



F36ETVP03.A85

G-DRIVE STAGE V



Brochure main description		@1500rpm	@1800rpm
Application & simbol		Power Generation	
Engine identification main		F36	
Engine identification rating	kW	85	94
Engine features		PG G-Drive	
Emission feature		Stage V	
Main characteristics		@1500rpm	@1800rpm
Emission certification		Stage V	
Commercial code (for order)		F36ETVP03.A85	
Technical code (original plant engine code, on engine block)		F5MGL415B*V001	
Technical homologation code		F5MGL415B*V	
Stand-by power (gross) [mech]	kW	85	94
Specific power	kW/l	23,6	26,1
Electric commercial power (estimation alternator power output)	kWe [kVA]	75 [94] (generator efficiency 0,91)	82 [102] (generator efficiency 0,91)
BMEP	bar	18,9	17,5
Oil consumption on mission (average)	% fuel consumption	0,25	
Cycle		diesel - 4 stroke	
Air charging system pattern		Turbocharged aftercooled	
Number of cylinder		4	
Configuration (cylinder arrangement)		in line	
Bore	mm	102	
Stroke	mm	110	
Stroke / Bore		1,07	
Displacement	l	3,6	
Unit Displacement	l	0,90	
Bore pitch	mm	110	
Valves per cylinder		4	
Cooling system type		liquid	
Direction of rotation (looking flywheel)		anti-clockwise	
Compression ratio		18,5 : 1	
Firing order		1 - 3 - 4 - 2	
Injection type		direct - electronic common rail	
Be10		8000 h	
Cylinder Head		N/A	
Single / Multiple		single	
Material		cast iron	
Head air circulation		reverse-flow	
Intake valve dia.	mm	32,5	
Exhaust valve dia.	mm	32,5	
Camshaft		N/A	
Layout		OHV	
Cam carrier		on cylinder block	
Material and Heat treatment		C53 bon - hardness 55 hrc on cammes	
Valve train		OHV valve train with valve pushrod and lower camshaft	
Drivetrain (timing system)		gear tappet	
Valve actuation		tappet & push rod	



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Main characteristics		@1500rpm	@1800rpm
Variable valve actuation system			no
Cylinder block (crankcase)			No Structural
Material of cylinder block			cast iron
Type of liners			parent metal cylinder block
Liners replaceable; (slip fit or interference fit)			no
Bearing caps			machined cast iron
Crankcase Ventilation			closed
Oil separator			centrifugal
Crankshaft & counterweights			N/A
Material			GH 90-52-05 AS 15-2218
Acceptable Inertia (clutch)	kgm ²		0,8
Balancing			N/A
Turbocharger & EGR system			N/A
Turbocharger type			fixed geometry with wastegate valve
Turbocharger supplier			BorgWarner
Turbocharger control			WG pneumatic control
Pressure after turbocharger compressor	mbar		2600
Max turbine inlet temperature	°C		710 °C cont. / 760 °C peak
Temperature after turbocharger compressor	°C		N/A
Method of cooling the turbocharger			oil lubricated
Turbo protection devices			wastegate and ECU derating
EGR type			yes
EGR control strategy			external cooled EGR
Valve			Ø 21
Cooler			water cooler
Control			from engine ECU
Air mass measurement			no
Exhaust flap			N/A
Switchability (1500-1800 rpm)			N/A
Emission level 1500 rpm			Tier4B_StageV
Emission level 1800 rpm			Tier4B_StageV
Front power take off			N/A
Power take off on gear train			N/A
References values			N/A
Engine dimension LxWxH (indicative values)	mm		783 x 677 x 855
G-Drive Dimension LxWxH (indicative values)	mm		1110 x 735 x 1050
Max permissible engine inclination	deg		35
Engine Weight - Dry (no fluids, value purely indicative)	kg		330
Engine Weight - Wet (with fluids, value purely indicative)	kg		365
G-Drive Weight - Dry (no fluids, value purely indicative)	kg		450
G-Drive Weight - Wet (with fluids, value purely indicative)	kg		470
Center of gravity (FFOB or RFOB according to picture, standard engine layout)	mm		x = - 8 ; y = 140 ; z = 190
Principal moment of inertia (reference on center of gravity ,standard engine layout)	kgm ²		I1 = 14 kgm ² ; I2 = 23 kgm ² ; I3 = 27
Center of gravity (FFOB or RFOB according to picture, standard IPU/G-Drive layout)	mm		x = 6 ; y = 168 ; z = - 281



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Main characteristics		@1500rpm	@1800rpm
Principal moment of inertia (reference on center of gravity ,standard IPU/G-Drive layout)	kgm ²	I1 = 21 kgm ² ; I2 = 32 kgm ² ; I3 = 40	
Principal moment of inertia (reference matrix based on center of gravity,standard IPU/G-Drive layout)	kgm ²	N/A	
Mass moment of inertia - rotating components (excluding flywheel)	kgm ²	N/A	
Mass moment of inertia - standard flywheel	kgm ²	1,189	
Bending moment on the flywheel housing	Nm	N/A	
Flywheel housing SAE sizing		N/A	
Flywheel SAE sizing		N/A	
Max static mounting surface load	N	N/A	
Crankshaft thrust bearing pressure limit		N/A	
Intermittent load:	MPa	N/A	
Continuous load:	MPa	N/A	
Rear main bearing load	MPa	N/A	
Max bending moment available from front of the crankshaft:		N/A	
0 deg	Nm	100	
90 deg	Nm	300	
180 deg	Nm	300	
Environmental operating conditions		N/A	
Max altitude for declared performances	m	1000	
Max ambient temperature for declared performances	°C	40	
Min guaranteed temperature for cold start w/o any aid (stand alone engine)	°C	- 15 (with glow plugs)	
Min guaranteed temperature for cold start with Air Heater (stand alone engine)	°C	- 23 (with glow plugs and fuel heater)	
Min guaranteed temperature for cold start with grid heater and block heater (stand alone engine)	°C	- 32 (with glow plugs, fuel heater and block heater)	
Low idle continuous operation time (reccomended)	h	N/A	
Engine performance [*]		N/A	
Continuous power (gross) [mech]	kW	68	75,2
Prime power (gross) [mech]	kW	85	94
Stand-by power (gross) [mech]	kW	93,5	103,4
Fan consumption [mech]	kW	3,36	5,8
Continuous power (net) [mech]	kW	65,3	70,6
Prime power (net) [mech]	kW	81,6	88,2
Stand-by power (net) [mech]	kW	90,1	97,6
Typical generator output		[typical generator efficiency 0,91]	[typical generator efficiency 0,91]
Generator available power @ Prime power	kW	74,3 (generator efficiency 0,91)	80,3 (generator efficiency 0,91)
Generator available power @ Stand by	kW	82 (generator efficiency 0,91)	88,8 (generator efficiency 0,91)
Power limitation according to ambient conditions		N/A	
Ambient temperature above xx°C	%/5°C (xx°C)	2	
Altitude > 1000 < 3000m above sea level	%/500m	3	
Altitude > 3000m above sea level	%/500m	6	
Power limitation due to safety protections		N/A	
Pre-Warning: first advice of high coolant temperature [**]. Switch-on of the amber lamp	°C	104	
Warning: second advice of high coolant temperature [**]. Switch-on of the red lamp	°C	110	



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Start of derating	°C	108
Altitude level: gradual reduction of transient response by smoke map correction from	m	2000
Fuel temperature	°C	70
Intake manifold air temperature	°C	70
ATS Max gas inlet temperature	°C	600
Max allowed exhaust temperature	°C	740°C (760 peak)
Turbine overheating protection	°C	N/A
Turbine overspeed protection	rpm	N/A
Oil temperature protection	°C	125
Oil pressure protection (min engine rpm)	bar	N/A

Fuel System

Fuel density	kg/l	0,84
Injection system type		electronic common rail
Injection pump manufacturer		BOSCH
Injection model type		common rail
Injection model pump		CP4N1
Injection pressure	bar	1600
Injector		CRI 2-160HW
Injector installation (sleeve, sealing flat or conical)		sealing flat
Injector nozzle		8 x 350
Engine fuel compatibility		See dedicated GOLD Book document on fluids
Feed pump on engine		integrated in high pressure pump
Max fuel flow supply line	l/h	N/A
Nominal feed pressure	bar	1
Fuel filter		single Cartridge on left side
Fuel filter clogging sensor		no
Max continuous allowable fuel temperature (without derating)	°C	70
Max relative pressure at gear pump inlet	bar	N/A
Min relative pressure at gear pump inlet	bar	N/A
Max back flow relative pressure	bar	N/A
Max back flow restriction	bar	N/A
Max heat rejection to return fuel	kW	N/A
Max fuel flow return line	kg/h	@1500: 18 kg/h @1800: 19,6 kg/h
Min fuel tank venting requirement	m³/h	N/A
Prefilter / Water separator micron size	µm	>99% @ 30

Air Intake System

		@1500rpm	@1800rpm
Aftercooling system type		air to air	
RoA (Temperature raise between ambient and inlet to engine)	°C	10	
Filter air intake temperature (warm air ricirculatuion)	°C	40	
Max intake manifold temperature	°C	50	
Compressor inlet pressure (with new air filter)	hPa	> - 50	
Compressor inlet pressure (with dirty air filter)	hPa	> - 65	
Air filter type		cartridge	
Loads on turbocharger on compressor intake	kg	0	
Loads on turbocharger on compressor outlet	kg	0	
Charge air flow (max)	kg/h	350	414



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Exhaust System		@1500rpm	@1800rpm
Max back pressure (after exhaust flap) @ rated power with clean system	hPa	220	
Max mechanical load on turbine flange	kg	0	
Max exhaust temperature After Treatment System	°C	740 °C cont. / 760 peak	
Max exhaust flow rate	kg/h	366 (1500rpm) ; 432 (1800rpm)	
Energy to exhaust	kW	57	61,3

After Treatment System	
After Treatment System	DOC + DPF + SCR-T
POC	not installed
DPF	yes
DOC	yes
SCR	yes
Urea Dosing System	yes
AdBlue mixer	yes
ATS sensors	DeltaP / 2x Temperature sensor Us/Ds DOC / 2x Temperature sensor Us/Ds SCRT / 2x Nox Sensor Us/Ds SCRT
DPF regeneration strategy	active and passive

Lubrication System		
Oil sump capacity, max level	l	8
Oil sump capacity, min level	l	6,5
Oil system capacity including filter	l	9
Oil pump type		gear pump
Oil pump drive arrangement		driven by gear
Min oil pump flow	l/min	N/A
Max oil pump flow (@rated speed)	l/min	70
Min oil pressure @ low idle (engine oil temp at 120°C)	kPa (bar)	N/A
Min oil pressure @ rated speed (engine oil temp at 120°C)	kPa (bar)	N/A
Max oil pressure @ rated speed (engine oil temp at 120°C)	kPa (bar)	N/A
Max oil temperature @ full load (in main gallery)	°C	125
Max oil pressure peak on cold engine	bar	N/A
Oil cooler type		water cooled
Transducer for indicating oil temperature and pressure		signal from ECU
Max engine angularity - longitudinal / transversal (std oil pan)	deg	35
Allowed engine gradability during installation on vehicle	deg	± 4
Oil servicing intervals	h	600
Oil filter type		spin-on cartridge
Oil filter capacity	l	0,5
Max oil content admitted in blow by gas (after filter)	g/h	< 0,5
Oil for cold condition mission (T° ambient < -25°C)		see dedicated GOLD Book document on fluids

Cooling system		@1500rpm	@1800rpm
Type (water to water or air to water)		air to water	
Recommended coolant		50% water and 50% coolant (depending on mission)	
Min radiator cap pressure	kPa	100	
Warnig setting first threshold	°C	106	



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Cooling system		@1500rpm	@1800rpm
Max additional restriction (cooling system)	Pa		N/A
Air to boil (prime power, open genset configuration). For further information see GB document	°C		N/A
Air flow (prime power, open genset configuration)	m³/s	N/A	
Air to boil (stand by, open genset configuration). For further information see GB document	°C		N/A
Air flow (stand by, open genset configuration)	m³/s	N/A	
EGR Cooler water flow (for ΔT=6°C)	l/s		N/A
LP-CAC water flow (for ΔT=6°C)	l/s		N/A
Fan			N/A
Diameter	mm		550
Number of blades			10
Drive ratio			1,3
Speed		@1500rpm:1950rpm ; @1800rpm:2340rpm	
Air flow		@1500rpm:2,5 m3/s ; @1800rpm:3 m3/s	
Power consumption		@1500rpm:3,36kW ; @1800rpm:5,8kW	
Radiator			N/A
Core dimensions LxWxh	mm	625 x 267,5 x 840	
Dry weight	kg	44,5	
Radiator coolant capacity	l	5,5	
Optimum coolant temperature range @engine out (50% glycol)	°C	N/A	
Engine Water pump Type		centrifugal pump	
Engine water pump drive		driven by belt	
Coolant capacity (engine only)	l	5	
Coolant capacity (radiator & hoses)	l	7	
Thermostat type		wax type	
Thermostat position		on cylinder head	
Thermostat opening / fully open temperature	°C	79 ± 2 / 94 ± 2	
Recommended coolant circuit pressurization range (relative)	hPa	N/A	
Coolant engine pressure outlet – inlet (delta pressure, open thermostat, high idle conditions)	hPa	@1500 rpm:125,8 hPa ; @1800 rpm:164,8	
Coolant water pump inlet pressure (water temperature 60-100°C)	hPa	N/A	
Coolant flow to radiator @rated speed	l/h	N/A	
Min coolant expansion space (% total cooling system capacity)	%	N/A	
Max coolant flow to accessories @ rated speed from cab heater	l/min	N/A	
Engine out coolant to ambient @rated speed	delta °C	60,5	
Engine out coolant to ambient @torque speed	delta °C	N/A	
Charge air cooler outlet to ambient @max rpm - CAC dT	delta °C	N/A	
Pump water flow	l/min	102	117

Electrical, Electronic and Control Systems

System voltage	V	12	
Engine control unit		MD1CS069	
ECU software		P1738_MD1CS069_500.a2l	
ECU Vehicle connection		with CAN line	
ECU operating range	°C	- 40 + + 125	
Temperature of ECU case for <5' after power up	°C	85	



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Electrical, Electronic and Control Systems

ECU rated continuous temperature	°C	80
ECU communication protocol		SAE J1939
Min power supply for ECU operation	V	10
Max power supply for ECU operation	V	16
Battery wire connection resistance value @20°C (from battery to ECU)	mΩ	≤ 70
Diagnostic connector type		ISO 14229
Min cranking speed TDC @-30°C	rpm	70
Average cranking speed	rpm	110
N° tooth pinion/crown gear		10 / 126
Min battery voltage	V	N/A
Mean battery voltage	V	N/A
Min battery current	Ah	TBC
Mean battery current	Ah	101
Max starting circuit resistance (to starter)	mΩ	< 70

Cold starting

Without air preheating	°C	- 15
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Emission gaseus and particulales

NOx (Oxides of nitrogen) [NRSC]	g/kWh	see homologation certificate
HC (Hydrocarbons) [NRSC]	g/kWh	see homologation certificate
NOX+HC [NRSC]	g/kWh	see homologation certificate
CO (Carbon monoxide) [NRSC]	g/kWh	see homologation certificate
PM (Particlutes) [NRSC]	g/kWh	see homologation certificate
CO2 (Carbon Dioxide) [NRSC]	g/kWh	see homologation certificate
NOx (Oxides of nitrogen) [NRTC]	g/kWh	see homologation certificate
HC (Hydrocarbons) [NRTC]	g/kWh	see homologation certificate
NOX+HC [NRTC]	g/kWh	see homologation certificate
CO (Carbon monoxide) [NRTC]	g/kWh	see homologation certificate
PM (Particlutes) [NRTC]	g/kWh	see homologation certificate
CO2 (Carbon Dioxide) [NRTC]	g/kWh	see homologation certificate

Maintenance

Oil drain interval		600h
Oil filter change		600 h
Oil refilling time		daily check to evaluate oil refill necessity
Approved engine oil specifications		N/A
CCV filter change		1800 h
Fuel filter change		600 h
Fuel pre-filter change		600 h
Belt replacement		3000 h
Valve lash check /adjustment		for life
AdBlue filter Change		see dedicated GOLD Book document on fluids
DPF filter service		600 h
Coolant change		3000 h

Engine Noise

Overall sound pressure (engine only)	dBA	92,5
Overall sound pressure (with accessories only)	dBA	N/A



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Engine Noise

Exhaust noise (w/o Muffler)	dBA	N/A	
Noise spectrum (octave analysis performed at the position of maximum noise) - diagram	Table dB-Hz	N/A	
A-weight sound power level LW function of power (value calculated respecting standard ISO 3744 and 3746. For further information see GB document)		N/A	
0% (no load)	dBA	N/A	
75% (partial load)	dBA	N/A	
100% (full load)	dBA	N/A	
110% (overload)	dBA	N/A	

Step Load (for further information see GB document)

		@1500rpm	@1800rpm
G1 (% of PrP)	%	N/A	N/A
G2 (% of PrP)	%	N/A	N/A
G3 (% of PrP)	%	N/A	N/A
Removal load (G1)	%	N/A	N/A
Removal load (G2)	%	N/A	N/A
Removal load (G3)	%	N/A	N/A
Emergency (xxx)	%	N/A	N/A
Emergency (xxx)	%	N/A	N/A
Emergency (xxx)	%	N/A	N/A

Maximum Rating Performance Data

		@1500rpm	@1800rpm
Torque	Nm	541	500
Ambient Temperature	°C	25	25
EGR Rate	%	<10	<10
Fuel Flow	g/s	5	5,5
Fuel consumption (BSFC) (prime power)	(kg/h) [g/kWh]	[205]	[204]
Fuel consumption (BSFC) (stand by)	(kg/h) [g/kWh]	[208]	[207]
Fuel consumption (BSFC) (80% prime power)	(kg/h) [g/kWh]	[205]	[204]
Fuel consumption (BSFC) (50% prime power)	(kg/h) [g/kWh]	[210]	[218]
Fuel consumption (BSFC) (25% prime power)	(kg/h) [g/kWh]	[246]	[257]
AdBlue consumption (prime power)	% of fuel cons	4,2	4
AdBlue consumption (stand by)	% of fuel cons	4,2	4
AdBlue consumption (80% prime power)	% of fuel cons	5	5,4
AdBlue consumption (50% prime power)	% of fuel cons	6,7	5,6
AdBlue consumption (25% prime power)	% of fuel cons	4,2	3
Exhaust Gas Flow	kg/h	366	432

Design air handling system data

		@1500rpm	@1800rpm
EGR flow	kg/h	42,7	60,4
EGR pressure	kPa	257,2	289,1
Boost pressure (compressor outlet)	kPa	250,9	260,2
Pressure drop on charge air cooling system	kPa	7	6,4
Max temperature after HP-Compressor	°C	N/A	
Boost temperature (includes EGR effect)	°C	150	156,3
ATS back pressure	kPa	114,6	118,7
Exhaust Gas Temp between HP-TC	°C	N/A	
Max Exhaust Gas Temp (after TC)	°C	491,7	456,6
Max admitted back pressure after SCR	kPa	N/A	



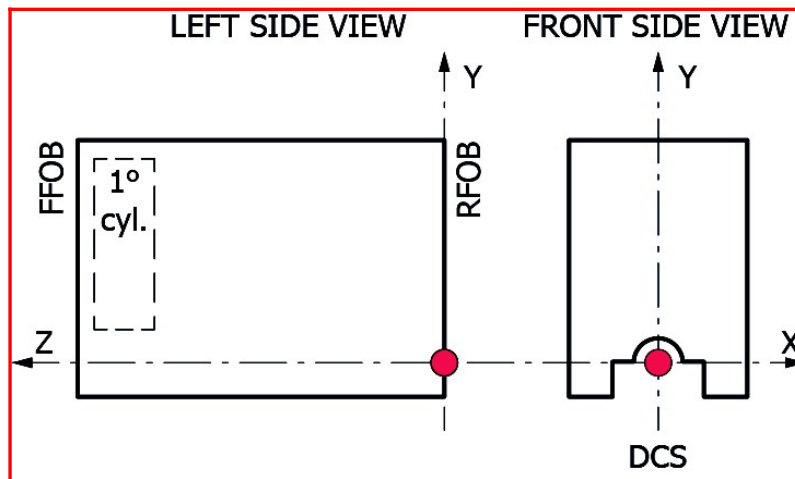
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Design air handling system data		@1500rpm	@1800rpm
Max admitted back pressure after TC	kPa	114,6	118,7
Power engine coolant without EGR & CAC (prime power)	kW [kcal/kWh]	N/A	
Power engine coolant without EGR & CAC (stand by)	kW [kcal/kWh]	N/A	
Power high Temperature EGR Cooler (engine water) (prime power)	kW [kcal/kWh]	N/A	
Power high Temperature EGR Cooler (engine water) (stand by)	kW [kcal/kWh]	N/A	
Power to coolant due to EGR LP-Circuit (prime power)	kW [kcal/kWh]	N/A	
Power to coolant due to EGR LP-Circuit (stand by)	kW [kcal/kWh]	N/A	
Total Power to coolant (prime power)	kW [kcal/kWh]	45	48,4
Total Power to coolant (stand by)	kW [kcal/kWh]	50,2	53,7
Total pump water flow	l/s	1,7	1,95
Radiator Coolant Flow (5% less if continuous deaerating system, coolant according to FPT norms)	l/min	N/A	
EGR Cooler water flow (for $\Delta T=6^{\circ}\text{C}$)	l/s	N/A	
LP-CAC water flow (for $\Delta T=6^{\circ}\text{C}$)	l/s	N/A	
Power in CAC (air to air) (prime power)	kW [kcal/kWh]	9,6	11,2
Power in CAC (air to air) (stand by power)	kW [kcal/kWh]	15,1	10,3
Power Radiated	kW	11,7	12,9
Charge Air Flow	g/s	95,6	113,3
[*] Power at flywheel according dir. 97/68 EC (w/o fan), after 50 hours of run-in, tolerance $\pm 5\%$, fuel EN 590; Test according ISO 3046/1, turbo air inlet temperature 25°C , atmospheric pressure 100 kPa, humidity 30 %		N/A	
[**] according to temperature sensor tolerance		N/A	

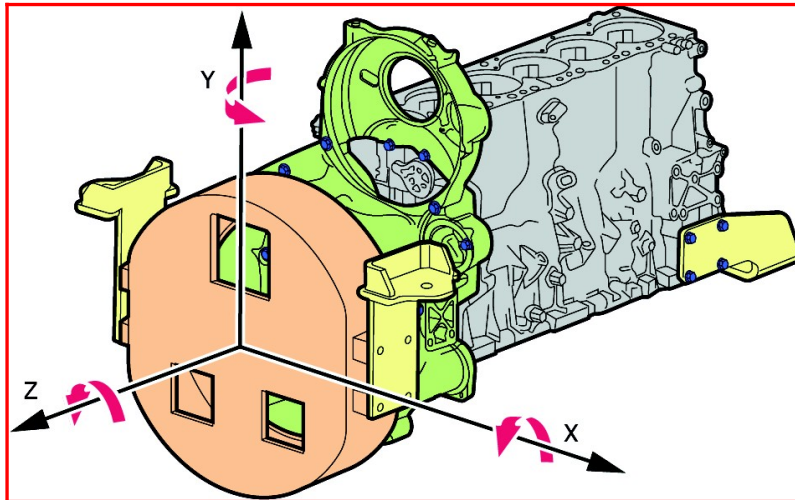
Images



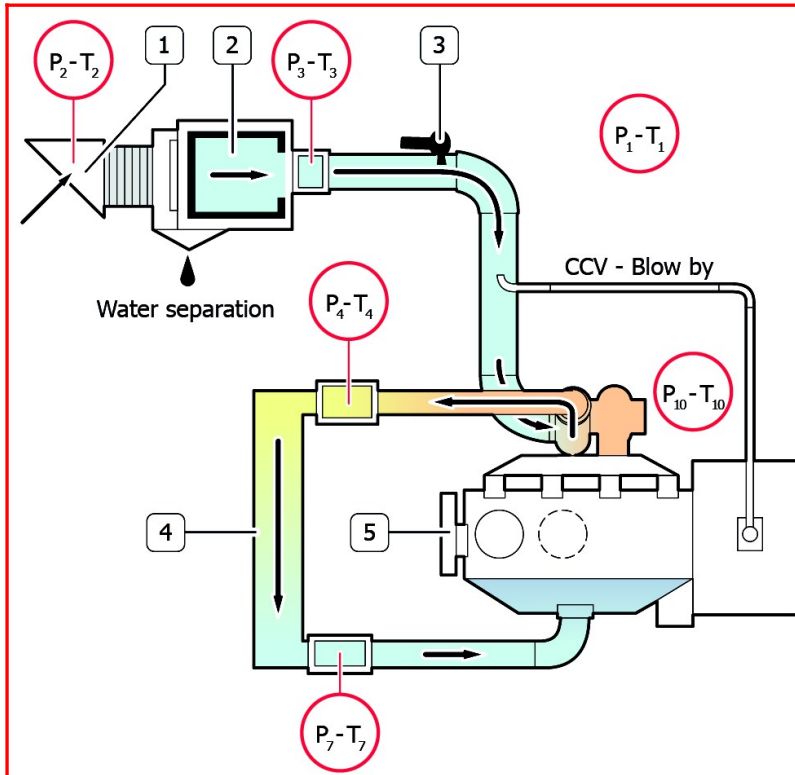
Principal Moment of Inertia



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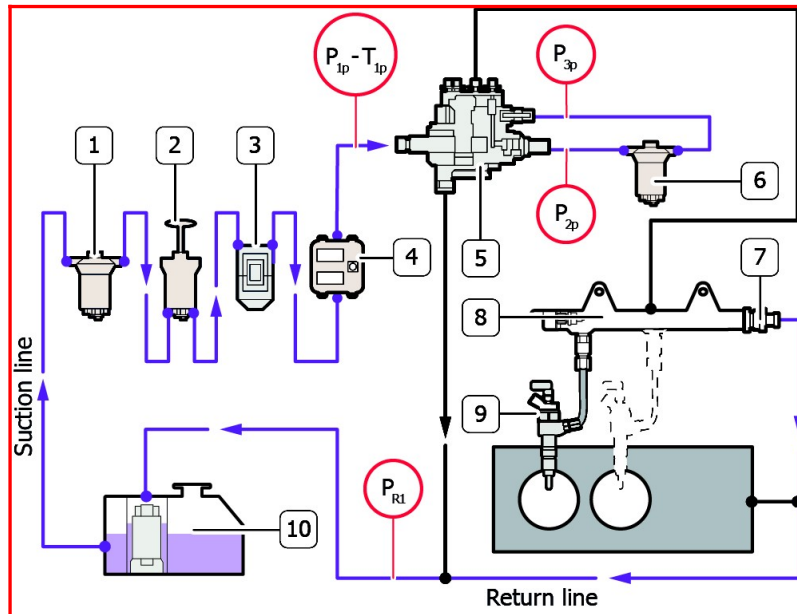
Components



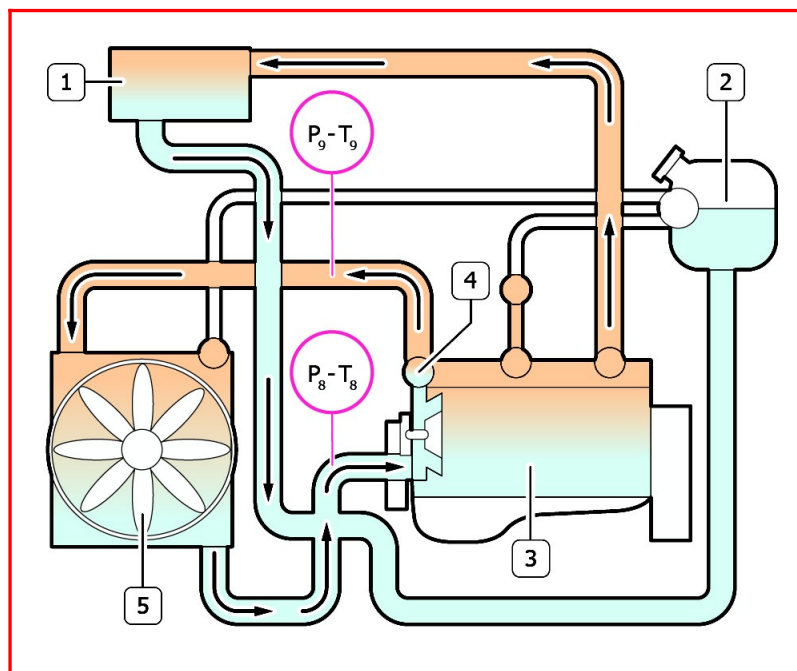
1.Snorkel 2.Air Filter 3.Humidity sensor 4.Intercooler



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1. Inspection glass with strainer 2. Prime pump 3. Pre-filter with water separator 4. ECU 5. High Pressure pump 6. Fuel Filter 7. Overpressure valve 8. Common Rail 9. Injectors 10. Fuel tank



1. Heating element 2. Expansion tank 3. Engine 4. Thermostat 5. Radiator



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ACRONYMS LIST

Acronyms	Description
-	Not Needed
2stTC	Two Stage Turbo (sequential)
Ag	Agricultural
ASC	Ammonia Slip Catalyst (same as CUC)
ATS	After Treatment System
BSFC	Brake Specific Fuel Consumption
CAC	Charge Air Cooler
CCDPF	Close Coupled DPF
CCV	Crankcase Ventilation
CE	Construction Equipment
CI	Cast Iron
CRS	Common Rail System
CRSN	Common Rail System NKW (Commercial vehicles)
CUC	Clean Up Catalyst for ammonia (same as ASC)
DAVNT	Dual Axis Variable Nozzle Turbine
DCS	Drawing Coordinate System
DI	Direct Injection
DOC	Diesel Oxidation Catalyst
DOHC	Double Over Head Camshaft
DPF	Diesel Particulate Filter
ECEGR	External Cooled EGR
ECU	Engine Control Unit
EEGR	External EGR
EGR	Exhaust Gas Recirculation
epWG	Electro pneumatic WG
eVGT	Electrical VGT
eWG	Electrical WG
FFOB	Front Face of Block
FGT	Fixed Geometry Turbocharger (no WG)
FIE	Fuel Injection System
HD	Heavy Duty
HLA	Hydraulic Lash Adjusters
IDI	Indirect Injection

Acronyms	Description
IEGR	Internal EGR
IPU	Industrial Power Unit
ISC	Interstage Cooling
LD	Light Duty
LDCV	Light Duty Commercial Vehicles
LH	Left Hand Side
LWR	Laser Welded Rail
MD	Medium Duty
n/a	Not Available
NA	Natural Aspirated
NS	Non Structural
OHV	Over Head Valves
OPT	Option
PCP	Peak Cylinder Pressure
PTO	Power Take Off
RFOB	Rear Face of Block
RH	Right Hand Side
S	Structural
SAPS	Sulphated Ash, Phosphorus, Sulphur
SCR	Selective Catalytic Reduction catalyst
SCRoF	SCR on filter
SOHC	Single Over Head Camshaft
STD	Standard
TC	Turbocharged
TCA	Turbocharged, Charge Air Cooled
THM	Thermal Management
UFDPF	Under Floor DPF
UQS	Urea Quality Sensor
VE	Bosch Distributor Mechanical Pump
VFT	Variable Flow Turbine
VGT	Variable Geometry Turbocharger
WG	Waste Gate Turbocharger
XPI	Extra high Pressure Injection (Scania, Cummins)

Unit of misure according to international system of unit. Engine accessories and Options available on Option List. All data is subject to change without notice.

UPDATING

Revision	Description	Date
Revision 2.0_Mar 2022		March/2022
Revision 2.1_May 2022		June/2022
Revision 2.2_Jul 2022		July/2022
Revision 2.3_Sep 2022		October/2022



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Revision 3.0_Apr
2023

April/2023
