On Road
Buses
CURSOR 11

C11 ENT
309 kW (420 HP) @ 1900 rpm
Euro VI A/C

ON ROAD

SPECIFICATIONS

Thermodynamic Cycle		Diesel 4 stroke
Air Handling		TAA
Bore x Stroke	millimeters	117 x 144
Total Displacement	liters	11.1
Valves per cylinder	number	0.004
Cooling System		liquid
Direction of Rotation	viewed facing flywheel	CCW
Compression ratio		16.5:1
Injection System		ECR
Arrangement		6L

PERFORMANCES

Peak power	kW (HP) @ rpm	309 (420) @ 1900
Peak torque	Nm (kgm) @ rpm	1900 (204) @ 1050
High idle speed	rpm	2320
Low idle speed	rpm	±550
Minimum starting temperature without auxiliaries	°C	-15°
Oil and oil filter maintenance interval for replacement	kilometer	-

STANDARD CONFIGURATION

Flywheel housing	type	SAE 1 - aluminium
Flywheel size	inch	17”
Intake manifold location		middle high / right side
Exhaust manifold location		middle high / left side / back
Turbocharger		lectronic Variable Geometry Turbocharger
Turbocharger location		center / left side
Fan transmission ratio		1.12:1
Distance between fan - crankshaft centers	millimeters	X=-20 Y=225
Fuel filter	number	single cartridge - left side
Oil filter	number	single cartridge - right side
Oil sump		suspended sheet steel /front sump
Oil vapours blow-by circuit		close case ventilation
Oil heat exchanger		integrated into the block
Oil filler		on valve cover
Starter		24V - 5.5kW
Alternator		24 V - 90 A
Engine stop device		by electronic control unit
Wiring harness		interface wiring loom with accessories
Painting color		grey
Air compressor		352 - 630
Hydraulic steering pump	liters-minute	16 - 20 - 25
Maximum torque available from crankshaft pulley	newton-meter	800.000

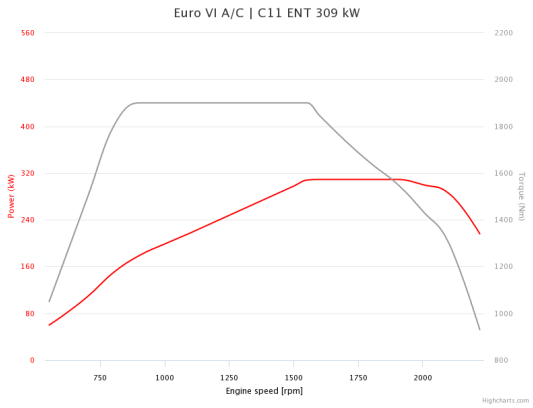
WEIGHT AND DIMENSIONS

Dimensions	LxWxH (mm)	285 x 1035 x 1149
Dry Weight	Kg	1220

DIMENSIONS CAN BE CHANGED ACCORDING TO ENGINE OPTIONS

IMAGES SHOWN ARE FOR ILLUSTRATION PURPOSE ONLY

POWER & TORQUE



NOT INCLUDED IN STANDARD CONFIGURATION

Power Take Off (PTO)		-
PTO - transmission ratio		1.14:1
PTO - maximum available torque	front 800Nm on flywheel housing 800Nm	-
Battery - minimum capacity recommended	Ah	355 Ah (24 V)
Battery - minimum cold cranking capacity recommended	Ah	24 V - 511 Ah

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 Turbocharge)

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

Emission standard
- EEV (Enhanced Environmentally friendly Vehicle)

Exhaust System
- EGR (Exhaust Gas Recirculation)
- SCR (Selective Catalytic Reduction)

FOR INFORMATION ON THE AVAILABLE RATINGS NOT LISTED IN THIS DOCUMENT PLEASE CONTACT THE FPT INDUSTRIAL SALES NETWORK OR VISIT OUR SITE WWW.FPTINDUSTRIAL.COM

SPECIFICATION SUBJECT TO CHANGE WITHOUT NOTICE

AFTER TREATMENT SYSTEM

HI-eSCR After Treatment System includes Diesel Oxidation Catalyst (DOC), Diesel Particulate Filter (DPF), Selective Catalytic Reduction (SCR) and Clean-Up Catalyst (CUC)

ON ROAD

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 Turbocharge)	EUI (Electronic Unit Injector)	
			MPI (Multi Point Injection)	

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