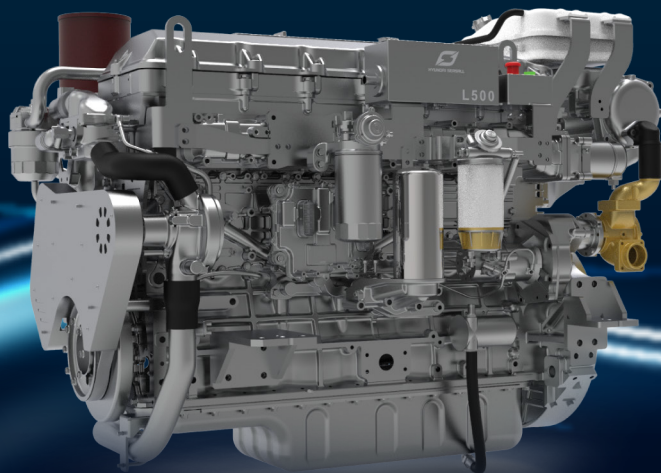


L13-SERIES

[Auxiliary Engine]



This modern, electronically controlled design delivers up to 500ps from the 12.7 liter in-line 6 cylinder engine.

The robustly designed unit has been developed from Hyundai SeasAll's best-in-class 12.7 liter propulsion engine and is optimized to serve the most demanding professional users.

The broad flat torque curve proves Hyundai SeasAll's development capabilities are world-class and beats performance of competition's comparable models. The engine has stable performance in all loading situations and responds well to sudden load changes.

Economy is assured by the state-of-the-art fuel management featuring Electronic Unit Injectors (EUI). The electronic engine control system makes the engine lighter, quieter and more fuel efficient with excellent compact dimensions.

Technical Descriptions

Engine

- 6 cylinder in-line, 24-valve OHC
- Cast iron cylinder block and cylinder head
- Gallery oil-cooled long lasting mono steel pistons
- Integrated water jacket
- Single serpentine belt system
- Drive belt auto-tensioner

Engine Mounting

- Adjustable engine mounts (Optional)

Lubrication System

- Gear-driven engine oil pump
- Closed system with forced feeding
- Integrated oil-cooler in cylinder block
- Easily exchangeable oil filter cartridge
- Eco type oil filter
- Washable auxiliary cyclone oil filter
- Electric oil extraction pump

Fuel System

- Electronic Unit Injector (EUI)
- Gear-driven fuel pump
- Electronically controlled injection timing
- Fine fuel filter and water separator
- High pressure six-hole injector nozzles

Electrical System

- 24 volt – 90A alternator
- Auxiliary engine stop button
- Air heating system for a trouble-free cold start
- NMEA2000 Converter (Optional)
- 2 Pole system (Optional)

Cooling System

- Gear-driven seawater pump
- Seawater-cooled intercooler, heat exchanger
- Auxiliary connector for cabin heating
- Corrosion resistant material for seawater circuit
- Easily accessible rear mounted sea-water pump

Exhaust System

- Coolant cooled exhaust manifold
- Cast iron exhaust pipe
- WGT (Waste Gate Turbocharger)

Instrument Box Assembly



- Engine self-protection and diagnosis
- Displays CAN information
- Displays engine diagnostic error codes
- Audible alarm and control lamps
- Idle & PTO rpm adjustable switch

Air Inlet system

- Reusable air filter
- Intake Extension Kit (Optional)

Emissions

- IMO Tier II
- CCNR II (for 60Hz Model)

Type Approval

- RINA Classification Society (for 60Hz Model)

Scope of Supply

	RATINGS ¹	OM	IBA ²	SeasLink***	BC**	DEP	SWP	TWO-POLE*	IEK**	NMEA 2000 C	SSS
L13G	Pr/Sb	●	●	○	●	●	●	○	○	○	○

OM=OPERATION MANUAL
IEK=INTAKE EXTENSION KIT**

IBA=INSTRUMENT BOX ASSEMBLY (WITH EOI)
C=CONVERTER

BC=BELT COVER

DEP=DRY EXHAUSTED PIPE

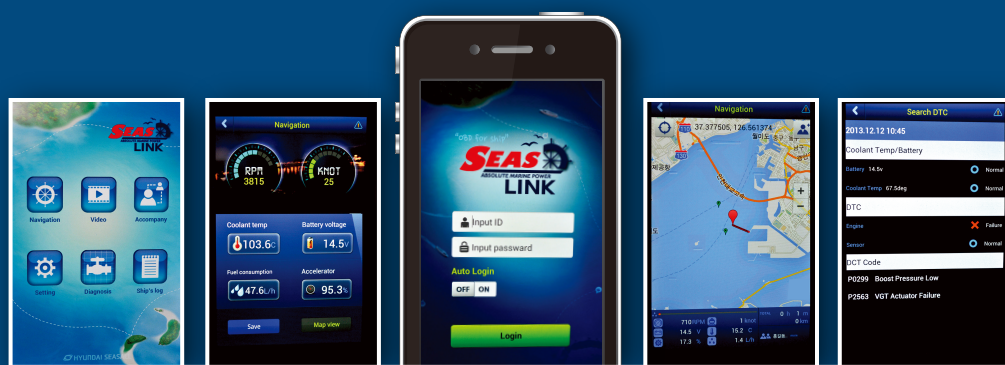
SWP=SEA WATER PUMP

1. RATINGS

Pr	PRIME POWER	E	EMERGENCY
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2. INSTRUMENT BOX ASSEMBLY includes EOI BOX, RPM GAUGE and WIRING HARNESS

● : Standard ○ : Option : N/A
S = Sterndrive P = Propeller Shaft J = Water Jet
G = For Generator Pr = Prime Power Sb=Stand-by



SEAS LINK
ABSOLUTE MARINE POWER

ON THE SMARTER PHONE

- Displays Engine Information
- Displays Boat Track on the Map
- Monthly User's Log Information
- Engine Diagnostic Functions
- Audible Warning Alarm and Visual Pop-up Screen



Specifications

Engine Type	L460G5		L500G6	
Propulsion system	For Generator			
Engine Duty Rating	Stand-by	Prime Power	Stand-by	Prime Power
Configuration	4-Stroke, 24-Valve OHC WGT with Intercooler, Fresh Water Cooling			
Output [PS (kW)]	460 (338)	415 (305)	500 (368)	450 (331)
Rated rpm	1,500	1,500	1,800	1,800
Cylinders	In-line 6			
Displacement [cc]	12,736			
Bore X Stroke [mm]	130 X 160			
Compression Ratio	16 : 1			
Max. Torque @ rpm	-			
Injection System	Electronic Unit Injector (EUI)			
Alternator	24V-90A			
Engine Diagnostics	YES			
Max Fuel Consump.[l/h]	76.6	68.9	88.9	82.5
Dry Weight [kg]	1,310			
Flywheel	SAE 14			
Flywheel Housing	SAE 1			

Dimensions (mm)

