

N13.430 CR2

Specifications



Power at crankshaft	317 kW [431 hp]
Displacement	13.6 l [830 in ³]
Configuration	6 cylinders in line
Operation type	4 stroke Diesel
Bore & Stroke	132 x 165 mm [5.2 x 6.5 in]
Compression ratio	16:1
Rated speed	1800 rpm
Idling speed	600 rpm
Peak torque	2328.6 Nm
Peak torque speed	1300 rpm
Dry weight	1380 kg [3042 lbs]

Engine base	John Deere
Fuel system	Electronically controlled unit injectors
Air intake	Turbocharged Air-to-seawater aftercooler
Cooling	Closed cooling with heat exchanger
Max mounting angle	0° Front up 12° Front down
Alternator	24 Volt 100 Amp
Rating	M1
Emission compliance	IMO Annex VI compliant EPA marine Tier 3 NRMM 97/68/EC RCD2013/53/EU

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317 kW [431 hp] at 1800 rpm

TECHNICAL DESCRIPTION

Engine block

- Replaceable wet-type cylinder liners
- 4 valves per cylinder
- Watercooled exhaust manifold

Fuel system

- Electronically controlled unit injectors
- Primary & secondary fuel filter

Lubrication system

- Replaceable full-flow oil filter
- Oil dipstick
- Oil cooler

Cooling system

- Closed cooling with heat exchanger
- Gear driven self-priming raw water pump
- Coolant circulating pump
- Water cooled exhaust elbow

Electrical system & Instrumentation

- 24V 100A alternator
- 24 Volt starter motor
- Complete instrumentation including key switch and alarms
- Extension cable harness with plug-in connection

Air intake

- Water cooled turbocharger
- Air-to-Coolant aftercooler

Other features

- Flywheel SAE 1
- Damper pulley
- Flexible engine mounting

Optional equipment & accessories

- Keel cooling adaptation
- Dry exhaust elbow
- Complete marine propulsion systems
- Marine transmission adaptation kits
- Throttle and shift controls
- Additional instrumentation, Flying bridge extension harness
- Rigid engine mounting
- Power take off
- Type approval

RATING

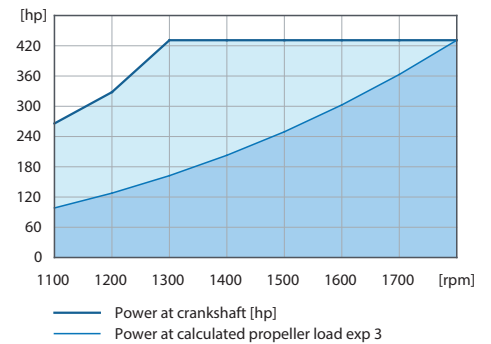
- 24 daily operating hours
- Load factor over 65%
- Uninterrupted full power

TRANSMISSIONS

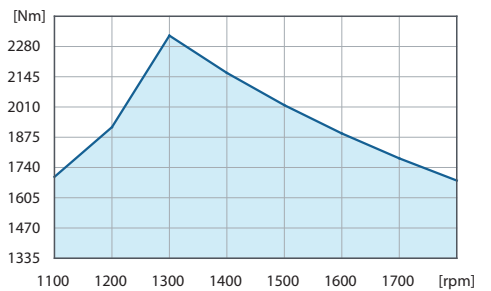
Contact your local dealer for more details and availability for transmission model and type.

PERFORMANCE CURVES

Power at crankshaft



Torque at crankshaft



Fuel consumption

