

SPECIFICATIONS

Thermodynamic Cycle	Diesel 4 stroke	
Air Handling	TAA	
Arrangement	6L	
Bore x Stroke (mm)	125 X 140	
Total Displacement (L)	10,3	
Valves per cylinder (n°)	4	
InjectionSystem	EUI	
Speed governor	Electronic	
Cooling System	liquid (water - parafu 50%)	
Direction of Rotation (viewed facing flywheel)	CCW	
Oil specifications	ACEA E3-E5	
Oil consumption	<0.1% of fuel consumption	
Fuel specifications	EN 590	
Oil and oil filter maintenance interval for replacement [**] (hours)	600	
Specific fuel consumption at:	1500	1800
- Stand-By l/h (g/kWh)	-	-
- 100% load l/h (g/kWh)	62,8 (192)	76,4 (210,5)
- 80% load l/h (g/kWh)	53,7 (198)	63,8 (219,8)
- 50% load l/h (g/kWh)	36,4 (202,5)	43,7 (218,6)
ATB (without canopy) (°C)	58	-
Coolant capacity: engine + radiator (l)	~ 63	
Coolant capacity: engine only (l)	~ 15	
Lube oil total system capacity including pipes, filters etc. (l)	~ 30	
Electric system (isolated return)	24	
Starting batteries: recommended capacity (Ah)	2 x 185	
Discharge Current (EN50342) A	1200	
Cold starting: without preheating (°C)	-10	
Cold starting: with preheating (°C)	-25	

WEIGHT AND DIMENSIONS

Dimensions (LxWxH)	2168 X 1055 X 1566
Dry Weight	Kg 1110

PERFORMANCE

Ratings ¹	1500 rpm		1800 rpm	
	PRIME	STAND-BY	PRIME	STAND-BY
Rated Power kVA (kWe) ²	263	286	290	311

¹ Ratings in accordance with ISO 8528. For duty at temperature over 40°C and/or altitude over 1000 meters must be considered a power derating factor. Contact the FPT sales organization.
² Net power at flywheel available after 50 hours running with a ±3% tolerance.

PRIME POWER: The prime power is the maximum power available with varying loads for an unlimited number of hours. The average power output during a 24h period of operation must not exceed 80% of the declared prime power between the prescribed maintenance intervals and at standard environmental conditions. A 10% overload is permissible for 1 hour every 12 hours of operation.

STAND-BY POWER: The stand-by power is the maximum power available for a period of 500 hours/year with a mean load factor of 90% of the declared stand-by power. No kind of overloads is permissible for this use.

CONTINUOUS POWER: Contact the FPT sales organization.

Legend

Arrangement	Air Handling	InjectionSystem	Emission Standard
L (in line) V (90° "V" configuration)	TAA (Turbocharged with aftercooler) TC (Turbocharged) NA (Naturally Aspirated)	M (Mechanical) ECR (Electronic Common Rail) EUI (Electronic Unit Injector)	I-EGR (Internal EGR)

FOR INFORMATION ON THE AVAILABLE RATINGS NOT LISTED IN THIS DOCUMENT PLEASE CONTACT THE FPT INDUSTRIAL SALES NETWORK OR VISIT OUR SITE WWW.FPTINDUSTRIAL.COM

FEATURES	BENEFITS
PERFORMANCE Class G3 of ISO 8528 standard certification of excellent performance related to load acceptance.	EXCELLENT TRANSIENT LOAD RESPONSE FOR SEVERAL POWER GENERATION APPLICATIONS
INJECTION SYSTEM Accurate fuel delivery to achieve top performance terms of load response and top power with the minimum fuel consumption: C87 with very compact 2nd generation Common Rail System C10 & C13 with electronic controlled unit injectors.	HIGH ENGINE THERMODYNAMIC PERFORMANCE WITH LOW FUEL CONSUMPTION
DUAL SPEED MODE Possibility to switch from 1500 rpm to 1800 rpm. User friendly thanks to interface card.	ENGINE ADAPTABLE TO MARKET REQUEST
SPECIFIC FEATURES Minimum cold starting temperature without auxiliaries down to -10°C (with grid heater down to -25°) Tier 3 performance achieved without external EGR or VGT.	HIGH PERFORMANCES GUARANTEED IN ALL CONDITIONS
AIR HANDLING Turbocharged with air-to-air charge cooled air system with 4 valves per cylinder to increase the engine efficiency by the optimization of thermodynamic performance in terms of load response & fuel consumption.	HIGH ENGINE POWER DENSITY AND FAST LOAD RESPONSE TIME WITH THE LOWEST FUEL CONSUMPTION
600h OIL INTERVAL CHANGE CURSOR family engines adopt combustion chambers and high pressure injection system optimized to reduce oil dilution. Optimum engine design in terms of mechanical clearances, piston rings and oil system calculation.	REDUCED MAINTENANCE NEEDS AND OPERATING COST
SERVICEABILITY & MAINTAINABILITY Worldwide service network. Engine ECU (Electronic Control Unit) with CAN-BUS control & monitoring interfaces could be used for advanced real time diagnosis.	QUICK SERVICE SUPPORT AND FAST MAINTENANCE ACTIVITIES
ENGINE DESIGN Multiple injections, balancer counterweights incorporated in crankshaft webs, rear gear train layout, camshaft in crankcase, suspended oil pan, ladder frame cylinder block.	VIBRATION & NOISE REDUCTION
COMPONENTS INTEGRATION Integrated CCV (Closed Crankcase Ventilation) system and engine design oriented to high component integration. Water-oil cooler, oil and water pumps are completely integrated in the engine block.	LEAKAGE PREVENTION

STANDARD CONFIGURATION

- FPT engine C10 TE1D equipped with:
- Mounted radiator incorporating air-to-air charge cooler
 - Front radiator guard
 - Oil drain pump
 - Mounted belt driven pusher fan
 - Fan guard
 - Mounted air filter
 - Fuel filter
 - Primary fuel filter/water separator
 - Replaceable oil filter
 - Electronic engine control unit, pump injector units with wiring and sensor
 - Interface box
 - WT and OP sensors for samples
 - HWT and LOP sensors
 - Front engine mounting brackets
 - Flywheel housing SAE1 and flywheel 14"
 - Re-directable exhaust gas elbow
 - Recirculated oil breather system
 - Oil dipstick
 - 24Vdc electrical system
 - User's handbook

THE ENGINE IS SUPPLIED WITHOUT LIQUIDS

OPTIONAL EQUIPMENT

- On request the engine can be supplied with:
- 230 Volt water jacket heater
 - Turbo and exhaust gas guards
 - Low water level sensor
 - Exhaust gas flexible joint

FPT INDUSTRIAL 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