

MX-11 Euro 6

Coach & Bus engine



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The 10.8 Litre PACCAR MX-11 engine uses state of the art technologies, first class materials, extensive function integration and a heavy duty foamed wire loom to achieve highest reliability and durability. Excellent torque at low engine speeds and a high performance is available over a wide rev. range.

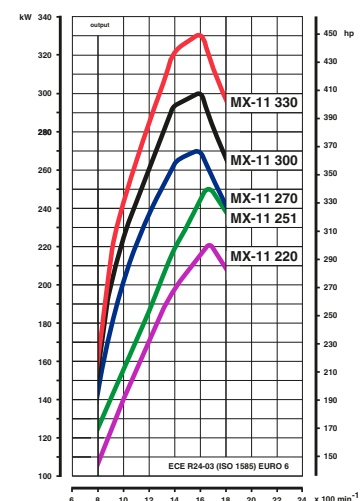
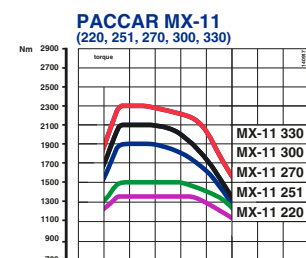
Inspired by double overhead cam system, the further optimized combustion process using smart dosing controls and modulating fuel line pressure assures excellent and lowest fuel consumption ever. Maintenance cost have been cut by extending the interval up to 150.000km.

In order to meet the stringent Euro 6 emission levels it features exhaust gas recirculation, SCR and an active soot filter. Depending on conditions a high efficiency mode is being set. The best engine has become even better.

PACCAR MX-11 Coach & Bus engine

| EXCELLENT PERFORMANCE AT LOW RUNNING COST | | | |
|---|---------------------------|-----------------------------|----------------|
| Engine Type | Performance | Torque | Emission level |
| MX-11 220 | 220 kW/299 hp at 1675 rpm | 1.350 Nm at 900 – 1400 rpm | Euro 6 |
| MX-11 251 | 251 kW/341 hp at 1675 rpm | 1.500 Nm at 900 – 1400 rpm | Euro 6 |
| MX-11 270 | 270 kW/367 hp at 1600 rpm | 1.900 Nm at 900 – 1125 rpm | Euro 6 |
| MX-11 300 | 300 kW/408 hp at 1600 rpm | 2.100 Nm at 900 – 1.125 rpm | Euro 6 |
| MX-11 330 | 330 kW/449 hp at 1600 rpm | 2.300 Nm at 900 – 1125 rpm | Euro 6 |

- Power according to ISO 1585
- (Bio) Diesel fuel must comply with EN-590 / EN-15940 / EN-16734 / EN-16709
- Weight (dry) \pm 1015 kg



Note: the illustrations may include optional equipment and does not necessarily depict all standard equipment.

| MX-11 ENGINE | |
|---|----------------------------------|
| No. of cylinders and cylinder arrangement | 6 in line, vertical |
| Valves | 4 |
| Bore x Stroke [mm] | 123 x 152 |
| Piston displacement [dm ³] | 10.8 |
| Compression ratio | 18,5 : 1 |
| Aspiration | Turbocharged with charge cooling |
| Idle speed [rpm] | 550 +50 -25 |
| High idle speed [rpm] | 2100 |
| Max. speed during engine brake [rpm] | 2100 |
| Firing order | 1-5-3-6-2-4 |

General description

- Compact Graphic Iron (CGI) cylinder block with vertical ribs for max. strength & low noise
- One piece CGI cylinder head with double overhead camshafts and integrated air intake manifolds
- Forged steel crankshaft without contra weights
- Wet liners with anti-polishing ring
- Oil cooled pistons with 3 piston rings each
- Low noise rear mounted distribution drive
- 2500 bar common rail fuel injection with block integrated high pressure unit pumps
- Fuel injectors with variable needle opening pressure
- Electronic controlled single stage (VTG) turbo charging system
- SCR/DPF exhaust after treatment module together with cooled EGR technology
- Electronically driven Crankcase Ventilation System

Lubrication system

Pressure feed lubrication by a variable vane -type oil pump. Full flow main oil filter and a centrifugal by-pass filter (optional).

Cooling system

Water cooled thermostatically controlled and full variable water pump

Electrical / electronic system

Voltage: 24V

Starter motor: 6.2 kW

Alternators: 2 x 150 A, LIN controlled

Standard equipment

- Flywheel: suitable for manual gearbox
- Flywheel housing: SAE 1
- Stainless steel oil cooler module thermostatically controlled
- Electrically controlled back pressure valve (BPV)
- Inlet and exhaust manifolds
- Integrated fuel filter / water separator
- Flat oil sump Alu
- Exhaust After treatment System (EAS) incl. Ad-Blue tank and control units
- Low energy air compressor with power saving system, 561cc displacement
- Steering pump, 25cc 17,5 l/min, variable displacement
- Engine mountings support, 4 bracket system
- Oil level sensor for daily check

Options

- Gear driven rear engine PTO's
- Belt driven front engine PTO
- Steering pump variants
- Engine mounting vibration dampers
- Engine mountings support, 3 bracket system
- Flywheels suitable for ZF, Voith and Allison automated/automatic gear boxes
- Integrated engine compression brake with enhanced braking power max. 340kW
- Air compressor with power saving system, 636cc
- Adblue tank variants
- SCR/DPF module variants
- Extended Service Interval
- Engine and chassis installation parts on request

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ISO14001
Environmental
Management System



ISO/TS16949
Quality
Management System

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