Marítimos
Recreo
N67

N67 450 E
331 kW

Regímenes del motor A1:	331 kW (450 HP) @ 3000 rpm
Regímenes del motor A2:	309 kW (420 HP) @ 3000 rpm
Regímenes del motor B:	272 kW (370 HP) @ 3000 rpm
Regímenes del motor C:	258 kW (350 HP) @ 3000 rpm

SPECIFICATIONS

Ciclo Termodinámico		Diesel 4 stroke
Alimentación del aire		TCA
Cilindros Disposición		6L
Diámetro x Carrera	milímetros	104 x 132
Cilindrada total	litros	6,7
Válvulas por cilindro	numero	4
Sistema de refrigeración		liquid
Sentido de rotación (lado volante)		CCW
Gestión del motor		by EDC (Electronic Diesel Control)
Sistema de inyección		ECR

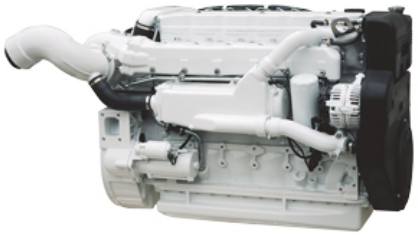
STANDARD CONFIGURATION

Carcasa del volante	type	SAE 3
Tamaño del volante	pulgadas	11" ½
Filtro de aire		rear side
Turbocompresor		Waste Gate (water cooled) Turbo with Aftercooler (TCA)
Intercambiador de calor		tube type
Gas de escape – mezclador de agua		-
Depósito de agua		included
Filtro de combustible	numero	1 - left side
Prefiltro de combustible		included (loose)
Bomba de combustible		included
Oil filter	numero	1 - right side
Cárter de aceite		aluminium
Circuito de reaspiración de los vapores de aceite		rear
Intercambiador de calor del aceite		built in the crankcase
Punto de llenado de aceite		by cylinder head cover
Motor de arranque		12V - 3kW
Alternador		12 V - 90 A
Dispositivo de parada del motor		by electronic central unit
Cableado		with negative to ground connection
Color de pintura		white "ICE"

WEIGHT AND DIMENSIONS

Dimensiones	LxAn.xAl. (mm)	1089 x 724 x 788
Peso en seco	Kg	600

LAS DIMENSIONES SE PUEDEN CAMBIAR SEGÚN LAS OPCIONES DEL MOTOR



LAS IMÁGENES MOSTRADAS SON PARA FINES DE ILUSTRACIÓN SOLAMENTE

MARINE

ELECTRICAL SYSTEM

Voltaje	V	12

NOT INCLUDED IN STANDARD CONFIGURATION

Batería - capacidad mínima recomendada	Ah	120 Ah
Batería - capacidad mínima de arranque en frío recomendada	Ah	900 Ah

LEGEND

Arrangement	Air Handling	Turbocharger	Injection System	Exhaust System
L (in line)	TCA (Turbocharged with aftercooler)	WG (Wastegate)	M (Mechanical)	EGR (Exhaust Gas Recirculation)
V (90° "V" configuration)	TC (Turbocharged)	VGT (Variable Geometry Turbocharger)	ECR (Electronic Common Rail)	SCR (Selective Catalytic Reduction)
	NA (Naturally Aspirated)	TST (Twin Stage Turbocharger)	EUI (Electronic Unit Injector)	
			MPI (Multi Point Injection)	

A1 High Performance Crafts. Full throttle operation restricted within 10% of total use period. Cruising speed at engine rpm <90% of rated speed setting – Maximum usage 300 hours per year.
A2 Pleasure Commercial Vessels. Full throttle operation restricted within 10% of total use period. Cruising speed at engine rpm <90% of rated speed setting – Maximum usage 1000 hours per year.
B Light Duty: Full throttle operation restricted within 10% of use period. Cruising speed at engine rpm <90% of rated speed setting – Maximum usage 1500 hours per year.
C Medium Duty: Full throttle operation < 25% of use period. Cruising speed at engine rpm <90% of rated speed setting – Maximum usage 3000 hours per year.
D Heavy Duty

MACIÓN SOBRE LAS CALIFICACIONES DISPONIBLES NO SE ENCUENTRAN EN ESTE DOCUMENTO, POR FAVOR PÓNGASE EN CONTACTO CON LA RED DE VENTAS INDUSTRIALES DE FPT O VISITE NUESTRO SITIO WWW.FPTINDL

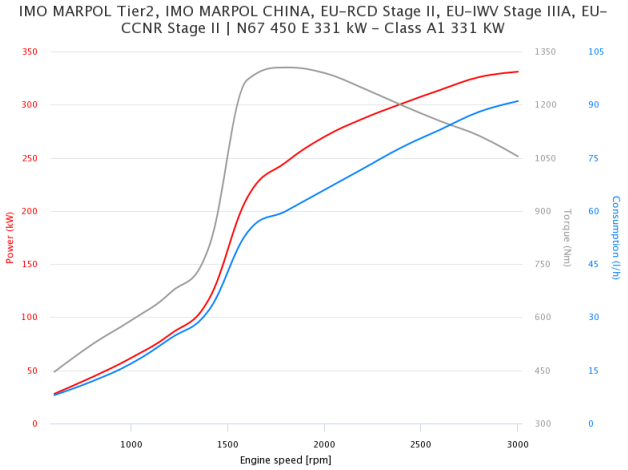
LAS ESPECIFICACIONES ESTÁN SUJETAS A CAMBIOS SIN PREVIO AVISO

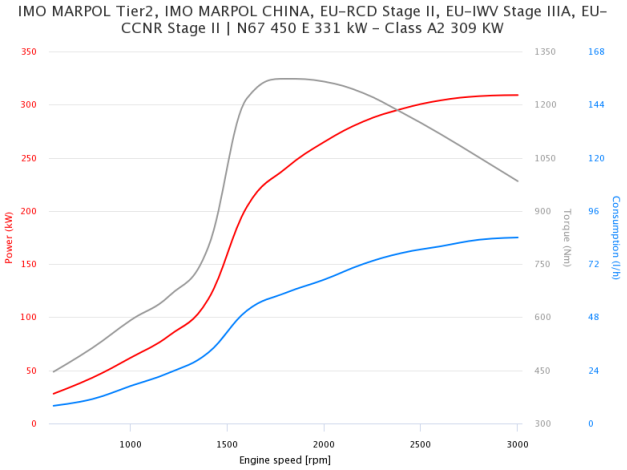
RATING TYPE

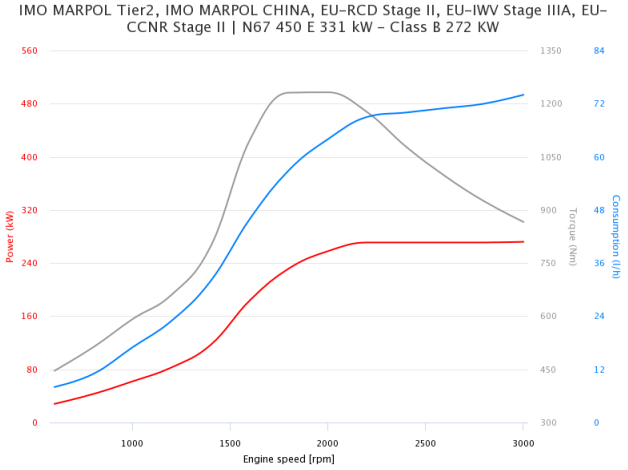
		A1	A2	B	C
Max. Potencia [*]	kW (HP)	331 (450)	309 (420)	272 (370)	258 (350)
Régimen	rpm	3000	3000	3000	3000
Maximum no load governed speed at max rating	rpm	3150	3150	3150	3150
Minimum idling speed	rpm	600	600	600	600
Velocidad media del pistón a velocidad nominal	m/s	13,2	13,2	13,2	3150
BMEP (presión media efectiva al freno) a máxima potenci	bar	25,2	24,1	23,5	23
Consumo específico de combustible con carga máxima (n	g/kWh @ rpm	231 @ 3000	228 @ 3000	227 @ 3000	225 @ 3000
Consumo de aceite a máximo régimen (% de consumo de	g/kWh @ rpm		= 0.2		
Temperatura mínima de arranque sin ayudas auxiliares	°C		-10°		
Intervalo de mantenimiento del aceite y el filtro de aceite a	horas		600		

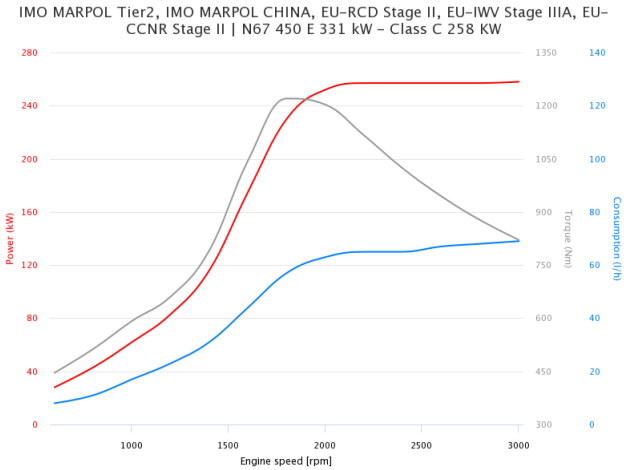
* Net Power at flywheel according to ISO 3046/1, after 50 hours running, Fuel Diesel EN 590. Power tolerance 5%.

POWER & TORQUE









MARINE

LEGEND

Arrangement
- L (in line)
- V (90° "V" configuration)

Air Handling
- TCA (Turbocharged with aftercooler)
- TC (Turbocharged)
- NA (Naturally Aspirated)

Turbocharger
- WG (Wastegate)
- VGT (Variable Geometry Turbocharger)
- TST (Twin Stage Turbocharger)

Injection System
- M (Mechanical)
- ECR (Electronic Common Rail)
- EUI (Electronic Unit Injector)
- MPI (Multi Point Injection)

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- EGR (Exhaust Gas Recirculation)
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