XC13 NG

382 kW (520 HP) @ 1900 rpm
Euro VI E

XC13

The first FPT multi-fuel single base engine

FPT Industrial is successfully combining performance, emissions goals, reliability, and everyday needs.

The new XC13 is a breakthrough in this area: best-in-class performance thanks to improved combustion efficiency, making it a primary contributor to achieving the 2025 fleet-wide CO_2 emissions target.

New technology includes a unique turbocharger design with divided flow for the diesel version which, with proprietary FPT software and reduced friction of the engine components, allows the attainment of both performance and sustainability benefits.

Being the first FPT multi-fuel single base engine means it is compatible with a wide range of market requirements, with limited impact on vehicle installation.

The XC13 will be available in diesel and methane versions, with future provision for hydrogen technology and ready for next generation emission challenges.

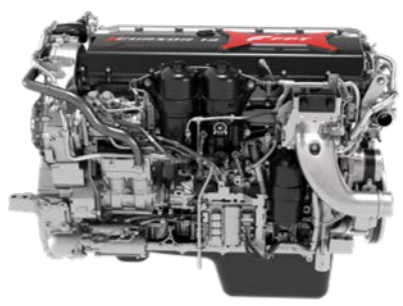
SPECIFICATIONS

Model:		XC13 NG
Application:		Trucks
Cylinder arrangement:		6 Cyl. In line
Valves per cyl.:		4
Thermodynamic cycle:		Otto 4 stroke
Injection System:		MPI
Turbocharger:		eWG
Displacement:	l	12,9
Cooling System:		Liquid
Bore x Stroke:	mm	135 x 150
Peak power:	kW (HP) @rpm	382 (520) @ 1900
Peak torque:	Nm @rpm	2500 @ 1100
ATS:		EGR + 3 WAY CATALYST
Certification:		Euro VI E

WEIGHT AND DIMENSIONS

Dimensions[1]:	mm	1365 x 1067 x 1167 (L^2xWxH)
Dry Weight:	kg	1050

1 Dimensions can be changed according to engine options
2 Lenght at flywheel







LEGEND

Turbocharger

EVGT BB (Electronic Variable Geometry Turbo Ball Bearing)

eWG (electronic fixed geometry turbocharger with Waste Gate valve)

Injection System

ECR 2500bar (Electronic Common Rail 2500 bar pressure)

MPI (Multi-Points Injection)

Exhaust System

DOC (Diesel Oxidation Catalyst)

DPF (Diesel Particulate Filter w/ passive regeneration)

SCR (Selective Catalytic Reduction)

CUC (Clean Up Catalyst)

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WWW.FPTINDUSTRIAL.COM

SPECIFICATION SUBJECT TO CHANGE WITHOUT NOTICE