



# ***POWER GENERATION LINE-UP***

**Our efficiency.  
Your edge.**

# G-Drive Engines

NOT REGULATED EMISSIONS

Model	Cylinder Arrangement Air intake Exhaust System	Injection System	Displacement Liters	Emissions
S8000AM1 <sup>3</sup>	3L/NA	M	2,9	UR
N45AM1A <sup>3</sup>	4L/NA	M	4,5	UR <sup>1</sup>
N45AM2	4L/NA	M	4,5	UR
N45SM1A <sup>3</sup>	4L/TC	M	4,5	UR <sup>1</sup>
N45SM3	4L/TC	M	4,5	UR
N45TM2A <sup>3</sup>	4L/TAA	M	4,5	UR <sup>1</sup>
N45TM3 <sup>3</sup>	4L/TAA	M	4,5	UR
N67SM1	6L/TC	M	6,7	UR
N67TM2A <sup>3</sup>	6L/TAA	M	6,7	UR <sup>1</sup>
N67TM3A <sup>3</sup>	6L/TAA	M	6,7	UR <sup>1</sup>
N67TM4	6L/TAA	M	6,7	UR
N67TE2A <sup>2</sup>	6L/TAA	ECR	6,7	UR <sup>1</sup>
N67TM7	6L/TAA	M	6,7	UR
N67TE8W <sup>3</sup>	6L/TAA	ECR	6,7	UR
CURSOR87TE4 <sup>3</sup>	6L/TAA	ECR	8,7	UR
CURSOR13TE2A <sup>3</sup>	6L/TAA	EUI	12,9	UR <sup>1</sup>
CURSOR13TE3A <sup>3</sup>	6L/TAA	EUI	12,9	UR <sup>1</sup>
CURSOR13TE6W	6L/TAA	ECR	12,9	UR
CURSOR13TE7W	6L/TAA	ECR	12,9	UR
CURSOR16TE1W <sup>3</sup>	6L/TAA	ECR	15,9	UR

**Legend**

**Arrangement**  
L In line

**Air Intake**  
NA Naturally Aspirated  
TAA Turbocharged Aftercooler  
TC Turbocharged

**Exhaust System**  
I-EGR Internal Exhaust Gas Recirculation

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

- 1500 rpm / 1800 rpm Switchable Engine
- Not Switchable Engine

kVA kiloVolt Ampere calculations based on a 0.8 power factor  
UR Unregulated  
UR<sup>1</sup> Previously EU Stage II

2 Complies to TA Luft (1986) regulations  
3 TÜV measured based on TA-Luft standards

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		
31	27	34	28	25	31	34	30	37	31	27	34	88%	●
46	40	51	42	37	46	-	-	-	-	-	-	88%	○
50	44	55	45	40	50	-	-	-	-	-	-	88%	○
59	54	67	53	48	60	65	59	74	59	54	67	91%	●
81	74	92	73	66	83	87	79	99	79	72	90	91%	●
96	88	110	88	81	101	107	98	123	98	90	113	92%	●
118	109	136	107	98	123	122	112	140	111	102	128	92%	●
121	111	139	110	101	127	138	127	159	125	115	144	92%	●
126	116	145	114	105	131	141	130	162	128	118	147	92%	●
152	140	175	138	127	159	165	152	190	149	137	171	92%	●
165	152	190	150	138	173	-	-	-	-	-	-	92%	○
193	179	224	175	163	203	215	200	250	195	181	227	93%	●
195	181	227	177	165	206	195	181	227	177	165	206	93%	●
238	221	277	216	201	251	253	235	294	230	214	267	93%	●
299	278	348	275	256	320	333	310	387	306	285	356	93%	●
330	308	384	300	280	350	360	336	419	327	305	381	93%	●
387	364	455	352	331	414	398	374	468	360	338	423	94%	●
414	395	494	374	357	446	454	433	541	400	382	477	95%	●
459	438	547	425	405	507	474	452	565	428	408	510	95%	●
557	529	661	505	480	600	578	549	686	523	497	621	95%	●

Identification Plate

N67TE2F:

**N** Engine Family  
 S8000 = S8000  
 F = F5  
 N = NEF  
 CURSOR = CURSOR

**67** Displacement in liters  
 67 = 6,7 liters

**T** Aspiration  
 A = Naturally aspirated  
 S = Turbocharged  
 T = Turbocharged Aftercooler

**E** Injection system  
 M = Mechanical  
 E = Electronic

**2** Rating model

**F** Emission regulation  
 F = Stage IIIA  
 X = Tier 3  
 Z = Tier 4 Final

**A** Previously EU Stage II

# G-Drive Engines

REGULATED EMISSIONS

Model	Cylinder Arrangement Air Intake Exhaust System	Injection System	Displacement Liters	Emissions
F32SM1F	4L/TC/I-EGR	M	3,2	UR <sup>2</sup>
N45SM1F	4L/TC/I-EGR	M	4,5	Stage IIIA
N45TE1F	4L/TAA/I-EGR	ECR	4,5	Stage IIIA / Tier 3
N45TE2F	4L/TAA/I-EGR	ECR	4,5	Stage IIIA / Tier 3
N67TM1F	6L/TAA/I-EGR	M	6,7	Stage IIIA
N67TE1F	6L/TAA/I-EGR	ECR	6,7	UR <sup>2</sup> / Tier 3
N67TE2F	6L/TAA/I-EGR	ECR	6,7	UR <sup>2</sup> / Tier 3
N67TE3F	6L/TAA/I-EGR	ECR	6,7	UR <sup>2</sup> / Tier 3
CURS0R87TE3F	6L/TAA/I-EGR	ECR	8,7	UR <sup>2</sup> / Tier 3
CURS0R87TE4F	6L/TAA/I-EGR	ECR	8,7	UR <sup>2</sup> / Tier 3
CURS0R13TE1F	6L/TAA/I-EGR	EUI	12,9	UR <sup>2</sup> / Tier 3
CURS0R13TE2F	6L/TAA/I-EGR	EUI	12,9	UR <sup>2</sup> / Tier 3
F32SM1X	4L/TC/I-EGR	M	3,2	Tier 3
F32TM1X	4L/TAA/I-EGR	M	3,2	Tier 3
N45SM1X	4L/TC/I-EGR	M	4,5	Tier 3
N45SM2X	4L/TC/I-EGR	M	4,5	Tier 3
N45TM2X	4L/TAA/I-EGR	M	4,5	Tier 3
N67TM1X	6L/TAA/I-EGR	M	6,7	Tier 3
N67TE1X	6L/TAA/I-EGR	ECR	6,7	Tier 3
N67TE2X	6L/TAA/I-EGR	ECR	6,7	Tier 3
CURS0R13TE3X	6L/TAA/I-EGR	EUI	12,9	Tier 3

**Legend**

**Arrangement**  
L In line

**Air Intake**  
NA Naturally Aspirated  
TAA Turbocharged Aftercooler  
TC Turbocharged

- 1500 rpm / 1800 rpm Switchable Engine
- Not Switchable Engine

**Exhaust System**  
I-EGR Internal Exhaust Gas Recirculation

kVA kiloVolt Ampere calculations based on a 0.8 power factor  
UR Unregulated  
UR<sup>1</sup> Previously EU Stage II  
UR<sup>2</sup> Previously EU Stage IIIA

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

2 Complies to TA Luft (1986) regulations  
3 TÜV measured based on TA-Luft standards

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					
32	28	35	29	26	32	-	-	-	-	-	-	88%	o			
60	55	68	55	50	63	-	-	-	-	-	-	91%	o			
80	73	91	73	66	83	87	79	99	79	72	90	91%	●			
98	90	113	89	82	102	122	112	140	111	102	128	92%	●			
125	115	144	114	105	131	-	-	-	-	-	-	92%	o			
145	133	167	132	121	152	157	144	181	142	131	163	92%	●			
165	154	192	150	140	175	202	188	236	183	171	213	93%	●			
195	181	227	175	163	203	212	197	246	192	179	223	93%	●			
256	238	298	232	216	270	280	260	326	254	236	295	93%	●			
292	272	339	262	244	305	320	298	372	287	267	334	93%	●			
327	309	386	296	280	350	309	292	365	278	263	328	94%	●			
372	354	443	336	320	400	334	318	397	300	286	357	95%	●			
-	-	-	-	-	-	47	41	51	42	37	46	88%	o			
-	-	-	-	-	-	57	51	64	52	47	59	91%	o			
-	-	-	-	-	-	57	52	65	53	48	60	91%	o			
-	-	-	-	-	-	67	61	76	61	56	69	91%	o			
-	-	-	-	-	-	95	87	109	87	80	100	92%	o			
-	-	-	-	-	-	141	130	162	128	118	147	92%	o			
-	-	-	-	-	-	165	152	190	150	138	173	92%	o			
-	-	-	-	-	-	200	186	233	182	169	212	93%	o			
-	-	-	-	-	-	371	349	436	337	317	396	94%	o			

Identification Plate

N67TE2F:

**N** Engine Family  
 S8000 = S8000  
 F = F5  
 N = NEF  
 CURSOR = CURSOR

**67** Displacement in liters  
 67 = 6,7 liters

**T** Aspiration  
 A = Naturally aspirated  
 S = Turbocharged  
 T = Turbocharged Aftercooler

**E** Injection system  
 M = Mechanical  
 E = Electronic

**2** Rating model

**F** Emission regulation  
 F = Stage IIIA  
 X = Tier 3  
 Z = Tier 4 Final

**A** Previously EU Stage II

# Bare Engines

REGULATED EMISSIONS

Model	Cylinder Arrangement Air intake Exhaust System	Injection system	Displacement Liters	Emissions
F34SNDZW055 <sup>1 4</sup>	4L/TC/EGR + DOC + PMcat	ECR	3,4	Tier 4 Final
N45ENTZW68 <sup>1</sup>	4L / TAA / DOC + SCR+CUC	ECR	4,5	Tier 4 Final
N45ENTZW69	4L / TAA / DOC + SCR+CUC	ECR	4,5	Tier 4 Final
N67ENTZW61 <sup>1</sup>	6L / TAA / DOC + SCR+CUC	ECR	6,7	Tier 4 Final
N67ENTZW62 <sup>1</sup>	6L / TAA / DOC + SCR+CUC	ECR	6,7	Tier 4 Final
N67ENTZW68	6L / TAA / DOC + SCR+CUC	ECR	6,7	Tier 4 Final
N67ENTZW69	6L / TAA / DOC + SCR+CUC	ECR	6,7	Tier 4 Final
CURSOR87ENTZW61	6L / TAA / DOC + SCR+CUC	ECR	8,7	Tier 4 Final
CURSOR87ENTZW62	6L / TAA / DOC + SCR+CUC	ECR	8,7	Tier 4 Final
CURSOR87ENTZW68	6L / TAA / DOC + SCR+CUC	ECR	8,7	Tier 4 Final
CURSOR87ENTZW69	6L / TAA / DOC + SCR+CUC	ECR	8,7	Tier 4 Final
CURSOR13ENTZW61	6L / TAA / DOC + SCR+CUC	ECR	12,9	Tier 4 Final
CURSOR13ENTZW68	6L / TAA / DOC + SCR+CUC	ECR	12,9	Tier 4 Final
CURSOR13ENTZW69	6L / TAA / DOC + SCR+CUC	ECR	12,9	Tier 4 Final

**Legend**

**Arrangement**

L In line

**Air Intake**

NA Naturally Aspirated  
 TAA Turbocharged Aftercooler  
 TC Turbocharged

**Exhaust System**

I-EGR Internal Exhaust Gas Recirculation  
 DOC Diesel Oxidation Catalyst  
 SCR Selective Catalytic Reduction  
 CUC Clean-up Catalyst  
 PMcat Particulate Matter Catalyst

**Injection System**

M Mechanical  
 ECR Electronic Common Rail  
 EUJ Electronic Unit Injector

kVA kiloVolt Ampere calculations based on a 0.8 power factor  
 UR Unregulated  
 UR<sup>1</sup> Previously EU Stage II

● 1500 rpm / 1800 rpm switchable engine  
 ○ Not Switchable Engine  
 \*\* Fan absorption: 1%-6%

1 Preliminary data  
 4 Available H1 2019 in G-drive configuration

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 (gross)	kWe**	kVA**	kWm (gross)	kWe**	kVA**	kWm (gross)	kWe**	kVA** (gross)	kWm (gross)	kWe**	kVA**			
-	-	-	-	-	-	54	48	60	49	43	54	92%	o	
-	-	-	-	-	-	85	78	97	77	70	88	93%	o	
-	-	-	-	-	-	126	116	145	115	106	132	93%	o	
-	-	-	-	-	-	145	129	161	132	116	145	93%	o	
-	-	-	-	-	-	167	149	186	152	135	169	93%	o	
-	-	-	-	-	-	195	175	219	177	158	198	93%	o	
-	-	-	-	-	-	223	200	251	203	182	227	93%	o	
-	-	-	-	-	-	260	233	291	236	210	263	93%	o	
-	-	-	-	-	-	282	253	316	256	229	286	93%	o	
-	-	-	-	-	-	309	281	351	281	255	318	94%	o	
-	-	-	-	-	-	330	301	376	300	273	341	94%	o	
-	-	-	-	-	-	353	324	404	321	294	368	94%	o	
-	-	-	-	-	-	380	350	438	345	318	397	95%	o	
-	-	-	-	-	-	424	391	488	385	355	443	95%	o	

**Identification Plate T4F Engines**

**N45ENTZW68:**

**N** Engine Family  
 F = F5  
 N = NEF  
 CURSOR = CURSOR

**E** Injection system  
 M = Mechanical  
 E = Electronic

**Z** Emission regulation  
 F = Stage IIIA  
 X = Tier 3  
 Z = Tier 4 Final

**N** Crankcase  
 N = No structural  
 S = Structural

**W** ECU type

**67** Displacement in liters  
 45 = 4,5 liters

**T** Aspiration  
 A = Naturally aspirated  
 S = Turbocharged  
 T = Turbocharged Aftercooler

**6** Application

**B** Rating model

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