



C13 TE3S FOR POWER GENERATION APPLICATIONS

Specifications

Thermodinamic cycle		Diesel 4 stroke	
Air intake		TAA	
Arrangement		6, in line	
Bore x stroke	mm	135×150	
Total displacement		12.9	
Valves per cylinder		4	
Injection system		electronic unit injector	
Speed governor		electronic	
Cooling system		liquid (water + 50% Par	aflu11)
Flywheel housing/flywheel	type	SAE1 / 14"	
Flywheel rotation		CCW	
Lube oil specifications		ACEA E3-E5	
Lube oil consumption		<0.1% of fuel consumption	
Fuel specifications		EN 590	
Oil and filters intervals for replacement	hours	600	
Fuel consumption at:	rpm	1500	1800
	_100% load l/h (g/kWh)	81.3 (187.8)	91.8 (202.0)
	80% load l/h (g/kWh)	63.8 (184.2)	73.4 (215.5)
	50% load I/h (g/kWh)	41.9 (193.6)	47.5 (209.0)
Coolant capacity: engine only	1	~19.5	
engine+radiator		~67	
ATB (without canopy)	°C	50	
No remote cooling radiator allowed			
Lube oil total system capacity including pipes, filters etc.	1	~35	
Electrical system		24Vcc	
Starting batteries: recommended capacity	Ah	2×185	
Discharge current (EN 50342)	Α	1200	
Cold starting: without air preheating	°C	-15	
with air preheating	°C	-25	

Performance

Ratings ¹			1500 rpm		1800 rpm	
		PRIME	STAND-BY	PRIME	STAND-BY	
Rated Output ²	kWm	352	387	362	398	

¹⁾ Ratings in accordance with ISO 8528. For duty at temperature over 40°C and/or altitude over 1000 meters must be considered a power derating factor. Contact the FPT sales organization 2) Net power at flywheel available after 50 hours running with a ±3% tolerance; EPA TIER 2

PRIME POWER: The prime power is the maximum power available with varying loads for an unlimited number of hours. The average power output during a 24h period of operation must not exceed 80% of the declared prime power between the prescribed maintenance intervals and at standard environmental conditions. A 10% overload is permissible for 1 hour every 12 hours of operation.

STAND-BY POWER: The stand-by power is the maximum power available for a period of 500 hours/year with a mean load factor of 90% of the declared stand-by power. No kind of overloads is permissible for this use.

CONTINUOUS POWER: Contact the FPT sales organization.

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Standard Configuration:

FPT engine C13 TE3S equipped with:

- Mounted radiator incorporations air-to-air charge cooler
- Front radiator guard
- Oil drain pump
- Mounted belt driven pusher fan
- Fan guard
- Mounted air filter with replaceable cartridges
- Fuel filter
- Primary fuel filter / writer separator
- Replaceable oil filter
- Electronic engine control unit, pump injector unit with wiring loom and sensors
- Box relais
- WT and OP sensors for gauges
- HWT and LOP sensors
- Front engine mounting brackets
- Flywheel housing SAE1 and flywheel 14"
- Re-directable exhaust gas elbow
- Recirculed oil breather system
- Oil dipstick
- 24 Vdc electrical system
- User's handbook

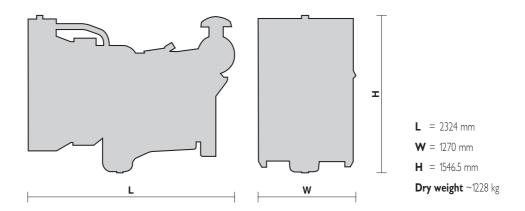
THE ENGINE IS SUPPLIED WITHOUT LIQUIDS

Optional equipment:

On request the engine can be supplied with:

- 230 Volt water jacket heater
- Turbo and exhaust gas guards
- Exhaust gas flexible joint
- Low water level sensors

Overall dimensions



ENGINE BENEFITS

- PERFORMANCE: Lean lay-out; starting temperature without auxiliarie down to -15°C; performance achieved without external EGR; new blow-by system; engine 1500/1800 rpm switchable; power before derating up to 40°C and 1000 m a.s.l.; first step load acceptance in G3 class (ISO 8528-5)
- SERVICEABILITY: Worldwide service network
- RELIABILITY: For life warranty on Poly-V belts
- COST EFFECTIVENESS: New extended 600 h maintenance intervals (oil and filters change); reduced oil and fuel consumption
- ENVIRONMENTALLY FRIENDLY: Reduced noise; emission legislation compliance
- **CUSTOMER ORIENTATION:** Standard generator interface SAE1; complete engine power range

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LOCAL DISTRIBUTOR



