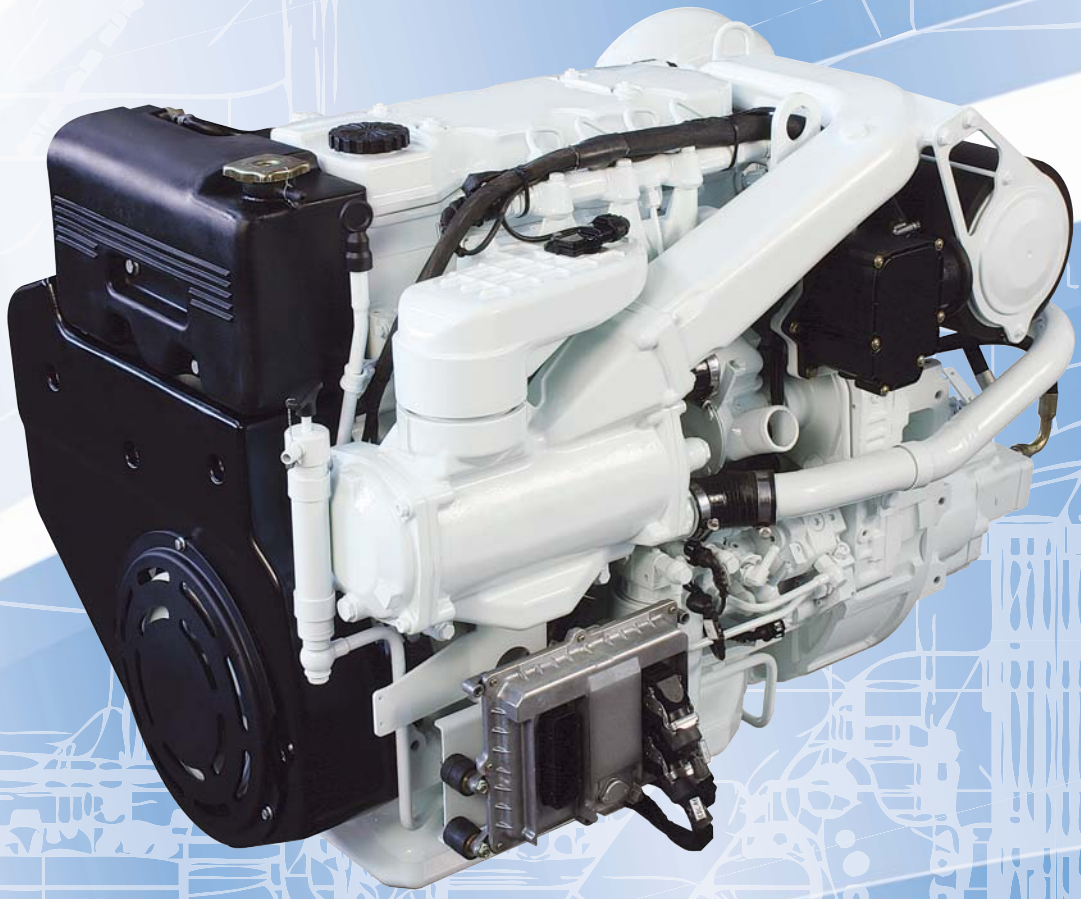
N40 250

N40 ENT M25

4 CYLINDERS IN LINE - DIESEL CYCLE
184 kW (250 HP) @ 2800 rpm (A1)
147 kW (200 HP) @ 2800 rpm (B)
125 kW (170 HP) @ 2800 rpm (C)



MARINE APPLICATIONS

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N40 ENT M25 FOR MARINE APPLICATIONS

Thermodynamic cycle		Diesel 4 stroke
Air intake		TAA
Arrangement		4L
Bore x Stroke	mm	102 X 120
Total displacement	l	3.9
Valves per cylinder		4
Cooling		liquid
Direction of rotation (viewed facing flywheel)		CCW
Engine management		electrical
Injection system		Common Rail

Electrical system

Voltage	V	12

Standard configuration

Flywheel housing	type	SAE 3
Flywheel size	inch	11 ½
Air filter		rear side
Turbocharger		water cooled
Heat exchanger		tube type
Exhaust cooled elbow		–
Water charge tank		included
Fuel filter	n°	1
Fuel prefilter		included (loose)
Fuel pump		included
Oil filter	n°	1
Oil sump		aluminium
Oil vapours blow-by circuit		rear
Oil heat exchanger		built in the crankcase
Oil filler		on timing cover
Starting motor		12 V - 3 kW
Alternator		12 V - 90 A
Engine stop device		by electronic central unit
Wiring harness		with EDC (Electronic Diesel Control)
Painting	colour	white "ICE"

Not included in the standard configuration

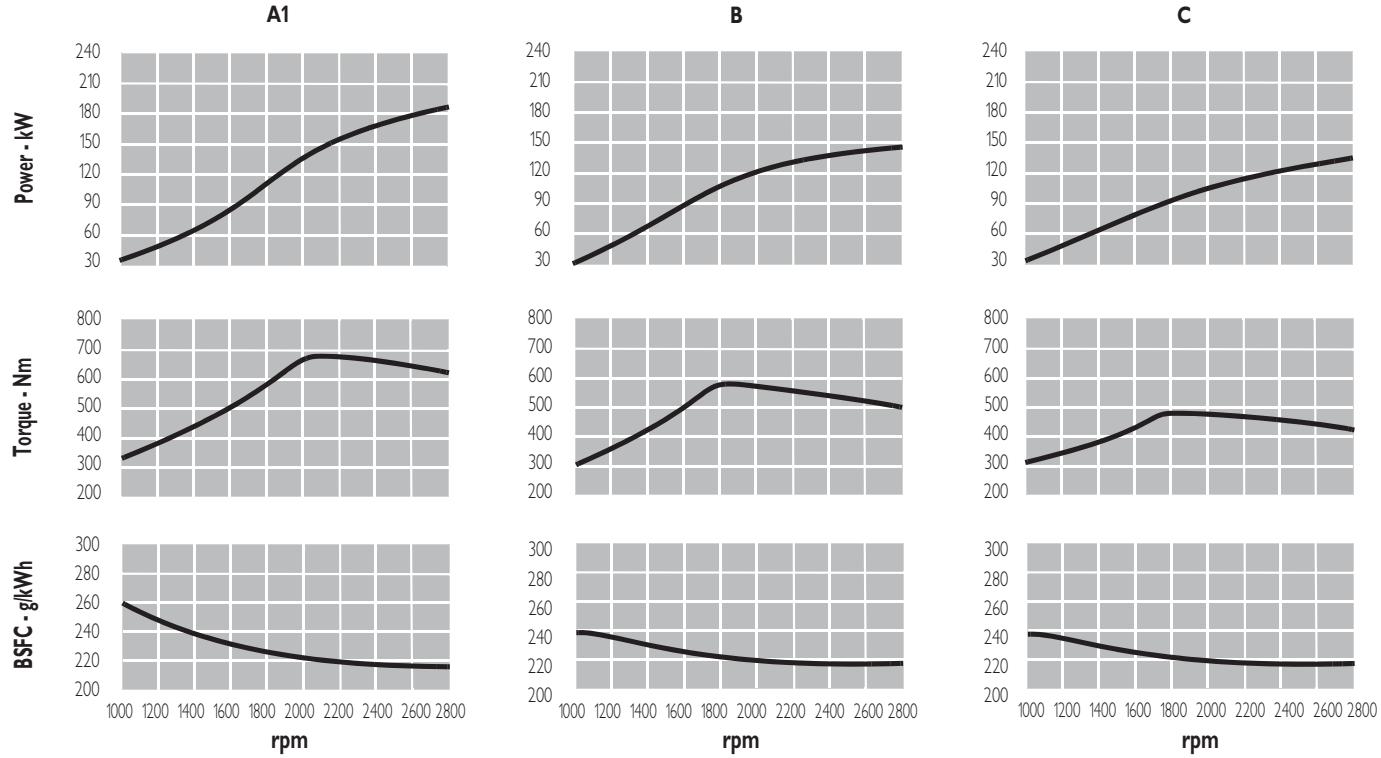
Battery - minimum capacity recommended	120 Ah
Battery - minimum cold cranking capacity recommended	900 A

FPT OFFERS THE WIDEST AVAILABILITY OF ENGINE BUILD OPTIONS TO CUSTOMER SPECIFIC REQUIREMENTS WITHIN THE ENGINE SUPPLY. TO FIND OUT MORE ABOUT THE CONFIGURATIONS AND ACCESSORIES WHICH ARE AVAILABLE, CONTACT THE FPT SALES NETWORK.

N40 ENT M25 **FOR MARINE APPLICATIONS**

Rating type		A1	B	C
Maximum power *	kW(HP)	184 (250)	147 (200)	125 (170)
At speed	rpm	2800	2800	2800
Maximum no load governed speed at max rating	rpm	3000	3000	3000
Minimum idling speed	rpm	700	700	700
Mean piston speed at rated speed	m/s	11.2	11.2	11.2
BMEP at max torque	kg/cm^2	22.1	18.3	15.6
Specific fuel consumption at full load (best value)	g/kWh @ rpm		212 @ 2400	
Oil consumption at max rating	(% of fuel consumption)		0.1	
Minimum starting temperature without auxiliaries	°C		-10	
Oil and oil filter maintenance interval for replacement	hours		600	

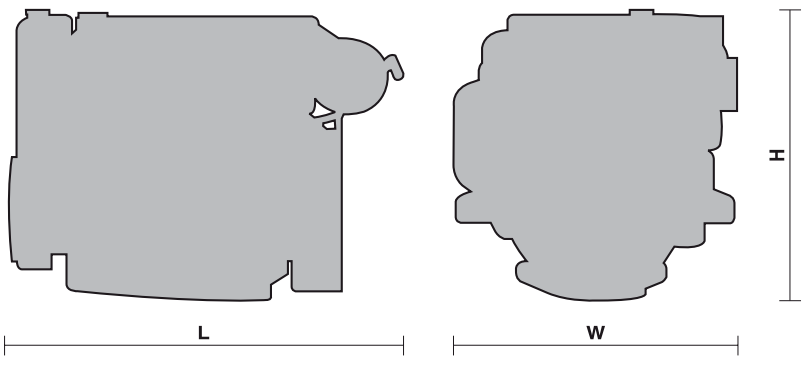
* **Net Power** *at flywheel according to ISO 3046/1, after 50 hours running, fuel Diesel EN 590. Power tolerance 5%.*
Test conditions: *ISO 3046/1, 25 °C air temperature, 100 kPa atmospheric pressure, 30% relative humidity.*



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 useage 300 hours per year.

B = Light duty.
Full throttle operation restricted within 10% of total use period.
Cruising speed at engine rpm < 90% of rated speed setting - Maximum useage 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 useage 3000 hours per year.



L = 983 mm

W = 780 mm

H = 785 mm

Dry weight (without marine gear) = 490 kg

ENGINE BENEFITS

- **PERFORMANCE:** Ratings, consumption and emissions optimisation due to electrical engine management and Common Rail system; high torque at low rpms.
- **SERVICEABILITY:** Control, protection and diagnostic for the main engine components and parameters; widespread and quick service.
- **RELIABILITY:** Compact design; long engine life.
- **COST EFFECTIVENESS:** Fuel consumption reduction; maintenance and overhaul intervals extension.
- **ENVIRONMENTALLY FRIENDLY:** Noise, gaseous emissions and vibrations reduction.
- **CUSTOMER ORIENTATION:** Wideness of uses, propulsion certifications and emissions; availability of accessories range.

LOCAL DISTRIBUTOR

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