



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

**Our efficiency.  
Your edge.**

# Stage V switchable Tier 4 Final

G-Drive Engines

Engine Model	Cylinder Arrangement Air Intake	Injection System	Displacement Liters	Emission	Exhaust System	Exhaust System
F34TEVP02.00	4L/TC	ECR	3,4	Stage V / Tier 4F	EGR+DOC+DPF	DOC+DPF
F34TEVP04.00	4L/TC	ECR	3,4	Stage V / Tier 4F	EGR+DOC+DPF	DOC+DPF
F34TEVP01.00	4L/TAA	ECR	3,4	Stage V / Tier 4F	EGR+DOC+DPF	DOC+DPF
F36ETVP03.A62	4L/TAA	ECR	3,6	Stage V / Tier 4F	EGR+DOC+DPF+SCR+CUC	HI-eSCR2
F36ETVP03.A85	4L/TAA	ECR	3,6	Stage V / Tier 4F	EGR+DOC+DPF+SCR+CUC	HI-eSCR2
F36ETVP03.A94	4L/TAA	ECR	3,6	Stage V / Tier 4F	EGR+DOC+DPF+SCR+CUC	HI-eSCR2
N67TEVP06.00	6L/TAA	ECR	6,7	Stage V / Tier 4F	DOC+SCRoF+CUC	HI-eSCR2
N67TEVP05.00	6L/TAA	ECR	6,7	Stage V / Tier 4F	DOC+SCRoF+CUC	HI-eSCR2
C87TEVP01.00	6L/TAA	ECR	8,7	Stage V / Tier 4F	DOC+SCRoF+CUC	HI-eSCR2
C87TEVP04.00	6L/TAA	ECR	8,7	Stage V / Tier 4F	DOC+SCRoF+CUC	HI-eSCR2
C13ETVP03.A363	6L/TAA	ECR	12,9	Stage V / Tier 4F	DOC+SCRoF+CUC	HI-eSCR2
C13ETVP03.A395	6L/TAA	ECR	12,9	Stage V / Tier 4F	DOC+SCRoF+CUC	HI-eSCR2

**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

50 Hz / 1500 rpm

60 Hz / 1800 rpm

Stand-by Power			Prime Power			Stand-by Power			Prime Power			Typical Generator eff. 1500/1800 rpm	
kWm (net)	kWe	kVA	kWm (net)	kWe	kVA	kWm (net)	kWe	kVA	kWm (net)	kWe	kVA		
37	32	40	33	29	37	38	33	42	34	30	38	88%	●
45	40	50	41	36	45	48	42	52	43	38	47	88%	●
54	48	60	54	47	59	54	47	59	53	46	58	88%	●
59	53	67	53	48	60	66	60	75	60	54	68	91%	●
83	75	94	75	68	85	90	82	102	81	74	93	91%	●
92	84	105	92	84	105	100	92	115	100	92	115	92%	●
145	133	167	136	125	156	167	153	191	151	138	173	92%	●
195	181	227	176	164	205	222	206	257	201	186	233	93%	●
257	239	299	233	217	271	285	265	331	258	240	300	93%	●
287	267	334	261	243	303	327	304	380	296	276	344	93%	●
346	322	402	313	291	364	387	360	450	350	325	406	93%	●
378	355	444	342	322	402	426	400	501	385	362	452	94%	●

**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

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

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

**T** Rating model

**F** Emission regulation: F = Previously EU Stage IIIA  
X = Tier 3  
Z = Tier 4 Final  
A = Previously EU Stage II

# Tier 4 Final

Bare Engines

Engine Model	ECU	Cylinder Arrangement	Air intake	Injection System	Displacement Liters	Emission	Exhaust System
F34TE1W.S550	EDC17	4L/TC	ECR	3,4	Tier 4 Final	DOC+PMcat	
F34SE1W.S554	EDC17	4L/TAA	ECR	3,4	Tier 4 Final	HI-eSCR	
F34SE1W.S552	EDC17	4L/TAA	ECR	3,4	Tier 4 Final	HI-eSCR	
N45ENTZW70	EDC17	4L/TAA	ECR	4,5	Tier 4 Final	HI-eSCR	
N45ENTZW69	EDC17	4L/TAA	ECR	4,5	Tier 4 Final	HI-eSCR	
N67ENTZW70	EDC17	6L/TAA	ECR	6,7	Tier 4 Final	HI-eSCR	
N67ENTZW71	EDC17	6L/TAA	ECR	6,7	Tier 4 Final	HI-eSCR	
N67ENTZW68	EDC17	6L/TAA	ECR	6,7	Tier 4 Final	HI-eSCR	
N67ENTZW69	EDC17	6L/TAA	ECR	6,7	Tier 4 Final	HI-eSCR	
CURS0R87ENTZW61	EDC17	6L/TAA	ECR	8,7	Tier 4 Final	HI-eSCR	
CURS0R87ENTZW62	EDC17	6L/TAA	ECR	8,7	Tier 4 Final	HI-eSCR	
CURS0R87ENTZW68	EDC17	6L/TAA	ECR	8,7	Tier 4 Final	HI-eSCR	
CURS0R87ENTZW69	EDC17	6L/TAA	ECR	8,7	Tier 4 Final	HI-eSCR	
CURS0R13ENTZW61	EDC17	6L/TAA	ECR	12,9	Tier 4 Final	HI-eSCR	
CURS0R13ENTZW68	EDC17	6L/TAA	ECR	12,9	Tier 4 Final	HI-eSCR	
CURS0R13ENTZW69	EDC17	6L/TAA	ECR	12,9	Tier 4 Final	HI-eSCR	

**Legend**

**Cylinder Arrangement**

L In line

**Air Intake**

TAA Turbocharged

Aftercooler

TC Turbocharged

**Exhaust System**

DOC Diesel Oxidation Catalyst

PMcat Particulate Matter Catalyst

HI-eSCR2 FPT Industrial's patented system

**Injection System**

ECR Electronic Common Rail

**Emission Regulation**

T4F Tier 4 Final

**Other Notes**

kVA	kiloVolt Ampere calculations based on a 0.8 power factor	●	1500 rpm / 1800 rpm switchable engine	1	Available in G-drive configuration
		○	Not Switchable Engine		

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**	kWm (gross)	kWe**	kVA**		
-	-	-	-	-	-	54	46	57	49	41	52	88%	○
-	-	-	-	-	-	73	65	81	66	59	73	92%	○
-	-	-	-	-	-	93	83	104	85	75	94	92%	○
-	-	-	-	-	-	86	77	96	78	70	87	92%	○
-	-	-	-	-	-	126	112	140	115	102	127	92%	○
-	-	-	-	-	-	146	131	163	133	118	148	92%	○
-	-	-	-	-	-	168	147	183	153	133	166	92%	○
-	-	-	-	-	-	195	173	217	177	157	196	93%	○
-	-	-	-	-	-	223	199	249	203	181	226	93%	○
-	-	-	-	-	-	260	233	291	236	211	263	93%	○
-	-	-	-	-	-	282	253	316	256	229	286	93%	○
-	-	-	-	-	-	309	281	351	281	255	318	94%	○
-	-	-	-	-	-	330	301	376	300	273	341	94%	○
-	-	-	-	-	-	353	322	403	321	292	365	94%	○
-	-	-	-	-	-	380	347	433	345	314	392	95%	○
-	-	-	-	-	-	424	389	486	385	352	440	95%	○

**Engine Technical Identification**

**N45SM1F:**

<b>F</b>	Engine Family: S8000 = S8000 F = F5 N = NEF C = CURSOR	<b>S</b>	Aspiration: A = Naturally aspirated S = Turbocharged T = Turbocharged Aftercooler	<b>1</b>	Rating model
<b>45</b>	Displacement in liters: 45 = 4,5 liters	<b>M</b>	Injection system: M = Mechanical E = Electronic	<b>F</b>	Emission regulation: F = Previously EU Stage IIIA X = Tier 3 Z = Tier 4 Final A = Previously EU Stage II

# Tier 3

## G-Drive Engines

Engine Model	Cylinder Arrangement Air intake Exhaust System	Injection System	Displacement Liters	Emission Regulation
NEF45SM1X	4L/TC/I-EGR	M	4,5	Tier 3
NEF45SM2X	4L/TC/I-EGR	M	4,5	Tier 3
NEF45TE1P	4L/TAA/I-EGR	ECR	4,5	UR <sup>2</sup> / Tier 3
NEF45TM2X	4L/TAA/I-EGR	M	4,5	Tier 3
NEF45TE2P	4L/TAA/I-EGR	ECR	4,5	UR <sup>2</sup> / Tier 3
NEF67TM1X	6L/TAA/I-EGR	M	6,7	Tier 3
NEF67TE1PV	6L/TAA/I-EGR	ECR	6,7	UR <sup>2</sup> / Tier 3
NEF67TE1X	6L/TAA/I-EGR	ECR	6,7	Tier 3
NEF67TE2PV	6L/TAA/I-EGR	ECR	6,7	UR <sup>2</sup> / Tier 3
NEF67TE3PV	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
CURS0R87TE1PV	6L/TAA/I-EGR	ECR	8,7	UR <sup>2</sup> / Tier 3
CURS0R13TE2F	6L/TAA/I-EGR	EUI	12,9	UR <sup>2</sup> / Tier 3
CURS0R13TE3X	6L/TAA/I-EGR	EUI	12,9	Tier 3

### Legend

#### Cylinder Arrangement

L In line

#### Air Intake

TAA Turbocharged  
Aftercooler  
TC Turbocharged

#### Exhaust System

I-EGR Internal Exhaust Gas  
Recirculation

#### Emission Regulation

UR<sup>2</sup> Previously EU  
Stage IIIA

#### Injection System

M Mechanical  
ECR Electronic Common  
Rail  
EUI Electronic Unit  
Injector

### Other Notes

kVA kiloVolt Ampere  
calculations based on  
a 0.8 power factor● 1500 rpm / 1800 rpm  
switchable engine  
○ Not Switchable Engine

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		
-	-	-	-	-	-	57	52	65	53	48	60	91%	○
-	-	-	-	-	-	67	61	76	61	56	69	91%	○
80	73	91	73	66	83	87	79	99	79	72	90	91%	○
-	-	-	-	-	-	95	87	109	87	80	100	92%	●
98	90	113	89	82	102	122	112	140	111	102	128	92%	○
-	-	-	-	-	-	141	130	162	128	118	147	92%	●
145	133	167	132	121	152	157	144	181	142	131	163	92%	○
-	-	-	-	-	-	165	152	190	150	138	173	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%	●
372	354	443	336	320	400	334	318	397	300	286	357	95%	●
-	-	-	-	-	-	371	349	436	337	317	396	94%	○

### Engine Technical Identification

#### N45SM1F:

F Engine Family:  
S8000 = S8000  
F = F5  
N = NEF  
C = CURSORS Aspiration:  
A = Naturally  
aspirated  
S = Turbocharged  
T = Turbocharged  
Aftercooler45 Displacement in liters:  
45 = 4,5 litersM Injection system:  
M = Mechanical  
E = Electronic1 Rating model  
F Emission regulation:  
F = Previously EU  
Stage IIIA  
X = Tier 3  
Z = Tier 4 Final  
A = Previously EU  
Stage II

# Not Regulated Emissions

G-Drive Engines

Engine Model	Cylinder Arrangement Air Intake Exhaust System	Injection System	Displacement Liters	RoHS2 Compliant (Y/N)	Emission Regulation
S8000AM1 <sup>3</sup>	3L/NA	M	2,9	N	UR
NEF45AM1A <sup>3</sup>	4L/NA	M	4,5	Y	UR <sup>1</sup>
NEF45AM2	4L/NA	M	4,5	Y	UR
NEF45SM1A <sup>3</sup>	4L/TC	M	4,5	Y	UR <sup>1</sup>
NEF45SM1F	4L/TC/I-EGR	M	4,5	Y	UR <sup>2</sup>
NEF45TE1P	4L/TAA/I-EGR	ECR	4,5	Y	UR <sup>2</sup> / Tier 3
NEF45SM3	4L/TC	M	4,5	Y	UR
NEF45TM2A <sup>3</sup>	4L/TAA	M	4,5	Y	UR <sup>1</sup>
NEF45TE2P	4L/TAA/I-EGR	ECR	4,5	Y	UR <sup>2</sup> / Tier 3
NEF45TM3 <sup>3</sup>	4L/TAA	M	4,5	Y	UR
NEF67SM1	6L/TC	M	6,7	Y	UR
NEF67TE1PV	6L/TAA/I-EGR	ECR	6,7	Y	UR <sup>2</sup> / Tier 3
NEF67TM3A <sup>3</sup>	6L/TAA	M	6,7	Y	UR <sup>1</sup>
NEF67TM4	6L/TAA	M	6,7	Y	UR
NEF67TE2PV	6L/TAA/I-EGR	ECR	6,7	Y	UR <sup>2</sup> / Tier 3
NEF67TE3PV	6L/TAA/I-EGR	ECR	6,7	Y	UR <sup>2</sup> / Tier 3
NEF67TM7	6L/TAA	M	6,7	Y	UR
NEF67TE8P	6L/TAA	ECR	6,7	Y	UR
CURS0R87TE3F	6L/TAA/I-EGR	ECR	8,7	N	UR <sup>2</sup> / Tier 3
CURS0R87TE1PV	6L/TAA/I-EGR	ECR	8,7	Y	UR <sup>2</sup> / Tier 3
CURS0R87TE4 <sup>3</sup>	6L/TAA	ECR	8,7	N	UR
CURS0R13TE2A <sup>3</sup>	6L/TAA	EUI	12,9	N	UR <sup>1</sup>
CURS0R13TE2F	6L/TAA/I-EGR	EUI	12,9	N*	UR <sup>2</sup> / Tier 3
CURS0R13TE3A <sup>3</sup>	6L/TAA	EUI	12,9	N*	UR <sup>1</sup>
CURS0R13TE6W	6L/TAA	ECR	12,9	N*	UR
CURS0R13TE7W	6L/TAA	ECR	12,9	N*	UR
CURS0R16TE1W <sup>3</sup>	6L/TAA	ECR	15,9	N*	UR

**Legend**

**Cylinder Arrangement**

L In line

**Air Intake**

NA Naturally Aspirated  
TAA Turbocharged Aftercooler  
TC Turbocharged

**Other Notes**

kVA kiloVolt Ampere calculations based on a 0.8 power factor

**Exhaust System**

I-EGR Internal Exhaust Gas Recirculation

**Emission Regulation**

UR Unregulated  
UR<sup>1</sup> Previously EU Stage II  
UR<sup>2</sup> Previously EU Stage IIIA

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

**Injection System**

M Mechanical  
ECR Electronic Common Rail  
EUI Electronic Unit Injector

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%	●
60	55	68	55	50	63	-	-	-	-	-	-	91%	●
80	73	91	73	66	83	87	79	99	79	72	90	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%	●
98	90	113	89	82	102	122	112	140	111	102	128	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%	●
145	133	167	132	121	152	157	144	181	142	131	163	92%	●
152	140	175	138	127	159	165	152	190	149	137	171	92%	●
165	152	190	150	138	173	-	-	-	-	-	-	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%	●
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%	●
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%	●
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%	●
372	354	443	336	320	400	334	318	397	300	286	357	95%	●
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%	●

**Engine Technical Identification**

**N45SMIF:**

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

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

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

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

**T** Rating model  
**F** Emission regulation:  
F = Previously EU Stage IIIA  
X = Tier 3  
Z = Tier 4 Final  
A = Previously EU Stage II

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