

Brochure main description		@1500rpm	@1800rpm
Application & simbol		Power Generation	
Engine identification main		N67TM7	
Engine identification rating		200	200
Engine features		G-Drive	
Emission feature		no emission	
Main characteristics		@1500rpm	@1800rpm
Emission certification		no emission	
Commercial code (for order)		NEF67TM7.S500	
Technical code / family (original from production plant, on block also)		F4GE0685B*B601	
Stand-by power (gross) [mech]	kW	200	204
Electric commercial power (estimation alternator power output)	kWe [kVA]	181 [227]	n/a
Oil consumption on mission (average)	% fuel consumption	0.3	0.3
Cycle		diesel 4 stroke	
Air charging system		Turbocharged aftercooled air/air	
Number of cylinder		6	
Configuration (cylinder arrangement)		in line	
Bore	mm	104	
Stroke	mm	132	
Displacement	l	6.73	
Valves per cylinder		2	
Cooling		liquid	
Direction of rotation (from flywheel side)		anti clockwise viewed from flywheel	
Compression ratio		17.5:1	
Firing order		1-5-3-6-2-4	
Injection type		direct	
Be10	h	8000	
Turbocharger & EGR system			
Turbocharger type		fix geometry / wastegate	
Max turbine inlet temperature	°C	700	
Max boost pressure	mbar	1550 (depending on rating)	
Exhaust flap			
Actuation type		-	
Switchability (1500-1800 rpm)		yes/no	yes (to be confirmed)
Emission level 1500 rpm		no emission	
Emission level 1800 rpm		no emission	
References values			
G-drive dimension LxWxH (indicative values)	mm	1697 X 789 X 1318	
Engine Weight - Dry (no fluids, value purely indicative)	kg	550	
Engine Weight - Wet (with fluids, value purely indicative)	kg	565	
G-Drive Weight - Dry (no fluids, value purely indicative)	kg	640	
G-Drive Weight - Wet (with fluids, value purely indicative)	kg	n/a	
Environmental operating conditions			
Max altitude for declared performances	m	1000	
Max ambient temperature for declared performances	°C	40	
Min guaranteed temperature for cold start w/o any aid (stand alone engine)	°C	-10	
Min guaranteed temperature for cold start with grid heater (stand alone engine)	°C	-25	
Min guaranteed temperature for cold start with grid heater and block heater (stand alone engine)	°C	-30	

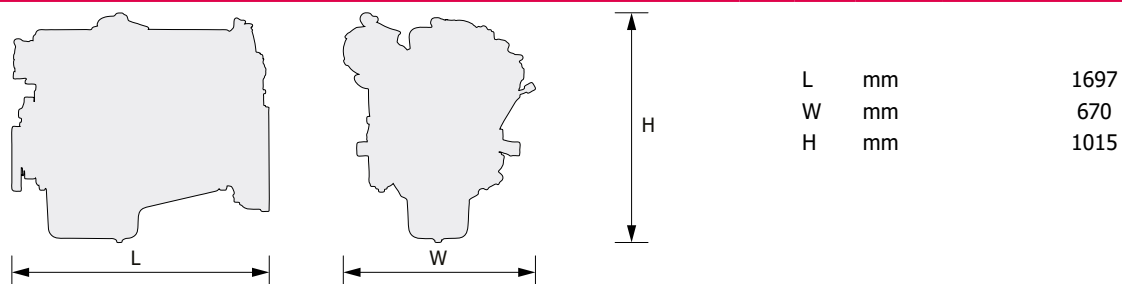


Figure 1. Engine layout for reference only.

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**N67TM7****No emission**

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(*) Engine performance		@1500rpm	@1800rpm
Continuous power (gross) [mech]	kW	124	148
Prime power (gross) [mech]	kW	182	185
Stand-by power (gross) [mech]	kW	200	204
Generator available power @ Prime power	kVA (kWe)	164	n/a
Generator available power @ Stand-by	kVA (kWe)	181	n/a
Fuel System		@1500rpm	@1800rpm
Injection system type		mechanical	
Injection pump manufacturer		n/a	
Injection pressure	bar	n/a	n/a
Engine fuel compatibility		see dedicated GOLD Book document on fluids	
Feed pump		mechanical or engine head	
Fuel filter		single cartridge - left side	
Air Intake System		@1500rpm	@1800rpm
Charge air flow (max)	kg/h	850	960
Exhaust System		@1500rpm	@1800rpm
Max back pressure (after exhaust flap) @ rated power with clean system	P ₁₀ bar	0.2	
Lubrication System		@1500rpm	@1800rpm
Oil sump capacity	l	14	
Max	l	12	
Min	l	8	
Oil system capacity including filter	l	17.2	
Oil pump type		gear pump	
Oil pump drive arrangement		Gear Pump Forged of Block	
Oil servicing intervals	h	see dedicated GOLD Book document on fluids	
Oil filter capacity	l	1	
Cooling system		@1500rpm	@1800rpm
Type		liquid	
Min radiator cap pressure	kPa (bar)	70 (0.7)	
Air to boil (prime power, open genset configuration)	°C	59	59
Air to boil (stand by, open genset configuration)	°C	52	52
Radiator			
Core dimensions LxWxh	mm	385 X 760 x 1165	
Electrical, Electronic and Control Systems		@1500rpm	@1800rpm
System voltage	V	12 - 24	
(****) Cold starting		@1500rpm	@1800rpm
Without air preheating (engine only)	°C	-10	
With air preheating (engine only)	°C	-25	
Maintenance		@1500rpm	@1800rpm
Oil filter change	h	see dedicated GOLD Book document	
(**) Engine Noise		@1500rpm	@1800rpm
Overall sound pressure (engine only)	dBA	n/a	n/a
(***) Step Load		@1500rpm	@1800rpm
G1 (% of PrP)	%	100	100
G2 (% of PrP)	%	50	-
G3 (% of PrP)	%	50	-
Removal load (G1)	%	n/a	n/a
Removal load (G2)	%	n/a	n/a
Removal load (G3)	%	n/a	n/a

(*) Maximum Rating Performance Data		@1500rpm	@1800rpm
Fuel consumption (BSFC) (prime power)	(kg/h) [g/kWh]	(35) [193]	(38) [205]
Fuel consumption (BSFC) (stand-by)	(kg/h) [g/kWh]	(40) [199]	(40.8) [200]
Fuel consumption (BSFC) (80% prime power)	(kg/h) [g/kWh]	(28.3) [194]	(31) [209]
Fuel consumption (BSFC) (50% prime power)	(kg/h) [g/kWh]	(12.5) [205]	(19) [205]
Fuel consumption (BSFC) (25% prime power)	(kg/h) [g/kWh]	n/a	n/a

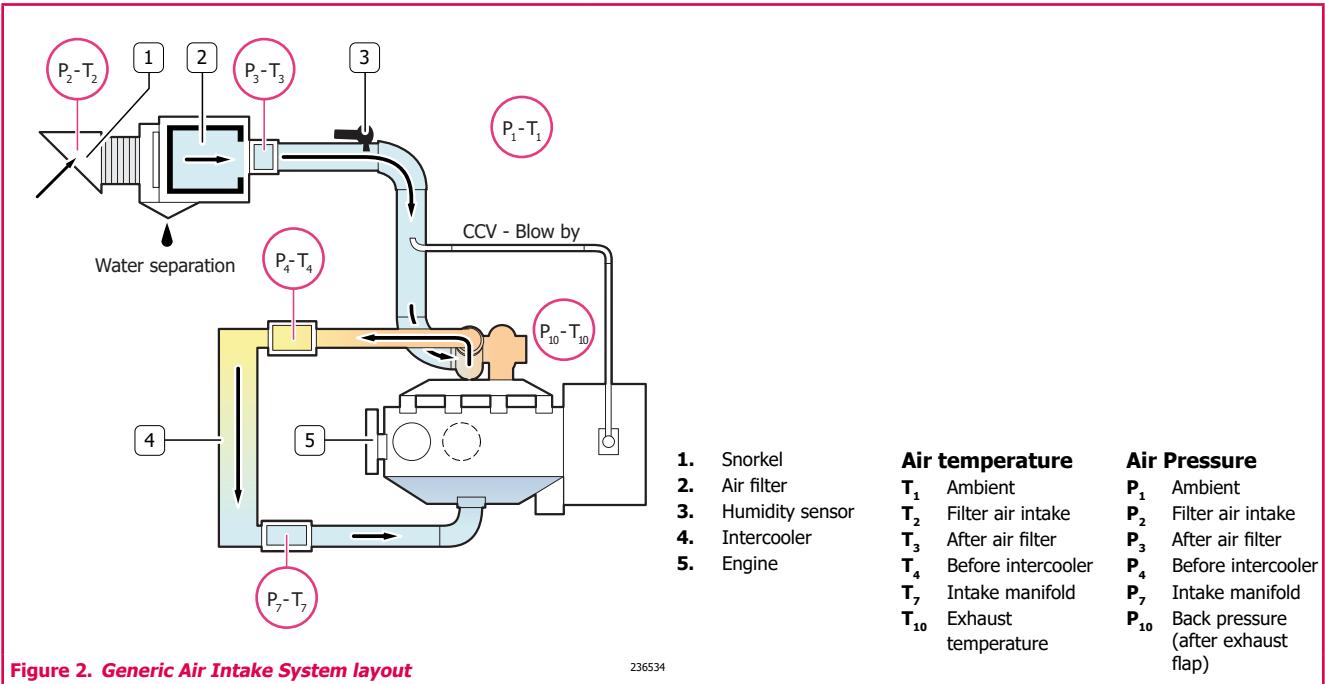


Figure 2. Generic Air Intake System layout

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- (*) Value measured (tolerance ±3%) at flywheel according to one of more of the norms: ISO 3046/1, dir. 97/68 EC (w/o fan), DIN 6271, BS 5514, SAE J1349. Test conditions: 50 hours of run-in, fuel EN 590, turbo air inlet temperature 25°C, atmospheric pressure 100kPa, humidity 30% and other engine conditions in accordance to FPT Datasheets and Installation Guidelines.
- (**) The figures for total noise levels are measured in Prime Power rating in a absorber environment condition and measured at a distance of one metre from the periphery of the engine.
- (***) The impact load values comply with requirements of Classification 3 & 4 of ISO 8528-12 and G2 operating limits stated in ISO 8528-5 (% of Prime Power).
All tests were conducted using an engine installed and serviced to FPT recommendations, standard ambient condition. Generator powers are typical and are based on an average alternator efficiency and a power factor (cos. θ) of 0.8 and are for guidance only.
kWe = kWm x gen. eff.
kVA = kWe / 0.8
- (****) The above temperatures can be taken as references during vehicle cold tests. As the FPT tests are performed on bench not on vehicle, it is not granted same temperatures can be reached real vehicle tests. Without specific tests on vehicles, FPT grants starting only above 0°C ambient. The cold start performances can be reaches also only with the use of proper fluids according to FPT prescriptions.

ACRONYMS LIST

Acronyms	Description
-	Not Needed
2stTC	Two Stage Turbo (sequential)
Ag	Agricultural
ASC	Ammonia Slip Catalyst (same as CUC)
ATS	After Treatment System
BSFC	Brake Specific Fuel Consumption
CAC	Charge Air Cooler
CCDPF	Close Coupled DPF
CCV	Crankcase Ventilation
CE	Construction Equipment
CI	Cast Iron
CRS	Common Rail System
CRSN	Common Rail System NKW (Commercial vehicles)
CUC	Clean Up Catalyst for ammonia (same as ASC)
DAVNT	Dual Axis Variable Nozzle Turbine
DCS	Drawing Coordinate System
DI	Direct Injection
DOC	Diesel Oxidation Catalyst
DOHC	Double Over Head Camshaft
DPF	Diesel Particulate Filter
ECEGR	External Cooled EGR
ECU	Engine Control Unit
EEGR	External EGR
EGR	Exhaust Gas Recirculation
epWG	Electro pneumatic WG
eVGT	Electrical VGT
eWG	Electrical WG
FFOB	Front Face of Block
FGT	Fixed Geometry Turbocharger (no WG)
FIE	Fuel Injection System
HD	Heavy Duty
HLA	Hydraulic Lash Adjusters
IDI	Indirect Injection

Acronyms	Description
iEGR	Internal EGR
ISC	Interstage Cooling
IPU	Industrial Power Unit
LD	Light Duty
LDCV	Light Duty Commercial Vehicles
LH	Left Hand Side
LWR	Laser Welded Rail
MD	Medium Duty
n/a	Not Available
NA	Natural Aspirated
NS	Non Structural
OHV	Over Head Valves
OPT	Option
PCP	Peak Cylinder Pressure
PTO	Power Take Off
RFOB	Rear Face of Block
RH	Right Hand Side
S	Structural
SAPS	Sulphated Ash, Phosphorus, Sulphur
SCR	Selective Catalytic Reduction catalyst
SCRoF	SCR on filter
SOHC	Single Over Head Camshaft
STD	Standard
TC	Turbocharged
TCA	Turbocharged, Charge Air Cooled
THM	Thermal Management
UFDPF	Under Floor DPF
UQS	Urea Quality Sensor
VE	Bosch Distributor Mechanical Pump
VFT	Variable Flow Turbine
VGT	Variable Geometry Turbocharger
WG	Waste Gate Turbocharger
XPI	Extra high Pressure Injection (Scania, Cummins)

*Unit of misure according to international system of unit.
 Engine accessories and Options available on Option List.
 All data is subject to change without notice.*

UPDATING

Revision	Description	Date
1.0	First release	Jun 2018