FPT
INDUSTRIAL
MARINE
COMMERCIAL

Our efficiency.
Your edge.
FPT

INDUSTRIAL

MARINE

COMMERCIAL

Our efficiency.
Your edge.
FPT Industrial is the Brand of Iveco Group, dedicated to the development, production, sale and assistance of powertrains for Marine, On-Road, Off-Road and Power Generation applications.

The company employs more than 8,000 people worldwide, in ten manufacturing plants and seven R&D centers. The FPT Industrial sales network consists of 73 dealerships and about 800 service centers in almost 100 countries. A wide product offering, including six engine ranges from 42 hp up to 1,000 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 line-up of Natural Gas engines on the market for industrial applications, with power that goes from 50 to 460 hp. This extensive offering and a strong focus on R&D activities make FPT Industrial a world leader in industrial powertrains.

We work for businesses serving other businesses, and we are committed to satisfy the requirements of both direct and final Customers.

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

Today FPT Industrial is one of the leading world players in engines, axles and transmissions for the Industrial sector, ranking among the first four manufacturers worldwide in the 2- to 20-liter Diesel engine segment.
FPT Industrial’s engines for pleasure and commercial boats stand out for superb quality, features and application versatility. They bring maximum and continuous specific power and torque at low revolutions. They achieve better efficiency in all sea conditions. They also boast an impressive durability.

A dramatic reduction of noise and vibrations combines power with sailing pleasure. Exhaust gas emissions have been cut down too, lowering environmental impact and complying with the most stringent legislation.

Our engineering experience has delivered a lightweight design, with low volume/power and weight/power ratios, for easier installation and superior performance.

**Superior Technology & Outstanding Advantages**

**Performance**
Maximum and continuous high specific power. High torque at low revs. Lightness (weight/power low ratios).

**Flexibility**
Compactness (volume/power low ratios). Full range of accessories available. Wide range of emission and propulsion certifications. Keel cooling versions availability.

**Low Environmental Impact**
Drastic reduction of exhaust emissions. Low noise and vibrations.

**Low Operating Costs**
Longer maintenance intervals costs. Longer overhaul intervals.
## Marine Emission Regulations

### IMO

<table>
<thead>
<tr>
<th>kW</th>
<th>HP</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;130</td>
<td>&gt;174</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The International Maritime Organization (IMO) regulates exhaust emissions on diesel engines above 130kW (174 hp). Engines used exclusively in emergency applications are exempt. IMO Tier III applies only when operating within a NOx Emission Control Area. The Tier III regulation is in effect for North America and US Caribbean Sea NOx ECA’s for vessels built after January 1, 2016.

### EU

<table>
<thead>
<tr>
<th>kW</th>
<th>HP</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>19-299</td>
<td>25-401</td>
<td>Stage IIIA</td>
<td></td>
<td>Stage V</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt;299</td>
<td>&gt;401</td>
<td>Stage IIIA</td>
<td></td>
<td>Stage V</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The Nonroad Mobile Machinery Directive regulates exhaust emissions from diesel engines installed on inland waterway vessels operating in the EU. The Recreational Craft Directive regulates noise and exhaust emissions from propulsion engines installed on recreational craft operating in the EU.

### US EPA

<table>
<thead>
<tr>
<th>kW</th>
<th>HP</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;600</td>
<td>&lt;805</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Tier 3</td>
</tr>
<tr>
<td>≥600</td>
<td>≥805</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Tier 4</td>
</tr>
</tbody>
</table>

The United States Environmental Protection Agency (EPA) regulates exhaust emissions from diesel engines installed on US flagged/registered marine vessels.

## Marine Rating Classification

### Full load reference conditions

<table>
<thead>
<tr>
<th>Reference</th>
<th>ISO 8665</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ambient pressure (kPa):</td>
<td>100</td>
</tr>
<tr>
<td>Ambient temperature (°C):</td>
<td>25</td>
</tr>
<tr>
<td>Relative humidity (%):</td>
<td>30</td>
</tr>
<tr>
<td>Fuel density (kg/dm^3):</td>
<td>0.84</td>
</tr>
<tr>
<td>Fuel calorific value (kJ/kg):</td>
<td>42700</td>
</tr>
<tr>
<td>Fuel temperature (°C):</td>
<td>40</td>
</tr>
</tbody>
</table>

### Rating classification

<table>
<thead>
<tr>
<th>Definition</th>
<th>A1</th>
<th>Short range fast pleasure service</th>
<th>Limited to 10% of time cruising speed at engine rpm &lt;90% of calibration rated speed 300 h/y</th>
</tr>
</thead>
<tbody>
<tr>
<td>A2/B1</td>
<td>Long range pleasure/commercial service</td>
<td>Limited to 10% of time cruising speed at engine rpm &lt;90% of calibration rated speed 1000 h/y</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>Light duty</td>
<td>Limited to 10% of time cruising speed at engine rpm &lt;90% of calibration rated speed 1500 h/y</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Medium duty</td>
<td>Limited to 25% of time cruising speed at engine rpm &lt;90% of calibration rated speed 3000 h/y</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>Heavy duty</td>
<td>up to 100% of time unlimited h/y</td>
<td></td>
</tr>
</tbody>
</table>

Full load reference conditions

<table>
<thead>
<tr>
<th>Reference</th>
<th>ISO 8665</th>
</tr>
</thead>
<tbody>
<tr>
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<tr>
<td>Ambient temperature (°C):</td>
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<tr>
<td>Relative humidity (%):</td>
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</tr>
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<td>Fuel density (kg/dm^3):</td>
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</tr>
<tr>
<td>Fuel calorific value (kJ/kg):</td>
<td>42700</td>
</tr>
<tr>
<td>Fuel temperature (°C):</td>
<td>40</td>
</tr>
</tbody>
</table>
### Marine Engine Commercial Naming

<table>
<thead>
<tr>
<th>Engine Family</th>
<th>Engine Displacement*</th>
<th>Maximum Power**</th>
<th>Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>67</td>
<td>450</td>
<td>N</td>
</tr>
</tbody>
</table>

#### Definition

- **Engine Family**
  - F1 Series
  - NEF Series
  - Cursor Series

- **Engine Displacement**
  - F1 & NEF Series: Displacement (Lt) x 10
  - Cursor Series: Displacement (Lt)

- **Maximum Power**
  - Rating A1/A2: Maximum engine Power (HP)
  - Rating D: Maximum engine Continuous Power (HP)

- **Emissions**
  - E = EU Emissions
  - N = NAFTA Emissions

* Displacement >10L – Litres; Displacement <10L – litres x 10
** Pleasure: Max engine Power (metric HP)
Commercial: Max engine Continuous Power (metric HP)

### Marine Engine Technical Identification

**Crankcase**
- N = No structural (normal distribution)
- S = No structural (tight distribution)
- R = Structural

**Air intake system**
- A = Naturally aspirated engine
- S = Supercharged engine
- T = Turbocharged charge air cooling

**ECU Type**
- B = MM5SF (Marelli)
- K = EDC17C49
- W = EDC17CV41

**Fuel Injection type**
- E = Electronic
- M = Mechanical

**Power (mHP) / 10**

**Engine Version**

**Marine Application**
- 0 = Turbocharged
- 1 = Cooled turbocharged
- 2 = Keel cooling/rotary injection pump (naturally aspirated engine)
- 2 = Keel cooling / Turbocharged (Supercharged engine)
- 3 = Keel cooling / in-line fuel injection pump (Naturally aspirated)
- 3 = Keel cooling / cooled turbocharged (Supercharged engine)
- 4 = Sprinkler
- 5 = Available
- 6 = TWO- Stage Cooling
- 7 = Super Charger
- 8 = TWO- Stage Cooling + Super Charger
- 9 = Available

**Displacement**
- Litres if >10L
- Litres x 10 if <10L
### Engines Specifications

<table>
<thead>
<tr>
<th>Engine model</th>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>Dimensions* (L**xWxH) (mm)</th>
<th>Dry Weight (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>S30 230 E B</td>
<td>129</td>
<td>175.5</td>
<td>3500</td>
<td>780 x 775 x 753</td>
<td>330</td>
<td></td>
</tr>
<tr>
<td>S30 230 E C</td>
<td>85</td>
<td>115.6</td>
<td>3500</td>
<td>780 x 775 x 753</td>
<td>330</td>
<td></td>
</tr>
<tr>
<td>N40 170*** C</td>
<td>125</td>
<td>170</td>
<td>2800</td>
<td>850 x 780 x 785</td>
<td>490</td>
<td></td>
</tr>
<tr>
<td>N40 170*** C</td>
<td>110</td>
<td>150</td>
<td>2800</td>
<td>850 x 780 x 785</td>
<td>490</td>
<td></td>
</tr>
<tr>
<td>N40 170*** C</td>
<td>74</td>
<td>100</td>
<td>2800</td>
<td>850 x 780 x 785</td>
<td>490</td>
<td></td>
</tr>
<tr>
<td>N40 250 E B1</td>
<td>169</td>
<td>230</td>
<td>2800</td>
<td>850 x 780 x 785</td>
<td>490</td>
<td></td>
</tr>
<tr>
<td>N40 250 E C</td>
<td>147</td>
<td>200</td>
<td>2800</td>
<td>850 x 780 x 785</td>
<td>490</td>
<td></td>
</tr>
<tr>
<td>N40 250 E C</td>
<td>74</td>
<td>100</td>
<td>2800</td>
<td>850 x 780 x 785</td>
<td>490</td>
<td></td>
</tr>
<tr>
<td>N40 100 B</td>
<td>66.5</td>
<td>90</td>
<td>2800</td>
<td>811 x 700 x 836</td>
<td>450</td>
<td></td>
</tr>
<tr>
<td>N40 100 C</td>
<td>63</td>
<td>85</td>
<td>2800</td>
<td>811 x 700 x 836</td>
<td>450</td>
<td></td>
</tr>
<tr>
<td>N60 480 E B1</td>
<td>272</td>
<td>370</td>
<td>3000</td>
<td>1072 x 739 x 778</td>
<td>595</td>
<td></td>
</tr>
<tr>
<td>N60 400 E B</td>
<td>242</td>
<td>330</td>
<td>3000</td>
<td>1072 x 739 x 778</td>
<td>595</td>
<td></td>
</tr>
<tr>
<td>N60 400 E C</td>
<td>198</td>
<td>270</td>
<td>3000</td>
<td>1072 x 739 x 778</td>
<td>595</td>
<td></td>
</tr>
<tr>
<td>N67 150 B</td>
<td>99.5</td>
<td>135</td>
<td>2800</td>
<td>1052 x 705 x 910</td>
<td>530</td>
<td></td>
</tr>
<tr>
<td>N67 150 D</td>
<td>92</td>
<td>125</td>
<td>2800</td>
<td>1052 x 705 x 910</td>
<td>530</td>
<td></td>
</tr>
<tr>
<td>N67 170*** D</td>
<td>125</td>
<td>170</td>
<td>2300</td>
<td>1089 x 780 x 788</td>
<td>600</td>
<td></td>
</tr>
<tr>
<td>N67 220 C</td>
<td>132</td>
<td>180</td>
<td>2800</td>
<td>1072 x 749 x 800</td>
<td>605</td>
<td></td>
</tr>
<tr>
<td>N67 220 D</td>
<td>110</td>
<td>150</td>
<td>2800</td>
<td>1072 x 749 x 800</td>
<td>605</td>
<td></td>
</tr>
<tr>
<td>N67 280 B</td>
<td>191</td>
<td>260</td>
<td>2800</td>
<td>1072 x 749 x 800</td>
<td>605</td>
<td></td>
</tr>
<tr>
<td>N67 280 C</td>
<td>169</td>
<td>230</td>
<td>2800</td>
<td>1072 x 749 x 800</td>
<td>605</td>
<td></td>
</tr>
<tr>
<td>N67 280 D</td>
<td>132</td>
<td>180</td>
<td>2500</td>
<td>1072 x 749 x 800</td>
<td>605</td>
<td></td>
</tr>
</tbody>
</table>

* Dimensions can be changed according to engine options.
** Length at flywheel.
*** IWV Stage V Certification.
THE F1 SERIES
**S30 230 E**

Arrangement: 4 Cyl. in line  
Total Displacement (L): 3,0  
Maximum Power (kW (Hp) @ rpm): 129 (175.5) @ 3,500  
Thermodynamic cycle: Diesel 4 stroke  
Air handling: TCA  
Valves per cylinder: 4  
Cooling System: Liquid  
Direction of Rotation (viewed facing flywheel): Counterclockwise  
Engine management: Electronic  
Injection System: CR

**WEIGHT AND DIMENSIONS**

<table>
<thead>
<tr>
<th>Dimensions¹</th>
<th>(L²xWxH) 780 x 775 x 753 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Weight</td>
<td>330 Kg</td>
</tr>
</tbody>
</table>

¹ Dimensions can be changed according to engine options  
² Length at flywheel

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm (Best Value)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>129</td>
<td>175.5</td>
<td>3500</td>
<td>215 @ 2400</td>
</tr>
<tr>
<td>C</td>
<td>85</td>
<td>115.6</td>
<td>3500</td>
<td>217 @ 2400</td>
</tr>
</tbody>
</table>

**Air Handling**

- TCA Turbocharged with aftercooler  
- TC Turbocharged  
- NA Naturally Aspirated

**Injection System**

- M Mechanical  
- CR Common Rail  
- EUI Electronic Unit Injector

---
THE NEF SERIES
**N40 170**

Arrangement: 4 Cyl. in line
Total Displacement (L): 3,9
Maximum Power (kW (Hp) @ rpm): 125 (170) @ 2.800
Thermodynamic cycle: Diesel 4 stroke
Air handling: TCA
Valves per cylinder: 4
Cooling System: Liquid
Direction of Rotation:
( viewed facing flywheel): Counterclockwise
Engine management: Electronic
Injection System: CR

**WEIGHT AND DIMENSIONS**

<table>
<thead>
<tr>
<th>Dimensions</th>
<th>(L²xWxH)</th>
<th>B50 x 780 x 785 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Weight</td>
<td>490 Kg</td>
<td>(viewed facing flywheel): Counterclockwise</td>
</tr>
</tbody>
</table>

1 Dimensions can be changed according to engine options
2 Length at flywheel

**N40 250 E**

Arrangement: 4 Cyl. in line
Total Displacement (L): 3,9
Maximum Power (kW (Hp) @ rpm): 169 (230) @ 2.800
Thermodynamic cycle: Diesel 4 stroke
Air handling: TCA
Valves per cylinder: 4
Cooling System: Liquid
Direction of Rotation:
( viewed facing flywheel): Counterclockwise
Engine management: Electronic
Injection System: CR

**WEIGHT AND DIMENSIONS**

<table>
<thead>
<tr>
<th>Dimensions</th>
<th>(L²xWxH)</th>
<th>B50 x 780 x 785 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Weight</td>
<td>490 Kg</td>
<td>(viewed facing flywheel): Counterclockwise</td>
</tr>
</tbody>
</table>

1 Dimensions can be changed according to engine options
2 Length at flywheel
**N45 100**

- **Arrangement:** 4 Cyl. in line
- **Total Displacement (L):** 4,5
- **Maximum Power (kW (Hp) @ rpm):** 66.5 (90) @ 2,800
- **Thermodynamic cycle:** Diesel 4 stroke
- **Valves per cylinder:** 2
- **Cooling System:** Liquid
- **Direction of Rotation (viewed facing flywheel):** Counterclockwise
- **Engine management:** Mechanical

**Injection System:** M

**WEIGHT AND DIMENSIONS**

<table>
<thead>
<tr>
<th>Dimensions</th>
<th>(LxWxH)</th>
<th>(811 x 700 x 836 mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Weight</td>
<td>Kg</td>
<td>450 Kg</td>
</tr>
</tbody>
</table>

1. Dimensions can be changed according to engine options
2. Length at flywheel

**Injection System**

- **Air Handling:** TCA (Turbocharged with aftercooler)
- **Injection System:** M (Mechanical)

**Rating**

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm</th>
<th>(Best Value)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B*</td>
<td>66.5</td>
<td>90</td>
<td>2,800</td>
<td>228 @ 1,800</td>
<td></td>
</tr>
<tr>
<td>D*</td>
<td>63</td>
<td>85</td>
<td>2,800</td>
<td>228 @ 1,800</td>
<td></td>
</tr>
</tbody>
</table>

**N60 400 E**

- **Arrangement:** 6 Cyl. in line
- **Total Displacement (L):** 5,9
- **Maximum Power (kW (Hp) @ rpm):** 272 (370) @ 3,000
- **Thermodynamic cycle:** Diesel 4 stroke
- **Valves per cylinder:** 4
- **Cooling System:** Liquid
- **Direction of Rotation (viewed facing flywheel):** Counterclockwise
- **Engine management:** Electronic

**Injection System:** CR

**WEIGHT AND DIMENSIONS**

<table>
<thead>
<tr>
<th>Dimensions</th>
<th>(LxWxH)</th>
<th>(1,072 x 739 x 778 mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Weight</td>
<td>Kg</td>
<td>595 Kg</td>
</tr>
</tbody>
</table>

1. Dimensions can be changed according to engine options
2. Length at flywheel

**Injection System**

- **Air Handling:** TCA (Turbocharged with aftercooler)
- **Injection System:** M (Mechanical)

**Rating**

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm</th>
<th>(Best Value)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1</td>
<td>272</td>
<td>370</td>
<td>3,000</td>
<td>208 @ 2,250</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>242</td>
<td>330</td>
<td>3,000</td>
<td>208 @ 2,000</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>198</td>
<td>270</td>
<td>3,000</td>
<td>208 @ 2,000</td>
<td></td>
</tr>
</tbody>
</table>

**Air Handling**

- **TCA (Turbocharged with aftercooler)
- **Injection System:** M (Mechanical)

**N45 100**

- **Arrangement:** 4 Cyl. in line
- **Total Displacement (L):** 4,5
- **Maximum Power (kW (Hp) @ rpm):** 66.5 (90) @ 2,800
- **Thermodynamic cycle:** Diesel 4 stroke
- **Valves per cylinder:** 2
- **Cooling System:** Liquid
- **Direction of Rotation (viewed facing flywheel):** Counterclockwise
- **Engine management:** Mechanical

**Injection System:** M

**WEIGHT AND DIMENSIONS**

<table>
<thead>
<tr>
<th>Dimensions</th>
<th>(LxWxH)</th>
<th>(811 x 700 x 836 mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Weight</td>
<td>Kg</td>
<td>450 Kg</td>
</tr>
</tbody>
</table>

1. Dimensions can be changed according to engine options
2. Length at flywheel

**Injection System**

- **Air Handling:** TCA (Turbocharged with aftercooler)
- **Injection System:** M (Mechanical)

**Rating**

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm</th>
<th>(Best Value)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B*</td>
<td>66.5</td>
<td>90</td>
<td>2,800</td>
<td>228 @ 1,800</td>
<td></td>
</tr>
<tr>
<td>D*</td>
<td>63</td>
<td>85</td>
<td>2,800</td>
<td>228 @ 1,800</td>
<td></td>
</tr>
</tbody>
</table>
### N67 150

- **Arrangement:** 6 Cyl. in line
- **Total Displacement (L):** 6.7
- **Maximum Power (kW (Hp) @ rpm):** 99.5 (135) @ 2800
- **Thermodynamic cycle:** Diesel 4 stroke
- **Air handling:** TCA
- **Valves per cylinder:** 2
- **Cooling System:** Liquid
- **Direction of Rotation (viewed facing flywheel):** Counterclockwise
- **Engine management:** Mechanical
- **Injection System:** M

#### WEIGHT AND DIMENSIONS

<table>
<thead>
<tr>
<th>Dimensions¹</th>
<th>(L x W x H)</th>
<th>1052 x 705 x 910 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Weight</td>
<td>530 Kg</td>
<td></td>
</tr>
</tbody>
</table>

¹ Dimensions can be changed according to engine options

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm</th>
<th>(Best Value)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B*</td>
<td>99.5</td>
<td>135</td>
<td>2800</td>
<td>225 @ 1800</td>
<td></td>
</tr>
<tr>
<td>D*</td>
<td>92</td>
<td>125</td>
<td>2800</td>
<td>225 @ 1400</td>
<td></td>
</tr>
</tbody>
</table>

**Air Handling**
- TCA: Turbocharged with aftercooler
- TC: Turbocharged
- NA: Naturally Aspirated

**Injection System**
- M: Mechanical
- CR: Common Rail
- EUI: Electronic Unit Injector

* Keel-cooled versions are also available

### N67 170

- **Arrangement:** 6 Cyl. in line
- **Total Displacement (L):** 6.7
- **Maximum Power (kW (Hp) @ rpm):** 125 (170) @ 2300
- **Thermodynamic cycle:** Diesel 4 stroke
- **Air handling:** TCA
- **Valves per cylinder:** 4
- **Cooling System:** Liquid
- **Direction of Rotation (viewed facing flywheel):** Counterclockwise
- **Engine management:** Electronic
- **Injection System:** CR

#### WEIGHT AND DIMENSIONS

<table>
<thead>
<tr>
<th>Dimensions¹</th>
<th>(L x W x H)</th>
<th>1089 x 780 x 788 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Weight</td>
<td>530 Kg</td>
<td></td>
</tr>
</tbody>
</table>

¹ Dimensions can be changed according to engine options

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm</th>
<th>(Best Value)</th>
</tr>
</thead>
<tbody>
<tr>
<td>D*</td>
<td>125</td>
<td>170</td>
<td>2300</td>
<td>216 @ 1800</td>
<td></td>
</tr>
</tbody>
</table>

**Air Handling**
- TCA: Turbocharged with aftercooler
- TC: Turbocharged
- NA: Naturally Aspirated

**Injection System**
- M: Mechanical
- CR: Common Rail
- EUI: Electronic Unit Injector

* Keel-cooled versions are also available
**N67 220**

Arrangement: 6 Cyl. in line  
Total Displacement (L): 6.7  
Maximum Power (kW (Hp) @ rpm): 132 (180) @ 2800  
Thermodynamic cycle: Diesel 4 stroke  
Air handling: TC  
Valves per cylinder: 2  
Cooling System: Liquid  
Direction of Rotation (viewed facing flywheel): Counterclockwise  
Engine management: Mechanical  
Injection System: M  

**WEIGHT AND DIMENSIONS**

<table>
<thead>
<tr>
<th>Dimensions (LxWxH)</th>
<th>1072 x 749 x 800 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Weight</td>
<td>605 Kg</td>
</tr>
</tbody>
</table>

1. Dimensions can be changed according to engine options  
2. Length at flywheel

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm (Best Value)</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>132</td>
<td>180</td>
<td>2800</td>
<td>211 @ 1800</td>
</tr>
<tr>
<td>D</td>
<td>110</td>
<td>150</td>
<td>2800</td>
<td>219 @ 2400</td>
</tr>
</tbody>
</table>

**Air Handling**

- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

**Injection System**

- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector


**N67 280**

Arrangement: 6 Cyl. in line  
Total Displacement (L): 6.7  
Maximum Power (kW (Hp) @ rpm): 191 (260) @ 2800  
Thermodynamic cycle: Diesel 4 stroke  
Air handling: TCA  
Valves per cylinder: 2  
Cooling System: Liquid  
Direction of Rotation (viewed facing flywheel): Counterclockwise  
Engine management: Mechanical  
Injection System: M  

**WEIGHT AND DIMENSIONS**

<table>
<thead>
<tr>
<th>Dimensions (LxWxH)</th>
<th>1072 x 749 x 800 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Weight</td>
<td>605 Kg</td>
</tr>
</tbody>
</table>

1. Dimensions can be changed according to engine options  
2. Length at flywheel

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm (Best Value)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B*</td>
<td>191</td>
<td>260</td>
<td>2800</td>
<td>209 @ 1800</td>
</tr>
<tr>
<td>C*</td>
<td>169</td>
<td>230</td>
<td>2800</td>
<td>215 @ 2100</td>
</tr>
<tr>
<td>D*</td>
<td>132</td>
<td>180</td>
<td>2500</td>
<td>208 @ 2000</td>
</tr>
</tbody>
</table>

**Air Handling**

- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

**Injection System**

- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector

*Keel-cooled versions are also available
**N67 450 N**

Arrangement: 6 Cyl. in line
Total Displacement (L): 6.7
Maximum Power (kW (Hp) @ rpm): 309 (420) @ 3000
Thermodynamic cycle: Diesel 4 stroke
Air handling: TCA
Valves per cylinder: 4
Cooling System: Liquid
Direction of Rotation (viewed facing flywheel): Counterclockwise
Engine management: Electronic
Injection System: CR

**WEIGHT AND DIMENSIONS**

| Dimensions¹ | L²xWxH | 1089 x 780 x 788 mm |
| Dry Weight | Kg | 600 |

¹ Dimensions can be changed according to engine options
² Length at flywheel

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm</th>
<th>IMO II</th>
<th>RCD II</th>
<th>EPA Tier 3 Commercial</th>
<th>China GB II (GB15097-2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1*</td>
<td>309</td>
<td>420</td>
<td>3000</td>
<td>206 @ 2000</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>B*</td>
<td>272</td>
<td>370</td>
<td>3000</td>
<td>206 @ 1800</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>C*</td>
<td>257</td>
<td>350</td>
<td>3000</td>
<td>207 @ 1800</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
</tr>
</tbody>
</table>

**Air Handling**
- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

**Injection System**
- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector
* Keel-cooled versions are also available

---

**N67 550**

Arrangement: 6 Cyl. in line
Total Displacement (L): 6.7
Maximum Power (kW (Hp) @ rpm): 368 (500) @ 3200
Thermodynamic cycle: Diesel 4 stroke
Air handling: TCA
Valves per cylinder: 4
Cooling System: Liquid
Direction of Rotation (viewed facing flywheel): Counterclockwise
Engine management: Electronic
Injection System: CR

**WEIGHT AND DIMENSIONS**

| Dimensions¹ | L²xWxH | 1089 x 850 x 825 mm |
| Dry Weight | Kg | 721 |

¹ Dimensions can be changed according to engine options
² Length at flywheel

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm</th>
<th>IMO II</th>
<th>RCD II</th>
<th>EPA Tier 3 Commercial</th>
<th>China GB II (GB15097-2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1</td>
<td>368</td>
<td>500</td>
<td>3200</td>
<td>209 @ 1800</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
</tr>
<tr>
<td>B</td>
<td>353</td>
<td>480</td>
<td>3200</td>
<td>209 @ 1800</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
</tr>
</tbody>
</table>

**Air Handling**
- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

**Injection System**
- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector

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**N67 570 EVO**

Arrangement: 6 Cyl. in line
Total Displacement (L): 6,7
Maximum Power (kW (Hp) @ rpm): 390 (530) @ 3,000
Thermodynamic cycle: Diesel 4 stroke
Air handling: TCA
Valves per cylinder: 4
Cooling System: Liquid
Direction of Rotation (viewed facing flywheel): Counterclockwise
Engine management: Electronic
Injection System: CR

**WEIGHT AND DIMENSIONS**

<table>
<thead>
<tr>
<th>Dimensions¹</th>
<th>(L²xWxH) 1089 x 847 x 825 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Weight</td>
<td>721 Kg</td>
</tr>
</tbody>
</table>

¹ Dimensions can be changed according to engine options
² Length at flywheel

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm</th>
<th>IMO II</th>
<th>RCD II</th>
<th>EPA Tier 3</th>
<th>Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td>B¹*</td>
<td>390</td>
<td>530</td>
<td>3000</td>
<td>209 @ 1900</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>B*</td>
<td>357</td>
<td>485</td>
<td>3000</td>
<td>211 @ 2300</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

**Air Handling**
- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

**Injection System**
- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector
- Keel-cooled versions are also available
THE CURSOR SERIES
**C90 170**

Arrangement: 6 Cyl. in line  
Total Displacement (L): 8.7  
Maximum Power (kW (Hp) @ rpm): 125 (170) @ 2000  
Thermodynamic cycle: Diesel 4 stroke  
Air handling: TCA  
Valves per cylinder: 4  
Cooling System: Liquid  
Direction of Rotation (viewed facing flywheel): Counterclockwise  
Engine management: Electronic  
Injection System: CR

**WEIGHT AND DIMENSIONS**

Dimensions\(^1\) (L²×W×H): 1288 x 863 x 962 mm  
Dry Weight: 950 Kg  

\(^1\) Dimensions can be changed according to engine options  
\(^2\) Length at flywheel

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm (Best Value)</th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>125</td>
<td>170</td>
<td>2000</td>
<td>207 @ 1200</td>
</tr>
</tbody>
</table>

**Air Handling**
- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

**Injection System**
- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector

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**C90 380**

Arrangement: 6 Cyl. in line  
Total Displacement (L): 8.7  
Max Power (kW (Hp) @ rpm): 301 (410) @ 2000  
Thermodynamic cycle: Diesel 4 stroke  
Air handling: TCA  
Valves per cylinder: 4  
Cooling System: Liquid  
Direction of Rotation (viewed facing flywheel): Counterclockwise  
Engine management: Electronic  
Injection System: CR

**WEIGHT AND DIMENSIONS**

Dimensions\(^1\) (L²×W×H): 1288 x 863 x 962 mm  
Dry Weight: 950 Kg  

\(^1\) Dimensions can be changed according to engine options  
\(^2\) Length at flywheel

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm (Best Value)</th>
<th>IMO II</th>
<th>China GB I (GB15097-2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>301</td>
<td>410</td>
<td>2000</td>
<td>203 @ 1800</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>D*</td>
<td>279</td>
<td>380</td>
<td>2000</td>
<td>206 @ 1800</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

**Air Handling**
- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

**Injection System**
- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector

* Keel-cooled versions are also available
### C90 620 E

**Arrangement:** 6 Cyl. in line  
**Total Displacement (L):** 8.7  
**Maximum Power (kW (Hp) @ rpm):** 426 (580) @ 2530  
**Thermodynamic cycle:** Diesel 4 stroke  
**Air handling:** TCA  
**Valves per cylinder:** 4  
**Cooling System:** Liquid  
**Direction of Rotation** (viewed facing flywheel): Counterclockwise  
**Engine management:** Electronic  
**Injection System:** EUI

### WEIGHT AND DIMENSIONS

<table>
<thead>
<tr>
<th>Dimensions</th>
<th>(L²xWxH)</th>
<th>1288 x 868 x 962 mm</th>
<th>Dry Weight</th>
<th>940 Kg</th>
</tr>
</thead>
</table>

1. Dimensions can be changed according to engine options  
2. Length at flywheel

### Rating

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm (Best Value)</th>
<th>IMO II</th>
<th>EPA</th>
<th>Tier 3</th>
<th>Commercial China GB II (GB15097-2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1</td>
<td>426</td>
<td>580</td>
<td>2530</td>
<td>213 @ 2200</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>B1</td>
<td>404</td>
<td>550</td>
<td>2530</td>
<td>209 @ 2200</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>B</td>
<td>368</td>
<td>500</td>
<td>2530</td>
<td>204 @ 2000</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>C</td>
<td>331</td>
<td>450</td>
<td>2530</td>
<td>202 @ 1800</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

### Air Handling

- TCA Turbocharged with aftercooler  
- TC Turbocharged  
- NA Naturally Aspirated

### Injection System

- M Mechanical  
- CR Common Rail  
- EUI Electronic Unit Injector

### C13 500

**Arrangement:** 6 Cyl. in line  
**Total Displacement (L):** 12.9  
**Max Power (kW (Hp) @ rpm):** 382 (520) @ 2000  
**Thermodynamic cycle:** Diesel 4 stroke  
**Air handling:** TCA  
**Valves per cylinder:** 4  
**Cooling System:** Liquid  
**Direction of Rotation** (viewed facing flywheel): Counterclockwise  
**Engine management:** Electronic  
**Injection System:** EUI

### WEIGHT AND DIMENSIONS

<table>
<thead>
<tr>
<th>Dimensions</th>
<th>(L²xWxH)</th>
<th>1465 x 1000 x 1058 mm</th>
<th>Dry Weight</th>
<th>1345 Kg</th>
</tr>
</thead>
</table>

1. Dimensions can be changed according to engine options  
2. Length at flywheel

### Rating

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm (Best Value)</th>
<th>IMO II</th>
<th>EPA</th>
<th>Tier 3</th>
<th>Commercial China GB II (GB15097-2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>382</td>
<td>520</td>
<td>2000</td>
<td>195 @ 1500</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>D*</td>
<td>367</td>
<td>500</td>
<td>2000</td>
<td>195 @ 1600</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

### Air Handling

- TCA Turbocharged with aftercooler  
- TC Turbocharged  
- NA Naturally Aspirated

### Injection System

- M Mechanical  
- CR Common Rail  
- EUI Electronic Unit Injector  
  - Keel-cooled versions are also available
## C13 825 E

- **Arrangement:** 6 Cyl. in line
- **Total Displacement (L):** 12.9
- **Maximum Power (kW (Hp) @ rpm):** 551 (750) @ 2400
- **Thermodynamic cycle:** Diesel 4 stroke
- **Air handling:** TCA
- **Valves per cylinder:** 4
- **Cooling System:** Liquid
- **Direction of Rotation:** Counterclockwise
- **Engine management:** Electronic
- **Injection System:** EUI

### WEIGHT AND DIMENSIONS

<table>
<thead>
<tr>
<th>Dimensions¹</th>
<th>(L²xWxH)</th>
<th>1465 x 1000 x 1058 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dry Weight</strong></td>
<td></td>
<td>1395 Kg</td>
</tr>
</tbody>
</table>

¹ Dimensions can be changed according to engine options
² Length at flywheel

### Rating

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm (Best Value)</th>
<th>IMO II</th>
<th>RCD II</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1</td>
<td>551</td>
<td>750</td>
<td>2400</td>
<td>198 @ 1900</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>B</td>
<td>478</td>
<td>650</td>
<td>2400</td>
<td>207 @ 1500</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>C</td>
<td>441</td>
<td>600</td>
<td>2400</td>
<td>207 @ 1500</td>
<td>*</td>
<td>*</td>
</tr>
</tbody>
</table>

**Air Handling**
- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

**Injection System**
- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector

## C16 600

- **Arrangement:** 6 Cyl. in line
- **Total Displacement (L):** 15.9
- **Max Continuous Power (kW (Hp) @ rpm):** 441 (600) @ 1.800
- **Thermodynamic cycle:** Diesel 4 stroke
- **Air handling:** TCA
- **Valves per cylinder:** 4
- **Cooling System:** Liquid
- **Direction of Rotation:** Counterclockwise
- **Engine management:** Electronic
- **Injection System:** CR

### WEIGHT AND DIMENSIONS

<table>
<thead>
<tr>
<th>Dimensions¹</th>
<th>(L²xWxH)</th>
<th>1465 x 1000 x 1160 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dry Weight</strong></td>
<td></td>
<td>1570 Kg</td>
</tr>
</tbody>
</table>

¹ Dimensions can be changed according to engine options
² Length at flywheel

### Rating

<table>
<thead>
<tr>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ rpm (Best Value)</th>
<th>IMO II</th>
<th>RCD II</th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>441</td>
<td>600</td>
<td>1800</td>
<td>199 @ 1200</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>B</td>
<td>404</td>
<td>550</td>
<td>1800</td>
<td>199 @ 1200</td>
<td>*</td>
<td>-</td>
</tr>
<tr>
<td>C</td>
<td>368</td>
<td>500</td>
<td>1800</td>
<td>199 @ 1200</td>
<td>*</td>
<td>*</td>
</tr>
</tbody>
</table>

**Air Handling**
- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

**Injection System**
- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector

* Keel-cooled versions are also available
**C16 1000**

Arrangement: 6 Cyl. in line  
Total Displacement (L): 15.9  
Maximum Power (kW (Hp) @ rpm): 735 (1000) @ 2.300  
Thermodynamic cycle: Diesel 4 stroke  
Air handling: TCA  
Valves per cylinder: 4  
Cooling System: Liquid  
Direction of Rotation (viewed facing flywheel): Counterclockwise  
Engine management: Electronic  
Injection System: CR

**WEIGHT AND DIMENSIONS**

Dimensions\(^1\) (L\(^2\)xWxH) 1465 x 1136 x 1160 mm  
Dry Weight 1640 Kg

---

**Rating**

<table>
<thead>
<tr>
<th></th>
<th>Rating</th>
<th>kW</th>
<th>hp</th>
<th>rpm</th>
<th>g/kWh @ xpm</th>
<th><em>IMO II</em></th>
<th><em>RCD II</em></th>
<th>EPA</th>
<th>Tier 3</th>
<th>Commercial</th>
<th>China GB II (GB15097-2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>B1</td>
<td>735</td>
<td>1000</td>
<td>2300</td>
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<td>208 @ 1600</td>
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<td>●*</td>
<td>●</td>
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**Air Handling**

- TCA Turbocharged with aftercooler  
- TC Turbocharged  
- NA Naturally Aspirated

**Injection System**

- M Mechanical  
- CR Common Rail  
- EUI Electronic Unit Injector  
  * Keel-cooled versions are also available

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1. Dimensions can be changed according to engine options  
2. Length at flywheel
FPT Industrial, in collaboration with two leading companies, NAVICO (SIMRAD) and ZF, is proud to introduce RED HORIZON: a “Premium” integrated system for engine/navigation monitoring and controls with state-of-the-art technologies.

**Monitoring Systems**

**FPT 7” Premium Display Key Features**

Based on SIMRAD technology, the FPT Premium 7” is a compact display, perfect for small-medium sportboats, dayboats, and center-consoles. Dedicated to monitoring engine data, the panel offers the chance to extend the display options on a wide range of navigation functions.

- Widescreen display with LED backlight
- Easy to use tablet-style touchscreen controls
- Wide range of engine data, alarm monitoring and options such as the on-board entertainment system control
- Multi Function Display option: fully featured chartplotter (C-MAP charts) with built-in GPS receiver, and monitoring of additional options*, like radar, echosounder and autopilot
- Built-in wireless connectivity to a compatible smartphone or tablet, giving access to charts, radar and other functions from anywhere on board
- In addition to the 7-inch display the 9”, 12” and 16” MFD sizes complete the FPT Premium Display series

* Devices provided by NAVICO (SIMRAD) network

**Electronic Control Systems**

**Electronic Controls - FPT Premium Control Key Features**

FPT uses ZF electronic propulsion control systems at the cutting edge of electronics technology, specifically matched for FPT engines

- The Premium electronic control is a powerful system that integrates the latest CAN bus technology in an innovative and compact control head, with an ergonomic lever and a user-friendly display where all functions can be easily selected
- With an easy plug-in installation, the “Premium” control provides complete governance of navigation offering bottom set up, start interlock, emergency reversal protection, engine synchronisation and optional features for docking or trolling
- Up to six control stations.

**Manoeuvring Systems - FPT Premium Joystick Key Features**

Controlling engines, transmissions and thrusters simultaneously, the “Premium joystick” provides unbeatable ease of vessel control during manoeuvres. The “Premium joystick” offers the following main advantages: vessel control at low speed, easy manoeuvring in tight spaces, vessel positioning against wind and current

Main technical features:

- 12/24 V DC system
- CAN based joystick station, with one push button to take control and select functions
- CE certified Manoeuvring Control Unit
- CAN connection to “Premium control” processor
- Options:
  - Hold Position
  - Interface with ZF Steer Command
  - Up to six control stations
**Marine Engine Options**

FPT Industrial offer a whole range of options to complete your engine:

- Suspensions (Silent block)
- Electrical system 12V/24V
- Insulated poles electrical system
- Uprated Alternators
- Front PTO
- Instruments kit
- Digital and analog panels
- Water cooled or dry exhaust pipes
- Gearboxes
- Emission and Propulsion engine certification with several classification societies
- NMEA2000 Converter
- Remote Control lever
- Red Horizon

Please contact your local distributor on our locator at fptindustrial.com to get more information.

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**FPT Industrial Global Network**

- 70+ Dealers
- 800+ Service Points
- 24/7 Support
- We Boost Change
All the pictures, drawings illustrations and descriptions contained in this brochure are based on product information available to FPT Industrial at the time of printing (28/02/2022). Some of the engine line-ups may refer to a specific market configuration which may not be present or offered for sale available in all other markets. The colors featured in this brochure may differ from the originals. FPT Industrial reserves the right to introduce any modifications, at any time and without any prior advance notice, to design, material, components equipment and/or technical specifications.