

NGV-FP087

On Road, Off-Road, Power Gen, Marine
230 kW (308 hp) @ 1300-2100 rpm
EEV / EURO VI / Stage V EWP



PERFORMANCE

Peak Power	230 kW (308 hp) @ 1300-2100 rpm
Peak Torque	1700 Nm @ 1200 rpm
High Idle Speed	2400 rpm
Low Idle Speed	+/- 600 rpm
Minimum Starting Temperature (without auxiliaries)	-20°C
ISO Power	1300 – 2100 rpm

SPECIFICATION

Thermodynamic cycle	Otto 4 stroke
Air Management System	TCA
Bore x Stroke	117 x 135
Total Displacement	8.7
Valves per Cylinder	4
Cooling System	Liquid
Direction of Rotation (viewed facing flywheel)	Counterclockwise
Compression Ratio	12 : 1
Fuel	CNG / LNG
Injection System	Multi-point
Arrangement	-cylinder in-line

STANDARD CONFIGURATION

Intake Manifold Location	Right side
Exhaust Manifold Location	Left side
Turbocharger	Fixed Geometry with controlled WG
Turbocharger Location	Center / Left side
Fan Transmission Ratio	1,12 : 1
Fuel Filter	In line ahead of pressure regulator
Oil Filter	Single cartridge - left side
Oil Sump	Flat cast aluminium / suspended sheet steel / front or back sump
Oil Vapor	Blow-by circuit close case ventilation
Oil Cooling	Integrated into the block
Alternator	24 V - 90 A
Starter	24 V - 4.5 kW
Engine Stop device	Electronic control unit
Wiring Harness	Engine wiring
Hydraulic Steering Pump	16 - 20 - 25
Air Compressor	630

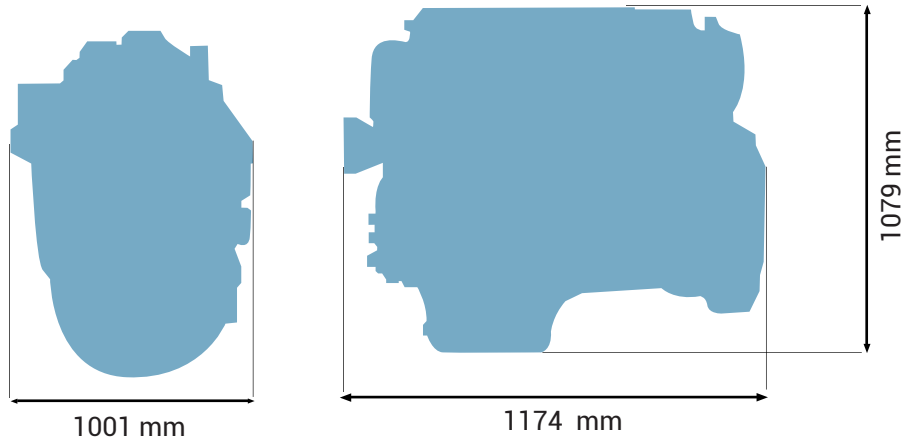
WEIGHT AND DIMENSION

Dimension [LxWxH]

1174 x 1001 x 1079 mm

Dry Weight

870 kg

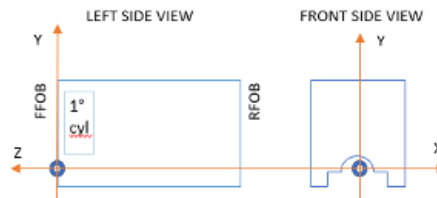


Center of gravity (FFOB or RFOB according to picture, standard engine layout)

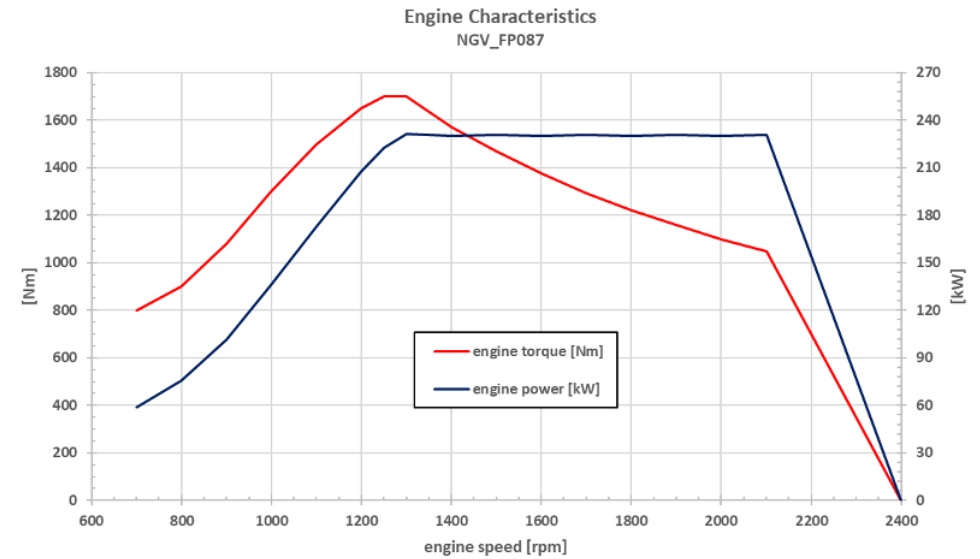
x mm	3,4
y mm	216
z mm	-

Principal moment of inertia (reference on center of gravity)

I_1 kgm ²	5,69E+07
I_2 kgm ²	1,08E+08
I_3 kgm ²	1,36E+08



POWER & TORQUE



NOT INCLUDED IN STANDARD CONFIGURATION

Power Take Off (PTO)

PTO - Transmission Ratio 1 : 11

PTO - Maximum Available 550

Battery - minimum capacity recommended 145 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)