrogen Oxides

CO Carbon monoxide
N_2 Nitrogen

CO_2 Carbon Dioxide
H_2O Water

Main Components

The whole system is fitted with a network of integrated sensors to control temperature, pressure and NOx levels.

Exhaust gas flow coming from the engine enters the DOC, where NO is oxidised to NO_2, in order to maximize SCR catalyst's efficiency conversion.

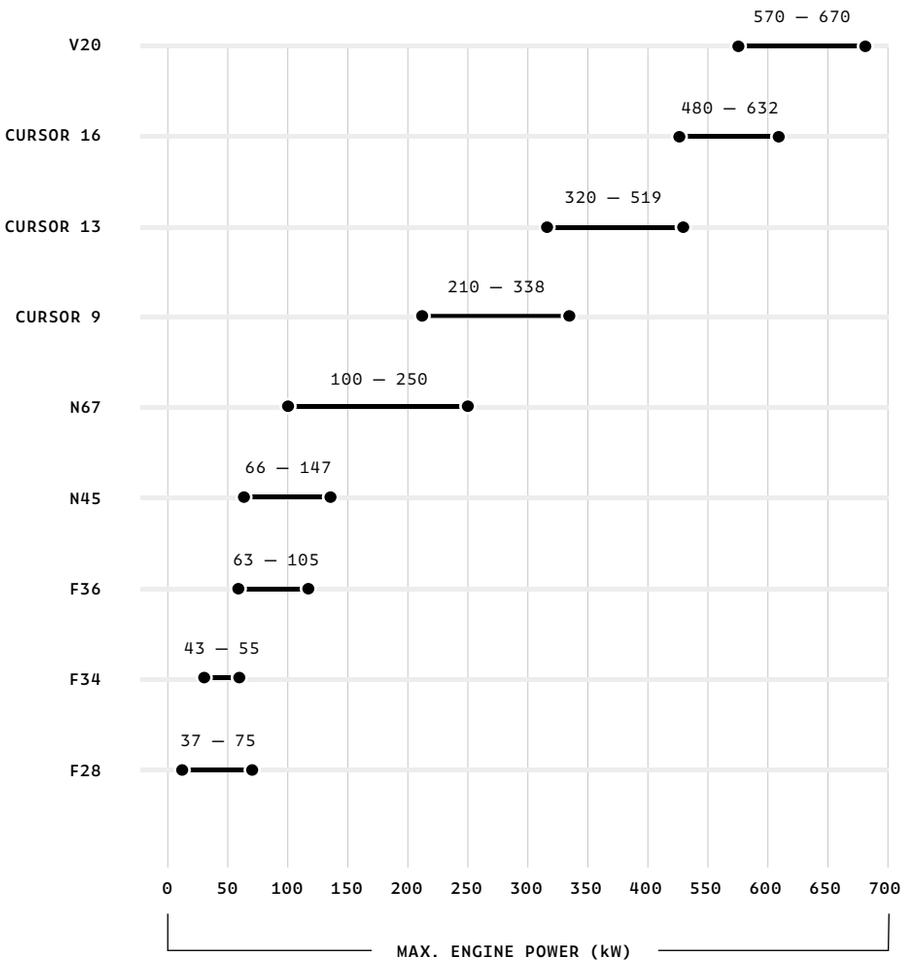
The ECU (Engine Control Unit), the brain behind the HI-eSCR2 system, checks, through integrated sensors network, the amount of Water-Urea (DEF/AdBlue) solution to be injected in the exhaust pipe. To increase the durability of the injector, Dosing Module is cooled by the engine coolant.
The HI-eSCR2 after-treatment integrates both the filtering device and the SCR in a compact layout, ensuring no layout impact Vs. Stage IV. At the same time as trapping and oxidizing the Particulate Matter, the catalyst converts NOx into Nitrogen (N_2) and water (H_2O) thanks to the chemical reaction of Ammonia (NH_3) generated from DEF/Adblue.
In the end, the integrated CUC eliminates the remaining ammonia (NH_3). The result is a reduction of NOx superior to 95% and the PM levels within Stage V emission limits.

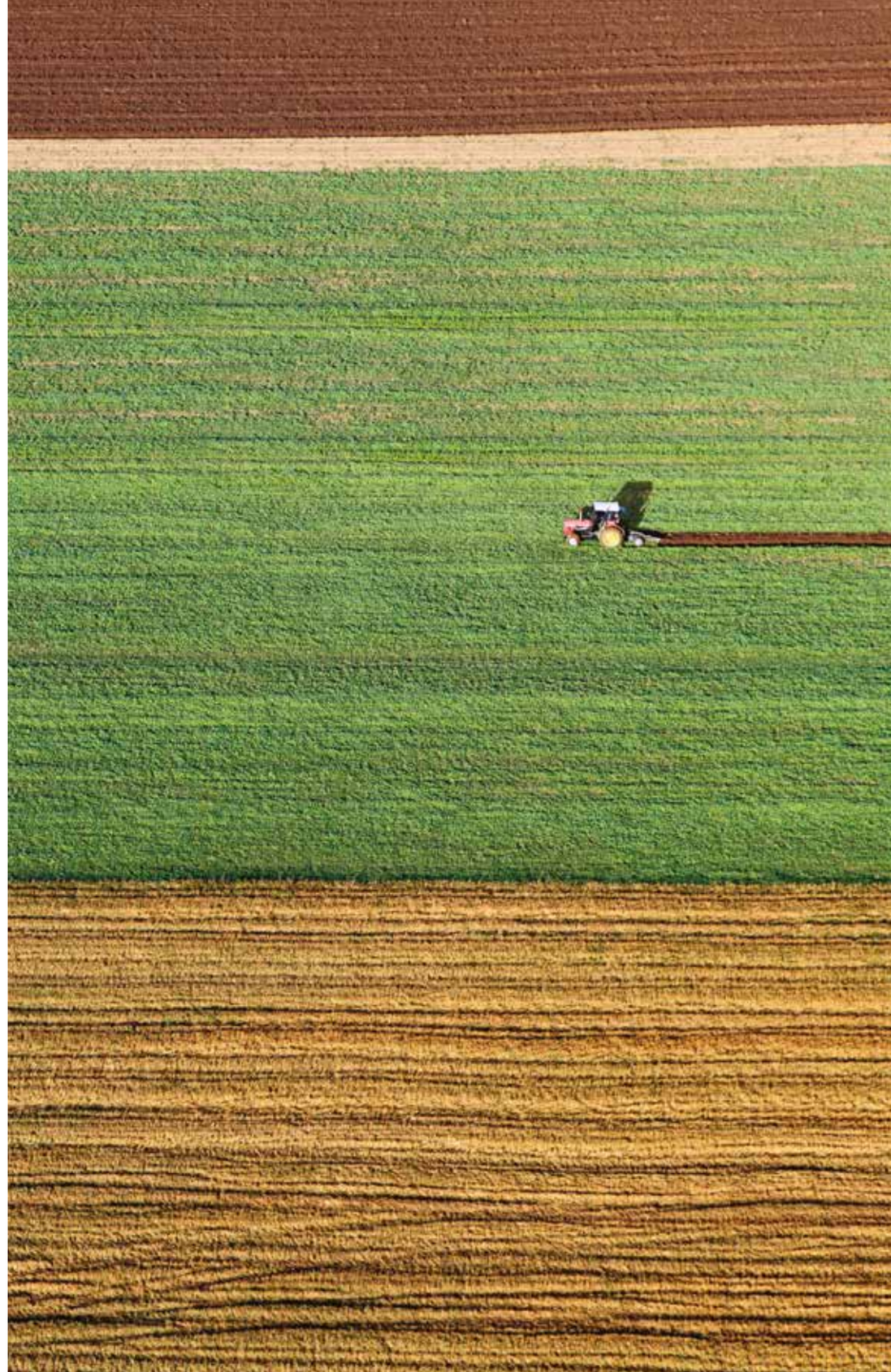
Patents

- Closed loop control with proprietary algorithms and dedicated sensors to provide accurate monitoring of exhaust gas composition and optimized DEF/AdBlue dosing strategy.
- Thermally insulated high turbulence mixer to allow homogeneous DEF/AdBlue evaporation and urea hydrolysis ensuring correct distribution in exhaust gas flow.
- Optimized exhaust gas thermal management to ensure emission compliance in all working conditions.
- All after-treatment components are packaged in a compact and fully enclosed structure, providing flexible layout options to simplify installation on machines.

FPT Industrial Off-Road Agriculture Engines Portfolio Overview

STAGE V LINE-UP 37 - 670 kW





Off-Road Agriculture Stage V engines line-up

Engine model	Cyl. Arrangement Injection System Air Handling	Turbocharging	Displacement Liters	Dimensions* (LxWxH) mm	Dry Weight* Kg	Rated Power			Torque		
						kW	hp	rpm	Nm	Lb/ft	rpm
F28	4L / CR / TCA	WG	2.8	623 x 580 x 750	290	75	102	2300	415	306	1600
F28	4L / CR / TCA	WG	2.8	623 x 580 x 750	290	55	75	2500	375	277	1400
F28	4L / CR / TC	WG	2.8	623 x 580 x 750	290	55	75	2500	260	192	1800
F28	4L / CR / TCA	WG	2.8	623 x 580 x 750	290	43	58	2300	250	184	1400
F28	4L / CR / TCA	WG	2.8	623 x 580 x 750	290	37	50	2300	207	153	1400
F34	4L / CR / TCA	WG	3.4	714 x 601 x 852	315	55	75	2500	424	313	1200
F34	4L / CR / TC	WG	3.4	714 x 601 x 852	315	55	75	2500	314	232	1400
F34	4L / CR / TCA	WG	3.4	714 x 601 x 852	315	43	58	2300	250	184	1400
F36	4L / CR / TCA	WG	3.6	714 x 601 x 852	320	105	143	2300	600	443	1500
F36	4L / CR / TCA	WG	3.6	714 x 601 x 852	320	90	122	2300	490	361	1400
F36	4L / CR / TCA	WG	3.6	714 x 601 x 852	320	75	102	2200	430	317	1400
F36	4L / CR / TCA	WG	3.6	714 x 601 x 852	320	63	86	2300	354	261	1400
N45	4L / CR / TCA	WG	4.5	816 x 687 x 1049	402	147	200	2100	744	549	1400
N45	4L / CR / TCA	WG	4.5	816 x 687 x 1049	402	125	170	2200	710	524	1500
N45	4L / CR / TCA	WG	4.5	816 x 687 x 1049	402	103	140	2200	630	465	1300
N45	4L / CR / TCA	WG	4.5	816 x 687 x 1049	402	89	121	2200	539	398	1500
N67	6L / CR / TCA	eVGT	6.7	1062 x 687 x 1049	530	250	340	2100	1398	1031	1400
N67	6L / CR / TCA	WG	6.7	1062 x 687 x 1049	530	212	288	2200	1160	856	1500
N67	6L / CR / TCA	WG	6.7	1062 x 687 x 1049	530	191	260	2200	1159	855	1500
N67	6L / CR / TCA	WG	6.7	1062 x 687 x 1049	530	151	205	2200	940	693	1500
N67	6L / CR / TCA	WG	6.7	1062 x 687 x 1049	530	129	175	2200	802	592	1500

Legend

* Dimensions and weight can be changed according to engine options.

Arrangement
- L In line vertical
- V V-configuration (90°)

Air Handling
- TCA Turbocharged After Cooled
- TC Turbocharged

Injection System
- CR Common Rail

Turbocharging
- WG Fixed geometry turbocharger with WasteGate valve
- eVGT Electronic Variable Geometry Turbocharger
- TST Two Stage Turbo

Engine model	Cyl. Arrangement Injection System Air Handling	Turbocharging	Displacement Liters	Dimensions* (LxWxH) mm	Dry Weight* Kg	Rated Power			Torque		
						kW	hp	rpm	Nm	Lb/ft	rpm
CURSOR 9	6L / CR / TCA	WG	8.7	1216 x 883 x 1007	870	308	419	2100	1800	1328	1500
CURSOR 9	6L / CR / TCA	WG	8.7	1216 x 883 x 1007	870	275	374	2100	1675	1235	1500
CURSOR 9	6L / CR / TCA	WG	8.7	1216 x 883 x 1007	870	245	333	2100	1510	1114	1500
CURSOR 13	6L / CR / TCA	WG	12.9	1359 x 951 x 1212	1320	466	634	1900	2663	1964	1600
CURSOR 13	6L / CR / TCA	WG	12.9	1359 x 951 x 1212	1320	407	554	2100	2401	1771	1400
CURSOR 13	6L / CR / TCA	WG	12.9	1359 x 951 x 1212	1320	384	522	2100	2300	1696	1400
CURSOR 13	6L / CR / TCA	WG	12.9	1359 x 951 x 1212	1320	346	471	2100	2012	1484	1400
CURSOR 16	6L / CR / TCA	TST	15.9	1367 x 1244 x 1344	1630	602	819	2000	3842	2834	1300
CURSOR 16	6L / CR / TCA	WG	15.9	1477 x 927 x 1366	1450	570	775	1900	3323	2451	1500
CURSOR 16	6L / CR / TCA	WG	15.9	1477 x 927 x 1366	1450	515	700	2100	2988	2204	1500
CURSOR 16	6L / CR / TCA	WG	15.9	1477 x 927 x 1366	1450	480	653	2100	2751	2029	1500
V20	8V / CR / TCA	WG	20.1	1625 x 1190 x 1340	1600	670	911	1800	4095	3020	1500

Legend

* Dimensions and weight can be changed according to engine options.

Arrangement
- L In line vertical
- V V-configuration (90°)

Air Handling
- TCA Turbocharged After Cooled
- TC Turbocharged

Injection System
- CR Common Rail

Turbocharging
- WG Fixed geometry turbocharger with WasteGate valve
- eVGT Electronic Variable Geometry Turbocharger
- TST Two Stage Turbo

THE F28 SERIES

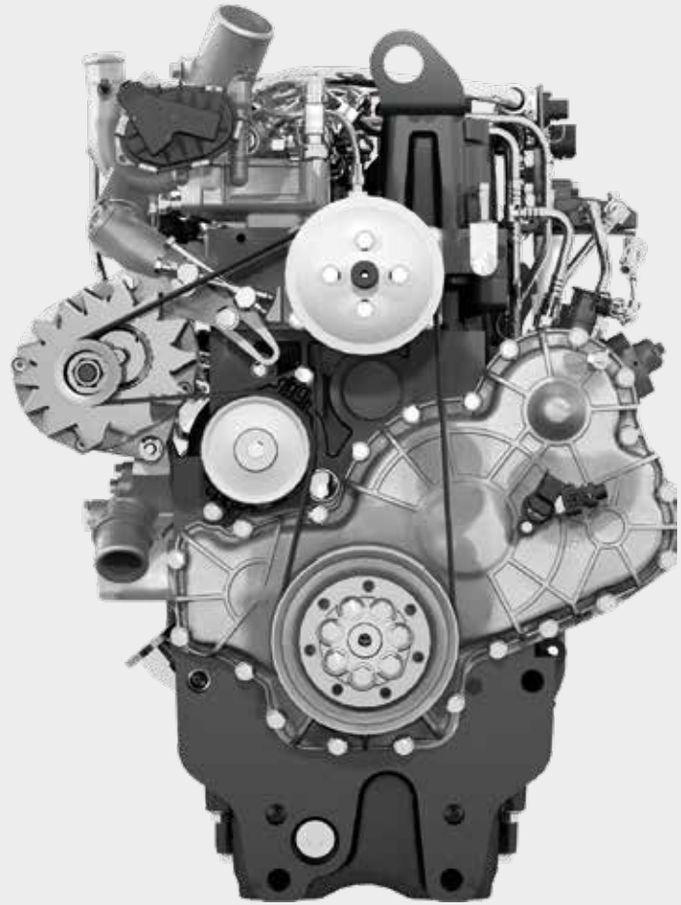
From 37 to 75 kW

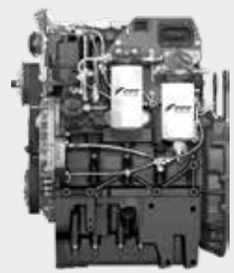
Architecture
4 CYL, 2.8 L displacement.

Torque
Up to 415 Nm.

After Treatment System
Compact HI-eSCR2 (above 55kW).

Service
600 hours service intervals.



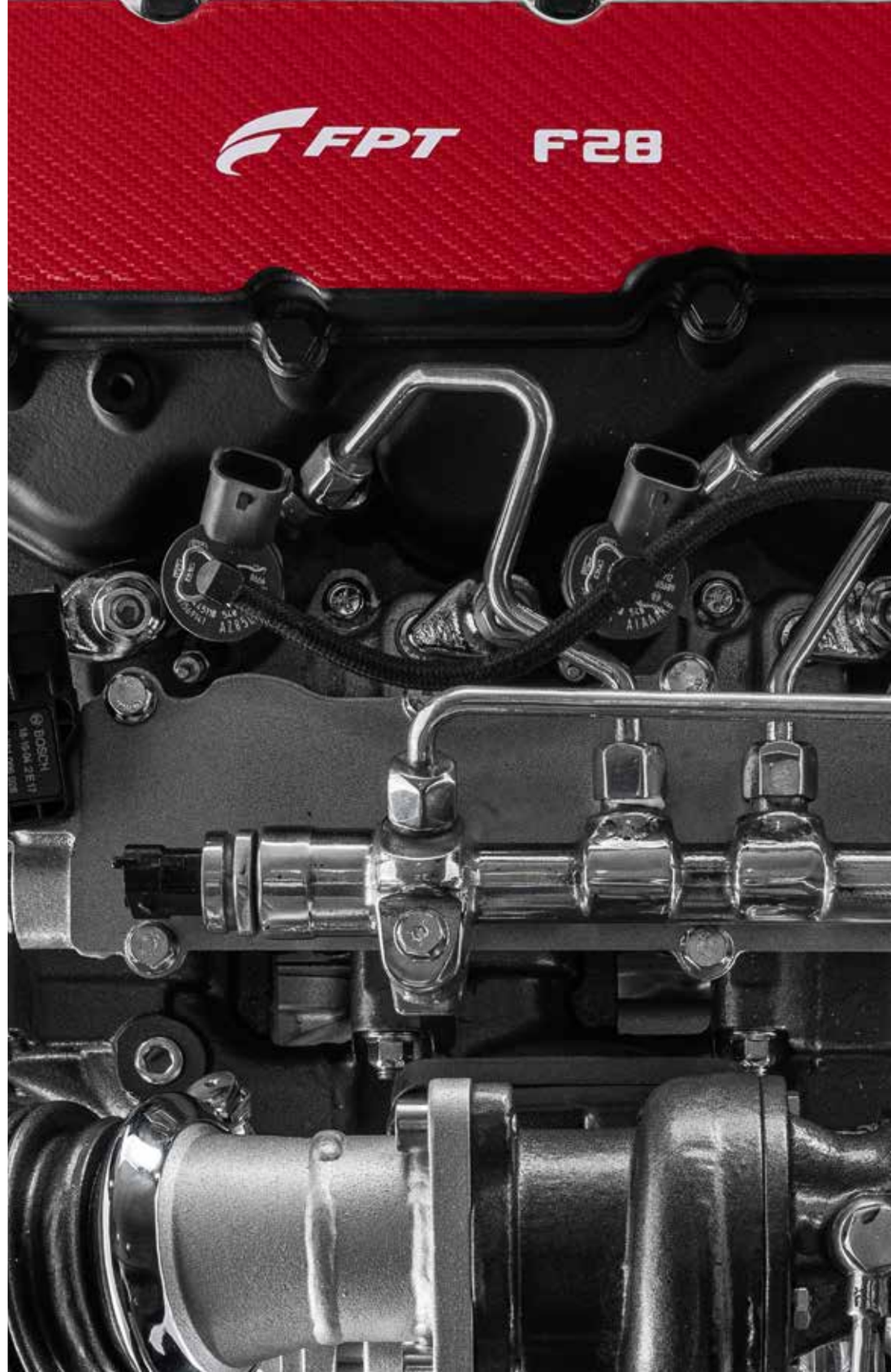


The F28 Stage V is a one-engine solution tailored to meet the needs of both space-constrained and performance-oriented applications.

With improved power output packaged into a remarkably compact form, the F28 is a versatile choice, perfectly suited for various agricultural applications, including specialized and small utility tractors.

The F28 is engineered with a multi-power capacity and incorporates a modular architecture, allowing it to operate on diesel, natural gas, and adapt to hybrid applications, thus ensuring optimal performance across all operational scenarios while guaranteeing maximum installation versatility.

F28



F28

Arrangement:	4 Cyl. in line
Total Displacement (L):	2.8
Maximum Power (kW (Hp) @ rpm):	75 (102) @ 2300
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TC/TCA
Valves per cylinder:	2
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Anti-clockwise
Engine management:	Electronic
Injection System:	CR
Turbocharging:	WG

WEIGHT AND DIMENSIONS*

Dimensions	(LxWxH) 623 x 580 x 750 mm
Dry Weight	290 Kg

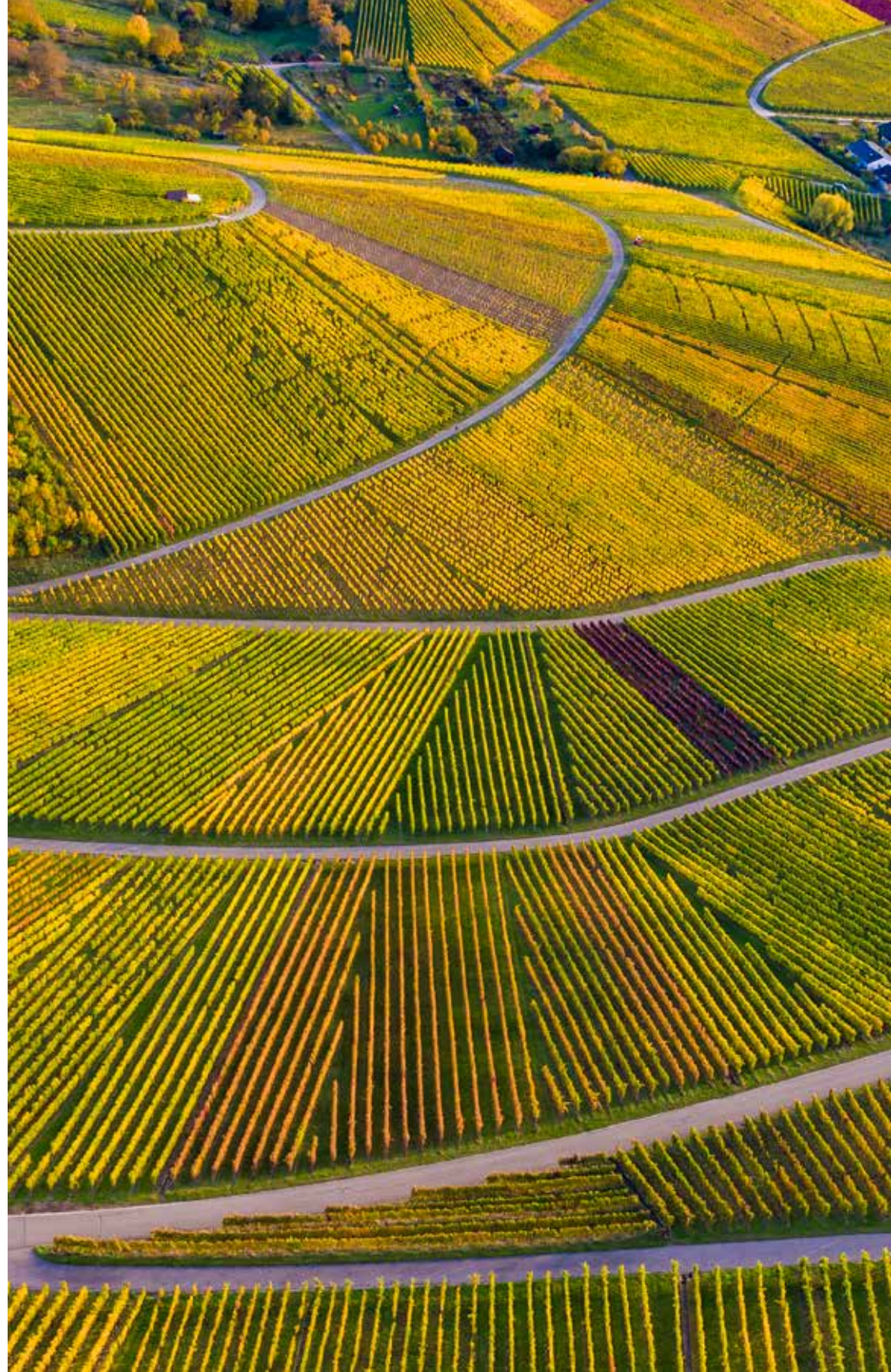
Air Handling	Turbo-charging	Rated Power kW	Rated Power hp	Rated Power rpm	Torque Nm	Torque Lb/ft	Torque rpm	Emission Standard	Exhaust System
TCA	WG	75	102	2300	415	306	1600	Tier4 Final Stage V	EGR + DOC + DPF + SCR
TCA	WG	55	75	2500	375	277	1400	Tier4 Final Stage V	EGR + DOC EGR + DOC + DPF
TC	WG	55	75	2500	260	192	1800	Tier4 Final Stage V	EGR + DOC EGR + DOC + DPF
TCA	WG	43	58	2300	250	184	1400	Tier4 Final Stage V	EGR + DOC EGR + DOC + DPF
TCA	WG	37	50	2300	207	153	1400	Tier4 Final Stage V	EGR + DOC EGR + DOC + DPF

*Dimensions and weight can be changed according to engine options.

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged

Injection System
CR Common Rail

Turbocharging
WG Fixed geometry turbocharger with WasteGate valve
eVGT Electronic Variable Geometry Turbocharger
TST Two Stage Turbo



Compact Package, Bigger Performance

Compact agriculture equipment requires increasing performance respecting stringent dimension constraints. Therefore, engines are challenged to outperform, maximizing productivity within compact layouts.

The FPT Industrial solution for specialized and small utility tractors is the new F28 Stage V, a one-engine solution that matches both space and performance-driven applications thanks to enhanced output in a highly compact packaging.

In line with FPT Industrial strategy and commitment to sustainable solutions, F28 features efficient, optimized combustion and has been designed to be Modular and Multipower, for Diesel, natural gas and hybrid applications providing lower operating costs and environmental sustainability.

Lean design, with integrated EGR channel and reduced liner bridge, ensures compactness for easier vehicle installation. A wide range of options is also available, including flywheels, flywheel housings, oil pans and filters.

A highly compact after-treatment solution grants cross-region installation modularity, with a common packaging for Europe Stage V (DOC+DPF) and NAFTA Tier4 Final (DOC-only), below 56 kW.

A full-service package—from maintenance to support—can be tailor-made for every customer and industry.

Key Advantages

	Features	Benefit
Performance	Up to 55 kW (75 hp) / 375 Nm with high-torque approach: low-end torque 23% higher than market average. Specific high-performance version designed for 75 kW (100 hp) / 415 Nm.	Prompt engine response & high productivity.
Compactness	3.4 L performance in a 2 L package. Compact after-treatment system (ATS) with simple installation and layout.	Matches both space and performance driven applications.
Ease of use and low cost of ownership	Single side serviceability and up to 600-hour service interval.	Low running costs and easier maintenance.
Multipower & Modularity	Ready for Natural Gas & Hybrid, with a modular design sharing common base components with Diesel.	Same installation interfaces and interoperability within engines.

THE F5 SERIES

From 43 to 105kW

Architecture
4 CYL, 3.4 - 3.6 L displacements.

Torque
Up to 600 Nm.

After Treatment System
HI-eSCR2 (above 55kW).

Service
600 hours service intervals.

In agricultural machinery, continuous innovation is key. Even as compact equipment must meet ever more stringent size requirements, there is a growing demand for higher productivity in the fields. New technology elevates performance while working within existing layout limitations.

FPT Industrial's solutions achieve an increase in engine displacement without any alteration to external dimensions. Improved turbocharger and piston designs result in higher power output and exceptional torque density for the F5 series.

Our innovative products not only free up resources by reducing costs for farmers but also facilitate simpler maintenance over the course of their lifecycle.

F34

F36

F34

Arrangement:	4 Cyl. in line
Total Displacement (L):	3.4
Maximum Power (kW (Hp) @ rpm):	55 (75) @ 2500
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TC/TCA
Valves per cylinder:	2
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Anti-clockwise
Engine management:	Electronic
Injection System:	CR
Turbocharging:	WG

WEIGHT AND DIMENSIONS*

Dimensions	(LxWxH) 714 x 601 x 852 mm
Dry Weight	315 Kg

Air Handling	Turbo-charging	Rated Power kW	Rated Power hp	Rated Power rpm	Torque Nm	Torque Lb/ft	Torque rpm	Emission Standard	Exhaust System
TCA	WG	55	75	2500	424	313	1200	Stage V	EGR+DOC + DPF
TC	WG	55	75	2500	314	232	1400	Stage V	EGR+DOC + DPF
TCA	WG	43	58	2300	250	184	1400	Stage V	EGR+DOC + DPF

*Dimensions and weight can be changed according to engine options.

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged

Injection System
CR Common Rail

Turbocharging
WG Fixed geometry turbocharger with WasteGate valve
eVGT Electronic Variable Geometry Turbocharger
TST Two Stage Turbo

F36

Arrangement:	4 Cyl. in line
Total Displacement (L):	3.6
Maximum Power (kW (Hp) @ rpm):	105 (143) @ 2300
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Anti-clockwise
Engine management:	Electronic
Injection System:	CR
Turbocharging:	WG

WEIGHT AND DIMENSIONS*

Dimensions	(LxWxH) 714 x 601 x 852 mm
Dry Weight	320 Kg

Air Handling	Turbo-charging	Rated Power kW	Rated Power hp	Rated Power rpm	Torque Nm	Torque Lb/ft	Torque rpm	Emission Standard	Exhaust System
TCA	WG	105	143	2300	600	443	1500	Stage V	HI-eSCR2
TCA	WG	90	122	2300	490	361	1400	Stage V	HI-eSCR2
TCA	WG	75	102	2200	430	317	1400	Stage V	HI-eSCR2
TCA	WG	63	86	2300	354	261	1400	Stage V	HI-eSCR2

*Dimensions and weight can be changed according to engine options.

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged

Injection System
CR Common Rail

Turbocharging
WG Fixed geometry turbocharger with WasteGate valve
eVGT Electronic Variable Geometry Turbocharger
TST Two Stage Turbo

The Power of Density

Agricultural machines are constantly looking for improved performance, to grant higher productivity to end users yet complying with stringent dimension requirements on compact equipment. Diesel engines are therefore challenged to deliver growing performance within existing layout constraints, improving power and torque density through new technologies.
The FPT Industrial solution for light and midrange applications above 56kW (75hp) is the new F36 Stage V, increasing engine displacement from 3.4 to 3.6 L with no changes in external dimensions, thus ensuring unchanged compactness. Improved engine hardware includes new turbocharger and optimized piston design to cope with higher performance, increasing power output by 14% (up to 105kW / 143hp) and torque by 20% (up to 600 Nm).

The lowest EGR rate in the market (<10%) enables to reduce after-treatment dimension by up to 20%; overall after-treatment packaging is unchanged between Stage IV and Stage V, avoiding machine redesign across emission stages.
Sharing the same robust design approach, F34 with 3.4 L displacement covers application below 56kW (75hp) with prompt engine response and high torque output to ensure quick engine reaction to variable loads in compact machineries. Up to 600 hours oil change interval and one-side service ability reduce operating costs and simplify maintenance operations over lifecycle.

Key Advantages

	Features	Benefits
Performance	New 3.6 L displacement with 14% higher power and 20% more torque vs. Stage IV.	Higher output within same engine dimensions. Prompt engine response for all applications, also below 56kW.
Compactness	The lowest EGR rate in the market (<10%). No changes in engine and ATS dimensions nor in cooling package.	20% reduction in ATS and urea tank dimensions for F36 above 56kW. Same installation for Stage IV and Stage V footprint.
Ease of use and low cost of ownership	Best-in-class 600h service intervals with one-side filters access. Maintenance-free HI-eSCR2 system.	Safe, easy and fast maintenance operations. Reduced operating costs & maximized vehicle uptime.

THE NEF SERIES

From 66 to 250kW

Architecture
4 CYL, 4.5 L displacement / 6 CYL, 6.7 L displacement.

Torque
Up to 1398 Nm.

After Treatment System
HI-eSCR2

Service
1200 hours service intervals.

Our NEF series revolutionizes agricultural productivity. With over 2 million engines sold, FPT Industrial has demonstrated leadership since 2001.

The NEF series excels in power and torque performance, fuel efficiency and reliability, earning its place as best-in-class. It showcases exceptional flexibility with both 4- and 6-cylinder configurations, characterized by a non-structural design.

The Stage V NEF series marks an additional leap in efficiency. Despite maintaining the same engine size and layout, innovative designs in the cylinder head, pistons, and turbochargers propel performance to new heights, outclassing the competition.

N45

N67

N45

Arrangement:	4 Cyl. in line
Total Displacement (L):	4.5
Maximum Power (kW (Hp) @ rpm):	147 (200) @ 2100
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Anti-clockwise
Engine management:	Electronic
Injection System:	CR
Turbocharging:	WG

WEIGHT AND DIMENSIONS*

Dimensions	(LxWxH) 816 x 687 x 1049 mm
Dry Weight	402 Kg

Air Handling	Turbo-charging	Rated Power kW	Rated Power hp	Rated Power rpm	Torque Nm	Torque Lb/ft	Torque rpm	Emission Standard	Exhaust System
TCA	WG	147	200	2100	744	549	1400	Stage V	HI-eSCR2
TCA	WG	125	170	2200	710	524	1500	Stage V	HI-eSCR2
TCA	WG	103	140	2200	630	465	1300	Stage V	HI-eSCR2
TCA	WG	89	121	2200	539	398	1500	Stage V	HI-eSCR2

*Dimensions and weight can be changed according to engine options.

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged

Injection System
CR Common Rail

Turbocharging
WG Fixed geometry turbocharger with WasteGate valve
eVGT Electronic Variable Geometry Turbocharger
TST Two Stage Turbo

N67

Arrangement:	6 Cyl. in line
Total Displacement (L):	6.7
Maximum Power (kW (Hp) @ rpm):	250 (340) @ 2100
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Anti-clockwise
Engine management:	Electronic
Injection System:	CR
Turbocharging:	WG/eVGT

WEIGHT AND DIMENSIONS*

Dimensions	(LxWxH) 1062 x 687 x 1049 mm
Dry Weight	530 Kg

Air Handling	Turbo-charging	Rated Power kW	Rated Power hp	Rated Power rpm	Torque Nm	Torque Lb/ft	Torque rpm	Emission Standard	Exhaust System
TCA	eVGT	250	340	2100	1398	1031	1400	Stage V	HI-eSCR2
TCA	WG	212	288	2200	1160	856	1500	Stage V	HI-eSCR2
TCA	WG	191	260	2200	1159	855	1500	Stage V	HI-eSCR2
TCA	WG	151	205	2200	940	693	1500	Stage V	HI-eSCR2
TCA	WG	129	175	2200	802	592	1500	Stage V	HI-eSCR2

*Dimensions and weight can be changed according to engine options.

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged

Injection System
CR Common Rail

Turbocharging
WG Fixed geometry turbocharger with WasteGate valve
eVGT Electronic Variable Geometry Turbocharger
TST Two Stage Turbo

Productivity Leader

Developed to satisfy the most demanding productivity requirements of agricultural missions, the NEF Series marks FPT Industrial technological excellence since 2001, strong of more than 2 million engines produced. Featuring best-in-class power and torque performance, fuel efficiency and reliability, the NEF Series stands out for its flexibility, available in 4 (N45) and 6 (N67) cylinders configurations, with non-structural and structural design.

In its continuous commitment to provide leading products and improved solutions, FPT Industrial introduces the new Stage V NEF Series setting a further step towards higher productivity. Maintaining the same engine dimensions and layout of previous versions, cylinder head, pistons and turbochargers have been redesigned for performance increase: up to 147 kW on N45 (+14%) and 250 kW on N67 to deliver best-in-class power and torque density (up to +14% Vs. competitors average).

New filters with increased capacity and clogging sensor are capable of up to 1200 hours service interval, the longest in the market and twice the previous interval. This new feature comes along with the innovative HI-eSCR2 after-treatment system, which complies with Stage V regulations with a maintenance-free, contributing to low operating costs.

Proven and further enhanced EGR free combustion guarantees the fuel efficiency of NEF Series, together with additional improvements in fluid consumption, leveraging on reduced frictions for leading efficiency compared to competitors using EGR and DPF.

Lean design with no EGR and single stage turbocharging, available both as fixed or variable geometry, is a made-to-last solution ensuring maximum reliability. Thanks to the dimension-neutral approach granted by HI-eSCR2, Stage V solution features unchanged packaging and same cooling requirement compared to Stage IV.

Key Advantages

	Features	Benefits
Performance	Best-in-class power and torque density : up to +14% vs. competitors average in 6-liters engine range.	Performance increase with same engine displacement and no layout changes. Maximized power, torque and transient response
Low TCO	New high capacity filters with clogging sensor. Maintenance-free ATS. New piston rings design & advanced machining process	Best-in-class service interval up to 1200 hours. Low running costs over lifecycle. Reduced oil consumption.
Reliability	Lean design with no EGR and single stage turbocharging solution.	Proven system reliability. Robustness and durability.
Flexibility	No changes in cooling package required.	Unique solution across emission stages (Stage IIIA to Stage V).

THE CURSOR SERIES

From 210 to 632kW

Architecture
6 CYL , 8.7 - 12.9 - 15.9 L displacements.

Torque
Up to 3842 Nm.

After Treatment System
HI-eSCR2

Service
600 hours service intervals.

The CURSOR family responds to the most demanding heavy-duty needs in a wide range of agriculture applications from 210 to 632kW.
Through continuous innovation, these engines have consistently met the growing demand for performance while adhering to ever-more rigorous emission regulations.

Driven by research, we've achieved pioneering technical advancements, incorporating variable-geometry and two-stage turbochargers, high-pressure common rail injection, novel materials and revolutionary after-treatment technologies.

CURSOR 9

CURSOR 13

CURSOR 16

CURSOR 16 TST

CURSOR 9

Arrangement:	6 Cyl. in line
Total Displacement (L):	8.7
Maximum Power (kW (Hp) @ rpm):	308 (419) @ 2100
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Anti-clockwise
Engine management:	Electronic
Injection System:	CR
Turbocharging:	WG

WEIGHT AND DIMENSIONS*

Dimensions	(LxWxH) 1216 x 883 x 1007 mm
Dry Weight	870 Kg

Air Handling	Turbo-charging	Rated Power kW	Rated Power hp	Rated Power rpm	Torque Nm	Torque Lb/ft	Torque rpm	Emission Standard	Exhaust System
TCA	WG	308	419	2100	1800	1328	1500	Stage V	HI-eSCR2
TCA	WG	275	374	2100	1675	1235	1500	Stage V	HI-eSCR2
TCA	WG	245	333	2100	1510	1114	1500	Stage V	HI-eSCR2

*Dimensions and weight can be changed according to engine options.

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged

Injection System
CR Common Rail

Turbocharging
WG Fixed geometry turbocharger with WasteGate valve
eVGT Electronic Variable Geometry Turbocharger
TST Two Stage Turbo

CURSOR 13

Arrangement:	6 Cyl. in line
Total Displacement (L):	12.9
Maximum Power (kW (Hp) @ rpm):	466 (634) @ 1900
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Anti-clockwise
Engine management:	Electronic
Injection System:	CR
Turbocharging:	WG/TST

WEIGHT AND DIMENSIONS*

Dimensions	(LxWxH) 1359 x 951 x 1212 mm
Dry Weight	1320 Kg

Air Handling	Turbo-charging	Rated Power kW	Rated Power hp	Rated Power rpm	Torque Nm	Torque Lb/ft	Torque rpm	Emission Standard	Exhaust System
TCA	WG	466	634	1900	2663	1964	1600	Stage V	HI-eSCR2
TCA	WG	407	554	2100	2401	1771	1400	Stage V	HI-eSCR2
TCA	WG	384	522	2100	2300	1696	1400	Stage V	HI-eSCR2
TCA	WG	346	471	2100	2012	1484	1400	Stage V	HI-eSCR2

*Dimensions and weight can be changed according to engine options.

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged

Injection System
CR Common Rail

Turbocharging
WG Fixed geometry turbocharger with WasteGate valve
eVGT Electronic Variable Geometry Turbocharger
TST Two Stage Turbo

CURSOR 16

Arrangement:	6 Cyl. in line
Total Displacement (L):	15.9
Maximum Power (kW (Hp) @ rpm):	602 (819) @ 2000
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Anti-clockwise
Engine management:	Electronic
Injection System:	CR
Turbocharging:	WG/TST

WEIGHT AND DIMENSIONS*

Dimensions	(LxWxH) 1477 x 927 x 1366 mm TST: 1367 x 1244 x 1344 mm
Dry Weight	1450 Kg TST: 1630 Kg

Air Handling	Turbo-charging	Rated Power kW	Rated Power hp	Rated Power rpm	Torque Nm	Torque Lb/ft	Torque rpm	Emission Standard	Exhaust System
TCA	TST	602	819	2000	3842	2834	1300	Stage V	HI-eSCR2
TCA	WG	570	775	1900	3323	2451	1500	Stage V	HI-eSCR2
TCA	WG	515	700	2100	2988	2204	1500	Stage V	HI-eSCR2
TCA	WG	480	653	2100	2751	2029	1500	Stage V	HI-eSCR2

*Dimensions and weight can be changed according to engine options.

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged

Injection System
CR Common Rail

Turbocharging
WG Fixed geometry turbocharger with WasteGate valve
eVGT Electronic Variable Geometry Turbocharger
TST Two Stage Turbo

Designed to Go Beyond

Developed for the most demanding heavy duty needs, the CURSOR series provides robust design for highly intensive missions in a wide range of agriculture applications from 210 to 632 kW. First launched in 1998, the CURSOR range has gone through continuous improvements to keep pace with growing market requirements in performance and efficiency, while complying with stricter emission regulations and always offering innovative technical contents, such as variable-geometry turbochargers, high-pressure common rail injection, new materials and breakthrough after-treatment technologies.

All CURSOR engines share 6 cylinder architecture and EGR-free technology, ensuring optimal engine output with highly efficient combustion, resulting in effective performance and low cooling requirements, unchanged from Stage IIIA to Stage V for smart synergies across machine layouts. Moreover, all engines meet Stage V regulation with maintenance-free HI-eSCR2 system, the latest generation of FPT Industrial's longstanding experience in after-treatment technology, proven by more than 1 million systems sold to date. With no need to replace the filter over the lifecycle, and with oil change intervals of up to 600 hours, running costs are minimized.

The CURSOR 9, with an 8.7-litre displacement, is a compact and yet powerful solution in the 210 to 338 kW range, equipped with a 1800-bar common rail system, and a fixed or variable geometry turbocharger, guaranteeing a prompt engine response and excellent power density (up to 7% better than the market average).

With 12,9 lt, CURSOR 13 features heavy-duty 2200 bar common rail system and newly designed engine hardware for maximized robustness and durability. With single and high-performance two stage-turbo on CURSOR 13, this engine cover range from 300 to 515 kW peak.

Ten years after being awarded as "Diesel of the Year", CURSOR 16, the highest displacement engine of the CURSOR range, has been improved with a two-stage turbocharger. With 15.9 liters displacement and up to 632 kW, it delivers 18 liters-like performance in a 13 liters package, with leading power to-weight ratio (0.5 hp/kg). 2500 bar common rail system, innovative two-stage turbocharger with, high-resistance cylinder head in compacted graphite iron (CGI) and more than 20,000 hours of bench-test specifically dedicated to off-road missions, make the CURSOR 16 a powerful, reliable yet compact solution.

Key Advantages

	Features	Benefits
Performance	Portfolio for any mission. Leading power density with up to +7% Vs. market average in 9 L range. No EGR architecture.	Wide engine range covering up to 632 kW. Effective performance. Maximized power, torque and transient response.
Low Operating Costs	EGR-free combustion. Maintenance-free ATS. Extended oil service intervals.	Optimized fluid efficiency. Low running costs over lifecycle. Maximum uptime: 600 hours service intervals.
Reliability	Heavy-duty design with high pressure common rail injection. Lean design with no EGR.	Proven system reliability.

THE V SERIES

Up to 670kW

Architecture
8 CYL V, 20.1 L displacement.

Torque
Up to 4095 Nm.

After Treatment System
HI-eSCR

Service
600 hours service intervals.

The V20 engine stands as a testament to FPT Industrial's commitment to high-tech, reliable products that bring tangible value to users in the field. This flagship 20-liter engine boasts a lean V8 architecture, offering a remarkably compact layout and reduced engine weight.
It combines superior efficiency with minimized engine friction. The Stage V after-treatment solution effectively minimizes operating costs and downtime.

The robust engine design is complemented by state-of-the-art cast-iron components and advanced materials. This amalgamation of strength and reliability ensures consistent performance in all conditions.

V20

V20

Arrangement:	8 Cyl. V-Configuration (90°)
Total Displacement (L):	20.1
Maximum Power (kW (Hp) @ rpm):	670 (911) @ 1800
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Anti-clockwise
Engine management:	Electronic
Injection System:	CR
Turbocharging:	WG (1 x bank)

WEIGHT AND DIMENSIONS*

Dimensions	(LxWxH) 1625 x 1190 x 1340 mm
Dry Weight	1600 Kg

Air Handling	Turbo-charging	Rated Power			Torque			Emission Standard	Exhaust System
		kW	hp	rpm	Nm	Lb/ft	rpm		
TCA	WG	670	911	1800	4095	3020	1500	Stage V	HI-eSCR

*Dimensions and weight can be changed according to engine options.

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged

Injection System
CR Common Rail

Turbocharging
WG Fixed geometry turbocharger with WasteGate valve
eVGT Electronic Variable Geometry Turbocharger
TST Two Stage Turbo

Power without Compromise

In order to provide hi-tech reliable products designed for the toughest missions, FPT Industrial further extends its offering with V20, a compact yet high-performing engine with up to 670kW power output.

The flagship 20-litre engine features an enhanced V8 architecture, with a 90° angle between cylinder banks, resulting in highly compact layout and low engine weight to ensure space-optimized installations while guaranteeing the right power is available in every condition, thanks to advanced engine hardware and two turbochargers optimized for any working point.

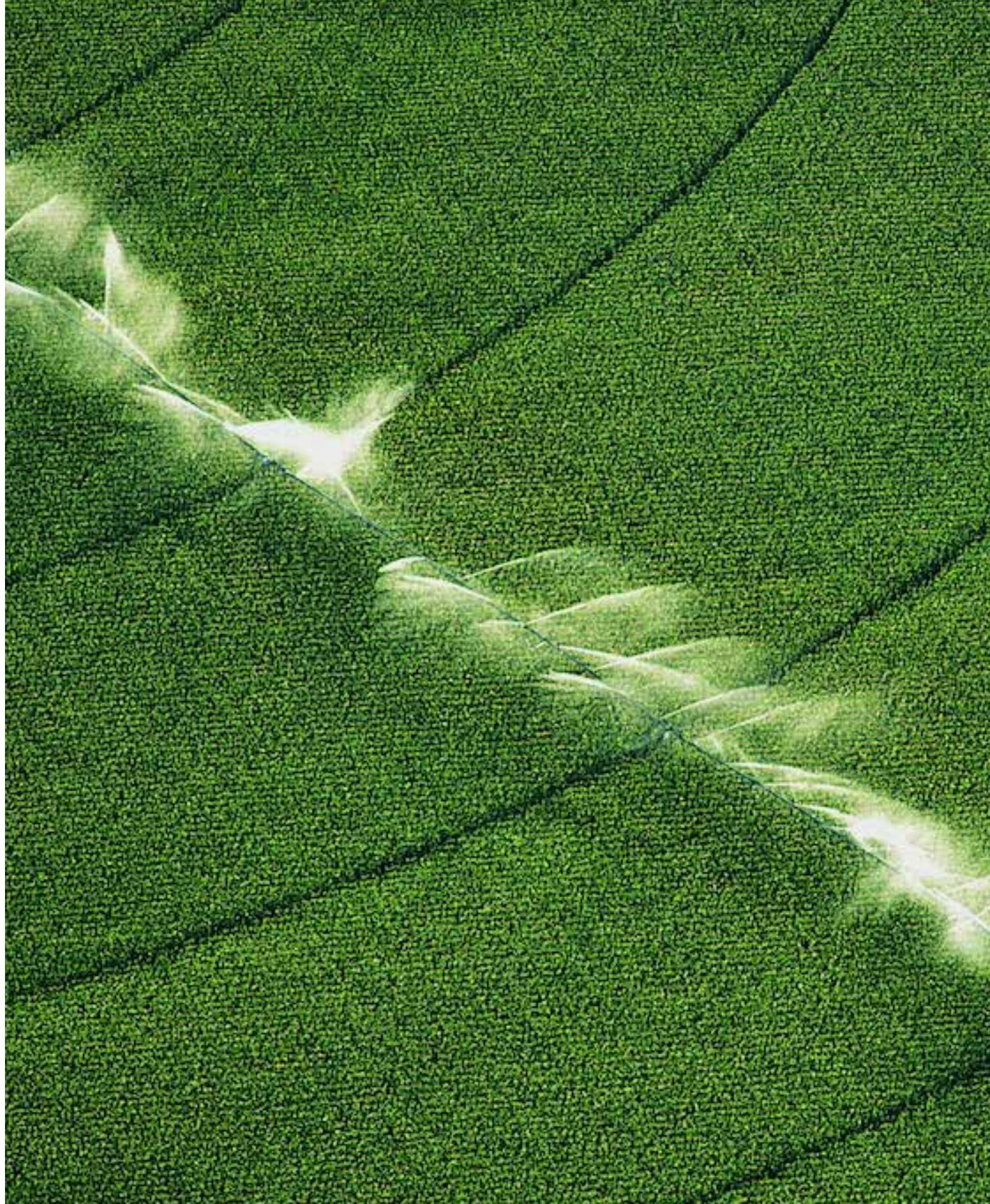
With its EGR-free, optimized combustion, the V20 boasts superior efficiency, together with V8 layout reducing engine friction compared to more complex V12 architectures. Operating costs and uptime are ensured by the maintenance-free Tier4 Final and Stage V-ready after-treatment solution, an SCR-only system based on longstanding FPT Industrial experience in SCR technology, requiring no need for maintenance over lifecycle.
To grant the highest robustness, engine design shares 2200-bar common rail system and key components with reliability-proven CURSOR engine series; furthermore, the newly designed 220 bar in-cylinder pressure-capable engine structure adopts new cast-iron components and advanced materials on valves, crankshaft and compressor wheel.

The new V20 comes with a 670 kW power and a max torque of 4095 Nm, ensuring unfailing performance output in all conditions.

Key Advantages

	Features	Benefits
Performance	No EGR and 220 bar of in-cylinder pressure. High Temperature resistant turbochargers.	Optimized combustion for uncompromised performance output in all conditions.
Efficiency & Total Cost of Ownership	EGR-free architecture & 2200 bar-capable Common Rail system. Cross-bank turbocharger configuration.	Maximum engine efficiency.
	DPF-free after-treatment system. Optimized fluid dynamics.	No need for maintenance - maximum uptime.
Robustness & Reliability	Steel pistons and high-pressure injection system from CURSOR series. New advanced materials on valves, crank shaft, turbochargers, head.	Proven reliability. Optimized engine structure.
	SCR-only and DPF-free after-treatment solution.	Effective emission-compliance.

Our range of safe, reliable solutions for various agricultural applications enhances both efficiency and productivity.



POWER UNITS

ATS Smart Installation Package

Architecture
4-6 CYL, 2.8 – 3.4 – 3.6 – 4.5 – 6.7 – 8.7 – 12.9 L displacements.

Torque
Up to 2401 Nm.

After Treatment System
HI-eSCR2 (above 55 kW)

Service
600 hours service intervals.

The Power Pack is our new, smart installation solution for key aftertreatment components. It is a compact, pre-assembled set that is mounted on the engine. A wide set of options can be easily customized to fit a wide range of applications.

The Power Pack is the ideal response to the lower emission limits entailed by Stage V legislation. It makes compliance and machine upgrade easier for a variety of industrial applications.

F28

F34

F36

N45

N67

CURSOR 9

CURSOR 13

Off-Road Agriculture Power Unit engines line-up

Model	Cylinder Arrangement Injection System Air Handling	Turbocharging	Displacement (Liters)	Power (kW)	Power (HP)	RPM	Torque (Nm)	RPM	Emission Standard	Exhaust System
F28	4L/CR/TCA	WG	2.8	75	102	2300	415	1500	Stage V	HI-eSCR2
F28	4L/CR/TCA	WG	2.8	55	75	2500	375	1400	Stage V	EGR+DOC+DPF
F28	4L/CR/TCA	WG	2.8	55	75	2500	375	1400	Tier4 Final	EGR+DOC
F28	4L/CR/TC	WG	2.8	55	75	2500	260	1800	Stage V	EGR+DOC+DPF
F28	4L/CR/TC	WG	2.8	55	75	2500	260	1800	Tier4 Final	EGR+DOC
F28	4L/CR/TC	WG	2.8	43	58	2500	250	1400	Stage V	EGR+DOC+DPF
F28	4L/CR/TC	WG	2.8	43	58	2500	250	1400	Tier4 Final	EGR+DOC
F28	4L/CR/TC	WG	2.8	37	50	2500	207	1400	Tier4 Final	EGR+DOC
F34	4L/CR/TC	WG	3.4	90	122	2200	490	1400	Tier4 Final	EGR+DOC+SCR
F34	4L/CR/TC	WG	3.4	75	102	2200	430	1400	Tier4 Final	EGR+DOC+SCR
F34	4L/CR/TC	WG	3.4	55	75	2500	318	1400	Tier4 Final	EGR+DOC
F34	4L/CR/TC	WG	3.4	55	75	2500	314	1400	Stage V / Tier4 Final	EGR+DOC+DPF
F36	4L/CR/TCA	WG	3.6	105	143	2300	600	1500	Stage V / Tier4 Final	HI-eSCR2
F36	4L/CR/TCA	WG	3.6	90	122	2300	490	1400	Stage V / Tier4 Final	HI-eSCR2
F36	4L/CR/TCA	WG	3.6	75	102	2300	430	1400	Stage V / Tier4 Final	HI-eSCR2
F36	4L/CR/TCA	WG	3.6	63	86	2300	354	1400	Stage V / Tier4 Final	HI-eSCR2
N45	4L/CR/TCA	WG	4.5	125	170	2200	712	1500	Stage V / Tier4 Final	HI-eSCR2
N45	4L/CR/TCA	WG	4.5	103	140	2200	638	1500	Stage V / Tier4 Final	HI-eSCR2
N67	6L/CR/TCA	WG	6.7	212	288	2200	1160	1500	Stage V / Tier4 Final	HI-eSCR2
N67	6L/CR/TCA	WG	6.7	191	260	2200	1159	1500	Stage V / Tier4 Final	HI-eSCR2
N67	6L/CR/TCA	WG	6.7	151	205	2200	940	1500	Stage V / Tier4 Final	HI-eSCR2
N67	6L/CR/TCA	WG	6.7	129	175	2200	802	1500	Stage V / Tier4 Final	HI-eSCR2
CURSOR 9	6L/CR/TCA	WG	8.7	308	419	2100	1800	1500	Stage V / Tier4 Final	HI-eSCR2
CURSOR 9	6L/CR/TCA	WG	8.7	275	374	2100	1675	1500	Stage V / Tier4 Final	HI-eSCR2
CURSOR 9	6L/CR/TCA	WG	8.7	245	333	2100	1522	1500	Stage V / Tier4 Final	HI-eSCR2
CURSOR 13	6L/CR/TCA	WG	12.9	407	554	2100	2401	1400	Stage V / Tier4 Final	HI-eSCR2
CURSOR 13	6L/CR/TCA	WG	12.9	384	522	2100	2300	1400	Stage V / Tier4 Final	HI-eSCR2
CURSOR 13	6L/CR/TCA	WG	12.9	346	471	2100	2012	1400	Stage V / Tier4 Final	HI-eSCR2

Legend

Arrangement
L In line vertical

Air Handling
TCA Turbocharged After Cooled
TC Turbocharged

Injection System
CR Common Rail

Turbocharger
WG Fixed Geometry Turbocharger with Waste Gate valve

Emissions Compliance Made Easy

Stage V legislation will bring a further reduction on emission limits and extend regulation also to stationary applications and power ranges currently at Stage IIIA, thus requiring a wide range of applications to upgrade to this next emission step.

FPT Industrial introduces a new, smart installation solution, enclosing all key after-treatment components into a single package: DOC, HI-eSCR2, AdBlue injection system and all required sensors, together with manifolds, are included in a compact and pre-assembled pack avoiding the need of a dedicated exhaust system design.
The pre-packed solution, moreover, offers FPT Industrial's pre-validated design in terms of fluid-dynamics, manifold layout and sensors position in order to make final validation process lean and easier.

All electrical signals and connection are managed by a single cable for fast, reliable, and quick connection to engine and machine electronic management system.

All productivity benefits of FPT Industrial technology, in terms of performance and efficiency, together with the innovative HI-eSCR2 system ensuring Stage V compliance with a maintenance-free solution, comes in a simple and flexible package.

Key Advantages

	Features	Benefits
Robustness	Fully pre-packed solution.	No specific exhaust system design.
Installability	Engine mounted solution; from 12 after treatment components to 1 package/all signals into a single cable.	Quick installation solution.
Flexibility	Robust pre-validated package. Lean application sign-off.	Smart installation package. Easy emission upgrade.

We provide a versatile range of products designed to fulfill the needs of end users and the environment.

YOU ASK FOR THE BEST. WE MAKE IT HAPPEN.

When the market becomes increasingly challenging, it is essential to have reliable partners.

We collaborate closely with you to provide tailor-made solutions, maximizing engine performance and durability. We are committed to doing everything possible to support you and your business.

Find out more at:

Extended Warranty.
Everyday closer to your needs.

On top of the standard after sales support, it is possible to submit our Extended Warranty program, that covers all required FPT Industrial Genuine parts along with any repairs carried out by highly qualified technicians.

The FPT Industrial Extended Warranty guarantees:

- Customizable offer according to your needs.
- Peace of mind: Warranty costs of your FPT Industrial Product are known in advance.
- Performed by FPT Industrial qualified technicians.
- Optimal Product performance thanks to FPT Industrial Genuine Parts.

Our FPT Industrial Extended Warranty is made with the aim to be closer to you in your everyday activities. You can customize it according to your needs and extend it up to five years. To request a quotation please contact your FPT Industrial Dealer of reference.

	KM/HOURS COVERAGE	PERIMETER	DURATION
	Max. limit depending on rating ☐ Up to 5.000 hrs	☐ **BRONZE** Engine Major components only* ☐ **SILVER** Engine Only ☐ **GOLD** Engine + Aftertreatment System	☐ 2 Years ☐ 3 Years ☐ 4 Years ☐ 5 Years

* List of major components: cylinder head; cylinder block; crankshaft; camshaft; connecting road; pistons; timing gears; flywheel; flywheel housing; oil pump; exhaust manifold; engine control unit.

Proactive Assistance.
Your direct connection to the Control Room.

Ensuring optimal engine performance and smooth operations has never been easier, thanks to our advanced connected services, MyFPT App and FPT Industrial Dongle connection. This device connects directly to your engine, allowing our Control Room to analyse your engine data in real-time. Through this advanced system, we can promptly detect any anomalies and identify areas for optimization.

Our dedicated team is always ready to provide prompt assitance and support. With this proactive approach, we can address any potential issues, ensuring that your engine performs at its best.

Experience the convenience of enhanced engine performance and the peace of mind that comes with our close monitoring and support.

- Health status monitoring.
- Maximize uptime thanks to the prompt activation of the FPT Industrial local Service Point, which is informed about the issue in advance even leaving its workshop.
- Engine diagnostics and repair based on FPT Industrial technical know-how and field experience.
- Monitor the performances of agricultural vehicle/tractor in real time, with periodic reports tailored to your mission.
- Technical cost of ownership (TCO) reduction by minimizing downtime.

RAS – Remote Assistance Support. Ready to provide digital assistance.

Remote Assistance, the latest assistance tool introduced by FPT Industrial, is designed to lead the users into a cutting-edge digital experience.

This user-friendly solution is remarkably easy to install and use. All it takes is for a technician to plug the dongle into the machine's OBD (On-Board Diagnostics) port and configure it through the FPT Industrial RAS Workshop APP.

Remote Assistance allows for the efficient diagnosis and resolution of specific errors or fault codes, enabling the quick restoration of the engine to its normal operating conditions.

FPT Industrial has developed this product specifically for their engines, drawing upon their manufacturer's expertise and engineering knowledge.
It is meticulously designed to meet Customers' needs, offering maximum reliability and comprehensive coverage across their range of engines.
As an official diagnostic tool, it remains in perfect alignment with the latest engine updates, including the incorporation of specific error codes.

Main features:

- Maximize uptime by improving assistance.
- Comply with ECU regulations: over-the-air DPF service regeneration and error reset.
- Enable remote real-time pre-diagnosis through the workshop portal.

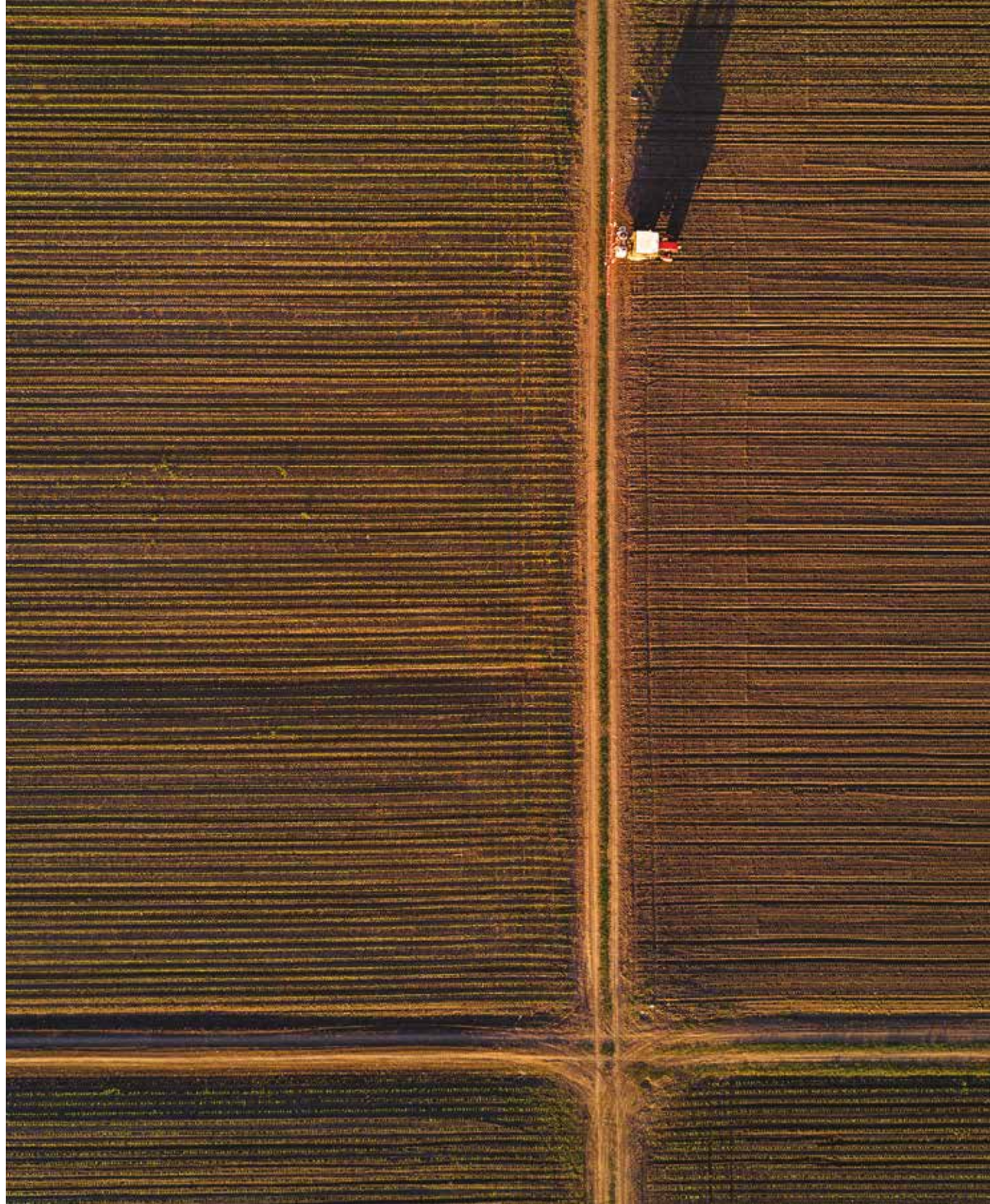
You need help?
We are here for you.

Because you never stop, neither do we. Our Customer Contact Centre is active 24/7, to assist you and to activate our local support network.

For any issue or need, our technical and expert support service is ready to help you anytime, anywhere.

If you need technical support or assistance on-site, you can always rely on a 70 dealers global network and over 900 service points.

Discover our global dealers' network:



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NOTES

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