



NEF67TE8P.S550 ROHS2



Brochure main description @1500rpm @1800rpm

Application & simbol		Power Generation	
Engine identification main		N67	
Engine identification rating	kW	244	263
Engine features		PG G-Drive	
Emission feature		RoHS2 Directive 2011/65/EU	

Main characteristics @1500rpm @1800rpm

Emission certification		RoHS2 Directive 2011/65/EU	
Commercial code (for order)		NEF67TE8P.S550	
Technical code (Pregnana productions, if needed)		F4HFA615A	
Technical code (original plant engine code, on engine block)		F4HFA615A*D001	
Technical code family (original plant engine code)		F4HFA615A*D	
Stand-by power (gross) [mech]	kW	244	263
Specific power	kW/l	36,5	39,3
Electric commercial power (estimation alternator power output)	kWe [kVA]	223	237
BMEP	bar	28,6	25,9
Oil consumption on mission (average)	% fuel consumption	0,3	
Cycle		diesel 4 stroke	
Air charging system pattern		Turbocharged aftercooled	
Number of cylinder		6	
Configuration (cylinder arrangement)		in line	
Bore	mm	104	
Stroke	mm	132	
Stroke / Bore		1,27	
Displacement	l	6,7	
Unit Displacement	l	1,12	
Bore pitch	mm	120	
Valves per cylinder		4	
Cooling system pattern		liquid	
Direction of rotation (looking flywheel)		anti-clockwise	
Compression ratio		16,5 : 1	
Firing order		1 - 5 - 3 - 6 - 2 - 4	
Injection type		direct	
Engine brake configuration		-	
Be10		8000	
Cylinder Head			
Single / Multiple		single	
Material		Cast Iron	
Head air circulation		crossflow	
Intake valve dia.	mm	33 ± 0,13	
Exhaust valve dia.	mm	33 ± 0,13	
Camshaft			
Layout		OHV	
Cam carrier		on inlet valve	
Material and Heat treatment		chilled cast iron	
Valve train		mechanical tappet & push rod	



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Main characteristics		@1500rpm	@1800rpm
Drivetrain (timing system)			gear tappet
Valve actuation			tappet & push rod
Variable valve actuation system			-
Cylinder block (crankcase)			No Structural
Material of cylinder block			cast iron
Type of liners			block liners
Liners replaceable; (slip fit or interference fit)			
Bearing caps			machined cast iron
Crankcase Ventilation			closed
Oil separator			coalescent filter
Crankshaft & counterweights			
Material			forged Steel
Acceptable Inertia (clutch)	kgm ²		0,71
Balancing			no
Turbocharger & EGR system			
Turbocharger type			wastegate
Turbocharger supplier			Cummins
Turbocharger control			WG pneumatic control
Max boost pressure	mbar		2000
Max turbine inlet temperature	°C		730
Method of cooling the turbocharger			oil lubricated
Turbo protection devices			
EGR			internal EGR
EGR control strategy			-
Rate			-
Valve			-
Cooler			-
Control			-
Air mass measurement			-
Exhaust flap			
Exhaust flap supplier			-
Actuation type			-
Exhaust flap cooling			-
Switchability (1500-1800 rpm)			
Emission level 1500 rpm			Stage IIIA
Emission level 1800 rpm			Tier3
Front power take off			
PTO type			-
Max torque available from front of crankshaft (no side load)	Nm		-
Power take off on gear train			
SAE A 9 teeth	Nm		-
SAE A 11 teeth	Nm		-
SAE B 13 teeth	Nm		-
SAE B (DIN 5482)	Nm		-
SAE 2B 15 teeth(ANSI B92,1)	Nm		-
References values			
Engine dimension LxWxH (indicative values)	mm		1156 x 699 x 1031
G-Drive Dimension LxWxH (indicative values)	mm		1784 x 787 x 1203



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Main characteristics		@1500rpm	@1800rpm
Max permissible engine inclination	deg		23
Engine Weight - Dry (no fluids, value purely indicative)	kg		550
Engine Weight - Wet (with fluids, value purely indicative)	kg		570
G-Drive Weight - Dry (no fluids, value purely indicative)	kg		627
G-Drive Weight - Wet (with fluids, value purely indicative)	kg		670
Center of gravity (FFOB or RFOB according to picture, standard engine layout)	mm		-
Principal moment of inertia (reference on center of gravity ,standard engine layout)	kgm ²		-
Principal moment of inertia (reference matrix based on center of gravity,standard engine layout)	kgm ²		-
Center of gravity (FFOB or RFOB according to picture, standard IPU/G-Drive layout)	mm		-6,88; 177,5; 408,8
Principal moment of inertia (reference on center of gravity ,standard IPU/G-Drive layout)	kgm ²		3,84e+01; 9,06e+01; 1,06e+02
Principal moment of inertia (reference matrix based on center of gravity,standard IPU/G-Drive layout)	kgm ²		3,84e+01; 9,06e+01; 1,06e+02
Mass moment of inertia - rotating components (excluding flywheel)	kgm ²		0,33
Mass moment of inertia - standard flywheel	kgm ²		0,708
Bending moment on the flywheel housing	Nm		
Bending moment on PTO	Nm		
Max static mounting surface load	N		
Crankshaft thrust bearing pressure limit			
Intermittent load:	MPa		N/A
Continuous load:	MPa		15
Rear main bearing load	MPa		N/A
Max bending moment available from front of the crankshaft:			
0 deg	Nm		100
90 deg	Nm		270
180 deg	Nm		270
Environmental operating conditions			
Max altitude for declared performances	m		1000
Max ambient temperaturefor declared performances	°C		40
Min guaranteed temperature for cold start w/o any aid (stand alone engine)	°C		- 15
Min guaranteed temperature for cold start with grid heater (stand alone engine)	°C		- 25
Min guaranteed temperature for cold start with grid heater and block heater (stand alone engine)	°C		-30
Time preheating for manifold heater	s		-3 °C: 0; -30 °C 21
Time post heating for manifold heater	s		-3 °C: 0; -20 °C: 200
Low idle continuous operation time (reccomended)	h		3
Engine performance			
Continuous power (gross) [mech]	kW	179	193,6
Prime power (gross) [mech]	kW	222,3	239,5
Stand-by power (gross) [mech]	kW	244,5	263,5
Fan consumption [mech]	kW	5	8,6
Continuous power (net) [mech]	kW	172,8	183
Prime power (net) [mech]	kW	217,3	230,9



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Main characteristics		@1500rpm	@1800rpm
Stand-by power (net) [mech]	kW	239,5	254,4
Typical generator output		223	237
Generator available power @ Prime power	kW	196	208
Generator available power @ Stand by	kW	216	229
Power limitation according to ambient conditions			
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			
Max water temperature (Switch on of the MIL lamp)	°C		102
Start derating: switch on of the warning coolant temperature lamp (amber color)	°C		106
Max derating (50% derating) switch on of the high coolant temperature lamp (redcolor)	°C		110
Altitude level: gradual reduction of transient response by smoke map correction from	m		2000
Fuel temperature	°C		70
Intake manifold air temperature	°C		50
ATS Max gas inlet temperature	°C		-
Max allowed exhaust temperature	°C		740 °C - 760 (peak)
Turbine overheating protection	°C		700
Turbine overspeed protection	rpm		140000
Oil temperature protection	°C		125
Oil pressure protection (min engine rpm)	bar		
Fuel System			
Fuel density	kg/l		0,84
Injection system type			common rail
Injection pump manufacturer			Bosch
Injection model type			High Pressure Pump
Injection model pump			Bosch CP3.3
Injection pressure	bar		1600
Injector			Bosch CRIN2-16
Injector installation (sleeve, sealing flat or conical)			sleeve
Injector nozzle			8 x 400
Engine fuel compatibility			see GOLD Documentation on fluids
Feed pump			on high pressure pump
Max flow	l/h		280
Nominal feed pressure	bar		0,5 - 1
Fuel filter			Multilayer Stratapore
Delta pressure on fuel filter	bar		0,09
Max continuous allowable fuel temperature (without derating)	°C		70
Max relative pressure at gear pump inlet	bar		
Min relative pressure at gear pump inlet	bar		- 0,5
Max back flow relative pressure	bar		0,2
Max back flow restriction	bar		0,2
Max heat rejection to return fuel	kW		0,65
Max fuel flow	kg/h		53,6
Min fuel tank venting requirement	m³/h		0,4
Prefilter / Water separator micron size	µm		20 - 40



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Air Intake System		@1500rpm	@1800rpm
Aftercooling type (air to air or water to air)			air to air
Interstage cooling type			-
RoA (Temperature raise between ambient and inlet to engine)	°C		≤ 25
Filter air intake temperature (warm air ricirculatuion)	°C		22
Max intake manifold temperature	°C		50
Compressor inlet pressure (with new air filter)	hPa		≥ - 45
Compressor inlet pressure (with dirty air filter)	hPa		≥ - 65
Air filter type			dry
Loads on turbocharger on compressor intake	kg		0
Loads on turbocharger on compressor outlet	kg		0
Charge air flow (max)	kg/h	923	1093

Exhaust System		@1500rpm	@1800rpm
Max back pressure (after exhaust flap) @ rated power with clean system	hPa		180
Max mechanical load on turbine flange	kg		0
Max ambient temperature for exhaust flap actuator	°C		-
Max exhaust temperature After Treatment System	°C		-
Max exhaust flow rate	kg/h	972 (1500rpm) ; 1147 (1800rpm)	
Energy to exhaust	kW	167,7	199,4

After Treatment System			
After Treatment System			-
POC			-
DPF			-
DOC			-
SCR			-
Urea Dosing System			-
AdBlue mixer			-
ATS sensors			-
DPF regeneration strategy			-

Lubrication System			
Oil sump capacity	l		12,7
Max	l		12,7
Min	l		9,1
Oil system capacity including filter	l		16,7
Oil pump type			gear pump
Oil pump drive arrangement			driven by gear
Min oil pump flow	l/min		12
Max oil pump flow (@rated speed)	l/min		50
Min oil pressure @ low idle (engine oil temp at 120°C)	kPa (bar)		0,6
Min oil pressure @ rated speed (engine oil temp at 120°C)	kPa (bar)		2,5
Max oil pressure @ rated speed (engine oil temp at 120°C)	kPa (bar)		500
Max oil temperature @ full load (in main gallery)	°C		< 120
Max oil pressure peak on cold engine	bar		15
Oil cooler type			water cooled



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Lubrication System

Transducer for indicating oil temperature and pressure		signal from ECU
Max engine angularity - longitudinal / transversal (std oil pan)	deg	23 / 23
Allowed engine gradability during installation on vehicle	deg	0
Oil servicing intervals	h	see dedicated GOLDBook document on fluids
Oil filter type		cartridge
Oil filter capacity	l	1
Max oil content admitted in blow by gas (after filter)	g/h	0,3
Approved engine oil specifications		see dedicated GOLDBook document on fluids
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		see dedicated goldbook documents on fluids
Min radiator cap pressure	kPa	0,7
Warnnig setting first threshold	°C	103
Max additional restriction (cooling system)	Pa	N/A
Air to boil (prime power, open genset configuration)	°C	57-60
Air to boil (stand by, open genset configuration)	°C	52-56
EGR Cooler water flow (for ΔT=6°C)	l/s	-
LP-CAC water flow (for ΔT=6°C)	l/s	

Fan

Diameter	mm	685
Number of blades		12
Drive ratio		1,41 : 1
Speed		2100 rpm (1500rpm) ; 2520 rpm (1800rpm)
Air flow		3,4 kg/s (1500rpm) ; 4,1 kg/s (1800rpm)
Power consumption		5 kW (1500rpm) ; 8,5 kW (1800rpm)

Radiator

Core dimensions LxWxh	mm	900 x 708 x 52
Dry weight	kg	65
Radiator coolant capacity	l	8
Optimum coolant temperature range @engine out (50% glycol)	°C	83 + 99
Engine Water pump Type		centrifugal pump
Engine water pump drive		driven by belt
Coolant capacity (engine only)	l	12,6
Coolant capacity (radiator & hoses)	l	15
Thermostat type		wax type
Thermostat position		on cylinder head
Thermostat opening / fully open temperature	°C	(76 - 80) / 95
Recommended coolant circuit pressurization range (relative)	hPa	N/A
Coolant engine pressure outlet – inlet (delta pressure, open thermostat, high idle conditions)	hPa	< 0,2
Coolant engine pressure outlet – inlet (only with remote thermostat, ex. retarder)	hPa	-
Min coolant pressure (no pressure cap and thermostat closed)	hPa	1
Coolant water pump inlet pressure (water temperature 60-100°C)	hPa	0,5



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Cooling system		@1500rpm	@1800rpm
Coolant flow to radiator @rated speed	l/h		N/A
Min coolant expansion space (% total cooling system capacity)	%	Expansion Tank Volume (and max level) must consider also coolant thermal expansion to avoid coolant loss in high temperature conditions. This can be checked in ATB Power test	
Max coolant flow to accessories @ rated speed from cab heater	l/min		N/A
Engine out coolant to ambient @rated speed	delta °C		-
Engine out coolant to ambient @torque speed	delta °C		-
Charge air cooler outlet to ambient @max rpm - CAC dT	delta °C		-
Coolant engine flow	l/min	154	185

Electrical, Electronic and Control Systems			
System voltage	V	12 - 24	
Engine control unit		MD1CE101	
ECU software		P1603	
ECU Vehicle connection		via body computer with CAN line	
ECU operating range	°C	- 40 ÷ +85	
Temperature of ECU case for <5' after power up	°C	85	
ECU rated continuous temperature	°C	80	
ECU communication protocol		SAE J1939 for engine control, ISO14229 (UDS) for engine diagnosis.	
Min power supply for ECU operation	V	9	
Max power supply for ECU operation	V	32	
Battery wire connection resistance value @20°C (from battery to ECU)	mΩ	RT30= 8,1 - 16,7 mΩ (+20°C ; PE=0%) ; RT50= < 85	
Diagnostic system		On board, Deutch Connector (11 poles)	
Min cranking speed TDC @-30°C	rpm	90	
Average cranking speed	rpm	130	
N° tooth pinion/crown gear		10/125	
Min battery voltage	V	(24V a vuoto) 18	
Mean battery voltage	V	(24V a vuoto) 18,4	
Min battery current	Ah	min 44, 357 CCA (or 50342)	
Mean battery current	Ah	max 110, 765 CCA (or 50342)	
Max starting circuit resistance (to starter)	mΩ	RT30= 8,1-16,7 mΩ (+20°C ; PE=0%) ; RT50= < 85	

Cold starting		
Without air preheating	°C	- 15
With air preheating (if available)	°C	- 25

Emission gaseus and particulales		
NOx (Oxides of nitrogen) [NRSC]	g/kWh	-
HC (Hydrocarbons) [NRSC]	g/kWh	-
NOX+HC [NRSC]	g/kWh	-
CO (Carbon monoxide) [NRSC]	g/kWh	-
PM (Particlutes) [NRSC]	g/kWh	-
CO2 (Carbon Dioxide) [NRSC]	g/kWh	-
NOx (Oxides of nitrogen) [NRTC]	g/kWh	-
HC (Hydrocarbons) [NRTC]	g/kWh	-
NOX+HC [NRTC]	g/kWh	-
CO (Carbon monoxide) [NRTC]	g/kWh	-



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Emission gaseus and particulales

PM (Particulates) [NRTC]	g/kWh
CO2 (Carbon Dioxide) [NRTC]	g/kWh

Maintenance

Oil drain interval	see dedicated GOLD Book document on fluids
Oil filter change	see dedicated GOLD Book document on fluids
Oil refilling time	daily check to evaluate oil refill necessity
CCV filter change	
Fuel filter change	see dedicated GOLD Book document on fluids
Fuel pre-filter change	see dedicated GOLD Book document on fluids
Belt replacement	
Valve lash check /adjustment	
AdBlue filter Change	-
DPF filter service	-
Coolant change	see dedicated GOLD Book document

Engine Noise

Overall sound pressure (engine only)	dBA	N/A
Overall sound pressure (with accessories only)	dBA	N/A
Exahust noise (w/o Muffler)	dBA	N/A
Noise spectrum (octave analysis performed at the position of maximum noise) - diagram	Table dB-Hz	

Step Load

		@1500rpm	@1800rpm
G1 (% of PrP)	%	60	73
G2 (% of PrP)	%	55	68
G3 (% of PrP)	%	49	59
G1 (% of PrP) [open flap]	%	-	-
G2 (% of PrP)[open flap]	%	-	-
G3 (% of PrP)[open flap]	%	-	-
G1 (% of PrP) [closed flap]	%	-	-
G2 (% of PrP) [closed flap]	%	-	-
G3 (% of PrP) [closed flap]	%	-	-
Removal load (G1)	%	-	-
Removal load (G2)	%	100	-
Removal load (G3)	%	-	100
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	1553	1395
Ambient Temperature	°C	21	21
EGR Rate	%	-	-
Fuel Flow	g/s	13,4	14,9
Fuel consumption (BSFC) (prime power)	(kg/h) [g/kWh]	(43.3) [198]	(46.9) [197]
Fuel consumption (BSFC) (stand by)	(kg/h) [g/kWh]	(48.1) [205]	(53.6) [203]
Fuel consumption (BSFC) (80% prime power)	(kg/h) [g/kWh]	(32.6) [195]	(37.5) [194]
Fuel consumption (BSFC) (50% prime power)	(kg/h) [g/kWh]	(20.9) [194]	(24.2) [195]
Fuel consumption (BSFC) (25% prime power)	(kg/h) [g/kWh]	(12,1) [217,2]	(13,6) [237,9]



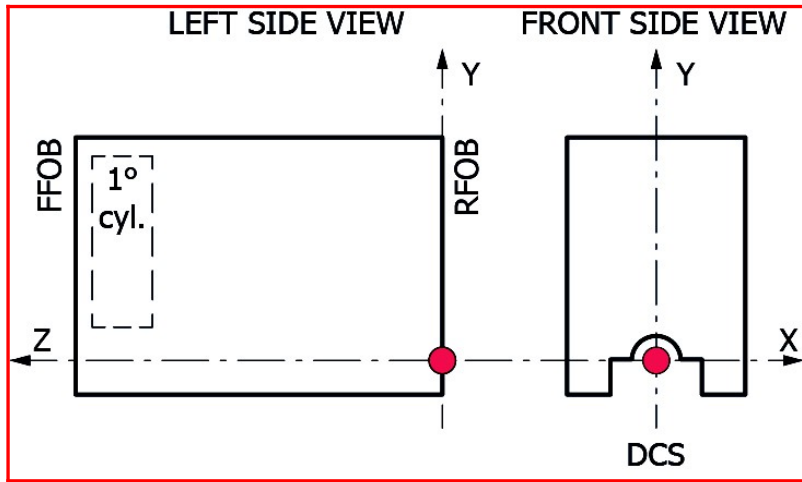
NEF67TE8P.S550 ROHS2



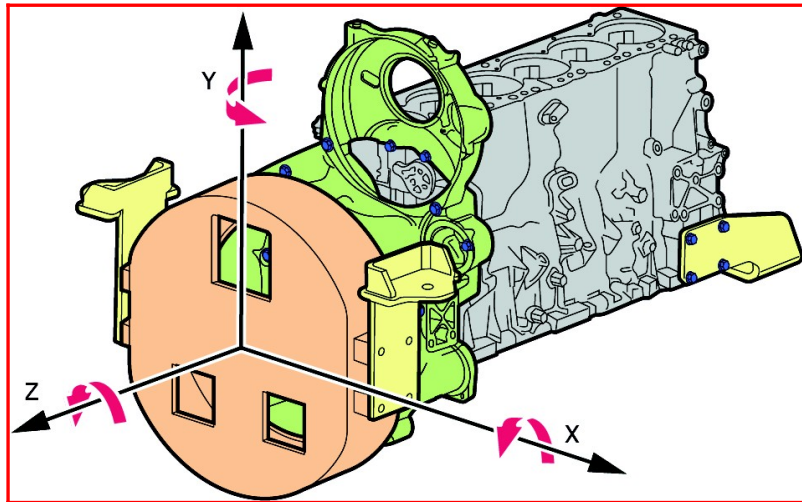
Maximum Rating Performance Data		@1500rpm	@1800rpm
AdBlue consumption (average on mission)	% of fuel cons	-	-
AdBlue consumption (prime power)	% of fuel cons	-	-
AdBlue consumption (stand by)	% of fuel cons	-	-
AdBlue consumption (80% prime power)	% of fuel cons	-	-
AdBlue consumption (50% prime power)	% of fuel cons	-	-
AdBlue consumption (25% prime power)	% of fuel cons	-	-
Exhaust Gas Flow	kg/h	270	318,6

Design air handling system data		@1500rpm	@1800rpm
EGR flow	kg/h	-	-
EGR pressure	kPa	-	-
Boost pressure (compressor outlet)	kPa	N/A	N/A
Pressure drop on charge air cooling system	kPa	N/A	N/A
Max temperature after HP-Compressor	°C	N/A	N/A
Boost temperature (includes EGR effect)	°C	N/A	N/A
Back pressure before DOC	kPa	-	-
Exhaust Gas Temp between HP-TC	°C	N/A	N/A
Max Exhaust Gas Temp (after TC)	°C	N/A	N/A
Max admitted back pressure after SCR	kPa	-	-
Max admitted back pressure after TC	kPa	N/A	N/A
Power engine coolant without EGR & CAC (prime power)	kW [kcal/kWh]		
Power engine coolant without EGR & CAC (stand by)	kW [kcal/kWh]		
Power high Temperature EGR Cooler (engine water) (prime power)	kW [kcal/kWh]	-	-
Power high Temperature EGR Cooler (engine water) (stand by)	kW [kcal/kWh]	-	-
Power to coolant due to EGR LP-Circuit (prime power)	kW [kcal/kWh]	N/A	N/A
Power to coolant due to EGR LP-Circuit (stand by)	kW [kcal/kWh]	N/A	N/A
Total Power to coolant (prime power)	kW [kcal/kWh]	116,2	114
Total Power to coolant (stand by)	kW [kcal/kWh]	116	117
Total pump water flow	l/s	2,6	3,1
Radiator Coolant Flow (5% less if continuous deaerating system, coolant according to FPT norms)	l/min	N/A	N/A
EGR Cooler water flow (for ΔT=6°C)	l/s		
LP-CAC water flow (for ΔT=6°C)	l/s	N/A	N/A
Power in CAC (air to air) (prime power)	kW [kcal/kWh]	33,3	35,4
Power in CAC (air to air) (stand by power)	kW [kcal/kWh]	33	36,6
Power Radiated	kW	11,8	13

Images



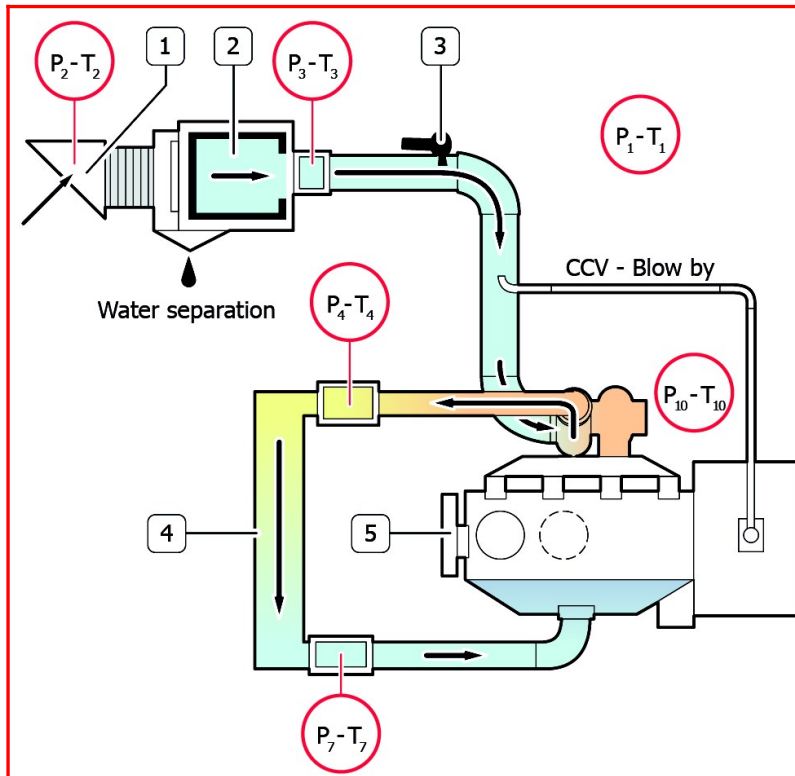
Principal Moment of Inertia



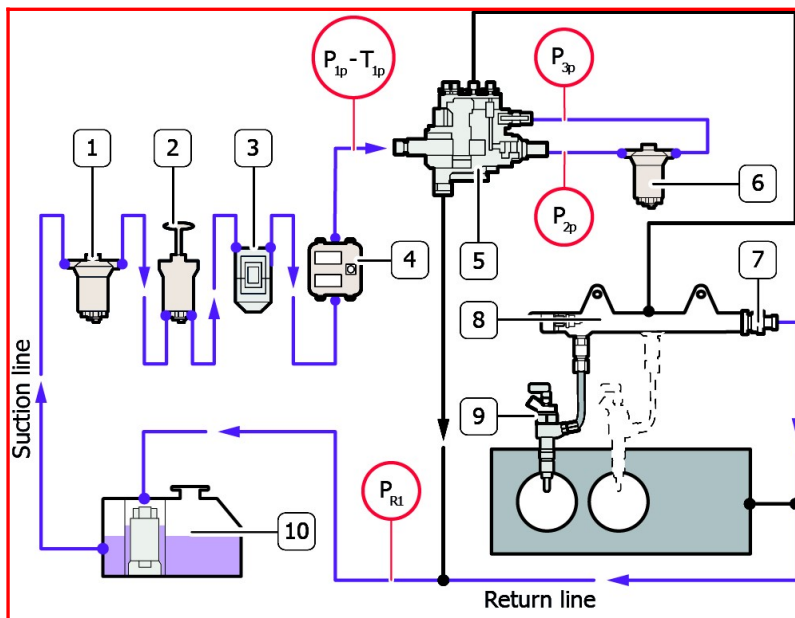
Components



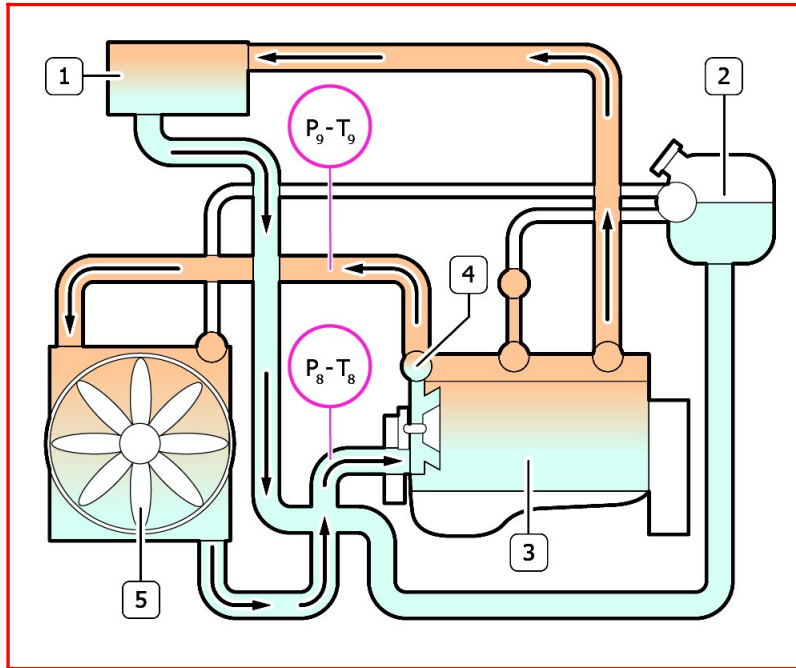
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1.Snorkel 2.Air Filter 3.Humidity sensor 4.Intercooler



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



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 1.3_Jul 2020		August/2020
Revision 2.0_Jul 2021		July/2021