

POWER GENERATION DATA SHEET
UNREGULATED
LINE-UP

20 – 580 kWm

**Our efficiency.
Your edge.**

UNREGULATED

20-580 kWm



Proven reliability and durability

FPT Industrial manufactures a range of dependable, emergency stationary power solutions that offer **low fuel consumption and maintenance costs** and the benefits of a compact footprint.

Our engine portfolio is available with mechanical or electronic injection system, natural aspirated or turbocharged.

Flexibility to switch between 50 Hz to 60 Hz allows an efficient stock management for the Customers.

KEY FEATURES:

- Top performance in terms of power, load response and fuel consumption in all conditions.
- Quick to market solution thanks to G-Drive: pre-assembled cooling pack and air cleaner.
- Switchability from 1,500 rpm to 1,800 rpm.
- Best in class service interval: 600 hours.

Unregulated G-DRIVE

| Engine Name | Engine Model | Displacement Litres | Cylinder Arrangement Air intake Exhaust System | Injection System | 50 Hz / 1,500 rpm | | | | | | 60 Hz / 1,800 rpm | | | | | | Typical Generator eff. | 1,500/1,800 rpm Switchable |
|------------------------|-----------------|---------------------|--|------------------|-------------------|-----|-----|-------------|-----|-----|-------------------|-----|-----|-------------|-----|-----|------------------------|----------------------------|
| | | | | | Stand-by Power | | | Prime Power | | | Stand-by Power | | | Prime Power | | | | |
| | | | | | kWm (net) | kWe | kVA | kWm (net) | kWe | kVA | kWm (net) | kWe | kVA | kWm (net) | kWe | kVA | | |
| R24 | R24MANS01.23A02 | 2.4 | 4 L/NA/TC | M | 23 | 20 | 24 | 23 | 20 | 24 | 24 | 20 | 25 | 24 | 20 | 25 | 88% | ● |
| R24 | R24MNS01.31A02 | 2.4 | 4 L/NA/TC | M | 31 | 26 | 33 | 28 | 24 | 30 | 35 | 29 | 36 | 32 | 26 | 33 | 88% | ● |
| R24 | R24MNS01.40A02 | 2.4 | 4 L/NA/TC | M | 40 | 34 | 42 | 36 | 30 | 38 | 40 | 33 | 41 | 36 | 30 | 37 | 88% | ● |
| N45 | NEF45AM2 | 4.5 | 4L/NA | M | 51 | 45 | 56 | 45 | 41 | 51 | - | - | - | - | - | - | 88% | ○ |
| N45 ¹ | NEF45SM1A | 4.5 | 4L/TC | M | 59 | 54 | 67 | 53 | 49 | 61 | 65 | 59 | 74 | 59 | 54 | 67 | 91% | ● |
| N45 | NEF45SM3 | 4.5 | 4L/TC | M | 81 | 75 | 93 | 73 | 67 | 84 | 87 | 80 | 100 | 79 | 72 | 91 | 92% | ● |
| N45 ¹ | NEF45TM2A | 4.5 | 4L/TAA | M | 96 | 89 | 111 | 88 | 81 | 101 | 107 | 99 | 123 | 98 | 90 | 112 | 92% | ● |
| N45 ¹ | NEF45TM3 | 4.5 | 4L/TAA | M | 118 | 109 | 136 | 107 | 98 | 123 | 122 | 112 | 140 | 111 | 102 | 128 | 92% | ○ |
| N67 | NEF67SM1 | 6.7 | 6L/TC | M | 121 | 111 | 139 | 110 | 101 | 127 | 138 | 127 | 159 | 126 | 115 | 144 | 92% | ● |
| N67 ¹ | NEF67TM3A | 6.7 | 6L/TAA | M | 152 | 140 | 175 | 138 | 127 | 158 | 165 | 152 | 190 | 149 | 137 | 172 | 92% | ● |
| N67 | NEF67TM4 | 6.7 | 6L/TAA | M | 165 | 152 | 190 | 150 | 138 | 172 | - | - | - | - | - | - | 92% | ○ |
| N67 | NEF67TM7 | 6.7 | 6L/TAA | M | 195 | 179 | 224 | 177 | 163 | 204 | 195 | 179 | 224 | 176 | 162 | 202 | 92% | ● |
| N67 | NEF67TE8P | 6.7 | 6L/TAA | ECR | 239 | 219 | 274 | 216 | 199 | 248 | 254 | 233 | 292 | 230 | 211 | 264 | 92% | ● |
| CURS0R 9 ¹ | CURS0R87TE4 | 8.7 | 6L/TAA | ECR | 299 | 278 | 348 | 275 | 256 | 320 | 333 | 310 | 387 | 306 | 285 | 356 | 93% | ● |
| CURS0R 13 ¹ | CURS0R13TE2A | 12.9 | 6L/TAA | EUI | 330 | 307 | 384 | 300 | 279 | 349 | 360 | 335 | 419 | 327 | 304 | 380 | 93% | ● |
| CURS0R 13 ¹ | CURS0R13TE3A | 12.9 | 6L/TAA | EUI | 387 | 364 | 455 | 352 | 331 | 414 | 398 | 374 | 468 | 360 | 338 | 423 | 94% | ● |
| CURS0R 13 | CURS0R13TE6W | 12.9 | 6L/TAA | ECR | 414 | 393 | 492 | 371 | 352 | 441 | 454 | 431 | 539 | 400 | 380 | 475 | 95% | ● |
| CURS0R 13 | CURS0R13TE7W | 12.9 | 6L/TAA | ECR | 459 | 436 | 545 | 425 | 404 | 505 | 474 | 450 | 563 | 428 | 407 | 508 | 95% | ● |
| CURS0R 16 ¹ | CURS0R16TE1W | 15.9 | 6L/TAA | ECR | 557 | 529 | 661 | 505 | 480 | 600 | 578 | 549 | 686 | 523 | 497 | 621 | 95% | ● |

Legend

Cylinder Arrangement
L In line

Air Intake
NA Naturally Aspirated
TAA Turbocharged Aftercooler
TC Turbocharged

Exhaust System
I-EGR Internal Exhaust Gas Recirculation

Emission Regulations
1 TÜV measured based on TA-Luft standards

Injection System
M Mechanical
ECR Electronic Common Rail
EUI Electronic Unit Injector

● 1,500 / 1,800 rpm switchable engine
○ Non-Switchable Engine

Other Notes
kVA kiloVolt Ampere calculations based on a 0.8 power factor