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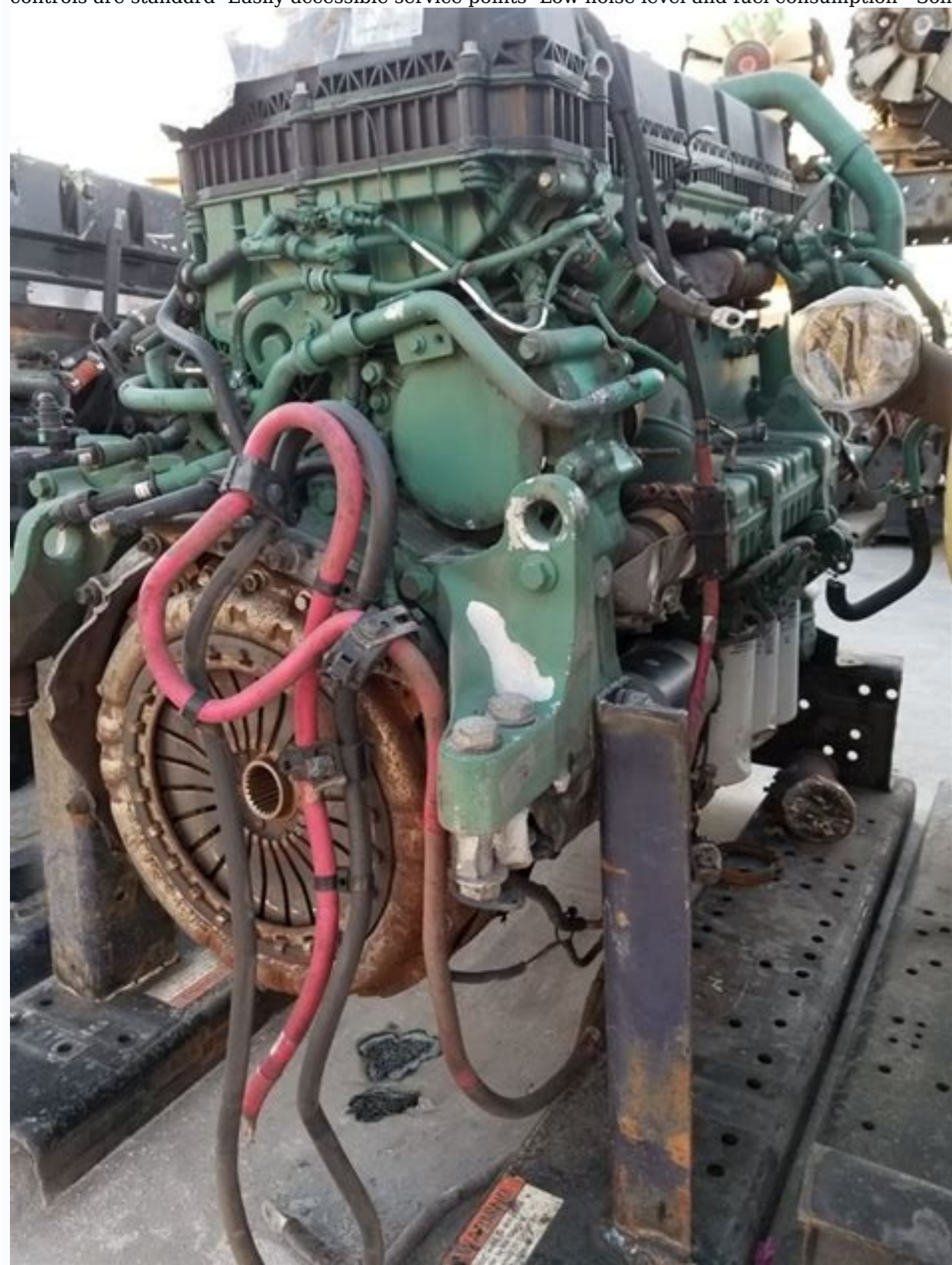
## Volvo d13 engine displacement

Volvo d13 engine codes. Volvo d13 engine size.



Volvo d13 engine specs.

Volvo Penta D13 is an in-line 6-cylinder, 12.8-liter, diesel engine using a high-pressure unit injector system, overhead camshaft, and a twin-entry turbo using a water-cooled exhaust manifold. This contributes to world-class fuel efficiency and excellent operating economy, combined with very low emissions. - High-pressure fuel injectors- Electronic controls are standard- Easily accessible service points- Low noise level and fuel consumption - Solid and robust engine design- Heavy-duty engine cover- Instrumentation with full Electronic Vessel Control functionality Here are the key specifications for this product model. Want more details?



Download the brochure or contact us. D13-700 D13-800 D13-900 D13-1000 Detailed Segment Marine Commercial Marine Commercial, Marine Leisure Diesel Marine Leisure Diesel Marine Leisure Diesel, Marine Commercial Crankshaft Power kW 515 588 662 735 Crankshaft Power HP 700 800 900 1,000 Rated RPM 2,300 2,300 2,300 2,400 Displacement litres 12.8 Displacement cui 780 Number of Cylinders 6 Rating Rating 3 Rating 4 Rating 5 Rating 5 Emission Compliance IMO NOx Tier II, EU RCD Stage II, EPA Tier 3, China I, China II Control System Electronic Vessel Control High-pressure fuel injection Electronic unit injectors Cooling System Heat Exchanger Cooling 13 liter series Key features and benefits for D13 D13-700 D13-800 D13-900 D13-1000 English Product bulletin D13-700 (PDF, 875KB) Product bulletin D13-800 MC (PDF, 1.4MB) Product bulletin D13-900 (PDF, 1.5MB) Product leaflet D13-700 (PDF, 714KB) French Bulletin produit D13-700 (PDF, 875KB) French Bulletin produit D13-900 (PDF, 716.4KB) German Produktbulletin D13-900 (PDF, 1.5MB) Produktflyer D13-1000 (PDF, 717.9KB) Italian Bollettino di prodotto D13-900 (PDF, 1.5MB) Opuscolo prodotto D13-1000 (PDF, 714.1KB) Norwegian (Bokmål) Produktbulletin D13-900 (PDF, 1.5MB) Produktflygblad D13-1000 (PDF, 717KB) Spanish Boletín de producto D13-900 (PDF, 1.5MB) Folleto de productos D13-1000 (PDF, 713.9KB) Swedish Produktbulletin D13-900 (PDF, 1.5MB) Produktblad D13-1000 (PDF, 719.7KB) Type Direct Injection Diesel Bore & Stroke 5.16" x 6.22" [131mm x 158mm] Engine Break Retarding Power 500 HP [372 kW] @ 2200 RPM Number of Cylinders 6, In-Line Dry Weight (Approx) 2635lbs [1195kg] Common-rail fuel injection The unique design of Volvo's common-rail fuel system delivers multiple benefits. Finer control allows quicker, more accurate fuel injection for improved fuel efficiency, while a clean installation improves reliability and dramatically reduces engine noise. Low Friction Wave Piston Design Improved piston skirt finishing reduces friction losses, benefitting power and efficiency. The piston's wave design increases compression to boost efficiency, improving combustion to minimize soot. Improved Fuel Efficiency Offering an impressive mix of power, efficiency, and value, all Volvo's engines are OBD 2016-compliant and built on a foundation of proven, developed architecture that leverages innovative hardware to maximize efficiency. Volvo Trucks have built a number of engines, beginning in the late 1920s. In the 2010s, they have also begun using engines developed by Germany's Deutz AG. They were one of the first companies to use turbodiesel engines in commercially successful trucks. B36 Main article: Volvo B36 engine The Volvo B36 is a four-stroke, cast-iron 90 degree petrol V8 introduced in 1952. It develops 120 PS (88 kW) at 4000 rpm and 260 N·m (192 lb·ft) at 2200 rpm. The engine weighs 235 kg (518 lb) and displaces 3.56 liters.[1] The two-port Carter carburetor and intake are located between the cylinder banks. The crossflow heads are of a cast iron alloy, while the five-bearing camshaft is of a case-hardened steel alloy. The engine is often said to be a twinned B18 four-cylinder, but in reality only some parts in the valve train are interchangeable between the two engines. This engine was used in the Volvo L420 Snabb truck, amongst others. It had been developed by Volvo for a planned luxury automobile called Volvo Philip in the early 1950s, when this project was cancelled it was installed in a truck instead. Due to excessive thirst, diesel engines soon became available in this range of trucks. The B36 was discontinued in 1973, although it had no longer been used in trucks after 1966. It was the last petrol truck engine built by Volvo, and the only V8 engine in any vehicle except for the newer Yamaha built unit used in XC90 and S80. A marine version was available, the Volvo Penta AQ180 boasting 180 hp with twin carburetors. D36 Volvo originally lacked the resources to develop their own diesel engines. To fill the gap, the 3610 cc 4D "Dorset" OHV diesel inline-four engine built by Ford for their Fordson Major tractor was used, beginning in 1963. It was installed in the Volvo 425 (Snabb) and the 435 (Trygge) until 1966, when a more powerful Perkins unit replaced it. The so-called D36 only has 65 PS (48 kW). D39 A 3869 cc OHV diesel inline-four engine from Perkins Engines was used by Volvo from late 1966 (Perkins 4.236), installed in the F82 and F83 (renamed models of the "Snabb" and "Trygge"). It was eventually replaced by Volvo's own range of diesel engines.

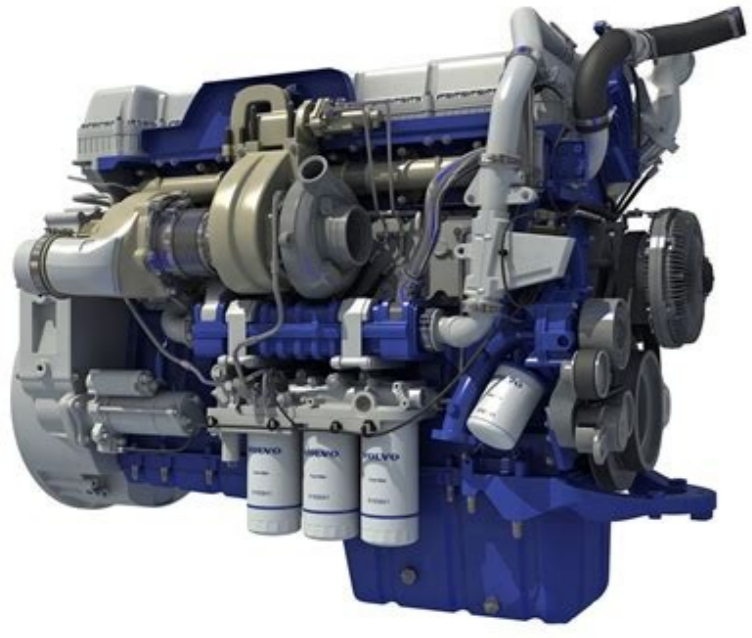


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Labelled the D39 by Volvo, it has 80 PS (59 kW). D6B Motor vehicle engine Engine D6B Overview Manufacturer Volvo Layout Displacement 5.5 L Cylinder bore 98.425 mm Piston stroke 120 mm Block material cast iron Head material 2x cast iron Valve train OHV Compression ratio 19:1 Combustion Turbocharger Intercooled Fuel system Distributor injection pump EDC Fuel type diesel Cooling system Water-cooled Output Power output 180 hp - 220 hp - 250 hp (132 kW - 162 kW - 184 kW) Torque output 424 ft·lbf - 516 ft·lbf - 608.5 ft·lbf (575 N·m - 700 N·m - 825 N·m) Dimensions Length 1171 mm Width 605 mm Height 995 mm Dry weight 580 kg (dry) Chronology Predecessor D6A D7E Motor vehicle engine Engine D7E Overview Manufacturer Deutz Layout Displacement 7.14 L Cylinder bore 108 mm Piston stroke 130 mm Block material cast iron Head material 1x cast iron Valve train OHV Compression ratio 18:1 Combustion Turbocharger Intercooled Fuel system Common Rail Fuel type diesel Cooling system Water-cooled Output Power output 240 hp - 280 hp - 320 hp (177 kW -

206 kW - 235 kW) Torque output 678.5 ft-lbf - 774.4 ft-lbf - 885 ft-lbf (920 N·m - 1,050 N·m - 1,200 N·m) Dimensions Length 1,218 mm Width 780 mm Height 983 mm Dry weight 590 kg Chronology Predecessor D7C D12 Model Power Torque Compression Ratio Bore Stroke Displacement Year D12A 309kW (420hp) @ 1,800 rpm 2,100Nm (1,544ft-lb) @ 1,000 rpm 17.3:1 131.1mm (5.16 inches) 149.9mm (5.9 inches) 12,141cc (741CI) 1993-1998 D12C 309-338kW (420-460hp) @ 1,800 rpm 2,100-2,300Nm (1,544-1,691ft-lb) @ 1,000 rpm 1998-2001 D12D 2001-2005 D12F 2004-2006 D13 "The Volvo D13 features 14 different power ratings ranging from 375 up to 515 horsepower (export configuration). A new variable geometry turbocharger provides quick response to throttle inputs while improving fuel economy. Volvo offers two XE, integrated drivetrain ratings, as well as six Eco-Torque and three Dual-Torque ratings to allow customers to match engine performance to specific application requirements". [2] Model Power Torque Compression Ratio Bore Stroke Displacement Year D13A 276-384kW (375-515hp) @ 1,500 rpm 1,875-2,400Nm (1,379-1,765ft-lb) @ 1,050 rpm 18:1 131mm (5.16 inches) 158mm (6.22 inches) 12,777cc (779.7CI) 2005-present D13B D13C 1,875-2,500Nm (1,379-1,838ft-lb) @ 1,000 rpm 17.8:1 D13K 1,875-2,500Nm (1,379-1,838ft-lb) @ 860-1,000 rpm 18:1 2012-present D16 (Text here) Model Power Torque Compression Ratio Bore Stroke Displacement Year D16A 350-388kW (470-520hp) @ 1,800 rpm 2,160-2,400Nm (1,379-1,765ft-lb) @ 1,000 rpm 17.5:1 (D16B), 18:1 (D16A) 144mm (5.67 inches) 165mm (6.50 inches) 16,123cc (984CI) 1993-2006 D16B D16C 410-455kW (550-610hp) @ 1,450-1,800 rpm 2,500-2,800Nm (1,844-2,065ft-lb) @ 950-1,500 rpm 17:1 (610), 18:1 (550) 2006-present D16E 346-492kW (470-660hp) @ 1,450-1,900 rpm 1,850-3,100Nm (1,365-2,286ft-lb) @ 1,000-1,450 rpm 17.3:1 (540, 660), 18:1 (580) D16G 403-522kW (540-700hp) @ 1,450-1,900 rpm 2,650-3,150 Nm (1,954-2,323ft-lb) @ 1,000-1,550 rpm 17.3:1 (600), 16.8:1 (540, 700) D16K 410-550kW (550-750hp) @ 1,350-1,900 rpm 2,800-3,550Nm (2,065-2,618ft-lb) @ 900-1,450 rpm 16:1 2015-present References ^ Andersson, Vince. "Volvo B36 V8 info". Andersson Racing. Retrieved 2014-06-09. ^ "Volvo D13 engine | Commercial Carrier Journal". www.ccdigital.com.



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