On Road
Light Commercial Vehicles
F1C

S30 ENT
107 kW (146 HP) @ 3500 rpm
Euro VI A/C

ON ROAD

SPECIFICATIONS

Thermodynamic Cycle		Diesel 4 stroke
Air Handling		TCA
Bore x Stroke	millimeters	95.8 x 104
Total Displacement	liters	3
Valves per cylinder	number	4
Cooling System		liquid
Direction of Rotation	viewed facing flywheel	CCW
Compression ratio		17.5 : 1
Injection System		ECR
Arrangement		4L

PERFORMANCES

Peak power	kW (HP) @ rpm		107 (146) @ 3500
Peak torque	Nm (kgm) @ rpm		350 (36) @ 1500
High idle speed	rpm		-
Low idle speed	rpm		±-
Minimum starting temperature without auxiliaries		°C	-25°
Oil and oil filter maintenance interval for replacement		kilometer	-

STANDARD CONFIGURATION

Flywheel housing	type		n.a.
Flywheel size	inch		11"
Intake manifold location			middle high / left side
Exhaust manifold location			middle high / right side / back
Turbocharger			Fixed Geometry with Waste Gate valve
Turbocharger location			back / right side
Fan transmission ratio			1.25:1
Distance between fan - crankshaft centers		millimeters	X=-50 Y=180
Fuel filter		number	n.a.
Oil filter		number	single cartridge - left side
Oil sump			suspended sheet steel / front sump
Oil vapours blow-by circuit			close case ventilation
Oil heat exchanger			integrated into the block
Oil filler			on front cover
Starter			12V - 2.5 kW
Alternator			12 V (110 A - 140 A)
Engine stop device			by electronic control unit
Wiring harness			interface wiring loom with accessories
Painting color			n.a.
Air compressor			-
Hydraulic steering pump		liters-minute	-
Maximum torque available from crankshaft pulley		newton-meter	150.000

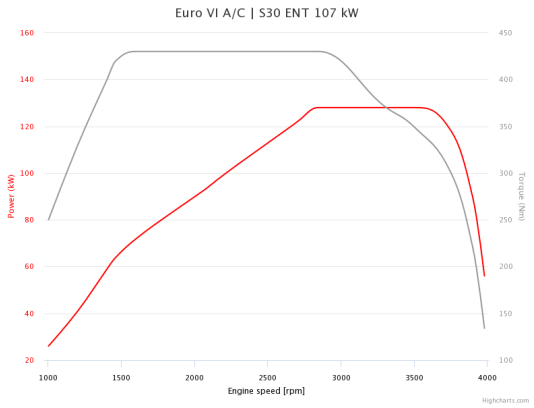
WEIGHT AND DIMENSIONS

Dimensions	LxWxH (mm)	617 x 653 x 798
Dry Weight	Kg	247

DIMENSIONS CAN BE CHANGED ACCORDING TO ENGINE OPTIONS

IMAGES SHOWN ARE FOR ILLUSTRATION PURPOSE ONLY

POWER & TORQUE



NOT INCLUDED IN STANDARD CONFIGURATION

Power Take Off (PTO)		-
PTO - transmission ratio		-
PTO - maximum available torque		- - -
Battery - minimum capacity recommended	Ah	110 Ah (24 V)
Battery - minimum cold cranking capacity recommended	Ah	n.a.

LEGEND

Arrangement
- L (in line)
- V (90° "V" configuration)

Air Handling
- TCA (Turbocharged with aftercooler)
- TC (Turbocharged)
- NA (Naturally Aspirated)

Turbocharger
- WG (Wastegate)
- VGT (Variable Geometry Turbocharger)
- TST (Twin Stage Turbocharge)

Injection System
- M (Mechanical)
- ECR (Electronic Common Rail)
- EUI (Electronic Unit Injector)
- MPI (Multi Point Injection)

Emission standard
- EEV (Enhanced Environmentally friendly Vehicle)

Exhaust System
- EGR (Exhaust Gas Recirculation)
- SCR (Selective Catalytic Reduction)

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

SPECIFICATION SUBJECT TO CHANGE WITHOUT NOTICE

FPT POWERTRAIN TECHNOLOGIES

AFTER TREATMENT SYSTEM

HI-eSCR After Treatment System includes Diesel Oxidation Catalyst (DOC), Diesel Particulate Filter (DPF), Selective Catalytic Reduction (SCR) and Clean-Up Catalyst (CUC)

ON ROAD

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)		EUI (Electronic Unit Injector)	
		TST (Twin Stage Turbocharge)	MPI (Multi Point Injection)	

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