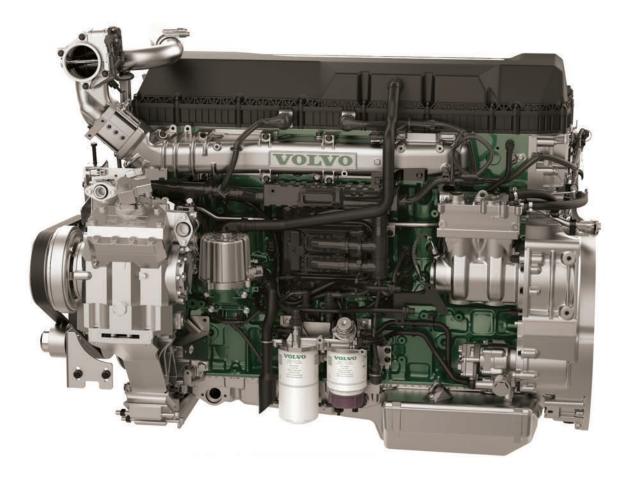
VOLVO

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.

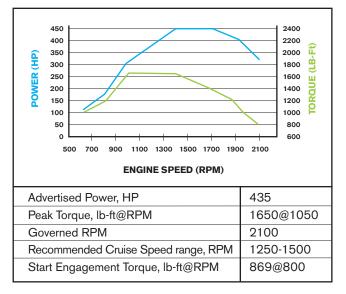
High-efficiency aftertreatment system

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.

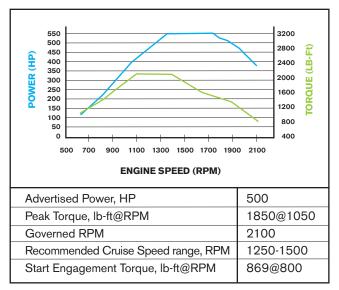
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Specifications

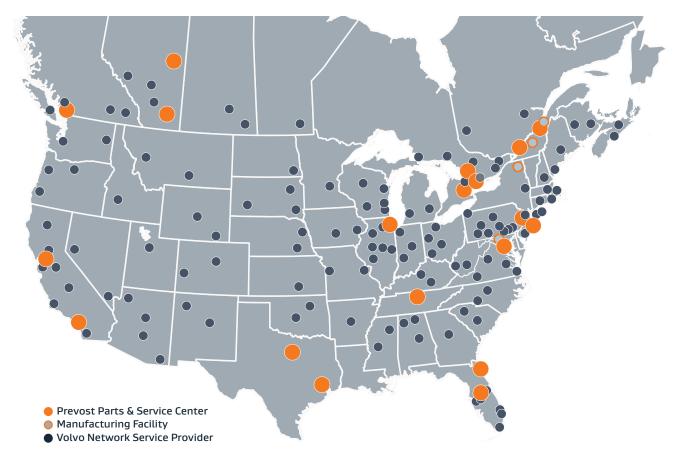
Volvo D13 435/1650 (Motorcoach)



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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