

## **FPT INDUSTRIAL UNVEILS CURSOR 9 CNG, THE MOST POWERFUL 9 LITER CNG ENGINE, AT BEIJING BUS AND TRUCK SHOW**

Beijing, May 23, 2016

FPT Industrial, market leader and innovator of Compressed Natural Gas (CNG) engines, extends its range of on-road alternative fuel solutions with the first real 9 liter diesel equivalent at the Beijing Bus and Truck Show, from the 23<sup>rd</sup> to the 26<sup>th</sup> of May, 2016. The new Cursor 9 CNG, based on the Best in Class Cursor 9 diesel architecture, provides market leading power and torque.

Unveiled under the slogan “Naturally Powerful”, the Cursor 9 CNG offers power up to 400 hp @ 2.000 rpm, and torque up to 1.700 Nm @ 1.200 rpm, while at the same time having emissions lower than Euro VI. Equaling the performance of FPT Industrial’s Best in Class Cursor 9 diesel version, is the only alternatively fueled 8,7 liter that can compete with its diesel counterpart without compromise.

The 6 cylinder engine, the ideal solution for applications such as heavy haulage, garbage collection, city and intercity transportation, is powered by natural gas, in its compressed (CNG), liquefied (LNG) or renewable form (bio-methane). Compared to diesel, the CO<sub>2</sub> emissions of natural gas powered vehicles are significantly less and can be close to ZERO by using bio-methane.

The Cursor 9 CNG uses stoichiometric combustion to generate its power. Since 1995, when FPT Industrial started pioneering CNG solutions for industrial applications, it has been the companies chosen technology, proven to be the only viable and cost-efficient solution available today to meet Euro VI emission limits.

To comply with Euro VI the Cursor 9 CNG does not need Exhaust Gas Recirculation (EGR) or Selective Catalytic Reduction (SCR), but relies on a simple three-way catalyst. A compact catalytic converter, located at the end of the exhaust, with an integrated structure plated with three precious metals. Where the Platinum and Palladium convert CO and HC into CO<sub>2</sub> and H<sub>2</sub>O, the Rodium converts NO<sub>x</sub> into N<sub>2</sub>.

The Cursor 9 CNG, which replaces the 7.8 liter Cursor 8 CNG, boosts increased displacement, new multipoint fuel injectors and a new fuel rail to allow for a higher flow rate. This, together with the modified cylinder head, characterized by intake ports with an optimized swirl angle, grants class leading fuel consumption.



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Compared to the Cursor 9 diesel, the new engine has a Ni-Resist cast-iron exhaust manifold and water cooled wastegate turbocharger, increasing reliability. This is further supported by new piston rings to increase the oil service intervals by 17% vs. the Cursor 8 CNG, arriving at best in class for scheduled maintenance.

To increase driver comfort and thus performance of the final product the Cursor 9 CNG will be the first alternatively fueled heavy duty engine that can be coupled to an automated robotized transmission. Furthermore, the truck equipped with the new engine makes less noise than the average vacuum cleaner allowing for inner-city delivery at less than 72 dB(A).

“This engine opens up a whole new market for alternative fuels, replacing the existing product, mainly engineered for applications such as city bus and waste collection,” said Annalisa Stupenengo, Brand President of FPT Industrial, “Being at the forefront of innovation is part of our mission. That is why we at FPT Industrial have raised the bar and developed this new class leading Cursor 9 CNG engine, a real alternative for long haul truck and intercity bus missions.”

FPT Industrial, with over 25 years of experience and more than 29,000 CNG engines sold, has always been a pioneer in the development of natural gas engines and boosts the broadest engine range on the market for on-road use, able to satisfy requests for both light, medium and heavy commercial vehicle applications, and off-road use, able to satisfy requests for agricultural applications.

#### **FPT Industrial CNG products:**

##### **Cursor 9 CNG specification**

Architecture:	In-line 6-cylinder engine
Intake:	Wastegate Turbocharged with Aftercooler
Injection:	Stoichiometric multipoint
Valves per cylinder:	4
Displacement (l):	8,7
Bore (mm):	117
Stroke (mm):	135
Power range in hp (kW):	300-400 (221-294) @ 2.000 rpm
Torque range in Nm:	1.700 @ 1.200 rpm
Service interval (km):	up to 70.000 (depending on mission)
Weight (in kg):	870
Dimensions (mm) (bus):	1.186 / 902 / 981 (L / W / H)
Dimensions (mm) (truck):	1.181 / 1.001 / 1.079 (L / W / H)

##### **N60 CNG specification**

Architecture:	In-line 6-cylinder engine
Intake:	Wastegate Turbocharged with Aftercooler

Injection:	Stoichiometric multipoint
Valves per cylinder:	2
Displacement (l):	5,9
Bore (mm):	102
Stroke (mm):	120
Power range in hp (kW):	204 (150) @ 2.700 rpm
Torque range in Nm:	750 @ 1.400 rpm
Service interval (km):	up to 30.000 (depending on mission)
Weight (in kg):	520
Dimensions (mm) L / W / H:	1095 / 902 / 875

### **F1C CNG specification**

Architecture:	In-line 4-cylinder engine
Intake:	Wastegate Turbocharged with Aftercooler
Injection:	Stoichiometric multipoint
Valves per cylinder:	4
Displacement (l):	3,0
Bore (mm):	96
Stroke (mm):	104
Power range in hp (kW):	136 (100) @ 3.500 rpm
Torque range in Nm:	350 @ 1.500 rpm
Service interval (km):	up to 40.000 (depending on mission)
Weight (in kg):	245
Dimensions (mm) L / W / H:	745 / 695 / 750

*FPT Industrial is a brand of CNH Industrial, dedicated to the design, production and sale of powertrains for on and off-road vehicles, marine and power generation applications. The company employs approximately 8,200 people worldwide, in ten manufacturing plants and six R&D Centers. The FPT Industrial sales network consists of 93 dealers and over 900 service centers in almost 100 countries. A wide product offering, including six engine ranges from 31 kW up to 740 kW and transmissions with maximum torque of 200 Nm up to 500 Nm, and a close focus on R&D activities make FPT Industrial a world leader in industrial powertrains. For further information, visit [www.fptindustrial.com](http://www.fptindustrial.com).*

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