

## MARINE Application

## NEF series

# N45 100

PLEASURE - Diesel  
70 kW(100 HP) @ 2800 rpm (A1)

66.5 kW(90 HP) @ 2800 rpm (B)  
63 kW(85 HP) @ 2800 rpm (C)

### SPECIFICATIONS

Thermodynamic Cycle	Diesel 4 stroke
Air Handling	NA
Arrangement	4L
Bore x Stroke (mm)	104 X 132
Total Displacement (L)	4.5
Valves per cylinder (n°)	2
Cooling System	liquid
Direction of Rotation (viewed facing flywheel)	CCW
Engine management	mechanical
InjectionSystem	MPI

### STANDARD CONFIGURATION

Flywheel housing (type)	SAE 3
Flywheel size (inch)	10
Air Filter	left side
Turbocharger	Naturally Aspirated (NA)
Heat Exchanger	tube type
Exhaust gas water mixer - Exhaust cooled elbow	-
Water charge tank	included
Fuel filter (n°)	1
Fuel prefilter	included (loose)
Fuel Pump	included
Lift pump	-
Oil filter (n°)	1
Oil sump	cast iron
Oil vapours blow-by circuit	on valve cover
Oil heat exchanger	built in the crankcase
Oil filler	by cylinder head cover
Starter	12V - 3kW
Alternator	12V - 90A with W contact
Engine stop device	electrical excitation
Wiring harness	with negative to ground connection
Painting color	white "ICE"



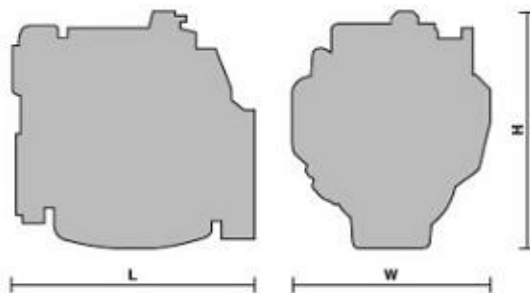
### ELECTRICAL SYSTEM

Voltage	12
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### NOT INCLUDED IN STANDARD CONFIGURATION

Battery - minimum capacity recommended [*] (Ah)	180
Battery - minimum cold cranking capacity recommended [*] (A)	800

### WEIGHT AND DIMENSIONS



L = 811  
W = 700  
H = 836  
Dry Weight (without marine gear)= Kg 450

### Legend

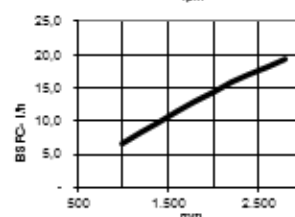
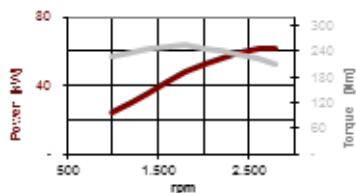
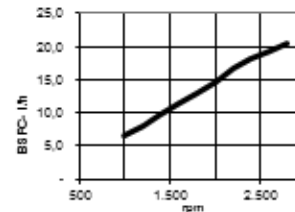
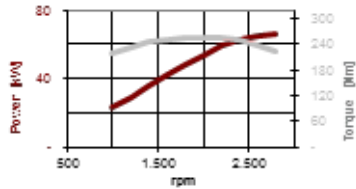
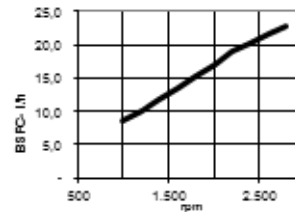
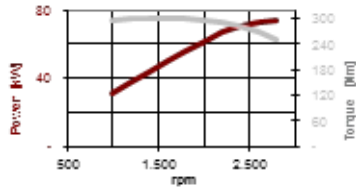
Arrangement	Air Handling	Turbocharger	InjectionSystem	
L (in line)	TAA (Turbocharged with aftercooler) TC (Turbocharged) NA (Naturally Aspirated)	WG (Wastegate) VGT (Variable Geometry Turbocharger)	M (Mechanical) ECR (Electronic Common Rail) EUI (Electronic Unit Injector)	SD: Stern Drive version PD (POD Drive version)

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RATING TYPE	A1	A2	B	C
Maximum power (kW(HP)@rpm)	70 ( 100 ) @ 2800	-	66.5 ( 90 ) @ 2800	63 ( 85 ) @ 2800
High idle speed (rpm)	3100	-	3100	3100
Low idle speed (rpm)	± 650	--	± 650	± 650
Mean piston speed at rated speed (m/s)	12,3	-	12,3	12,3
BMEP at max power (kg/cm)	8,6	-	7,2	7,2
Specific fuel consumption at full load (best value) (g/kWh @ rpm)	230 @ 1800	-	230 @ 1800	230 @ 1800
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%.



- 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

## FEATURES

### INJECTION SYSTEM

The NEF Series mechanical fuel injection system is characterized by advanced components ensuring high/continuous power and torque performance also at lower rpm, 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 Electronic Common Rail NEF 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.

### COMPONENT 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, international emission certifications as IMO MARPOL, 2004/26/EC, CCNR, EPA Recreational & Commercial and propulsion homologation as RINA.

### SERVICEABILITY & MAINTENABILITY

Widespread worldwide service network.

## BENEFITS

HIGH TORQUE AND POWER PERFORMANCE MINIMUM FUEL CONSUMPTION AND EXHAUST GAS EMISSION

ENGINE EFFICIENCY AND STIFFNESS VIBRATION & NOISE REDUCTION

REDUCED MAINTENANCE, LONGER ENGINE LIFE AND RELIABILITY

REDUCED MAINTENANCE NEEDS AND OPERATING COST

MARINE LAY-OUT AND SETTINGS SAFETY AND PROTECTION ON BOARD

LEAKAGE PREVENTION

CUSTOMER ORIENTATION

QUICK AND ACCURATE SERVICE SUPPORT

## Lees Group

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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

