

N67 560

N67 ENT M56

6 CYLINDERS IN LINE - DIESEL CYCLE

412 kW (560 HP) @ 3000 rpm (A1)

368 kW (500 HP) @ 3000 rpm (A2)

331 kW (450 HP) @ 3000 rpm (B)



MARINE APPLICATIONS

N67 ENT M56 FOR MARINE APPLICATIONS

Thermodynamic cycle		Diesel 4 stroke
Air intake		TAA
Arrangement		6L
Bore x Stroke	mm	104 X 132
Total displacement	l	6.7
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
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Standard configuration

Flywheel housing	type	SAE 3
Flywheel size	inch	11 1/2
Air filter		rear side
Turbocharger		cooled and with Waste-gate
Heat exchanger		tube type
Exhaust cooled elbow		-
Water charge tank		included
Fuel filter	n°	1 - left side
Fuel prefilter		included (loose)
Fuel pump		included
Oil filter	n°	1 - right side
Oil sump		aluminium
Oil vapours blow-by circuit		rear
Oil heat exchanger		built in the crankcase
Oil filler		on timing cover
Starting motor		24 V - 3 kW
Alternator		24 V
Engine stop device		by electronic central unit
Wiring harness		with EDC (Engine 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.

N67 ENT M56 FOR MARINE APPLICATIONS

Rating type		A1	A2	B
Maximum power *	kW(HP)	412 (560)	368 (500)	331 (450)
At speed	rpm	3000	3000	3000
Maximum no load governed speed at max rating	rpm	3150	3150	3150
Minimum idling speed	rpm	600	600	600
Mean piston speed at rated speed	m/s	13.2	13.2	13.2
BMEP at max power	kg/cm ²			24.6
Specific fuel consumption at full load	g/kWh			212
Oil consumption at max rating	(% of fuel consumption)			≤ 0.2
Minimum starting temperature without auxiliaries	°C			-5 (SAE15W40)
Oil and oil filter maintenance interval for replacement	hours			300 (A1, A2) / 500 (B)

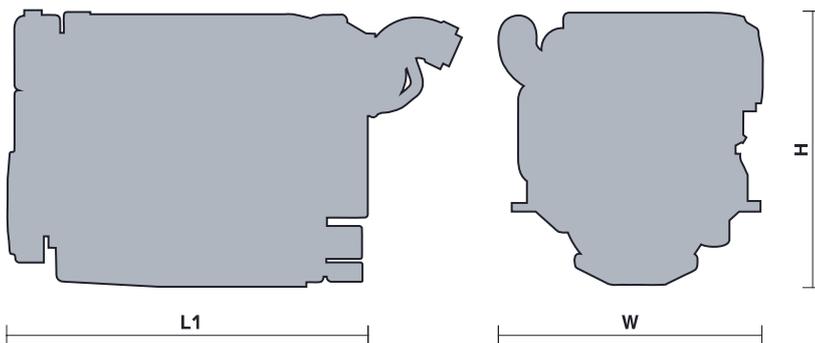
* **Net Power** at flywheel according to ISO 3046/1, after 50 hours running, fuel Diesel EN 590. Power tolerance 5%.

Test conditions: ISO 3046/1, 25 °C air temperature, 100 kPa atmospheric pressure, 30% relative humidity.

A1 = High performance crafts.

A2 = Pleasure/commercial vessels. 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 (A1 service); 1000 hours per year (A2 service).

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.



L1 = 1090 mm

W = 780 mm

H = 790 mm

Dry weight (without marine gear) = 650 kg

ENGINE BENEFITS

- **PERFORMANCE:** Engine derived from the experience in sport competitions at high levels; leader in its category for specific power, weights and volumes; maximum optimisation of consumption and emissions in every mission thanks to ECR (Electronic Common Rail) system with electronic management.
- **COST EFFECTIVENESS:** Consumption optimisation; high level of serviceability.
- **ENVIRONMENTALLY FRIENDLY:** Reduced environmental impact in terms of noise, gaseous emissions and vibrations.
- **CUSTOMER ORIENTATION:** Availability of certifications in compliance with international regulations; wide range of accessories.

FIAT POWERTRAIN TECHNOLOGIES

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