

Marine Pleasure N67

N67 450 E

331 kW

Rating type A1: 331 kW (450 HP) @ 3000 rpm

Rating type A2: 309 kW (420 HP) @ 3000 rpm

Rating type B: 272 kW (370 HP) @ 3000 rpm

Rating type C: 258 kW (350 HP) @ 3000 rpm

SPECIFICATIONS

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

STANDARD CONFIGURATION

Flywheel housing	type	SAE 3
Flywheel size	inch	11" ½
Air filter	rear side	
Turbocharger	Waste Gate (water cooled) Turbo with Aftercooler (TCA)	
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 - right side
Oil sump	aluminium	
Oil vapours blowby 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	by electronic central unit	
Wiring harness	with negative to ground connection	
Painting color	white "ICE"	

WEIGHT AND DIMENSIONS

Dimensions	LxWxH (mm)	1089 x 724 x 788
Dry Weight	Kg	600

DIMENSIONS CAN BE CHANGED ACCORDING TO ENGINE OPTIONS



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)	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

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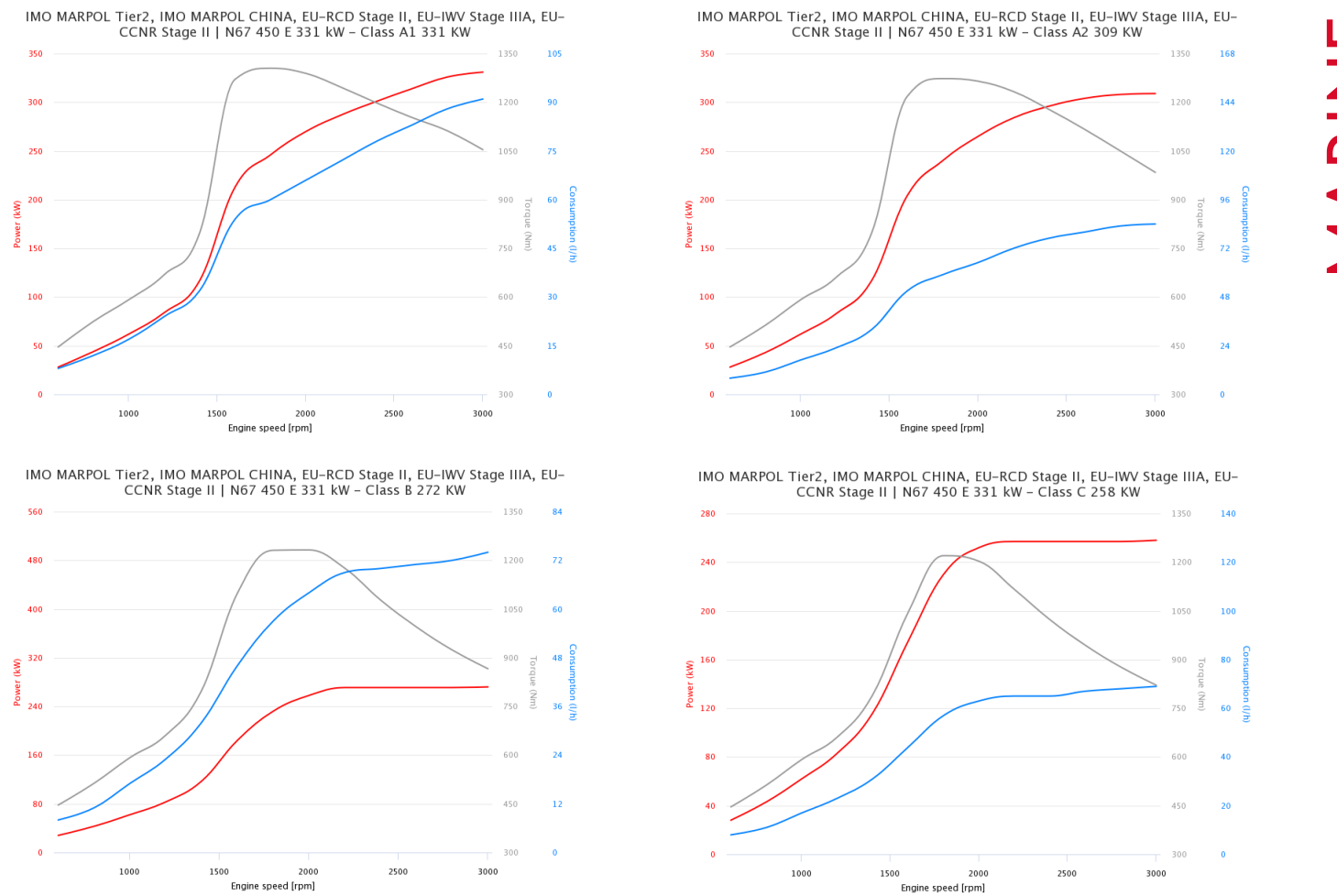
SPECIFICATION SUBJECT TO CHANGE WITHOUT NOTICE



RATING TYPE		A1	A2	B	C
Maximum power [*]	kW (HP)	331 (450)	309 (420)	272 (370)	258 (350)
At speed	rpm	3000	3000	3000	3000
Maximum no load governed speed at max rating	rpm	3150	3150	3150	3150
Minimum idling speed	rpm	600	600	600	600
Mean piston speed at rated speed	m/s	13.2	13.2	13.2	13150
BMEP at max power	bar	25.2	24.1	23.5	23
Specific fuel consumption at full load (best value)	g/kWh @ rpm	231 @ 3000	228 @ 3000	227 @ 3000	225 @ 3000
Oil consumption at max rating	g/kWh @ rpm		= 0.2		
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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