FPT
POWERTRAIN TECHNOLOGIES

FPT INDUSTRIAL MARINE PLEASURE

Our efficiency.
Your edge.

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ABOUT FPT INDUSTRIAL

FPT Industrial is the Brand of Iveco Group, dedicated to the development, production, sale and assistance of powertrains for Marine, On-Road, Off-Road and Power Generation applications.

The company employs more than 8,000 people worldwide, in ten manufacturing plants and seven R&D centers. The FPT Industrial sales network consists of 73 dealerships and about 800 service centers in almost 100 countries. A wide product offering, including six engine ranges from 42 hp up to 1,000 hp, transmissions with maximum torque of 200 Nm up to 500 Nm, front and rear axles from 2 to 32 ton GAW (Gross Axle Weight). FPT Industrial offers the most complete line-up of Natural Gas engines on the market for industrial applications, with power that goes from 50 to 460 hp. This extensive offering and a strong focus on R&D activities make FPT Industrial a world leader in industrial powertrains.

We work for businesses serving other businesses, and we are committed to satisfy the requirements of both direct and final Customers.
We are proud to be an innovation-driven Company, that builds Customer advantage through continuous research and improvement, and creates value by leveraging this advantage.
Today FPT Industrial is one of the leading world players in engines, axles and transmissions for the Industrial sector, ranking among the first four manufacturers worldwide in the 2- to 20-liter Diesel engine segment.

THE WAVE OF INNOVATION

FPT Industrial's engines for pleasure and commercial boats stand out for superb quality, features and application versatility. They bring maximum and continuous specific power and torque at low revolutions. They achieve better efficiency in all sea conditions. They also boast an impressive durability.

A dramatic reduction of noise and vibrations combines power with sailing pleasure. Exhaust gas emissions have been cut down too, lowering environmental impact and complying with the most stringent legislation.
Our engineering experience has delivered a lightweight design, with low volume/power and weight/power ratios, for easier installation and superior performance.

Superior Technology & Outstanding Advantages

Performance
Maximum and continuous high specific power. High torque at low revs. Lightness (weight/power low ratios).

Flexibility
Compactness (volume/power low ratios). Full range of accessories available. Wide range of emission and propulsion certifications. Keel cooling versions availability.

Low Environmental Impact
Drastic reduction of exhaust emissions.
Low noise and vibrations.

Low Operating Costs
Lower fuel consumption.
Longer maintenance intervals costs.
Longer overhaul intervals.

Marine Emission Regulations

IMO

kW	HP	2017	2018	2019	2020	2021	2022
>130	>174	Tier II (Tier III ECA areas only)					

The International Maritime Organization (IMO) regulates exhaust emissions on diesel engines above 130kW (174 hp). Engines used exclusively in emergency applications are exempt. IMO Tier III applies only when operating within a NOx Emission Control Area. The Tier III regulation is in effect for North America and US Caribbean Sea NOx ECA's for vessels built after January 1, 2016.

EU

kW	HP	2017	2018	2019	2020	2021	2022
19-299	25-401	Stage IIIA			Stage V		
>299	>401	Stage IIIA			Stage V		
Pleasure		RCD 2					

The Nonroad Mobile Machinery Directive regulates exhaust emissions from diesel engines installed on inland waterway vessels operating in the EU. The RCReational Craft Directive regulates noise and exhaust emissions from propulsion engines installed on rCReational craft operating in the EU.

US EPA

kW	HP	2017	2018	2019	2020	2021	2022
<600	<805	Tier 3					
≥600	≥805	Tier 4					

The United States Environmental Protection Agency (EPA) regulates exhaust emissions from diesel engines installed on US flagged/registered marine vessels.

Marine Rating Classification

Full load reference conditions

Reference	ISO 8665
Ambient pressure (kPA):	100
Ambient temperature (°C):	25
Relative humidity (%):	30
Fuel density (kg/dm³):	0.84
Fuel calorific value (kJ/kg):	42700
Fuel temperature (°C):	40

Rating classification

		Definition
A1	Short range fast pleasure service	Limited to 10% of time Cruising speed at engine rpm <90% of calibration rated speed 300 h/y
A2/B1	Long range pleasure/ commercial service	Limited to 10% of time Cruising speed at engine rpm <90% of calibration rated speed 1000 h/y
B	Light duty	Limited to 10% of time Cruising speed at engine rpm <90% of calibration rated speed 1500 h/y
C	Medium duty	Limited to 25% of time Cruising speed at engine rpm <90% of calibration rated speed 1500/3000 h/y
D	Heavy duty	up to 100% of time unlimited h/y

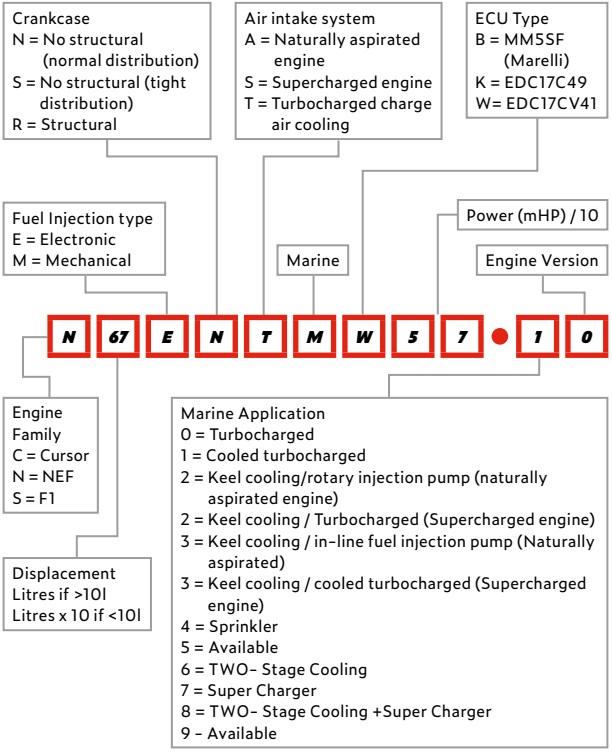
Marine Engine Commercial Naming

Engine Family	Engine Displacement*	Maximum Power**	Emissions
N	67	450	N

	Definition	
Engine Family	F1 Series NEF Series Cursor Series	S N C
Engine Displacement*	F1 & NEF Series Cursor Series	Displacement (Lt) x 10 F1 3 Lt = 30 Displacement (Lt) Cursor 15.9 Lt = 16
Maximum Power**	Rating A1/A2 Maximum engine Power (HP) Rating D Maximum engine Continuous Power (HP)	
Emissions	E = EU Emissions N = NAFTA Emissions	

*Displacement >10l – Litres; Displacement <10l - litres x 10
** Pleasure: Max engine Power (metric HP)
Commercial: Max engine Continuous Power (metric HP)

Marine Engine Technical Identification



Engines Specifications

Engine model	Rating	kW	hp	rpm	Dimensions* (L**xWxH) (mm)	Dry Weight (kg)
S30 230 E	A1	169	230	4000	780 x 775 x 753	330
N40 250 E	A1	184	250	2800	850 x 780 x 785	490
N40 250 E	A2	169	230	2800	850 x 780 x 785	490
N45 100	A1	74	100	2800	811 x 700 x 836	450
N60 400 E	A1	294	400	3000	1072 x 739 x 778	595
N60 400 E	A2	272	370	3000	1072 x 739 x 778	595
N67 150	A1	110	150	2800	1052 x 705 x 910	530
N67 220	A1	162	220	2800	1072 x 749 x 800	605
N67 280	A1	206	280	2800	1072 x 749 x 800	605
N67 450 N	A1	331	450	3000	1089 x 780 x 788	600
N67 450 N	A2	309	420	3000	1089 x 780 x 788	600
N67 550	A1	404	550	3200	1089 x 850 x 825	721
N67 550	A2	368	500	3200	1089 x 850 x 825	721
N67 570 EVO	A1	419	570	3000	1089 x 847 x 825	721
N67 570 EVO	A1	404	550	3000	1089 x 847 x 825	721
N67 570 EVO	A2	390	530	3000	1089 x 847 x 825	721
C90 620 E	A1	456	620	2530	1288 x 868 x 962	940
C90 620 E	A2	426	580	2530	1288 x 868 x 962	940
C90 620 E	A2	404	550	2530	1288 x 868 x 962	940
C90 650 E	A1	478	650	2530	1288 x 868 x 962	940
C90 650 EVO	A1	478	650	2530	1226 x 899 x 1009	1014
C90 650 EVO	A2	460	625	2530	1226 x 899 x 1009	1014
C13 825 E	A1	607	825	2400	1465 x 1000 x 1058	1395
C13 825 E	A2	551	750	2400	1465 x 1000 x 1058	1395
C16 1000	A2	735	1000	2300	1465 x 1136 x 1160	1640
C16 1000	B	662	900	2300	1465 x 1136 x 1160	1640
C16 1000	C	599	815	2300	1465 x 1136 x 1160	1640

* Dimensions can be changed according to engine options.
** Lenght at flywheel.

THE F1 SERIES

S30 230 E

Arrangement:	4 Cyl. in line
Total Displacement (L):	3,0
Maximum Power (kW (Hp) @ rpm):	169 (230) @ 4.000
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Electronic
Injection System:	CR

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 780 x 775 x 753 mm
Dry Weight	330 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)	IMO II	RCD II
A1	169	230	4000	217 @ 2100	•	•

Air Handling

TCA	Turbocharged with aftercooler
TC	Turbocharged
NA	Naturally Aspirated

Injection System

M	Mechanical
CR	Common Rail
EUI	Electronic Unit Injector

THE NEF SERIES

N40 250 E

Arrangement:	4 Cyl. in line
Total Displacement (L):	3,9
Maximum Power (kW (Hp) @ rpm):	184 (250) @ 2.800
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Electronic
Injection System:	CR

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 850 x 780 x 785 mm
Dry Weight	490 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)	IMO II	RCD II
A1*	184	250	2800	213 @ 2550	•	•
A2*	169	230	2800	213 @ 2000	•	•

Air Handling
- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

Injection System
- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector
- * Keel-cooled versions are also available

N45 100

Arrangement:	4 Cyl. in line
Total Displacement (L):	4,5
Maximum Power (kW (Hp) @ rpm):	74 (100) @ 2.800
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	NA
Valves per cylinder:	2
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Mechanical
Injection System:	M

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 811 x 700 x 836 mm
Dry Weight	450 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)
A1*	74	100	2800	228 @ 1800

Air Handling
- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

Injection System
- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector
- * Keel-cooled versions are also available

N60 400 E

Arrangement:	6 Cyl. in line
Total Displacement (L):	5,9
Maximum Power (kW (Hp) @ rpm):	294 (400) @ 3.000
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TAA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Electronic
Injection System:	CR

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 1072 x 739 x 778 mm
Dry Weight	595 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)	IMO II	RCD II
A1	294	400	3000	209 @ 2250	•	•
A2	272	370	3000	208 @ 2250	•	•

Air Handling
- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

Injection System
- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector

N67 150

Arrangement:	6 Cyl. in line
Total Displacement (L):	6,7
Maximum Power (kW (Hp) @ rpm):	110 (150) @ 2.800
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	NA
Valves per cylinder:	2
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Mechanical
Injection System:	M

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 1052 x 705 x 910 mm
Dry Weight	530 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)
A1*	110	150	2800	225 @ 1800

Air Handling
- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

Injection System
- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector
- * Keel-cooled versions are also available

N67 220

Arrangement:	6 Cyl. in line
Total Displacement (L):	6,7
Maximum Power (kW (Hp) @ rpm):	162 (220) @ 2.800
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TC
Valves per cylinder:	2
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Mechanical
Injection System:	M

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 1072 x 749 x 800 mm
Dry Weight	605 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)
A1	162	220	2800	213 @ 1600

Air Handling
- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

Injection System
- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector

N67 280

Arrangement:	6 Cyl. in line
Total Displacement (L):	6,7
Maximum Power (kW (Hp) @ rpm):	206 (280) @ 2.800
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	2
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Mechanical
Injection System:	M

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 1072 x 749 x 800 mm
Dry Weight	605 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)	IMO II
A1*	206	280	2800	214 @ 2000	•

Air Handling
- TCA Turbocharged with aftercooler
- TC Turbocharged
- NA Naturally Aspirated

Injection System
- M Mechanical
- CR Common Rail
- EUI Electronic Unit Injector
- * Keel-cooled versions are also available

N67 450 N

Arrangement:	6 Cyl. in line
Total Displacement (L):	6,7
Maximum Power (kW (Hp) @ rpm):	331 (450) @ 3.000
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Electronic
Injection System:	CR

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 1089 x 780 x 788 mm
Dry Weight	600 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)	IMO II	RCD II	EPA Tier 3 Recreational
A1	331	450	3000	206 @ 2000	●	●	●
A2*	309	420	3000	206 @ 2000	●	●	●

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged
NA Naturally Aspirated

Injection System
M Mechanical
CR Common Rail
EUI Electronic Unit Injector
* Keel-cooled versions are also available

N67 550

Arrangement:	6 Cyl. in line
Total Displacement (L):	6,7
Maximum Power (kW (Hp) @ rpm):	404 (550) @ 3.200
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Electronic
Injection System:	CR

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 1089 x 850 x 825 mm
Dry Weight	721 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)	IMO II	RCD II	EPA Tier 3 Recreational
A1	404	550	3200	209 @ 1800	●	●	●
A2	368	500	3200	209 @ 1800	●	●	●

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged
NA Naturally Aspirated

Injection System
M Mechanical
CR Common Rail
EUI Electronic Unit Injector

N67 570 EVO

Arrangement:	6 Cyl. in line
Total Displacement (L):	6,7
Maximum Power (kW (Hp) @ rpm):	419 (570) @ 3.000
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Electronic
Injection System:	CR

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 1089 x 847 x 825 mm
Dry Weight	721 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)	IMO II	RCD II	EPA Tier 3 Recreational
A1	419	570	3000	206 @ 1800	●	●	●
A1	404	550	3000	209 @ 1900	●	●	●
A2*	390	530	3000	209 @ 1900	●	●	●

Air Handling

TCA	Turbocharged with aftercooler
TC	Turbocharged
NA	Naturally Aspirated

Injection System

M	Mechanical
CR	Common Rail
EUI	Electronic Unit Injector
*	Keel-cooled versions are also available

THE CURSOR SERIES

C90 620 E

Arrangement:	6 Cyl. in line
Total Displacement (L):	8,7
Maximum Power (kW (Hp) @ rpm):	456 (620) @ 2.530
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Electronic
Injection System:	CR

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 1288 x 868 x 962 mm
Dry Weight	940 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)	IMO II	RCD II	EPA Tier 3 Recreational
A1	456	620	2530	209 @ 1500	●	●	●
A2	426	580	2530	213 @ 2200	●	●	●
A2	404	550	2530	209 @ 2200	●	●	●

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged
NA Naturally Aspirated

Injection System
M Mechanical
CR Common Rail
EUI Electronic Unit Injector

C90 650 E

Arrangement:	6 Cyl. in line
Total Displacement (L):	8,7
Maximum Power (kW (Hp) @ rpm):	478 (650) @ 2.530
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Electronic
Injection System:	CR

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 1288 x 868 x 962 mm
Dry Weight	940 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)	IMO II	RCD II	EPA Tier 3 Recreational
A1	478	650	2530	176 @ 1500	●	●	●

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged
NA Naturally Aspirated

Injection System
M Mechanical
CR Common Rail
EUI Electronic Unit Injector

C90 650 EVO

Arrangement:	6 Cyl. in line
Total Displacement (L):	8,7
Maximum Power (kW (Hp) @ rpm):	478 (650) @ 2.530
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Electronic
Injection System:	CR

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 1226 x 899 x 1009 mm
Dry Weight	1014 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)	IMO II	RCD II	EPA Tier 3 Recreational
A1	478	650	2530	206 @ 1600	•	•	•
A2	460	625	2530	205 @ 1700	•	•	•

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged
NA Naturally Aspirated

Injection System
M Mechanical
CR Common Rail
EUI Electronic Unit Injector

C13 825 E

Arrangement:	6 Cyl. in line
Total Displacement (L):	12,9
Maximum Power (kW (Hp) @ rpm):	607 (825) @ 2.400
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Electronic
Injection System:	EUI

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 1465 x 1000 x 1058 mm
Dry Weight	1395 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)	IMO II	RCD II
A1	607	825	2400	197 @ 1900	•	•
A2	551	750	2400	198 @ 1900	•	•

Air Handling
TCA Turbocharged with aftercooler
TC Turbocharged
NA Naturally Aspirated

Injection System
M Mechanical
CR Common Rail
EUI Electronic Unit Injector

C16 1000

Arrangement:	6 Cyl. in line
Total Displacement (L):	15,9
Maximum Power (kW (Hp) @ rpm):	735 (1000) @ 2.300
Thermodynamic cycle:	Diesel 4 stroke
Air handling:	TCA
Valves per cylinder:	4
Cooling System:	Liquid
Direction of Rotation (viewed facing flywheel):	Counterclockwise
Engine management:	Electronic
Injection System:	CR

WEIGHT AND DIMENSIONS

Dimensions[1]	(L[2]xWxH) 1465 x 1136 x 1160 mm
Dry Weight	1640 Kg

[1] Dimensions can be changed according to engine options
[2] Length at flywheel

Rating	kW	hp	rpm	g/kWh @ rpm (Best Value)	IMO II	RCD II	EPA Tier 3 Recreational	China GB II (GB15097-2016)
A2	735	1000	2300	205 @ 1700	●	●	●	●
B	662	900	2300	203 @ 1700	●	●	●	●
C	599	815	2300	203 @ 1700	●*	●	●*	●

Air Handling

TCA Turbocharged with aftercooler
TC Turbocharged
NA Naturally Aspirated

Injection System

M Mechanical
CR Common Rail
EUI Electronic Unit Injector
* Keel-cooled versions are also available

RED HORIZON

Red Horizon

FPT Industrial, in collaboration with two leading companies, NAVICO (SIMRAD) and ZF, is proud to introduce RED HORIZON: a "Premium" integrated system for engine/navigation monitoring and controls with state-of-the-art technologies.

Monitoring Systems

FPT 7" Premium Display Key Features

Based on SIMRAD technology, the FPT Premium 7" is a compact display, perfect for small-medium sportboats, dayboats, and center-consoles. Dedicated to monitoring engine data, the panel offers the chance to extend the display options on a wide range of navigation functions.

- Widescreen display with LED backlight
- Easy to use tablet-style touchscreen controls
- Wide range of engine data, alarm monitoring and options such as the on-board entertainment system control
- Multi Function Display option: fully featured chartplotter (C-MAP charts) with built-in GPS receiver, and monitoring of additional options*, like radar, echosounder and autopilot
- Built-in wireless connectivity to a compatible smartphone or tablet, giving access to charts, radar and other functions from anywhere on board
- In addition to the 7-inch display the 9'' and the 12'' sizes complete the FPT Premium Display series

* Devices provided by NAVICO (SIMRAD) network

FPT 16" Premium MFD Key Features

Based on SIMRAD technology, the FPT Premium 16" high-performance MFD (Multi Function Display) is perfect for medium-sized motor yachts, offshore cruisers and sportfishing boats.

- Ultra-bright, full HD Multi Function Display system that monitors FPT engine data and main navigation functions (chartplotter, radar, sonar, autopilot and much more) with technology that provides a clear view in all lighting conditions and ultra-wide viewing angles
- Easy and intuitive touchscreen access
- Integrated quad-core processor for ultimate performance
- Split screen option with up to 6 panels
- Connect with smartphones, tablets, and internet hotspots
- Easy construction of your perfect system, combining multiple displays and a choice of optional accessories (sonar*, radar*, chart card reader*, autopilot*, GPS receiver and much more)
- Built-in wireless connectivity mirrors your display to a compatible smartphone or tablet, giving you instant access to charts, radar and other functionality from anywhere on board.

Electronic Control Systems

Electronic Controls - FPT Premium Control Key Features

FPT uses ZF electronic propulsion control systems at the cutting edge of electronics technology, specifically matched for FPT engines

- The Premium electronic control is a powerful system that integrates the latest CAN bus technology in an innovative and compact control head, with an ergonomic lever and a user-friendly display where all functions can be easily selected
- With an easy plug-in installation, the "Premium" control provides complete governance of navigation offering bottom set up, start interlock, emergency reversal protection, engine synchronisation and optional features for docking or trolling
- Up to six control stations.

Manoeuvring Systems - FPT Premium Joystick Key Features

Controlling engines, transmissions and thrusters simultaneously, the "Premium joystick" provides unbeatable ease of vessel control during manoeuvres. The "Premium joystick" offers the following main advantages: vessel control at low speed, easy manoeuvring in tight spaces, vessel positioning against wind and current

Main technical features:

- 12/24 V DC system
- CAN based joystick station, with one push button to take control and select functions
- CE certified Manoeuvring Control Unit
- CAN connection to "Premium control" processor
- Options:
  - Hold Position
  - Interface with ZF Steer Command
  - Up to six control stations

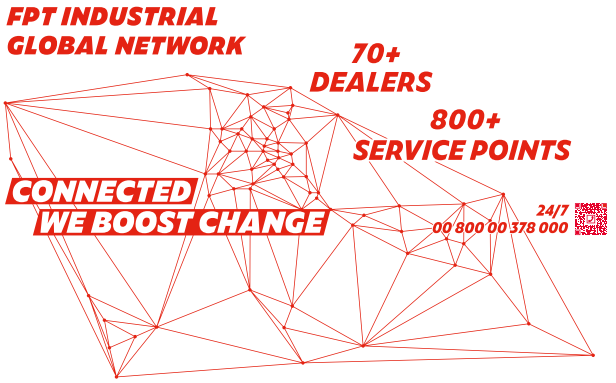
Marine Engine Options

FPT Industrial offer a whole range of options to complete your engine:

- Suspensions (Silent block)
- Electrical system 12V/24V
- Insulated poles electrical system
- Uprated Alternators
- Front PTO
- Instruments kit
- Digital and analog panels
- Water cooled or dry exhaust pipes
- Gearboxes
- Emission and Propulsion engine certification with several classification societies
- NMEA2000 Converter
- Remote Control lever
- Red Horizon

Please contact your local distributor on our locator at fptindustrial.com to get more information.

FPT Industrial Global Network



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