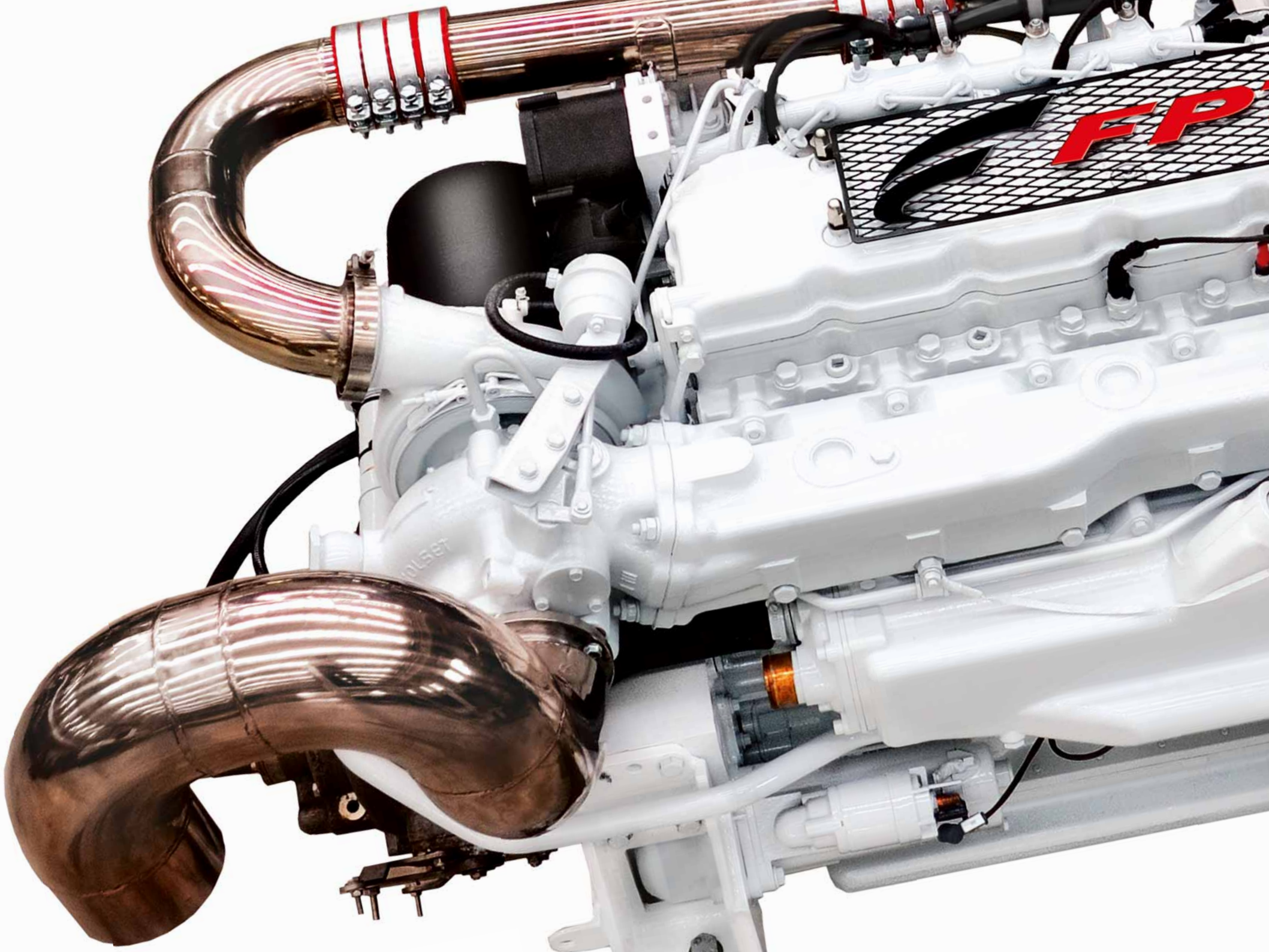




**ENGINES RANGE
FOR MARINE APPLICATIONS.
PLEASURE DUTY.**

THE WAVE OF INNOVATION.







Excellence is our rule.

From 20 HP of the 4000 series to 825 HP of the C series, FPT Industrial offers a complete range of products characterized by quality, superb features and applications versatility, to satisfy even the most demanding clients.

The competitive performance shared by all FPT Industrial engines - thanks to high specific outputs and high torque at low revolutions - is backed up by a drastic reduction of noise and vibrations to create the sensation of powerful yet extremely comfortable navigation.

Low exhaust emissions and noise levels are ensured, without affecting performance or sailing pleasure.

Engineering experience at FPT Industrial has culminated in compact, lightweight design with low volume/power and weight/power ratios, ensuring easier engine installation and boats' superior efficiency. High quality of components ensures a great reliability for freedom and smooth sailing.



FPT Industrial offers superior technology and outstanding advantages.

- **PERFORMANCE**

- High specific power
- Lightness (low weight/power ratios)
- High torque at low revs

- **FLEXIBILITY**

- Compactness (low volume/power ratios)
- Full range of accessories available
- Inboard/outboard units availability

- **LOW ENVIRONMENTAL IMPACT**

- Drastic reduction of exhaust emissions
- Low noise and vibrations

- **LOWER RUNNING COSTS**

- Lower fuel consumption
 - Longer maintenance intervals
-

FPT Industrial engines line up for marine applications (pleasure duty).

MODEL	ENGINE CYLINDERS ARRANGEMENT ASPIRATION	DISPLACEMENT (LITERS)	POWER ⁽¹⁾ (KW[HP]@RPM)				
			S1	A1	A2	B	C
4021 M20 ⁽²⁾	2L/NA	0,686	-	14,7 (20) @ 3600	-	-	-
4031 M30 ⁽²⁾	3L/NA	1,028	-	22,1 (30) @ 3600	-	-	-
4041 M40 ⁽²⁾	4L/NA	1,372	-	29,4 (40) @ 3600	-	-	-
4241 M41 ⁽²⁾	4L/NA	1,995	-	30 (40,8) @ 3000	-	-	-
4341 M60 ⁽²⁾	4L/NA	2,199	-	44 (60) @ 3600	-	-	-
4341 SRM87 ⁽²⁾	4L/TAA	2,199	-	64 (87) @ 3200	-	-	-
N45 100 ⁽²⁾	4L/NA	4,5	-	74 (100) @ 2800	-	66,5 (90) @ 2800	63 (85) @ 2800
N67 150	6L/NA	6,7	-	110 (150) @ 2800	-	99,5 (135) @ 2800	92 (125) @ 2800
S30 230	4L/TAA	3,0	-	169 (230) @ 4000	-	129 (175,5) @ 3500	85 (115,6) @ 3500
S30 230SD	4L/TAA	3,0	-	169 (230) @ 4000	-	-	-
N67 220	6L/TC	6,7	-	162 (220) @ 2800	-	147 (200) @ 2800	132 (180) @ 2800
N40 250	4L/TAA	3,9	-	184 (250) @ 2800	-	147 (200) @ 2800	125 (170) @ 2800
N67 280	6L/TAA	6,7	-	206 (280) @ 2800	-	191 (260) @ 2800	169 (230) @ 2800
N60 370	6L/TAA	5,9	-	272 (370) @ 2800	-	243 (330) @ 2800	199 (270) @ 2800
N60 370SD	6L/TAA	5,9	-	272 (370) @ 3000	-	243 (330) @ 3000	-
N60 400	6L/TAA	5,9	-	294 (400) @ 3000	272 (370) @ 3000	243 (330) @ 3000	199 (270) @ 3000
N60 480	6L/TAA	5,9	353 (480) @ 3000	-	-	-	-
N67 450	6L/TAA	6,7	-	331 (450) @ 3000	309 (420) @ 3000	272 (370) @ 3000	258 (350) @ 3000
N67 560	6L/TAA	6,7	-	412 (560) @ 3000	368 (500) @ 3000	331 (450) @ 3000	-
C90 620	6L/TAA	8,7	-	456 (620) @ 2530	405 (550) @ 2530	368 (500) @ 2530	331 (450) @ 2530
C90 650	6L/TAA	8,7	-	478 (650) @ 2530	-	-	-
C13 770	6L/TAA	12,9	-	567 (770) @ 2300	515 (700) @ 2300	442 (600) @ 2300	397 (540) @ 2300
C13 825	6L/TAA	12,9	-	607 (825) @ 2400	522 (750) @ 2400	478 (650) @ 2400	442 (600) @ 2400

(1) Net rating at flywheel according to ISO 3046-1 and delivered after ~ 50 hours running. Engine performance within ± 5%.

(2) Available also with Sail Drive.

S1= Sportive duty.

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 usage 300 hours per year.

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 usage 1000 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 usage 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 usage 3000 hours per year.

LEGEND

ARRANGEMENT

L: In-line vertical

AIR INTAKE

NA: Naturally Aspirated

TC: Turbocharged

TAA: Turbocharged After Cooled

SD = Stern Drive version



The 4000 series.

Technologically advanced solutions, such as pump injectors, fully overhead controlling systems (FOCS series) and innovative design for fuel injection systems (CHD series), are the main features for this performing Series, which is particularly appreciated for its compactness, lightness, simple installation and maintenance.

Thanks to an efficient stern drive availability, the 4000 Series is specifically indicated for sailing boats up to 10 meters; for standard propeller shaft transmission, the same engine Series can be widely utilized on pleasure and commercial power-boats up to 5 - 6 meters.



MODEL	ENGINE CYLINDERS ARRANGEMENT ASPIRATION	DISPLACEMENT (LITERS)	POWER ⁽¹⁾ [KW(HP)@RPM]				
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4021 M20 ⁽²⁾	2L/NA	0,686	-	14,7 (20) @ 3600	-	-	-
4031 M30 ⁽²⁾	3L/NA	1,028	-	22,1 (30) @ 3600	-	-	-
4041 M40 ⁽²⁾	4L/NA	1,372	-	29,4 (40) @ 3600	-	-	-
4241 M41 ⁽²⁾	4L/NA	1,995	-	30 (40,8) @ 3000	-	-	-
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4341 SRM87 ⁽²⁾	4L/TAA	2,199	-	64 (87) @ 3200	-	-	-

(1) Net rating at flywheel according to ISO 3046-1 and delivered after - 50 hours running. Engine performance within $\pm 5\%$.

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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.

LEGEND

ARRANGEMENT

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AIR INTAKE

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FEATURES

Engine design

FOCS Series - The unit injection pumps, located in the pearlitic grey cast iron cylinder head with the cross flow of the intake and exhaust pipes, allow engine length and weight reduction.

CHD Series - The innovative design of the gear train, the injection system design and location and the reduced cylinder pitch allow shortening the engine length.

Technological solutions

FOCS Series - The mechanical pump-injector units provide a better injection timing, resulting in great performance advantages.

CHD Series - The QLC pump offers high performance on all engine speed. Compared to the conventional injection pump, QLC features a one-way flow and a unique delivery fuel system that prevent unwanted variations on injection pressure and timing, eliminating gas bubbles.

Noise & vibration reduction

FOCS Series - Excellent results have been obtained as of noise emission reduction, thanks to the location of the injection system in the cylinder head, to a ribbing system along all the engine structure and to the complete absence of gears.

CHD Series - The innovative design of the fuel injection system, as well as the use of hypereutectic pistons reducing piston slap and of a heavy-duty block, allow a strong reduction of noise levels that are normally associated with those of diesel engines. The special crankshaft balancing ensures exceptionally low vibrations and an excellent operational performance.

Reduced Emissions

FOCS Series - The injection system has been tested for exhaust emission levels to the lowest limits, thus positioning these engines well below the EEC requirements.

CHD Series - The advanced design of the injection and combustion systems results in reduced environmental impact.

Accessories - Maintenance - Network

A wide range of accessories including the sail drive option are available for the 4000 Series.

FOCS Series - Components subject to more frequent checking are located in the upper part of the engine, just under the cover. This allows easy and low cost equipment maintenance.

CHD Series - All maintenance operations are easier due to the simple construction of the product. Furthermore, for the QLC pump maintenance the services of a pump specialist are not required, as parts servicing can be completed by any qualified workshop.

BENEFITS

**COMPACTNESS
AND LIGHTNESS.**

**HIGH PERFORMANCE
AND EFFICIENCY IN
ANY LOAD CONDITION.**

**EXCELLENT REDUCTION
OF NOISE AND VIBRATION
LEVELS.**

NAVIGATION CONFORT.

**REDUCED ENVIRONMENTAL
IMPACT.**

SAIL DRIVE AVAILABILITY.

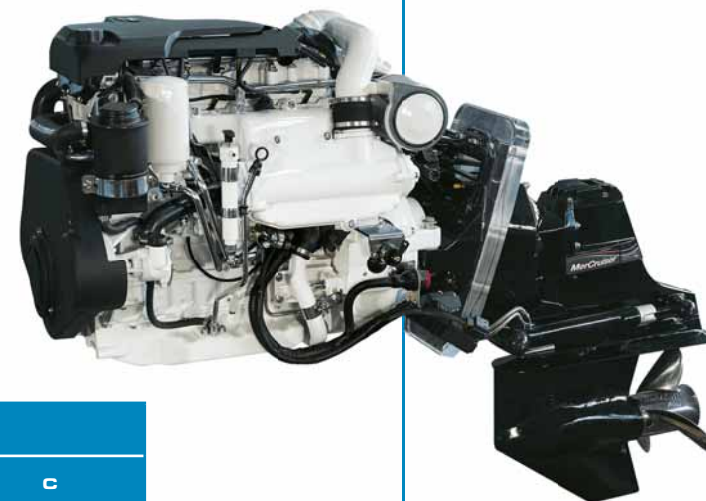
**EASY & ECONOMICAL
MAINTENANCE.**

WORLD-WIDE SERVICE NETWORK.

The S series.

Common Rail and electronic systems are the main technologies featured by this Series, which offers important advantages, such as high specific power, torque at low rpm (for boats better planing), low fuel consumption and emissions.

The range of three stern drives availability expands this engine application to any kind of light planing or semiplaning boats for pleasure and light commercial duties (with prop. shaft only) up to 7 - 8 meters.



MODEL	ENGINE CYLINDERS ARRANGEMENT ASPIRATION	DISPLACEMENT (LITERS)	POWER ⁽¹⁾ [KW(HP)@RPM]				
			S1	A1	A2	B	C
S30 230	4L/TAA	3,0	-	169 (230) @ 4000	-	129 (175,5) @ 3500	85 (115,6) @ 3500
S30 230SD	4L/TAA	3,0	-	169 (230) @ 4000	-	-	-

(1) Net rating at flywheel according to ISO 3046-1 and delivered after ~ 50 hours running. Engine performance within ± 5%.

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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.

LEGEND

ARRANGEMENT
L: In-line vertical

AIR INTAKE
TAA: Turbocharged After Cooled

SD = Stern Drive version

FEATURES

Specific features

State-of-the-art 2nd generation Common Rail System (E.C.R.); accurate fuel delivery to achieve high performance in terms of torque and power with the minimum fuel consumption and exhaust gas emissions.

Technological innovation

Features achieved using innovative technologies and production processes such as: Electronic Common Rail, 4 valves/cylinder, ladder frame cylinder block, fracture split connecting rods.

Technological solutions for servicing

To reduce maintenance operations and improve engine life and reliability, S Series engines adopt a valves clearance hydraulic adjustment for the dual overhead camshaft driven by chain and oil cooled pistons by J-jets.

Solutions for low operating costs

High functional engine design and solutions for long intervals in oil and filters replacement (up to 600 h).

Marinization

Functional engine lay-out, design and specific settings focused on marine duties. Optimized engine and turbo-charging cooling systems.

Components integration

Improved technical solutions such as: integrated oil cooler, integrated oil pump and water pump, blow-by system.

Option list

Wide range of accessories including can-bus control & monitoring systems, stern drives, propulsion and emission certifications.

Serviceability & maintainability

Easier engine servicing thank to advanced diagnostic equipment & widespread worldwide service network.

BENEFITS

HIGH TORQUE AND POWER PERFORMANCE.

MINIMUM FUEL CONSUMPTION AND EXHAUST GAS EMISSION.

ENGINE EFFICIENCY AND STIFFNESS.

VIBRATIONS & NOISE REDUCTION.

REDUCED MAINTENANCE, LONGER ENGINE LIFE AND RELIABILITY.

REDUCED MAINTENANCE AND OPERATING COSTS.

MARINE LAY-OUT & SETTINGS.

SAFETY AND PROTECTION ON BOARD.

LEAKAGE PREVENTION.

CUSTOMER ORIENTATION.

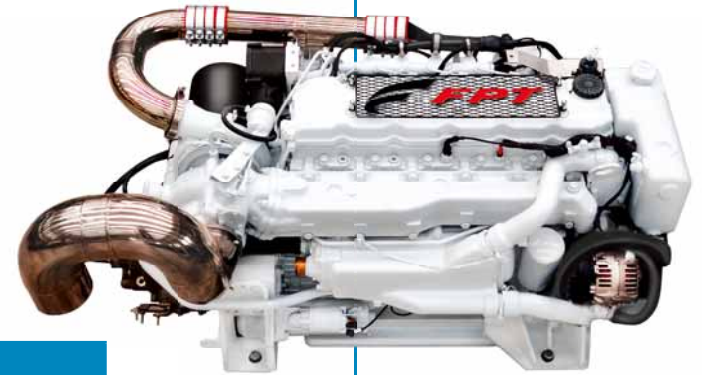
QUICK AND ACCURATE SERVICE SUPPORT.

The N series.

Characterized by top production quality standards, the N Series is the widest among FPT Industrial engine families for pleasure and commercial duties.

The pleasure range engines can be considered a state-of-the-art in diesel technology (Common Rail and electronic systems, 4 valves/cylinder), ensuring high performance, lightness, compact design, low environmental impact (low smoke, noise and vibration) for cruisers and yachts up to 12 meters.

The best sellers in the N Series, the N 370, 400, 450, 480 and 560, are among the best-in-class in their power range.



MODEL	ENGINE CYLINDERS ARRANGEMENT ASPIRATION	DISPLACEMENT (LITERS)	POWER ⁽¹⁾ (KW(HP)@RPM)				
			S1	A1	A2	B	C
N45 100	4L/NA	4,5	-	74 (100) @ 2800	-	66,5 (90) @ 2800	63 (85) @ 2800
N67 150	6L/NA	6,7	-	110 (150) @ 2800	-	99,5 (135) @ 2800	92 (125) @ 2800
N67 220	6L/TC	6,7	-	162 (220) @ 2800	-	147 (200) @ 2800	132 (180) @ 2800
N40 250	4L/TAA	3,9	-	184 (250) @ 2800	-	147 (200) @ 2800	125 (170) @ 2800
N67 280	6L/TAA	6,7	-	206 (280) @ 2800	-	191 (260) @ 2800	169 (230) @ 2800
N60 370	6L/TAA	5,9	-	272 (370) @ 2800	-	243 (330) @ 2800	199 (270) @ 2800
N60 370SD	6L/TAA	5,9	-	272 (370) @ 3000	-	243 (330) @ 3000	-
N60 400	6L/TAA	5,9	-	294 (400) @ 3000	272 (370) @ 3000	243 (330) @ 3000	199 (270) @ 3000
N60 480	6L/TAA	5,9	353 (480) @ 3000	-	-	-	-
N67 450	6L/TAA	6,7	-	331 (450) @ 3000	309 (420) @ 3000	272 (370) @ 3000	258 (350) @ 3000
N67 560	6L/TAA	6,7	-	412 (560) @ 3000	368 (500) @ 3000	331 (450) @ 3000	-

(1) Net rating at flywheel according to ISO 3046-1 and delivered after ~ 50 hours running. Engine performance within ± 5%.

S1= Sportive duty.

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.

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 1000 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.

LEGEND

ARRANGEMENT
L: In-line vertical

AIR INTAKE
NA: Naturally Aspirated
TC: Turbocharged
TAA: Turbocharged After Cooled

SD = Stern Drive version

MECHANICAL ENGINES

FEATURES

Injection system

The N Series mechanical fuel injection system is characterized by advanced components providing high torque and power, reliability, low fuel consumption and exhaust gas emissions, low servicing costs.

Technological innovation

Features achieved using innovative technologies and production processes such as: advanced injection system, ladder frame cylinder block, fracture split connecting rods, rear gear-train timing system.

Technological solutions for servicing

To reduce maintenance operations and improve engine life and reliability, the N mechanical Series engines adopts plateaux machined cylinder walls and oil cooled pistons by J-jets.

Solutions for low operating costs

High functional engine design and solutions for long intervals in oil and filters replacement (up to 600 h).

Marinization

Functional engine lay-out, design and specific settings focused on marine duties. Optimized engine and turbo-charging cooling systems.

Components integration

Improved technical solutions such as: integrated oil cooler, integrated oil pump and water pump, blow-by system.

Option list

Wide range of accessories including keel cooling version availability, monitoring systems, wide range of emission certifications as IMO MARPOL, 2004/26/EC, CCNR, EPA Recreational & Commercial and propulsion homologation as RINA.

Serviceability & maintainability

Widespread worldwide service network.

BENEFITS

HIGH TORQUE AND POWER PERFORMANCE.

MINIMUM FUEL CONSUMPTION AND EXHAUST GAS EMISSION.

ENGINE EFFICIENCY AND STIFFNESS.

VIBRATIONS & NOISE REDUCTION.

REDUCED MAINTENANCE, LONGER ENGINE LIFE AND RELIABILITY.

REDUCED MAINTENANCE AND OPERATING COSTS.

MARINE LAY-OUT & SETTINGS.

SAFETY AND PROTECTION ON BOARD.

LEAKAGE PREVENTION.

CUSTOMER ORIENTATION.

QUICK AND ACCURATE SERVICE SUPPORT.



FEATURES

Specific features

The N pleasure range features state-of-the-art diesel technologies (common rail, electronic systems, 4 valves/cylinder), thus ensuring high performance, lightness, compactness, design, low environmental impact (low smoke, noise and vibration) for cruisers & yachts up to 12 metres.

Technological innovation

Features achieved using innovative technologies and production processes such as: Electronic Common Rail, ladder frame cylinder block, fracture split connecting rods, rear gear-train timing system.

Technological solutions for servicing

To reduce maintenance operations and improve engine life and reliability, the Electronic Common Rail N Series adopts plateaux machined cylinder walls and oil cooled pistons by J-jets.

Solutions for low operating costs

High functional engine design and solutions for long intervals in oil and filters replacement (up to 600 h).

Marinization

Functional engine lay-out, design and specific settings focused on marine duties. Optimized engine and turbo-charging optimized cooling systems.

Components integration

Improved technical solutions such as: integrated oil cooler, integrated oil pump and water pump, blow-by system.

Option list

Wide range of accessories including electronic remote control, monitoring systems, stern drives, wide range of emission certifications as IMO MARPOL, 2003/44/EC, EPA Recreational & Commercial and propulsion homologation as RINA.

Serviceability & maintainability

Easier engine servicing thanks to advanced diagnostic equipment & widespread worldwide service network.

BENEFITS

HIGH TORQUE AND POWER PERFORMANCE.

REDUCED FUEL CONSUMPTION AND EXHAUST GAS EMISSION.

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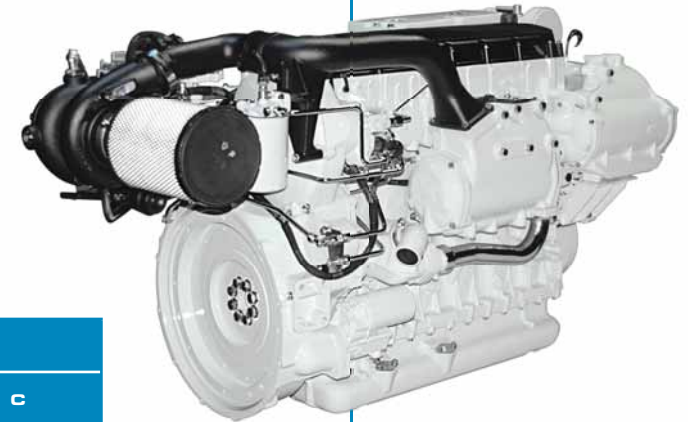
CUSTOMER ORIENTATION.

QUICK AND ACCURATE SERVICE SUPPORT.

The C series.

The C Series features state-of-the-art technologies providing customers with benefits such as high injection pressure and timing precision under any operation condition, excellent performance, low fuel consumption and emissions.

This Series for pleasure applications is recommended for yachts and sport fishing boats up to 16-18 meters (according to boat displacement) and ensures proven performance, reliability and simplified installation.



MODEL	ENGINE CYLINDERS ARRANGEMENT ASPIRATION	DISPLACEMENT (LITERS)	POWER ⁽¹⁾ (KW[HP]@RPM)				
			S1	A1	A2	B	C
C90 620	6L/TAA	8,7	-	456 (620) @ 2530	405 (550) @ 2530	368 (500) @ 2530	331 (450) @ 2530
C90 650	6L/TAA	8,7	-	478 (650) @ 2530	-	-	-
C13 770	6L/TAA	12,9	-	567 (770) @ 2300	515 (700) @ 2300	442 (600) @ 2300	397 (540) @ 2300
C13 825	6L/TAA	12,9	-	607 (825) @ 2400	522 (750) @ 2400	478 (650) @ 2400	442 (600) @ 2400

(1) Net rating at flywheel according to ISO 3046-1 and delivered after ~ 50 hours running. Engine performance within ± 5%.

S1= Sportive duty.

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.

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 1000 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.

LEGEND

ARRANGEMENT
L: In-line vertical

AIR INTAKE
TAA: Turbocharged After Cooled

FEATURES

Specific features

The two main technologies featured on these engines, Electronic Common Rail (C90) and Electronic Unit Injector (C13), combined with the 4 valves/cylinder induction system, provide several benefits for motoryachts up to 18 metres: high injection pressure and timing precision under any operation condition, excellent performance, low fuel consumption and emissions.

Technological innovation

Features achieved using innovative technologies and production processes such as: Electronic Common Rail or Electronic Unit Injector systems, bed plate cylinder block, rear gear-train timing system and superfinished helicoidal gears.

Technological solutions for servicing

To reduce maintenance operations and improve engine life and reliability, the C Series adopts plateaux machined cylinder walls and oil cooled pistons by J-jets.

Solutions for low operating costs

High functional engine design and solutions for long intervals in oil and filters replacement (up to 600 h).

Marinization

Functional engine lay-out, design and specific settings focused on marine duties. Optimized engine and turbo-charging cooling systems.

Components integration

Improved technical solutions such as: integrated oil cooler, integrated oil pump and water pump, blow-by system.

Option list

Wide range of accessories including electronic remote control, monitoring systems, wide range of emission certifications as IMO MARPOL, 2003/44/EC, EPA Recreational & Commercial and propulsion homologation as RINA.

Serviceability & maintainability

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BENEFITS

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QUICK AND ACCURATE SERVICE SUPPORT.

**At your service everywhere.
Sales and Services.**

FPT Industrial counts on a worldwide organization including over 1500 sale&service points able to assist Customers in their purchase and to provide them with engine maintenance parts.

Thanks to frequent training courses, FPT Industrial network will be pleased to assist you wherever and whenever necessary, supplying only original parts of proven quality.





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