

# Marine Commercial N67

# N67 220

147 kW

Rating type B: 147 kW (200 HP) @ 2800 rpm

Rating type C: 132 kW (180 HP) @ 2800 rpm

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

## SPECIFICATIONS

Thermodynamic cycle	Diesel 4 stroke	
Air handling	TC	
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	

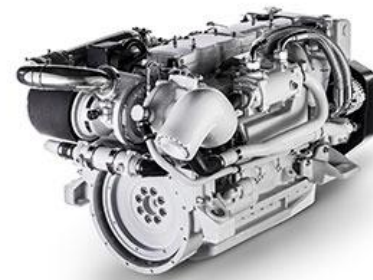
## STANDARD CONFIGURATION

Flywheel housing	type	SAE 3
Flywheel size	inch	11" ½
Air filter	left side	
Turbocharger	Fixed Geometry (water cooled) Turbo (TC)	
Heat exchanger	tube type	
Exhaust gas water mixer - Exhaust cooled elbow	-	
Water charge tank	included	
Fuel filter	number	1 - left side
Fuel prefilter	included (loose)	
Fuel pump	included	
Oil filter	number	1 - left side
Oil sump	aluminium	
Oil vapours blow-by circuit	rear	
Oil heat exchanger	built in the crankcase	
Oil filler	by cylinder head cover	
Starter	12V - 3kW	
Alternator	12 V - 90 A	
Engine stop device	electrical excitation	
Wiring harness	with negative to ground connection	
Painting color	white "ICE"	

## WEIGHT AND DIMENSIONS

Dimensions	LxWxH (mm)	1072 x 749 x 800
Dry Weight	Kg	605

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	120 Ah
Battery - minimum cold cranking capacity recommended	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)	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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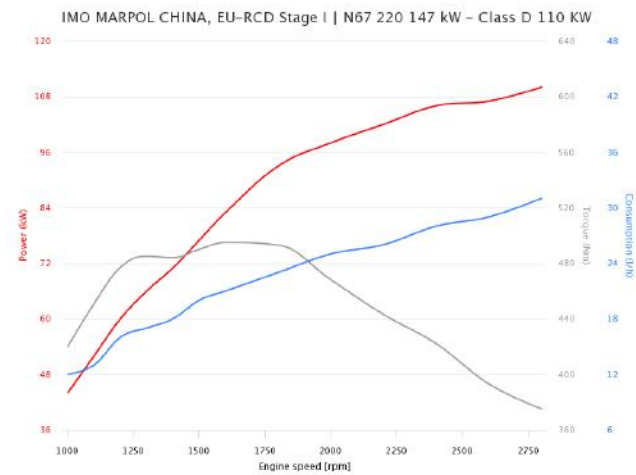
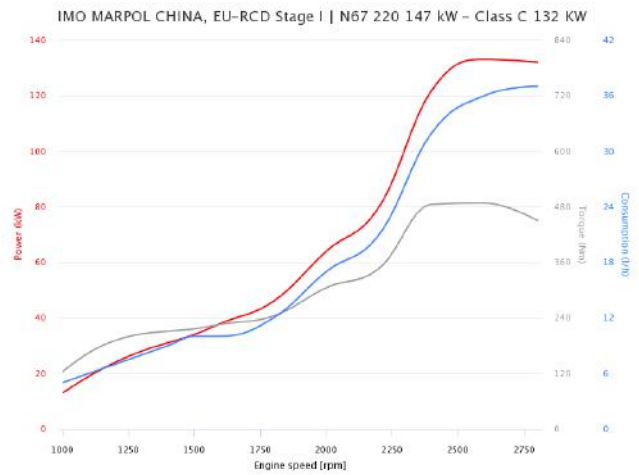
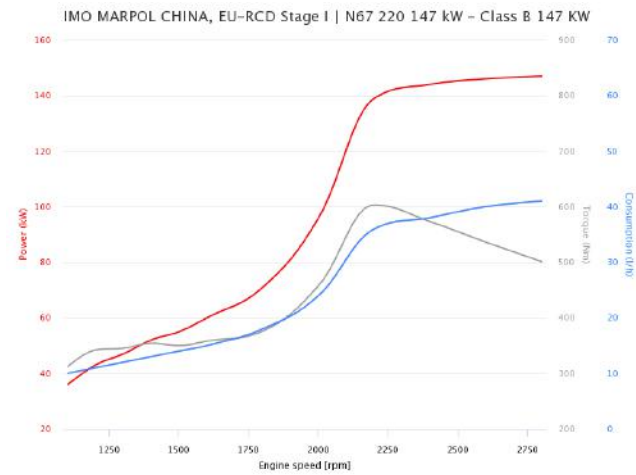


## RATING TYPE

		B	C	D
Maximum power [*]	kW (HP)	147 (200)	132 (180)	110 (150)
At speed	rpm	2800	2800	2800
Maximum no load governed speed at max rating	rpm	-	-	-
Minimum idling speed	rpm	-	-	-
Mean piston speed at rated speed	m/s	-	-	-
BMEP at max power	bar	-	-	-
Specific fuel consumption at full load (best value)	g/kWh @ rpm	213,8 @ 1800	218,7 @ 2400	211,2 @ 1800
Oil consumption at max rating	(% of fuel cons.)	-	-	-
Minimum starting temperature without auxiliaries	°C	-	-15°	-
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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