## **OFFROAD**

# **CURSOR SERIES**

SPECIFICATIONS	
Thermodynamic Cycle	Diesel 4 stroke
Air Handling	TAA
Arrangement	6L
Bore x Stroke (mm)	13.5 X 150
Total Displacement (I)	12.88
Valves per cylinder (n°)	4
Cooling System	liquid
Direction of Rotation (viewed facing flywheel)	CCW
Compression ratio	16.5:1
Injection System	EUI

PERFORMANCE	
Rated power [*] (kW (HP) @ rpm)	350 ( 476 ) @ 2100
Peak torque (Nm (kgm) @ rpm)	2140 (218) @ 1400
High idle speed (rpm)	-
Low idle speed (rpm)	
Minimum starting temperature without auxiliaries (°C)	-15 °
Oil and oil filter maintenance interval for replacement [***] (hours)	600

Flywheel housing (type)SAE 1 - aluminumFlywheel size (inch)14Intake manifold locationmiddle high / right side frontwarcExhaust manifold locationmiddle high / left side backwarcTurbochargerfixed geometrTurbocharger locationmiddle / left side backwarcTurbocharger locationmiddle / left side frontwarcTurbocharger locationmiddle / left side backwarcTurbocharger location1.36: 1.36:Distance between fan - crankshaft centers (mm)X = 0 Y = 22 included, supplied loosFuel filter (n°)single cartridge - right s included, supplied loos high pressure pum (H.P.POil filter (n°)dual cartridge - left side suspended sheet steel front sumOil vapours blow-by circuitclose case ventilatio oincorporated into the bloc oil filler on valve cover Lift pump		
Flywheel size (inch)14Intake manifold locationmiddle high / right side frontwardExhaust manifold locationmiddle high / left side backwardTurbochargerfixed geomete middle / left sid backwardTurbocharger locationmiddle / left sid backwardTurbocharger locationmiddle / left sid 1.36:Distance between fan - crankshaft centers (mm) $X = 0 Y = 22$ included, supplied loos high pressure pum (H.P.P)Fuel filter (n°)single cartridge - right s included, supplied loos high pressure pum (H.P.P)Oil filter (n°)dual cartridge - left sid included, supplied loos high pressure pum (H.P.P)Oil filter (n°)close case ventilatio front sumOil vapours blow-by circuitclose case ventilatio incorporated into the blo oil filler on valve cover Lift pump	STANDARD CONFIGURATION	
Intake manifold locationmiddle high / right side frontwardExhaust manifold locationmiddle high / left side backwardTurbochargerfixed geometrTurbocharger locationmiddle / left side backwardTurbocharger locationmiddle / left side backwardFan transmission ratio1.362Distance between fan - crankshaft centers (mm) $X = 0 Y = 22$ Fuel filter (n°)single cartridge - right sFuel prefilterincluded, supplied loosFuel Pumphigh pressure pum (H.P.P)Oil filter (n°)dual cartridge - left side included, supplied loosOil sumpsuspended sheet steel front sumOil vapours blow-by circuitclose case ventilatioOil vapours blow-by circuiton valve cover incorporated into the blocOil filleron valve coverLift pumpon valve cover	Flywheel housing (type)	SAE 1 - aluminium
frontward     Exhaust manifold location   middle high / left side     Turbocharger   fixed geometr     Turbocharger location   middle / left side     Fan transmission ratio   1.36:     Distance between fan - crankshaft centers (mm)   X = 0 Y = 22     Fuel filter (n°)   single cartridge - right s     Fuel prefilter   included, supplied loos     Fuel Pump   high pressure pum (H.P.P)     Oil filter (n°)   dual cartridge - left side     Oil sump   suspended sheet steel     front sum   close case ventilation     Oil vapours blow-by circuit   close case ventilation     Oil heat exchanger   incorporated into the bloc     Oil filler   on valve cover		14"
Exhaust manifold locationmiddle high / left side backwardTurbochargerfixed geometre Turbocharger locationTurbocharger locationmiddle / left side ackwardTurbocharger locationmiddle / left side sideFan transmission ratio1.36: T.36:Distance between fan - crankshaft centers (mm) $X = 0 Y = 22$ included, supplied loos Fuel prefilterFuel prefilterincluded, supplied loos Fuel PumpOil filter (n°)dual cartridge - left side Suspended sheet steel front sumOil filter (n°)dual cartridge - left side oil sumpOil vapours blow-by circuitclose case ventilatio incorporated into the bloc oil fillerOil filleron valve cover uift pump	Intake manifold location	middle high / right side /
Instant of the section		frontwards
Turbochargerfixed geometrTurbocharger locationmiddle / left sidFan transmission ratio1.36:Distance between fan - crankshaft centers (mm) $X = 0 Y = 22$ Fuel filter (n°)single cartridge - right sFuel prefilterincluded, supplied loosFuel Pumphigh pressure pum (H.P.P)Oil filter (n°)dual cartridge - left sidOil sumpsuspended sheet steel front sumOil vapours blow-by circuitclose case ventilatioOil heat exchangerincorporated into the blo on valve coverLift pumpunderstand	Exhaust manifold location	middle high / left side/
Turbocharger location   middle / left sid     Fan transmission ratio   1.36:     Distance between fan - crankshaft centers (mm)   X = 0 Y = 22     Fuel filter (n°)   single cartridge - right s     Fuel prefilter   included, supplied loos     Fuel Pump   high pressure pum (H.P.P     Oil filter (n°)   dual cartridge - left sid     Oil sump   suspended sheet steel front sum     Oil vapours blow-by circuit   close case ventilatio     Oil heat exchanger   incorporated into the blog     Oil filler   on valve cover		backwards
Fan transmission ratio1.36:Distance between fan - crankshaft centers (mm) $X = 0 Y = 22$ Fuel filter (n°)single cartridge - right sFuel prefilterincluded, supplied loosFuel Pumphigh pressure pum (H.P.P)Oil filter (n°)dual cartridge - left sidOil sumpsuspended sheet steel front sumOil vapours blow-by circuitclose case ventilatioOil heat exchangerincorporated into the bloOil filleron valve cover		fixed geometry
Distance between fan - crankshaft centers (mm) $X = 0$ Y = 22 (mm)Fuel filter (n°)single cartridge - right s included, supplied loos high pressure pum (H.P.P)Oil filter (n°)dual cartridge - left sid Oil sumpOil filter (n°)dual cartridge - left sid front sumOil vapours blow-by circuitclose case ventilatio incorporated into the blo on valve cover Lift pump		middle / left side
(mm)     Fuel filter (n°)   single cartridge - right s     Fuel prefilter   included, supplied loos     Fuel Pump   high pressure pum (H.P.P     Oil filter (n°)   dual cartridge - left sid     Oil sump   suspended sheet steel front sum     Oil vapours blow-by circuit   close case ventilatio     Oil heat exchanger   incorporated into the blow     Oil filler   on valve cover     Lift pump   on valve cover	Fan transmission ratio	1.36:1
Fuel filter (n°)   single cartridge - right s     Fuel prefilter   included, supplied loos     Fuel Pump   high pressure pum (H.P.P     Oil filter (n°)   dual cartridge - left sid     Oil sump   suspended sheet steel front sum     Oil vapours blow-by circuit   close case ventilatio     Oil heat exchanger   incorporated into the blo     Oil filler   on valve cove     Lift pump   on valve cove	Distance between fan - crankshaft centers	X = 0 Y = 225
Fuel prefilter   included, supplied loos     Fuel Pump   high pressure pum (H.P.P     Oil filter (n°)   dual cartridge - left sid     Oil sump   suspended sheet steel front sum     Oil vapours blow-by circuit   close case ventilatio     Oil heat exchanger   incorporated into the blow     Oil filler   on valve cover     Lift pump   on valve cover		
Fuel Pump   high pressure pum (H.P.P     Oil filter (n°)   dual cartridge - left sid     Oil sump   suspended sheet steel     Oil vapours blow-by circuit   close case ventilatio     Oil heat exchanger   incorporated into the blog     Oil filler   on valve cover     Lift pump   on valve cover		single cartridge - right side
Oil filter (n°)   dual cartridge - left sid     Oil sump   suspended sheet steel     Oil vapours blow-by circuit   close case ventilatio     Oil heat exchanger   incorporated into the blog     Oil filler   on valve cover     Lift pump   on valve cover	•	
Oil filter (n°)   dual cartridge - left sid     Oil sump   suspended sheet steel     front sum   front sum     Oil vapours blow-by circuit   close case ventilatio     Oil heat exchanger   incorporated into the blog     Oil filler   on valve cove     Lift pump   on valve cove	Fuel Pump	
Oil sump suspended sheet steel   Oil vapours blow-by circuit close case ventilation   Oil heat exchanger incorporated into the blow   Oil filler on valve cover   Lift pump on valve cover		(H.P.P.)
front sum Oil vapours blow-by circuit close case ventilatio Oil heat exchanger incorporated into the blo Oil filler on valve cove Lift pump		
Oil vapours blow-by circuit close case ventilation   Oil heat exchanger incorporated into the blow   Oil filler on valve cover   Lift pump on valve cover	Oil sump	
Oil heat exchanger incorporated into the blo Oil filler on valve cove Lift pump		front sump
Oil filler on valve cove		
Lift pump		
		on valve cover
		24 V - 5.5 kW
		24 V - 90 A
		by electronic control unit
ъ – – – – – – – – – – – – – – – – – – –	Wiring harness	interface wiring loom with
		accessories
Painting color gre	Painting color	grey

[\*] Power at flywheel according to 2004/26 EC (without fan), after 50 hours running, 3% tolerance, fuel Diesel EN 590. [\*\*] Oil type: ACEA E3 - E5.

#### Legend

Arrangement L (in line)

Air Handling TAA (Turbocharged with aftercooler) TC (Turbocharged) NA (Naturally Aspirated)

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

FOR INFORMATION ON THE AVAILABLE RATINGS NOT LISTED IN THIS DOCUMENT PLEASE CONTACT THE FPT INDUSTRIAL SALES NETWORK OR

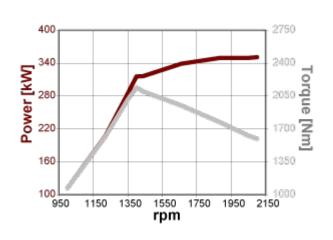
Injection System M (Mechanical): ECR (Electronic Common Rail) EUI (Electronic Unit Injector)

EEV (Enhanced Environmentally friendly Vehicle)

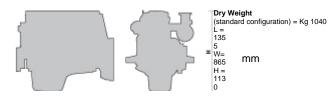
Exhaust System EGR (Exhaust Gas Recirculation) SCR (Selective Catalytic Reduction)



#### **C13 ENT 350KW** 350 KW(476 HP) @ 2100 RPM 2140 NM(218 KGM) @ 1400 RPM **STAGE IIIA / TIER 3**



#### WEIGHT AND DIMENSIONS



### NOT INCLUDED IN STANDARD CONFIGURATION

Power Take Off (PTO)	-
PTO - transmission ratio	1.36:1
PTO - maximum available torque	SAE A 150 Nm (9 teeth
	ANSI B92,1)
	SAE B 150 Nm (13
	teeth ANSI B92,1)
	SAE B 200 Nm
	(grooved DIN 5482)
Battery - minimum capacity	180 Ah (24 V)
recommended [*] (Ah)	100 All (24 V)
Battery - minimum cold cranking	800 A (24 V)
capacity recommended [*] (A)	300 A (24 V)

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Emission Standard

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