

Marine Professionnel CURSOR 9

C90 380
301 kW

Caractéristiques nominales B: - kW (- HP) @ - rpm
Caractéristiques nominales C: 301 kW (410 HP) @ 2000 rpm
Caractéristiques nominales D: 280 kW (380 HP) @ 2000 rpm

SPECIFICATIONS

Cycle Thermodynamique	Diesel 4 stroke
Alimentation en air	TCA
Agencement des cylindres	6L
Alésage x Course	millimètres
Total cylindrée	litres
Soupapes par cylindre	number
Système de refroidissement	liquid
Sens de rotation (face au volant)	CCW
Gestion moteur	by EDC (Electronic Diesel Control)
Système d'injection	ECR

STANDARD CONFIGURATION

Logement du volant	type	SAE 1
Dimension du volant	pouces	14"
Alimentation en air		rear side
Turbocompresseur	Waste Gate (water cooled) Turbo with Aftercooler (TCA)	
Échangeur de chaleur		tube type
Mélangeur d'eau - gaz d'échappement		-
Réservoir à eau		included
Filtre à carburant	number	1 - right side
Préfiltre à carburant		included (loose)
Pompe à carburant		1 - gear driven
Filtre à huile	number	2 - left side
Carter d'huile		aluminium
Circuit de fuite des gaz et vapeurs d'huile		included
Échangeur thermique d'huile		included
Orifice de remplissage d'huile		by cylinder head cover
Démarreur		24V - 5.5kW
Alternateur		28 V - 90 A
Dispositif d'arrêt du moteur		by electronic central unit
Faisceau de câbles		with negative to ground connection
Couleur de la peinture		white "ICE"

WEIGHT AND DIMENSIONS

Dimensions	(L x P x H) mm	1288 x 868 x 961
Poids à sec du véhicule	Kg	940

LES DIMENSIONS PEUVENT CHANGER EN FONCTION DES OPTIONS DU MOTEUR



IMAGES NON CONTRACTUELLES

ELECTRICAL SYSTEM

Tension	V	24
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NOT INCLUDED IN STANDARD CONFIGURATION

Batterie - puissance minimale recommandée [*] (Ah)	Ah	2 x 120 Ah
Batterie - capacité minimale recommandée du démarrage à froid	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

DE PLUS AMPLES INFORMATIONS SUR LES ÉVALUATIONS DISPONIBLES NE FIGURANT PAS DANS CE DOCUMENT, Veuillez contacter le Réseau de vente industrielle FPT ou visiter notre site www.fptindustrial.com

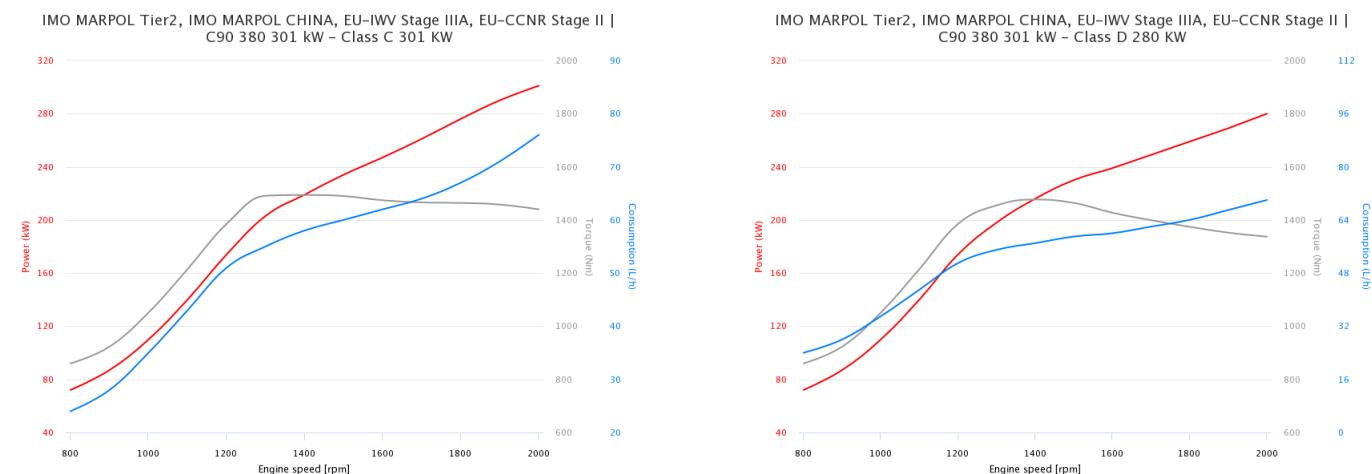
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RATING TYPE

	B	C	D
Puissance maximum [*]	kW (CV)	- (-)	301 (410)
Régime	tpm	-	2000
Maximum no load governed speed at max rating	tpm	-	2200
Minimum idling speed	tpm	-	600
Vitesse moyenne du piston à la vitesse nominale	m/s	-	9
Pression moyenne efficace au frein à la puissance max	bar	-	21,2
Consommation de carburant spécifique à pleine charge (meilleure valeur)	g/kWh @ tpm	-	214,9
Consommation d'huile à service max	% de carb. cons.	= 0,2	210,3
Température minimum de démarrage sans auxiliaires	°C	-10°	
[**](heures)	heures	500	

* 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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