

NGV-FP030

On Road, Off-Road, Power Gen
75 kW (100 hp) @ 2100-3500 rpm
EEV / EURO VI



PERFORMANCE

Peak Power	75 kW (100 hp) @ 2100-3500 rpm
Peak Torque	350 Nm @ 1500 rpm
High Idle Speed	3800 rpm
Low Idle Speed	+/- 800 rpm
Minimum Starting Temperature (without auxiliaries)	-20°C
ISO Power	2100 – 3500 rpm

SPECIFICATION

Thermodynamic cycle	Otto 4 stroke
Air Management System	TCA
Bore x Stroke	96 x 104
Total Displacement	3.0
Valves per Cylinder	4
Cooling System	Liquid
Direction of Rotation (viewed facing flywheel)	Counterclockwise
Compression Ratio	12,5 : 1
Fuel	CNG / LNG
Injection System	Multi-point
Arrangement	4-cylinder in-line

STANDARD CONFIGURATION

Intake Manifold Location	Left side
Exhaust Manifold Location	Right side
Turbocharger	Fixed Geometry with controlled WG
Turbocharger Location	Back / right side
Fan Transmission Ratio	1,25 : 1
Distance between fan - crankshaft center	X= 180 mm Y=50 mm
Fuel Filter	In line ahead of pressure controller
Oil Filter	Single cartridge - left side
Oil Sump	Unsuspected sheet steel / front or back sump
Oil Vapor	Blow-by circuit close case ventilation
Oil Cooling	Coolant heat exchanger
Alternator	12/24 V - 90 A
Starter	12/24 V - 2.3 kW
Engine Stop device	Electronic control unit
Wiring Harness	Engine wiring
Hydraulic Steering Pump	10,4
Air Compressor	Available on request

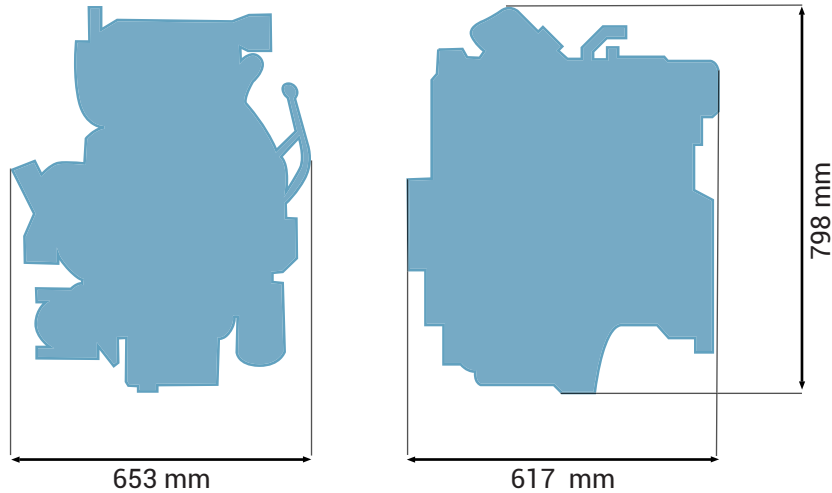
WEIGHT AND DIMENSION

Dimension [LxWxH]

617 x 653 x 798 mm

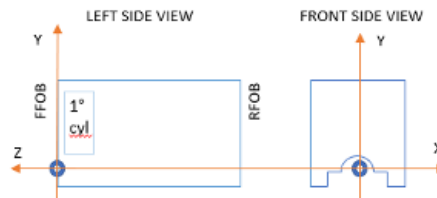
Dry Weight

245 kg



Center of gravity (FFOB or RFOB according to picture, standard engine layout)

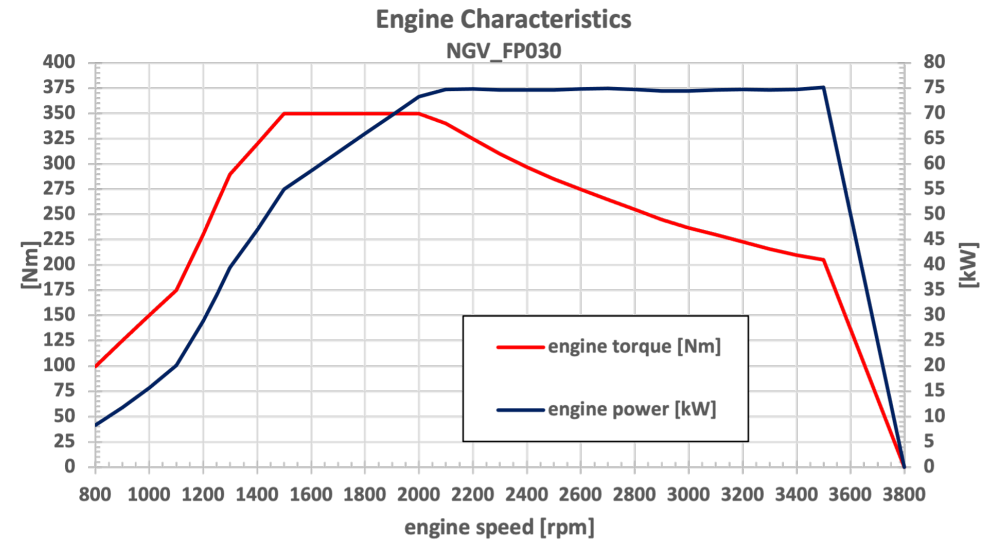
x mm	-2
y mm	119
z mm	-



Principal moment of inertia (reference on center of gravity)

I_1 kgm ²	9,25E+05
I_2 kgm ²	1,51E+07
I_3 kgm ²	1,80E+07

POWER & TORQUE



NOT INCLUDED IN STANDARD CONFIGURATION

Power Take Off (PTO)

PTO - Transmission Ratio 1 : 1

PTO - Maximum Available 40

Battery - minimum capacity recommended 110 Ah

Battery - minimum cold cranking capacity recommended 580 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 Turbocharger)

Injection System

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

Emission standard

EEV (Enhanced Environmentally friendly Vehicle)

Exhaust System

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