On Road
Buses
N40

N40 ENT
110 kW (150 HP) @ 2500 rpm
Euro V

SPECIFICATIONS

Thermodynamic Cycle		Diesel 4 stroke
Air Handling		TAA
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
Compression ratio		17 : 1
Injection System		ECR
Arrangement		4L

PERFORMANCES

Peak power	kW (HP) @ rpm	110 (150) @ 2500
Peak torque	Nm (kgm) @ rpm	600 (61) @ 1400
High idle speed	rpm	3000
Low idle speed	rpm	±600
Minimum starting temperature without auxiliaries	°C	-15°
Oil and oil filter maintenance interval for replacement	kilometer	-

STANDARD CONFIGURATION

Flywheel housing	type	SAE 2
Flywheel size	inch	n.a.
Intake manifold location		middle high / left side
Exhaust manifold location		middle high / left side / back
Turbocharger		Fixed Geometry with Waste Gate valve
Turbocharger location		center / right side
Fan transmission ratio		n.a.
Distance between fan - crankshaft centers	millimeters	X=0 Y=0
Fuel filter	number	left side
Oil filter	number	single cartridge - right side
Oil sump		cast aluminium / flat sump
Oil vapours blow-by circuit		close case ventilation
Oil heat exchanger		integrated into the block
Oil filler		on valve cover
Starter		24V - 4.5kW
Alternator		24 V - 90 A
Engine stop device		by electronic control unit
Wiring harness		interface wiring loom with accessories
Painting color		grey
Air compressor		-
Hydraulic steering pump	liters-minute	-
Maximum torque available from crankshaft pulley	newton-meter	-

WEIGHT AND DIMENSIONS

Dimensions	LxWxH (mm)	754 x 703 x 835
Dry Weight	Kg	390

DIMENSIONS CAN BE CHANGED ACCORDING TO ENGINE OPTIONS

IMAGES SHOWN ARE FOR ILLUSTRATION PURPOSE ONLY

ON ROAD

POWER & TORQUE

NOT INCLUDED IN STANDARD CONFIGURATION

Power Take Off (PTO)		-
PTO - transmission ratio		1.0:1
PTO - maximum available torque	il B92,1) SAE A 150Nm (11 teeth - ANSI B92,1)	
Battery - minimum capacity recommended	Ah	130 Ah (24 V)
Battery - minimum cold cranking capacity recommended	Ah	24 V - 800 Ah

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

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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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