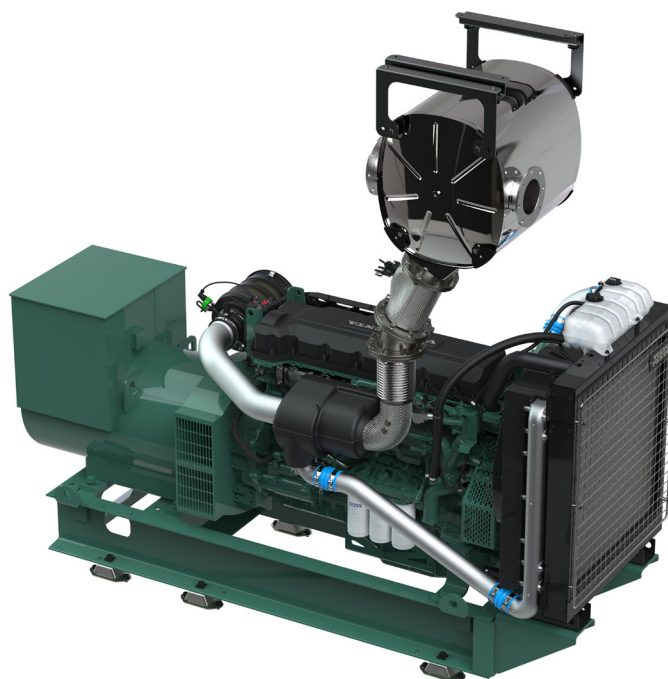


VOLVO PENTA MARINE GENSET

D13 MG

Emission compliance: Stage V

310–352 kVA (248–282 kWe) at 1500 rpm 50Hz/400V, 325–351 kVA (260–281 kWe) at 1800 rpm 60Hz/440V



Engine designation	D13 MG
Configuration	in-line 6
Method of operation	4-stroke, direct-injected, turbocharged diesel engine with charge air cooler
Bore, mm	131
Stroke, mm	158
Displacement, l	12.78
Compression ratio	18.5

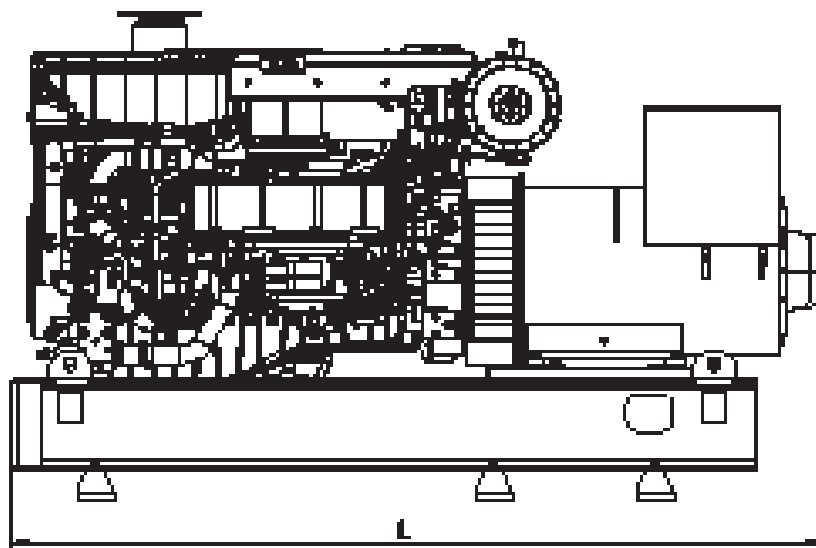
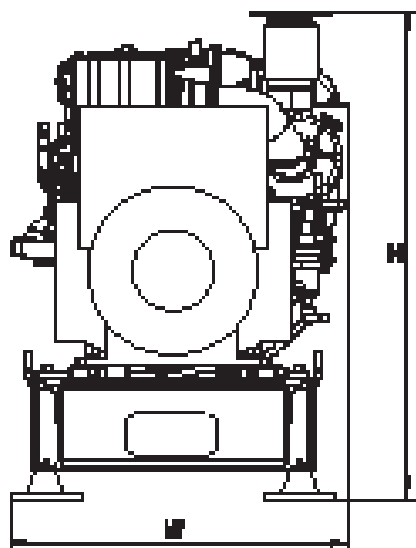
	1500 rpm	1800 rpm
Crankshaft Power HE Cooling, kW	296	296
Crankshaft Power RC Cooling, kW	285	277
Crankshaft Power KC Cooling, kW	296	296
Specific fuel consumption HE/KC, g/kWh		
(50%)	205	218.5
(75%)	-	-
(100%)	192	201
Recommended fuel to conform to	ASTM-D975 1-D & 2-D, EN 590, JIS KK 2204 or HVO.	

10% overload available acc. to class requirements. Fuel temperature 40°C (104°F). Technical data according to ISO 3046 Fuel Stop Power with a tolerance ±4%. Fuel with a lower calorific value of 42700 kJ/kg and density of 840 g/liter at 15°C (60°F). Merchant fuel may differ from this specification which will influence engine power output and fuel consumption. The engine is certified according to IMO Tier III for diesel electric propulsion.

D13 MG

12.78 liter, in-line 6 cylinder with Exhaust aftertreatment system

Emission compliance: Stage V



Technical Data HE/KC Genset (Class F)

Power output at 1500 rpm 50Hz/400V

Engine / Generator	kWm	kWe	kVA
D13 MG / S4L1MF41	296	248	310
D13 MG / S5L1MC41	296	281	351

Power output at 1800 rpm 60Hz/440V

Engine / Generator	kWm	kWe	kVA
D13 MG / S4L1ME41	296	260	325
D13 MG / S4L1MF41	296	279	349

Technical Data HE/KC Genset (Class H)

Power output at 1500 rpm 50Hz/400V

Engine / Generator	kWm	kWe	kVA
D13 MG / S4L1MF41	296	272	340
D13 MG / S5L1MC41	296	282	352

Power output at 1800 rpm 60Hz/440V

Engine / Generator	kWm	kWe	kVA
D13 MG / S4L1ME41	296	280	350
D13 MG / S4L1MF41	296	281	351

10% overload available according to class requirements.

Fuel temperature 40°C (104°F). Technical data according to ISO 3046 Fuel Stop Power and ISO 8665. Fuel with a lower calorific value of 42700 kJ/kg and density of 840 g/liter at 15°C (60°F). Merchant fuel may differ from this specification which will influence engine power output and fuel consumption.

Dimensions HE/KC L x W x H₁/H₂ (mm), not for installation

D13 MG / S4L1ME41.....	2649 x 1094 x 1962/1962
D13 MG / S4L1MF41.....	2739 x 1094 x 1962/1962
D13 MG / S5L1MC41.....	2817 x 1094 x 1962/1962

H₁ = Height including exhaust compensator

H₂ = Total genset height including control box

Weight HE, kg

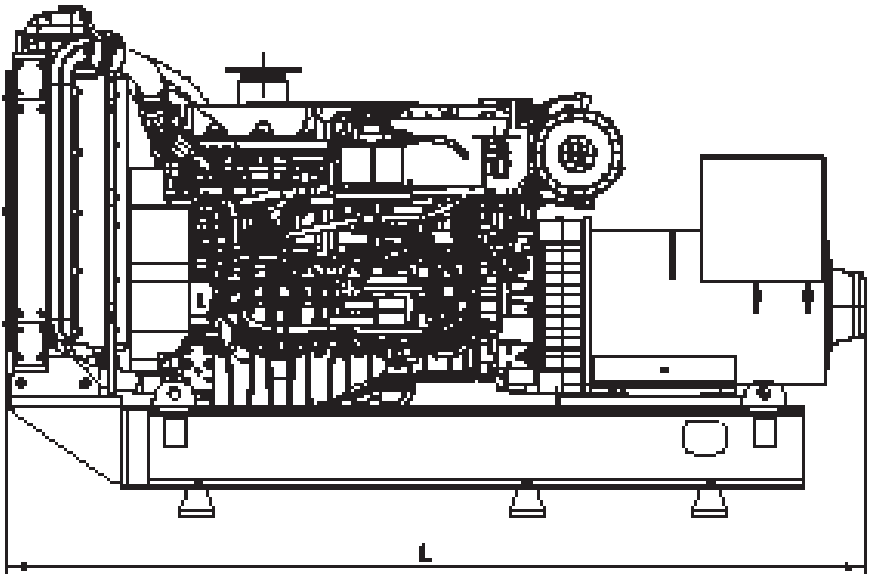
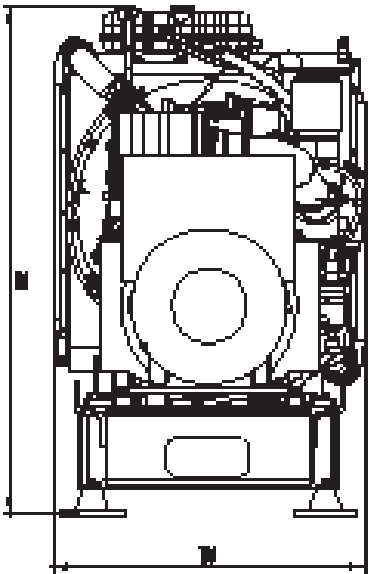
D13 MG / S4L1ME41.....	3000
D13 MG / S4L1MF41.....	3070
D13 MG / S5L1MC41.....	3175

Weight KC, kg

D13 MG / S4L1ME41.....	2960
D13 MG / S4L1MF41.....	3030
D13 MG / S5L1MC41.....	3135

D13 MG

12.78 liter, in-line 6 cylinder with Exhaust aftertreatment system
Emission compliance: Stage V



Technical Data RC Genset (Class F)

Power output at 1500 rpm 50Hz/400V			
Engine / Generator	kWm	kWe	kVA
D13 MG / S4L1MF41	285	248	310
D13 MG / S5L1MC41	285	270	338
Power output at 1800 rpm 60Hz/440V			
Engine / Generator	kWm	kWe	kVA
D13 MG / S4L1ME41	277	260	325
D13 MG / S4L1MF41	277	262	328

Technical Data RC Genset (Class H)

Power output at 1500 rpm 50Hz/400V			
Engine / Generator	kWm	kWe	kVA
D13 MG / S4L1MF41	285	270	338
Power output at 1800 rpm 60Hz/440V			
Engine / Generator	kWm	kWe	kVA
D13 MG / S4L1ME41	277	261	326

Dimensions RC L x W x H₁/H₂ (mm), not for installation

D13 MG / S4L1ME41.....	3057 x 1086 x 1813/1813
D13 MG / S4L1MF41.....	3147 x 1086 x 1813/1813
D13 MG / S5L1MC41.....	3219 x 1086 x 1813/1813

H₁ = Height including exhaust compensator
H₂ = Total genset height including expansion tank

Weight RC, kg

D13 MG / S4L1ME41.....	3010
D13 MG / S4L1MF41.....	3080
D13 MG / S5L1MC41.....	3185

10% overload available according to class requirements.
Fuel temperature 40°C (104°F). Technical data according to ISO 3046 Fuel Stop Power and ISO 8665. Fuel with a lower calorific value of 42700 kJ/kg and density of 840 g/liter at 15°C (60°F). Merchant fuel may differ from this specification which will influence engine power output and fuel consumption.

D13 MG

12.78 liter, in-line 6 cylinder with Exhaust aftertreatment system

Emission compliance: Stage V

Technical description

Complete Genset

- High system efficiency as a result of system optimization of the complete Genset
- All used components of highest quality from well reputed suppliers
- Reinforced set dimensioned for high output and low sound level
- Mono-block engine/generator rigidly mounted on a common bed frame
- Engine directly coupled to generator via a flexplate
- Flexible mountings including welding plates mounted under the frame

Engine and block

- Cylinder block and cylinder head made of cast iron
- One piece cylinder head
- Replaceable wet cylinder liners and valve seats/guides
- Drop forged crankshaft with induction hardened bearing surfaces and fillets with seven main bearings
- Four valve per cylinder layout with overhead camshaft
- Each cylinder features cross-flow inlet and exhaust ducts
- Gallery oil cooled forged aluminum pistons, three piston rings (keystone top ring)
- Senders for oil pressure (after filter), oil temp, oil pressure, oil level, fuel pressure, freshwater pressure, exhaust temp, crankcase pressure, speed crank and cam, boost pressure/temp, seawater pressure (not KC or RC cool.), coolant level, coolant temp
- Exhaust temperature indication

Lubrication system

- Freshwater-cooled oil cooler integrated in cylinder block
- Twin full flow oil filter of spin-on type and single by-pass filter

Fuel system

- Electronic Unit Injectors
- Gear-driven fuel pump, driven by timing gear
- Electronically controlled injection timing
- 5-hole high pressure injector nozzles
- Twin engine-mounted spin-on fine fuel filters with change over valve

Turbocharger

- Dry twin entry turbocharger

Heat Exchanger cooled system (HE)

- For seawater- and central-cooled Gensets
- Engine-mounted plate heat exchanger with expansion tank
- Belt-driven centrifugal freshwater pump
- Belt-driven rubber impeller raw water pump

Radiator cooled system (RC)

- For aircooled Gensets
- Polygroove belt-driven radiator fan
- Belt-driven centrifugal cooling water pump
- Air to air CAC (Charge Air Cooler)

Keel cooled system (KC)

- 2-circuit cooling system
- Belt-driven centrifugal cooling water pump in HT circuit
- Engine mounted expansion tank in HT circuit
- Gear driven rubber impeller cooling water pump in CAC LT circuit

Generator

- 4-pole, brushless, AC marine generator
- Temperature rise class F and class H
- Tropical insulation class H
- Stator winding as standard with short 2/3 pitch winding, ideal for non-linear load (thyristor load)
- Automatic Voltage Regulator (AVR) for accurate voltage regulation
- Permanent magnet mounted on generator for independent power supply to AVR
- Single bearing generator as standard
- Voltage available range up to 690V
- IP23 enclosure as standard
- Anti condensation heating

Control System

Two options for control systems

1. MCC (Marine Commercial Control), an open system that is type-approved. Incl. separate safety shutdown system
2. Open CAN Interface, engine delivered without control system. Different options with or without shut down senders and switches.

Optional equipment

Engine

- Twin fuel pre-filters/water separator with change over valve
- Flexible exhaust compensator
- Cooling water connection bellows
- Electrical and air starting systems available individually or in parallel.
- Raw water pressure indication (only in combination with raw water pump)
- Engine heater 2000W
- Visco fan (only for RC gensets)

Generator

- Air inlet filters according to IP23
- Air inlet louvres/filters according to IP44
- Parallel equipment mounted in generator
- Thermistors (1 or 2 per phase) mounted in generator for temperature measurement of windings in generator
- PT100 elements (1 or 2 per phase) mounted in generator for temperature measurement of windings in generator
- Double bearing generator (on request)
- PT100 elements mounted in generator bearings for temperature measurement

Exhaust aftertreatment system

- SCR (Selective Catalytic Reduction)
- Aqueous UREA solution 32% or 40%
- Complete system – developed, certified, and serviced by one company
- Fully integrated capabilities
- Prop-to-helm system (IPS)
- SCR unit reduces noise by up to 35 dBA
- Wide range of installation options available

Miscellaneous

- Dry exhaust silencer with or without spark arrestor
- 110A alternator with integrated charging sensor
- Basic toolkit
- Spare parts according to classification recommendations

Not all models, standard equipment and accessories are available in all countries. All specifications are subject to change without notice. The engine illustrated may not be entirely identical to production standard engines.

Contact your local Volvo Penta dealer
for more information regarding Volvo
Penta engines and optional equipment/
accessories or visit
www.volvopenta.com



AB Volvo Penta

SE-405 08 Göteborg, Sweden
www.volvopenta.com