

Marine Commercial CURSOR 13

C13 825 E
478 kW

Rating type B: 478 kW (650 HP) @ 2400 rpm

Rating type C: 442 kW (600 HP) @ 2400 rpm

Rating type D: - kW (- HP) @ - rpm

SPECIFICATIONS

Thermodynamic cycle	Diesel 4 stroke
Air handling	TCA
Cylinders arrangement	6L
Bore x Stroke	millimeters 135 x 150
Total displacement	liters 12.9
Valves per cylinder	number 0.004
Cooling System	liquid
Direction of Rotation (viewed facing flywheel)	CCW
Engine management	by EDC (Electronic Diesel Control)
Injection System	EUI

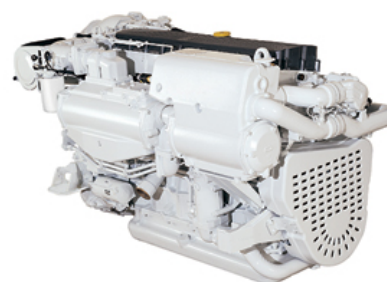
STANDARD CONFIGURATION

Flywheel housing	type	SAE 1
Flywheel size	inch	14"
Air filter		rear side
Turbocharger	e Gate (water cooled) Turbo in parallel with Aftercooler (TCA)	
Heat exchanger		tube type
Exhaust gas water mixer - Exhaust cooled elbow		-
Water charge tank		included
Fuel filter	number	1 - right side
Fuel prefilter		included (loose)
Fuel pump		1 - gear driven
Oil filter	number	0.002
Oil sump		aluminium
Oil vapours blow-by circuit		included
Oil heat exchanger		included
Oil filler		by cylinder head cover
Starter		24V - 5.5kW
Alternator		28 V - 90 A
Engine stop device		by electronic central unit
Wiring harness		with negative to ground connection
Painting color		white "ICE"

WEIGHT AND DIMENSIONS

Dimensions	LxWxH (mm)	1465 x 1000 x 1058
Dry Weight	Kg	1395

DIMENSIONS CAN BE CHANGED ACCORDING TO ENGINE OPTIONS



IMAGES SHOWN ARE FOR ILLUSTRATION PURPOSE ONLY

ELECTRICAL SYSTEM

Voltage	V	0.024
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NOT INCLUDED IN STANDARD CONFIGURATION

Battery - minimum capacity recommended	Ah	2 x 180 Ah
Battery - minimum cold cranking capacity recommended	Ah	1200 Ah

LEGEND

Arrangement	Air Handling	Turbocharger	Injection System	Exhaust System
L (in line)	TCA (Turbocharged with aftercooler)	WG (Wastegate)	M (Mechanical)	EGR (Exhaust Gas Recirculation)
V (90° "V" configuration)	TC (Turbocharged)	VGT (Variable Geometry Turbocharger)	ECR (Electronic Common Rail)	SCR (Selective Catalytic Reduction)
	NA (Naturally Aspirated)	TST (Twin Stage Turbocharger)	EUI (Electronic Unit Injector)	
			MPI (Multi Point Injection)	

- A1** High Performance Crafts. Full throttle operation restricted within 10% of total use period. Cruising speed at engine rpm <90% of rated speed setting - Maximum usage 300 hours per year.
- A2** Pleasure Commercial Vessels. Full throttle operation restricted within 10% of total use period. Cruising speed at engine rpm <90% of rated speed setting - Maximum usage 1000 hours per year.
- B** Light Duty: Full throttle operation restricted within 10% of use period. Cruising speed at engine rpm <90% of rated speed setting - Maximum usage 1500 hours per year.
- C** Medium Duty: Full throttle operation < 25% of use period. Cruising speed at engine rpm <90% of rated speed setting - Maximum usage 3000 hours per year.
- D** Heavy Duty

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SPECIFICATION SUBJECT TO CHANGE WITHOUT NOTICE

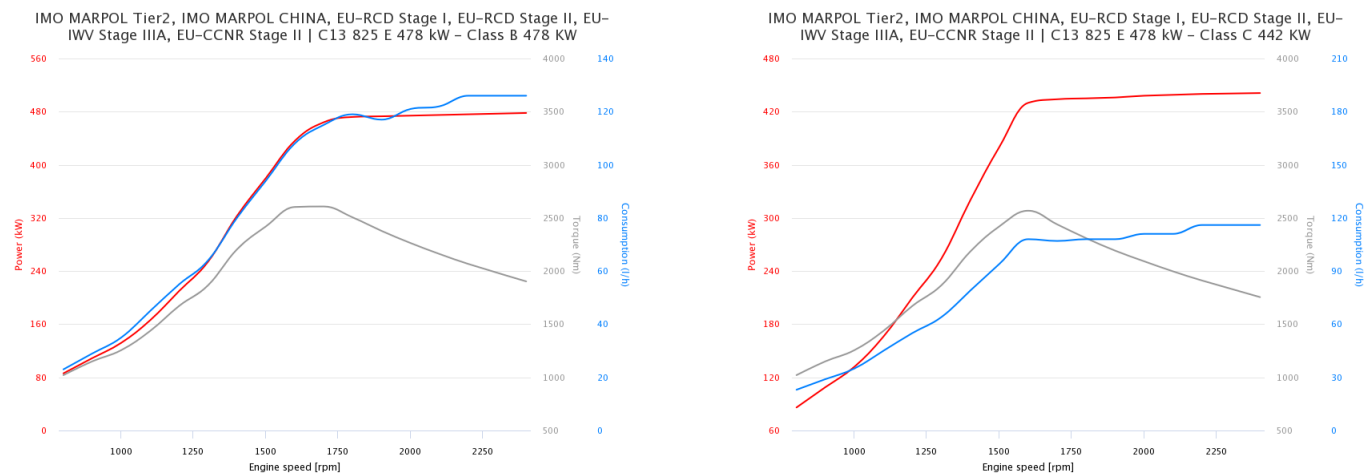


RATING TYPE

		B	C	D
Maximum power [*]	kW (HP)	478 (650)	442 (600)	- (-)
At speed	rpm	2400	2400	-
Maximum no load governed speed at max rating	rpm	2580	2580	-
Minimu idling speed	rpm	600	600	-
Mean piston speed at rated speed	m/s	12	12	-
BMEP at max power	bar	17.8	16.4	-
Specific fuel consumption at full load (best value)	g/kWh @ rpm	220.7 @ 2400	221.6 @2400	-
Oil consumption at max rating	(% of fuel cons.)		= 0.2	
Minimum starting temperature without auxiliaries	°C		-10°	
Oil and oil filter maintenance interval for replacement	hours		600	

* Net Power at flywheel according to ISO 3046/1, after 50 hours running, Fuel Diesel EN 590. Power tolerance 5%.

POWER & TORQUE



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