

Marítimos

Recreo

CURSOR 13

C13 825 E

607 kW

Regímenes del motor A1: 607 kW (825 HP) @ 2400 rpm

Regímenes del motor A2: 552 kW (750 HP) @ 2400 rpm

Regímenes del motor B: 478 kW (650 HP) @ 2400 rpm

Regímenes del motor C: 442 kW (600 HP) @ 2400 rpm

SPECIFICATIONS

Ciclo Termodinámico	Diesel 4 stroke	
Alimentación del aire	TCA	
Cilindros Disposición	6L	
Diámetro x Carrera	milímetros	135 x 150
Cilindrada total	litros	12,9
Válvulas por cilindro	numero	4
Sistema de refrigeración	liquid	
Sentido de rotación (lado volante)	CCW	
Gestión del motor	by EDC (Electronic Diesel Control)	
Sistema de inyección	EUI	

STANDARD CONFIGURATION

Carcasa del volante	type	SAE 1
Tamaño del volante	pulgadas	14"
Filtro de aire	rear side	
Turbocompresor	e Gate (water cooled) Turbo in parallel with Aftercooler (TAA)	
Intercambiador de calor	tube type	
Gas de escape – mezclador de agua	-	
Depósito de agua	included	
Filtro de combustible	numero	1 - right side
Prefiltro de combustible	included (loose)	
Bomba de combustible	1 - gear driven	
Oil filter	numero	2
Cárter de aceite	aluminium	
Circuito de reaspiración de los vapores de aceite	included	
Intercambiador de calor del aceite	included	
Punto de llenado de aceite	by cylinder head cover	
Motor de arranque	24V - 5.5kW	
Alternador	28 V - 90 A	
Dispositivo de parada del motor	by electronic central unit	
Cableado	with negative to ground connection	
Color de pintura	white "ICE"	

WEIGHT AND DIMENSIONS

Dimensiones	LxAn.xAl. (mm)	1465 x 1000 x 1058
Peso en seco	Kg	1395

LAS DIMENSIONES SE PUEDEN CAMBIAR SEGÚN LAS OPCIONES DEL MOTOR



MARINE

LAS IMÁGENES MOSTRADAS SON PARA FINES DE ILUSTRACIÓN SOLAMENTE

ELECTRICAL SYSTEM

Voltaje	V	24
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NOT INCLUDED IN STANDARD CONFIGURATION

Batería - capacidad mínima recomendada	Ah	2 x 180 Ah
Batería - capacidad mínima de arranque en frío recomendada	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

ACCIÓN SOBRE LAS CALIFICACIONES DISPONIBLES NO SE ENCUENTRAN EN ESTE DOCUMENTO, POR FAVOR PÓNGASE EN CONTACTO CON LA RED DE VENTAS INDUSTRIALES DE FPT O VISITE NUESTRO SITIO WWW.FPTINDI

LAS ESPECIFICACIONES ESTÁN SUJETAS A CAMBIOS SIN PREVIO AVISO

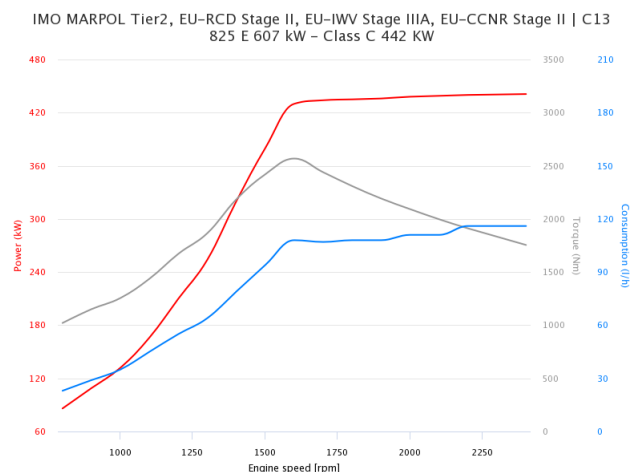
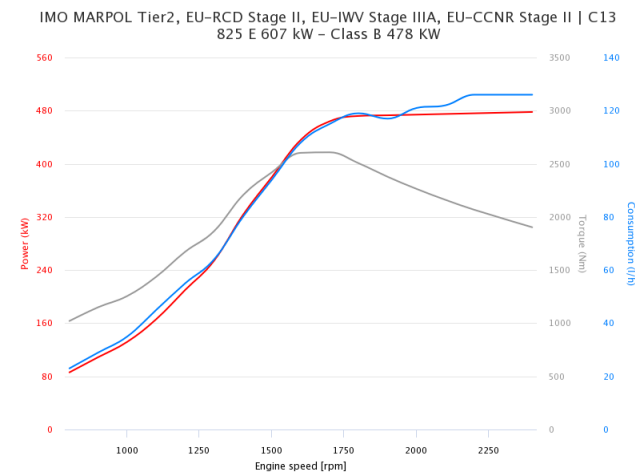
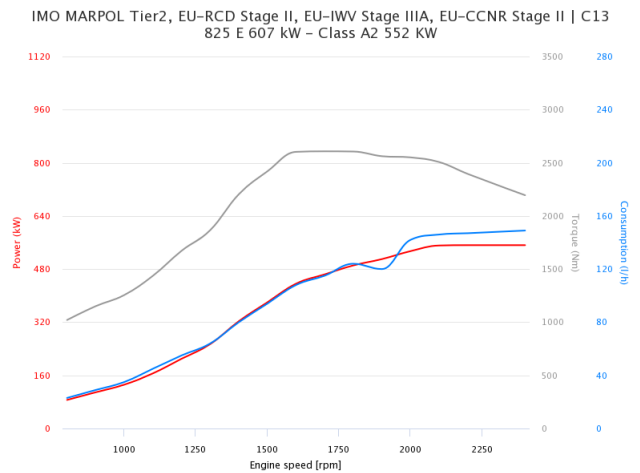
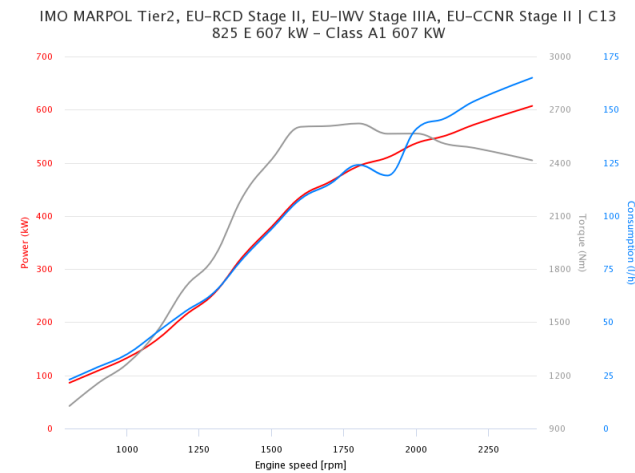


RATING TYPE

		A1	A2	B	C
Max. Potencia [*]	kW (HP)	607 (825)	552 (750)	478 (650)	442 (600)
Régimen	rpm	2400	2400	2400	2400
Maximum no load governed speed at max rating	rpm	2580	2580	2580	2580
Minimum idling speed	rpm	600	600	600	600
Velocidad media del pistón a velocidad nominal	m/s	12	12	12	2580
BMEP (presión media efectiva al freno) a máxima potenci	bar	22,5	20,5	17,8	16,4
Consumo específico de combustible con carga máxima (n	g/kWh @ rpm	229.1	227.5	220.7	221.6
Consumo de aceite a máximo régimen (% de consumo de	g/kWh @ rpm		= 0.2		
Temperatura mínima de arranque sin ayudas auxiliares	°C		-10°		
Intervalo de mantenimiento del aceite y el filtro de aceite ε	horas		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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