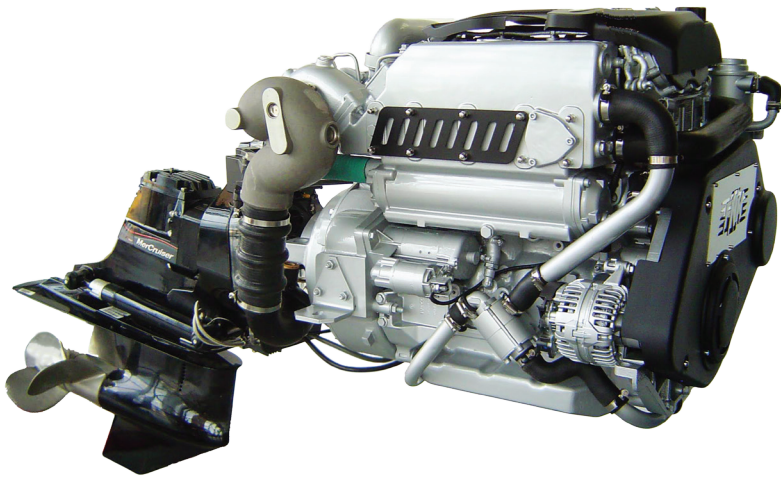


30HPEP IN/OUTBOARD MARINE ENGINE

Models: 270, 250, 225, 180



RELIABLE AND LONG-LASTING

FNM® 4-cylinder 30HPE engine is conceived according best-seller FIC platform requirements. The engine uses a common-rail fuel injection system controlled by an electronic control unit developed in house, especially made for it. The result is a high power-to-displacement ratio unit.

HIGH LEVEL PERFORMANCES

Set either for recreational use, where the engine reaches up to 184kW (250HP), or for any commercial purpose, where it can achieve up to 3000h/year, this unit guarantees excellent performances at each kind of operating condition.

ECU DEVELOPED IN HOUSE

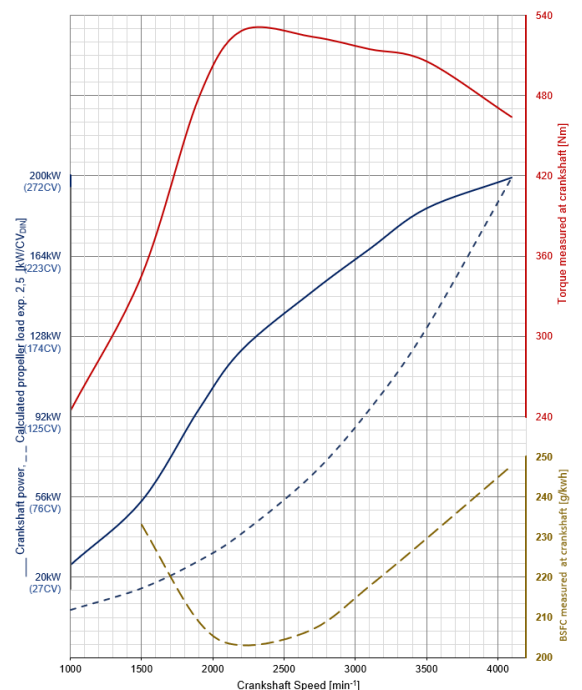
The engine electronic control unit (ECU) has been conceived after a 10-year development project carried out by R&D team; it is especially designed for HPE marine engines application. The ECU controls common rail system parts and included unique control strategies which can be personalized according customers' request. It guarantees excellent performances with limited emissions.

TECHNICAL DATA

NEW

Engine designation	30 HPEP 270	30 HPEP 250	30 HPEP 225	42 HPEP 180
Max. Power	198,5 kW 270 HP 4100 rpm	184 kW 250 HP 4100 rpm	165 kW 225 HP 4100 rpm	132 kW 180 HP 3800 rpm
Max. Torque	530 Nm 2300 rpm	N.D.	N.D.	N.D.
Number of cylinders	4 in line			
Displacement	2.934 cc			
Bore and Stroke	95,8x104 mm			
Dry Weight	320 Kg			
Cooling	Water			
Combustion	Direct Injection Common Rail			
Induction	Turbocharged and intercooled			
Emission	RCD Stage 2			
Dimension (mm)	753(H) x 730(L) x 750(W)			

PERFORMANCE CURVES



Referred to 30HPE 270

Engine shown in the picture could be not equal to standard engines

Technical data according ISO8665, fuel according EN590 standards. Fuel available on the market could have different specifications, influencing engine's power and consumptions. Production tolerance within 5% (in power). Not all produced models, equipments and accessories could be available in all countries.

TECHNICAL CHARACTERISTICS

ENGINE BLOCK AND HEAD

- Cylinder block made of cast-iron
- Cylinder head made of aluminium
- 4-valve per cylinder technology with hydraulic lash adjusters
- Double overhead camshafts
- Oil-cooled pistons with compression and scraper rings
- Five bearing crankshaft
- Automotive-class availability of service and parts
- Metal chain gear

LUBRICATION SYSTEM

- Easily replaceable oil filter, on top of engine
- Easily to inspect or replace oil separator, on top of engine
- Double oil vapour filter technology
- Integrated cooler with engine's coolant

FUEL SYSTEM

- Common rail fuel injection system
- CMD proprietary ECU
- Fuel filter with water separator and alarm

AIR INLET AND EXHAUST SYSTEM

- Commercial-grade air filter
- Oil vapours vented into inlet air
- Exhaust elbow or raiser depending on application
- Coolant-cooled turbocharger
- Raw-water cooled intercooler

COOLING SYSTEM

- Thermostatically regulated freshwater cooling
- Thermal unit that integrates exhaust manifold, thermostat, tubular heat exchanger and expansion tank
- Easily accessible seawater impeller pump

ELECTRICAL SYSTEM

- 12V standard two-pole electrical system
- 12V-2,3kW starter
- Alternator 12V-110A
- Emergency stop button on engine's ECU
- CANBUS Panel with 8m extension and digital display of engine data

ENGINE MOUNTING

- Flexible engine mounting

PANEL INSTRUMENT CANBUS

Panel Instrument high brightness 5 "TFT display, with touchscreen and a very simple and intuitive interface and offers the following features:

- Engine data acquisition with CANBUS J1939 interface.
- Data acquisition from traditional sensors for up to eight analog inputs, five digital inputs and one frequency input.
- Acquisition of navigation data with NMEA0183 interface.
- Up to five relay command outputs for signals and simple activations.
- Alarm monitoring according to approved safety standards.
- Automatic brightness adjustment and day / night mode.
- USB local connectivity for firmware update and configuration.

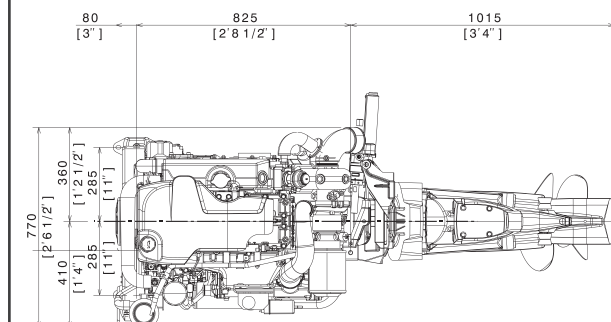


The unit is supplied already programmed and ready to work.

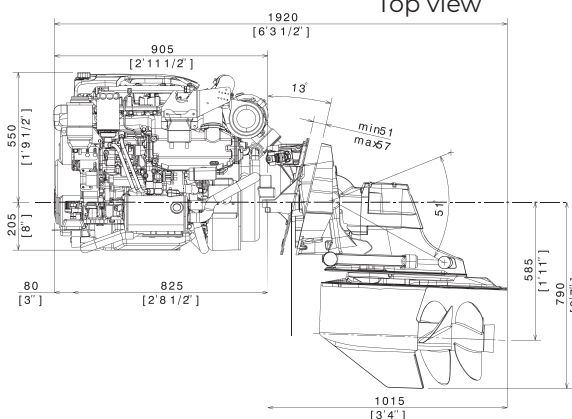
DIMENSIONAL

FNM30HPEP BRAVO 3

Side view



Top view



OPTIONALS AND GEAR

- Single or double electronic CANBUS control station
- Boiler kit for heating
- Various length panel extension
- Second control panel for flybridge installations
- RACOR and Mediterraneo filters
- Trolling Valve
- Additional PTO (ISO4183 Z/SPZ)
- Steering pump
- NMEA2000 compatibility kit
- Wide range of additional instruments
- BRAVO X-1 stern drive Red.1,65:1 or BRAVO 2 Red.2:1 - BRAVO 3 Red. 2:1
- Stainless steel propeller for BRAVO X-1
- Aluminium propeller for BRAVO X-2
- Stainless steel propeller for BRAVO X-3
- Multiple Sterndrive Steering Tie for twin-engine
- Alignment tool
- Volvo coupler kit



Find out our dealers using our QR code or call +39 393 9092265 for further informations



FNM Marine Diesel Engines
it's a brand
CMD a Loncin Company

Nucleo Industriale · Valle di Vitalba · 85020 · Atella (Pz) · Italia
Tel. (+39) 0972 715757 · support@fnm-marine.it · www.fnm-marine.it

