

Marine Pleasure N67

N67 150

110 kW

Rating type A1: 110 kW (150 HP) @ 2800 rpm

Rating type A2: - kW (- HP) @ - rpm

Rating type B: 99.5 kW (135 HP) @ 2800 rpm

Rating type C: 92 kW (125 HP) @ 2800 rpm

SPECIFICATIONS

Thermodynamic cycle	Diesel 4 stroke	
Air handling	NA	
Cylinders arrangement	6L	
Bore x Stroke	millimeters	104 x 132
Total displacement	liters	6.7
Valves per cylinder	number	2
Cooling System	liquid	
Direction of Rotation (viewed facing flywheel)	CCW	
Engine management	mechanical	
Injection System	MPI	

STANDARD CONFIGURATION

Flywheel housing	type	SAE 3
Flywheel size	inch	11" ½
Air filter	left side	
Turbocharger	-	
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	sheet steel	
Oil vapours blowby circuit	on valve cover	
Oil heat exchanger	built in the crankcase	
Oil filler	by cylinder head cover	
Starter	12V - 3kW	
Alternator	12 V - 90 A with W contact	
Engine stop device	electrical excitation	
Wiring harness	with negative to ground connection	
Painting color	white "ICE"	

WEIGHT AND DIMENSIONS

Dimensions	LxWxH (mm)	1052 x 705 x 910
Dry Weight	Kg	530

DIMENSIONS CAN BE CHANGED ACCORDING TO ENGINE OPTIONS



MARINE

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	180 Ah
Battery - minimum cold cranking capacity recommended	Ah	800 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)	VG (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

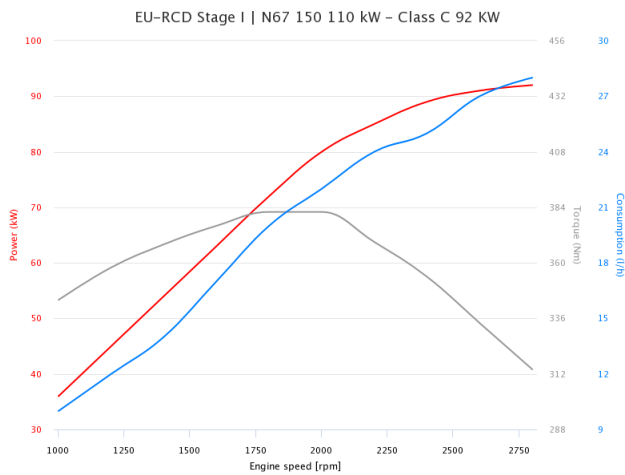
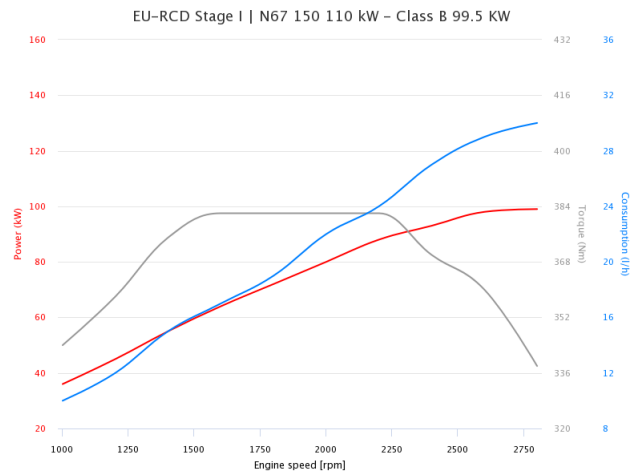
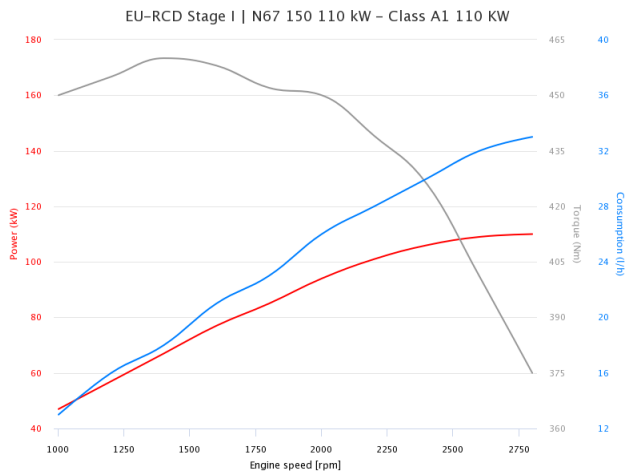


RATING TYPE

		A1	A2	B	C
Maximum power [*]	kW (HP)	110 (150)	- (-)	99.5 (135)	92 (125)
At speed	rpm	2800	-	2800	2800
Maximum no load governed speed at max rating	rpm	3100	-	3100	3100
Minimum idling speed	rpm	650	-	650	650
Mean piston speed at rated speed	m/s	12.3	-	12.3	3100
BMEP at max power	bar	8.6	-	7.3	7.3
Specific fuel consumption at full load (best value)	g/kWh @ rpm	230 @ 1800	-	230 @ 1800	230 @ 1800
Oil consumption at max rating	g/kWh @ rpm		= 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



LEGEND

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