



POWER GENERATION
STAGE V

**Our efficiency.
Your edge.**



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The Stage V Challenge 4

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THE STAGE V CHALLENGE

Technological excellence and product innovation for FPT Industrial represent the truly determining factor and part of its primary strategic mission. The company has focused its research and development activities in order to become the innovation leader in the agriculture and construction powertrain field and a reference provider of the most advanced solutions for emission compliance. This expertise is available also for Power Generation engines.

FPT Industrial engines comply with any emission legislations worldwide, always ensuring advantages on performance and efficiency, even at the most stringent regulations through the patented HI-eSCR technology.

The breakthrough HI-eSCR technology Tier 4 Final, based on more than 25 years of experience and 1.000.000 units produced, allows our engines to meet Tier4 Final standards, guaranteeing the highest NO_x conversion efficiency (over 95% versus 80-85% of best competitors) with a maintenance-free system.

The evolution of HI-eSCR Tier 4 Final into HI-eSCR2 makes FPT Industrial engines comply with both Tier4 Final and the Stage V regulation, still granting the outstanding results of best-in-class performance and total costs of ownership.

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.

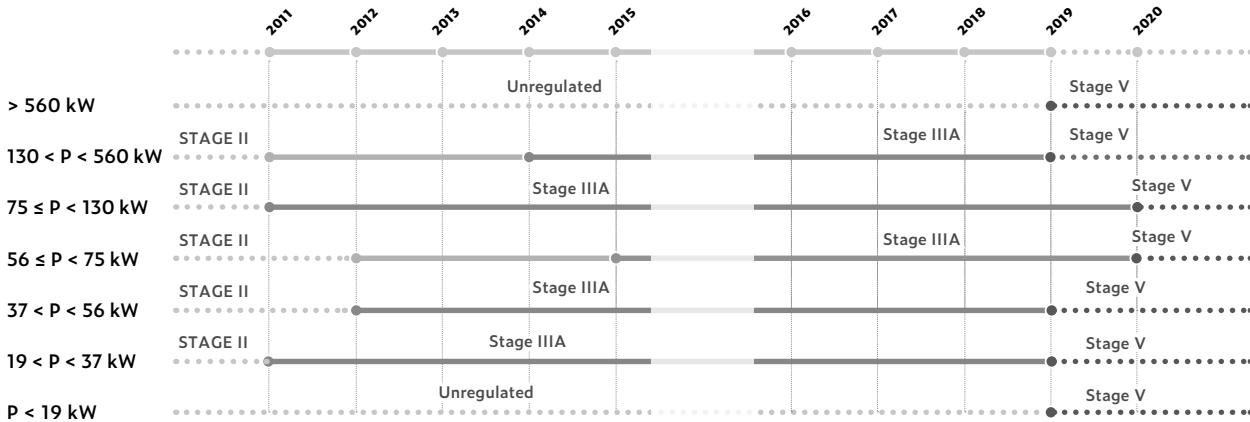
Ease of Use

Extended service intervals.



Emission regulations-roadmap

European emission standards for non-road mobile machine with constant speed engine



After the introduction of Stage IIIA emission limits in 2011-2012, a further regulation re-enforcement has been introduced for European Non-Road mobile applications in 2019 or 2020 depending on power levels.

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 (NO_x) and Particulate Matter (PM).

Since 2011, when the European Stage IIIA came into force, many efforts have been made to reduce such pollutants damaging the environment.

EPA Tier 4 Final regulation, introduced in 2014, implied a further significant reduction of NO_x (-80% Vs. previous step) while PM is not affected by further reductions.

Stage V is a new regulatory step that has been introduced in Europe from 2019 (depending on engine power level), further tightening the limits on PM emissions: admitted PM quantity is reduced by 90% compared to Stage IIIA 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 previously currently with lighter or no legislation at all in Europe (power ranges below 37kW or above 560kW).

FPT Industrial's Answer

Wherever energy has to be delivered quickly and reliably, FPT Industrial provides the optimal answer with its state-of-the-art range of engines for Power Generation applications.

To fulfill market requirements, FPT Industrial has developed different engine ranges respectively compliant with most demanding Emissions Standards. FPT Industrial products offer functional layouts, hi-tech contents and carefully selected top quality components as well.

HI-eSCR₂ Technology

Stage V:

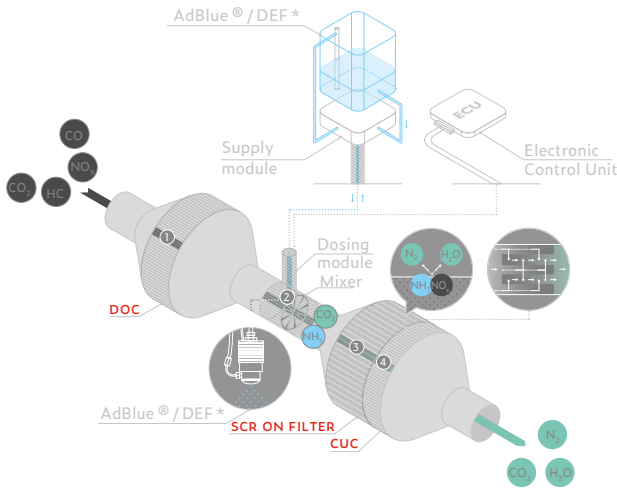
To maintain the advantages of the unique and unbeaten HI-eSCR technology, FPT Industrial integrates a maintenance-free filtering device on its SCR catalyst, thus allowing to comply with tightened limits on PM emissions within a compact package.

Applicable for engines above 56kW and below 560kW, the second generation HI-eSCR₂, traps and oxidizes the Particulate Matter, converts NO_x into Nitrogen (N₂) and water (H₂O) thanks to the chemical reaction of Ammonia (NH₃).

The result is a reduction of NO_x superior to 95% and the PM levels within Stage V emission limits. Thanks to optimized combustion, leadership on performance and fuel efficiency are confirmed.

HI-eSCR₂ Patents

- ✚ “Closed” loop control through dedicated sensors to provide accurate monitoring of exhaust gas composition; adaptive dosing system to optimize AdBlue consumption
- ⚙ ClosedThermally insulated high turbulence mixer to allow homogeneous AdBlue evaporation and urea hydrolysis ensuring correct distribution in exhaust gas flow
- 🌡 Optimized exhaust gas temperature control to speed up SCR light-off in cold part of the mission

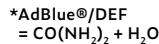


1. Diesel Oxidation Catalyst
 $\text{NO} \rightarrow \text{NO}_2$
 HC, CO and PM oxidation

2. AdBlue® / DEF Injection
 Hydrolysis \rightarrow
 $\text{NH}_3 + \text{CO}_2$

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



Legend

PM Particulate Matter
 HC Unburnt Hydrocarbons

NO_x Nitrogen Oxides
 CO Carbon Monoxide
 N_2 Nitrogen

CO_2 Carbon Dioxide
 H_2O Water

HI-eSCR2

HI-eSCR2 Main Components

HI-eSCR2 main components are:

- ✓ *The DEF/AdBlue Supply Module*
- ✓ *The DEF/AdBlue Dosing Module*
- ✓ *The Diesel Oxidation Catalyst (DOC)*
- ✓ *The DEF/AdBlue Mixer*
- ✓ *The Selective Catalytic Reduction (SCR) on filter*
- ✓ *The Clean Up Catalyst*

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 system adopts a filtering device on its SCR catalyst. At the same time as trapping and oxidizing the Particulate Matter, the catalyst converts NO_x 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 NO_x superior to 95% and the PM levels within Stage V emission limits.

The whole system is fitted with a network of integrated sensors to control, among others, the NO_x and any excess of NH_3 (ammonia) produced.

Stage V switchable Tier 4 Final

G-Drive Engines Portfolio

Engine Model	Cylinder Arrangement Air Intake	Injection System	Displacement Liters	Emission Regulation	Exhaust System	50 Hz / 1500 rpm						60 Hz / 1800 rpm						Typical Generator eff. 1500/1800 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		
F34TEVP02	4L/TC	ECR	3,4	Stage V / Tier 4F	DOC+DPF	37	33	41	34	30	37	39	34	42	35	31	38	88%	●
F34TEVP04	4L/TC	ECR	3,4	Stage V / Tier 4F	DOC+DPF	46	40	50	41	36	45	48	43	53	44	39	48	88%	●
F34TEVP01*	4L/TAA	ECR	3,4	Stage V / Tier 4F	DOC+DPF	54	48	60	54	48	60	54	47	59	54	47	59	88%	●
F36TEVP07	4L/TAA	ECR	3,6	Stage V / Tier 4F	HI-eSCR2	59	53	67	53	48	60	66	60	75	60	54	68	91%	●
F36TEVP03	4L/TAA	ECR	3,6	Stage V / Tier 4F	HI-eSCR2	83	75	94	75	68	85	90	82	102	81	74	93	91%	●
F36TEVP01*	4L/TAA	ECR	3,6	Stage V / Tier 4F	HI-eSCR2	92	84	105	92	84	105	100	92	115	100	92	115	92%	●
N67TEVP06	6L/TAA	ECR	6,7	Stage V / Tier 4F	HI-eSCR2	145	133	167	136	125	156	167	153	191	151	138	173	92%	●
N67TEVP05	6L/TAA	ECR	6,7	Stage V / Tier 4F	HI-eSCR2	195	181	227	176	164	205	222	206	257	201	186	233	93%	●
C87TEVP01	6L/TAA	ECR	8,7	Stage V / Tier 4F	HI-eSCR2	257	239	299	233	217	271	285	265	331	258	240	300	93%	●
C87TEVP04	6L/TAA	ECR	8,7	Stage V / Tier 4F	HI-eSCR2	287	267	334	261	243	303	327	304	380	296	276	344	93%	●
C13TEVP01	6L/TAA	ECR	12,9	Stage V / Tier 4F	HI-eSCR2	346	322	402	313	291	364	387	360	450	350	325	406	93%	●
C13TEVP03	6L/TAA	ECR	12,9	Stage V / Tier 4F	HI-eSCR2	378	355	444	342	322	402	426	400	501	385	362	452	94%	●

Legend

Cylinder Arrangement

L In line

Air Intake

TAA Turbocharged Aftercooler
TC Turbocharged

Exhaust System

DOC Diesel Oxidation Catalyst
DPF Diesel Particulate Filter
HI-eSCR2 FPT Industrial's patented system

Injection System

M Mechanical
ECR Electronic Common Rail
EUI Electronic Unit Injector

Emission Regulation

St.V/T4F Stage V switchable Tier 4 Final

Other Notes

kVA kiloVolt Ampere calculations based on a 0.8 power factor

● 1500 rpm / 1800 rpm switchable engine
○ Not Switchable Engine

* No overload admitted

Engine Technical Identification

N45SM1F:

F Engine Family: S8000 = S8000 F = F5 N = NEF C = CURSOR	S Aspiration: A = Naturally aspirated S = Turbocharged T = Turbocharged Aftercooler	T Rating model F Emission regulation: F = Previously EU Stage IIIA X = Tier 3 Z = Tier 4 Final A = Previously EU Stage II
45 Displacement in liters: 45 = 4,5 liters	M Injection system: M = Mechanical E = Electronic	

ATS

POWER PACK

Smart Installation Package

Smart Installation Package

In highly regulated markets, legislation introduced a further reduction on emission limits for mobile and prime power applications.

To comply with these new emission limits and make machine upgrade easier, FPT Industrial presents a new, smart installation package: After Treatment System installation solution (ATS Pack).

The ATS Pack includes all key after-treatment components in a single package: main catalysts and their relative sensors are included in a compact and pre-assembled set that requires no dedicated design or installation of ATS components.

The pre-packed ATS solution has a pre-validated design in terms of fluid-dynamics, manifold layout and the position of sensors in order to make the final validation process both leaner and easier.

The ATS Pack provides outstanding installation flexibility as it is available as a ready-to-use ATS solution (horizontal or vertical position).

With the ATS Pack, all electrical signals and connections are managed by a single cable for fast, reliable and quick connection to any engine.

All productivity benefits of FPT Industrial technology come in a simple package, with high performance and efficiency. The innovative After Treatment Technology ensures high emission standards compliance with a maintenance-free solution.

Designed with customers needs in mind

DESIGN

- Effective pre-assembled, pre-cabled and pre-validated solution (from 10 components to 1) for lean application sign-off and easy installation.
- FPT Industrial technological know-how guarantees the best product reliability
- No need to design a solution means time and cost savings for customers
- No need to scout new component suppliers for purchasing departments
- Optimized product inventory thanks to improved warehouse space management and complexity reduction
- ATS pack equivalent to current silencer

FLEXIBILITY

- Space effective: possibility to choose horizontal or vertical position to meet the needs of any customer

PLUG-AND-PLAY (Preassembled Solution)

Production process will run faster and with less downtime thanks to:

- Fewer components to manage
- Fewer production steps and assembly time
- Fewer assembly machines and equipment
- Fewer defaults in production process
- Less stock due to lower non conform products

INSTALLABILITY

- Easy to install thanks to rectangular shape, which fits simply into the Genset layout
- ATS pack is equivalent to current silencer: no need to change installation process
- Reduced delivery delay risk due to reduced downtime in installation process



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