

N40 250

147 kW

Marine Commercial N40

Rating type B: 147 kW (200 HP) @ 2800 rpm
 Rating type C: 125 kW (170 HP) @ 2800 rpm
 Rating type D: - kW (- HP) @ - rpm

SPECIFICATIONS

Thermodynamic cycle		Diesel 4 stroke
Air handling		TCA
Cylinders arrangement		4L
Bore x Stroke	millimeters	102 x 120
Total displacement	liters	3.9
Valves per cylinder	number	4
Cooling System		liquid
Direction of Rotation (viewed facing flywheel)		CCW
Engine management		by EDC (Electronic Diesel Control)
Injection System		ECR

WEIGHT AND DIMENSIONS

Dimensions	LxWxH (mm)	850 x 708 x 785
Dry Weight	Kg	490

DIMENSIONS CAN BE CHANGED ACCORDING TO ENGINE OPTIONS

STANDARD CONFIGURATION

Flywheel housing	type	SAE 3
Flywheel size	inch	11" ½
Air filter		rear side
Turbocharger		Fixed Geometry (water cooled) Turbo with Aftercooler (TCA)
Heat exchanger		tube type
Exhaust gas water mixer - Exhaust cooled elbow		-
Water charge tank		included
Fuel filter	number	1
Fuel prefilter		included (loose)
Fuel pump		included
Oil filter	number	1
Oil sump		aluminium
Oil vapours blow-by circuit		rear
Oil heat exchanger		built in the crankcase
Oil filler		by cylinder head cover
Starter		12V - 3kW
Alternator		12 V - 90 A
Engine stop device		by electronic central unit
Wiring harness		with negative to ground connection
Painting color		white "ICE"



IMAGES SHOWN ARE FOR ILLUSTRATION PURPOSE ONLY

ELECTRICAL SYSTEM

Voltage	V	12
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NOT INCLUDED IN STANDARD CONFIGURATION

Battery - minimum capacity recommended	Ah	120 Ah
Battery - minimum cold cranking capacity recommended	Ah	900 Ah

LEGEND

Arrangement	Air Handling	Turbocharger	Injection System	Exhaust System
L (in line)	TCA (Turbocharged with aftercooler)	WG (Wastegate)	M (Mechanical)	EGR (Exhaust Gas Recirculation)
V (90° "V" configuration)	TC (Turbocharged)	VGT (Variable Geometry Turbocharger)	ECR (Electronic Common Rail)	SCR (Selective Catalytic Reduction)
	NA (Naturally Aspirated)	TST (Twin Stage Turbocharger)	EUI (Electronic Unit Injector)	
			MPI (Multi Point Injection)	

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 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.
D	Heavy Duty

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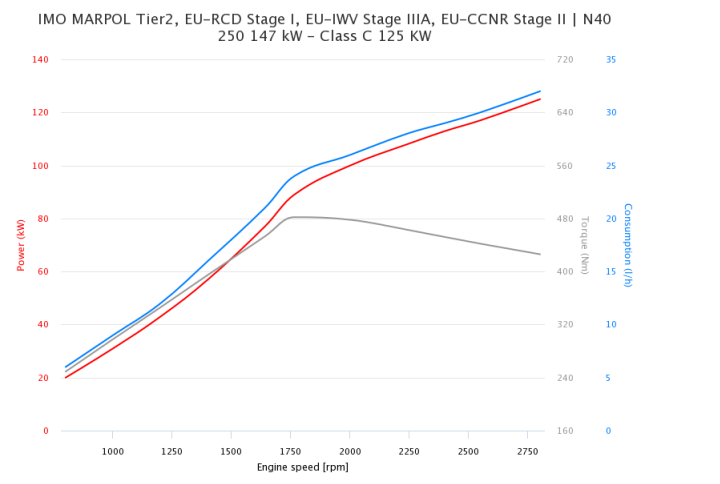
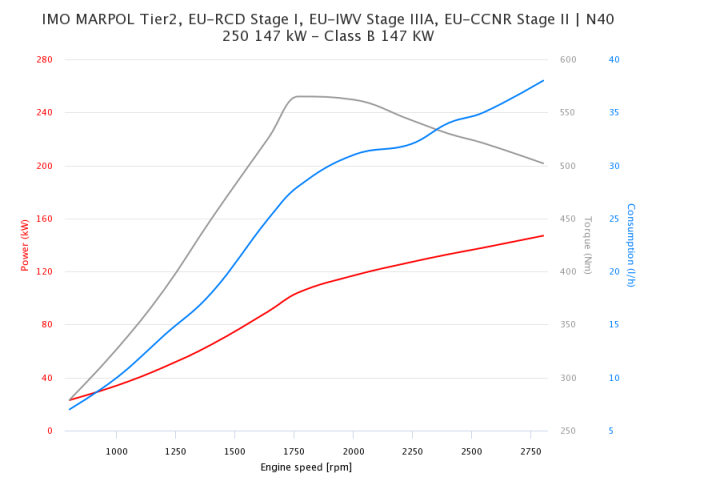
SPECIFICATION SUBJECT TO CHANGE WITHOUT NOTICE



RATING TYPE		B	C	D
Maximum power [*]	kW (HP)	147 (200)	125 (170)	- (-)
At speed	rpm	2800	2800	-
Maximum no load governed speed at max rating	rpm	3000	3000	-
Minimum idling speed	rpm	700	700	-
Mean piston speed at rated speed	m/s	11.2	11.2	-
BMEP at max power	bar	18.3	15.6	-
Specific fuel consumption at full load (best value)	g/kWh @ rpm	212 @ 2400	212 @ 2400	-
Oil consumption at max rating	(% of fuel cons.)		= 0.1	
Minimum starting temperature without auxiliaries	°C		-10°	
Oil and oil filter maintenance interval for replacement	hours		600	

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

POWER & TORQUE



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