

NGV-FP045

On Road, Off-Road, Power Gen
100 kW (136 hp) @ 1500-2500 rpm
EEV / EURO VI / Stage V



PERFORMANCE

Peak Power	100 kW (136 hp) @ 1500-2500 rpm
Peak Torque	600 Nm @ 1500 rpm
High Idle Speed	2800 rpm
Low Idle Speed	750 rpm
Minimum Starting Temperature (without auxiliaries)	-20°C
ISO Power	1600 – 2500 rpm

SPECIFICATION

Thermodynamic cycle	Otto 4 stroke
Air Management System	TCA
Bore x Stroke	104 x 132
Total Displacement	4.5
Valves per Cylinder	4
Cooling System	Liquid
Direction of Rotation (viewed facing flywheel)	Counterclockwise
Compression Ratio	11 : 1
Fuel	CNG / LNG / GPL
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 / intake front
Fan Transmission Ratio	1,4 : 1
Fuel Filter	In line ahead of pressure controller
Oil Filter	Single cartridge - right side
Oil Sump	Suspended sheet steel / front / rear sump
Oil Vapor	Blow-by circuit close case ventilation
Oil Cooling	Coolant heat exchanger
Alternator	24 V - 90 A
Starter	24 V - 4 kW
Engine Stop device	Electronic control unit
Wiring Harness	Engine wiring
Air Compressor	225 - 360

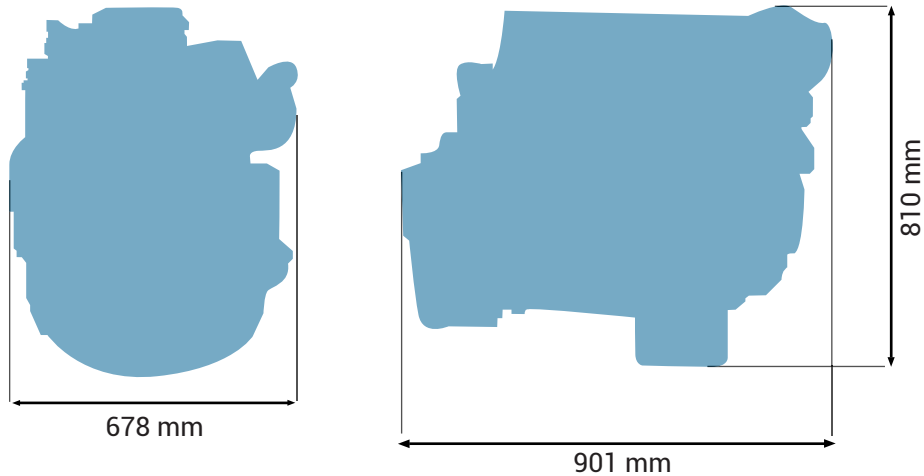
WEIGHT AND DIMENSION

Dimension [LxWxH]

901 x 678 x 810 mm

Dry Weight

410 kg

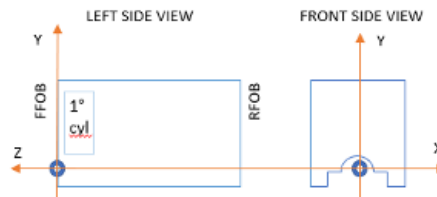


Center of gravity (FFOB or RFOB according to picture, standard engine layout)

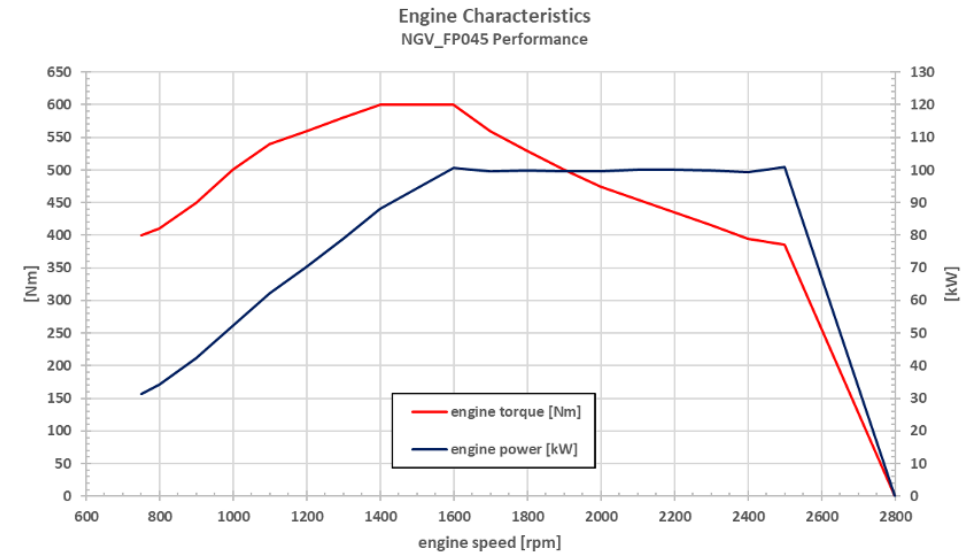
x mm 159,3
y mm -404,6
z mm 25

Principal moment of inertia (reference on center of gravity)

I_1 kgm² 1,59E+08
 I_2 kgm² 1,38E+08
 I_3 kgm² 3,92E+07



POWER & TORQUE



NOT INCLUDED IN STANDARD CONFIGURATION

Power Take Off (PTO)

SAE !A

PTO - Transmission Ratio

PTO - Maximum Available

400

Battery - minimum capacity recommended

130 Ah

Battery - minimum cold cranking capacity recommended

800 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)