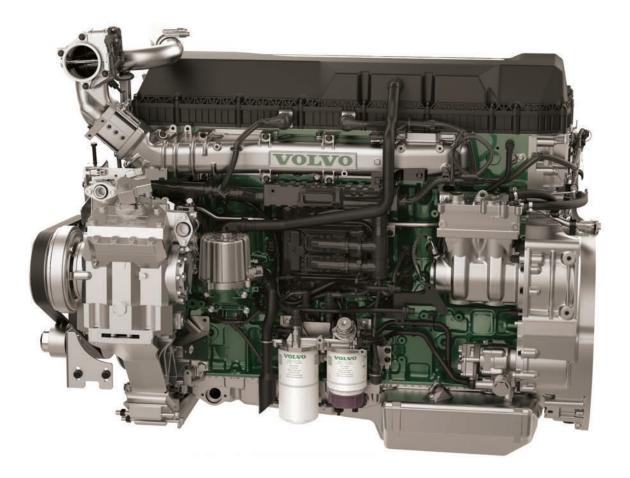
VOLVO

Volvo Buses. Driving Progress

# VOLVO D13 ENGINE



## All the power your coach needs.

SPECIFICATIONS	
Ratings	
Base Engine Configuration	4 cycle / Inline Six
Emissions	SCR Selective Catalytic Reduction
Aspiration	Sliding Nozzle Variable Geometry Turbocharger
Cam / Valve Configuration	SOHC / 4 Valves per Cylinder
Cylinder Head	One Piece Rigid Deck Cylinder Head
Injection System	Common Rail
Maximum Fuel Injection Pressure, psi (bar)	35,000 (2,400)
Rating Uprateability	Software Only, Throughout Range
Displacement, cu. in. (L)	780 (12.8)
Compression	Ratio 17:1
Bore & Stroke, in. (mm)	5.16 x 6.22 (131 x 158)
Cylinder Spacing, in. (mm)	6.61 (168)
Full Dress Dry Weight, lb. (kg)	2605 (1182)
Fuel and Lubrication:	
Fuel Specification	Ultra Low Sulfur Diesel, 15 ppm
Fuel Filters	Primary plus Secondary
Total Lube Oil Capacity, qts. (L)	38 (36)
Oil Filtration	Two Full Flow, One Bypass
Oil Drain Interval, Normal Service, miles (km)	55,000 (88,514)*
Oil Specification	Volvo VDS-4.5, SAE 10W-30
FLOCS Oil Drain Kit	Optional
Engine Equipment:	
Air Compressor, CFM	Two Cylinder, 31.8
Retarder	Volvo Engine Brake (VEB)
Engine Brake Rating at 2200 rpm	500 hp @ 2200 rpm
Engine Brake Rating at 1500 rpm	350 hp @ 1500 rpm
Engine Brake Weight, Ibs. (kg)	25 (12)
PTO Port for Live Rear PTO Pump or Shaft	Standard on VHD
Preheater, Electrical	Optional
* Application at 6 mpg or greater	

The D13 is designed to produce the power your coach needs, the fuel economy crucial to your bottom line, and the reliability your customers demand. Volvo achieves these goals by starting with a foundation of proven, mature engine architecture, and then leveraging innovative hardware and technology to optimize performance, productivity and efficiency. Thoughtful features are expertly integrated to deliver the solution for your needs.

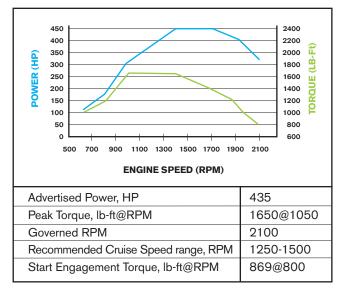
#### High-efficiency aftertreatment system

Volvo's "one-box" exhaust aftertreatment system offers smaller system packaging and reduces weight by 17 pounds from previous systems. The one-box configuration provides better thermal encasing of exhaust energy, and improves muffler efficiency. The use of Cu-Z catalyst coatings improves both low-temperature NOx conversion, and long-term system robustness.

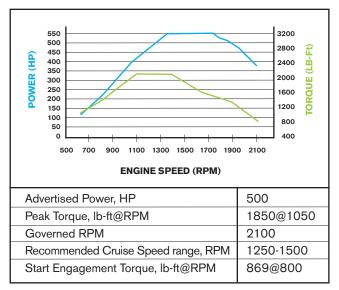
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### **Specifications**

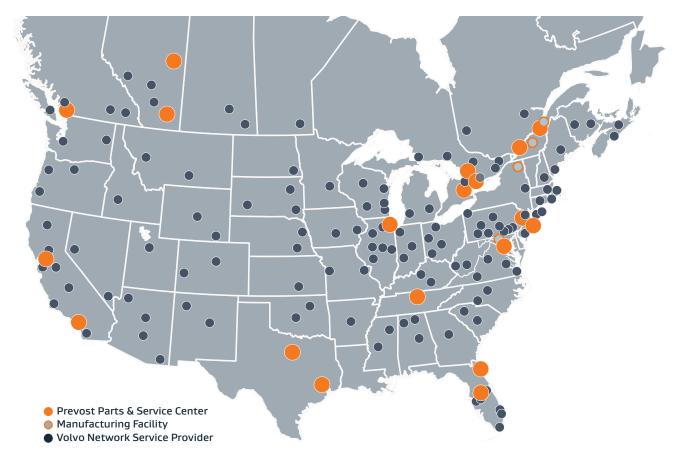
#### Volvo D13 435/1650 (Motorcoach)



#### Volvo D13 500/1850 (Conversion)



FEATURE	BENEFIT
Variable Geometry Turbocharger (VGT)	Supercharges the intelligent Volvo Engine Brake (VEB) system for high retarding horsepower at low rpm, where engine braking is needed most.
Common-rail fuel injection	Precise control allows quicker, more accurate injection for improved fuel economy; clean installation improves reliability and reduces engine noise.
Ultra-high 35,000 psi fuel injection pressure	Finer fuel atomization for cleaner burn, reduced emissions and better fuel economy.
Wave piston design	Wave design optimizes cylinder efficiency, reducing soot production while enhancing fuel efficiency and performance.
Precision-Flow Cooled Exhaust Gas Recirculation	Tuned to give just the EGR flow needed, no more, no less, for optimum fuel consumption.
Oil-Cooled dual-port EGR valve	Consistent temperature; balanced pressure design with reduced opening force for high reliability and stick resistance.
Volvo engine family shares common architecture	Thorough component development assures more refined design.
Rigid deck cylinder head	Six headbolts per cylinder arrangement delivers uniform clamping force for long life.
Camshaft damper	Reduces injection system torsional vibration and high frequency buzz, for longer component life.
Smart fan clutch	Increases fuel efficiency by only running the fan when extra cooling is necessary, varying fan speed based on cooling needs.
Intelligently modulated VEB	Maintains steady vehicle speed during descent for greater driving comfort, improved safety.
Available VEB	Exceptional retarding, optimized for the rpm you drive, increasing service brake life.
Performance Bonus Guide driver coaching software	Increased fuel savings and driver retention by altering driver behavior through incentives.



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