

MX-13 Euro 6

Coach & Bus engine



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The 12.9 Litre PACCAR MX-13 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.

A well-controlled and 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 as well by extending the interval up to 200.000km.

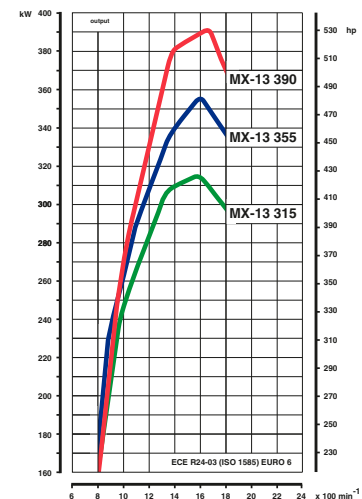
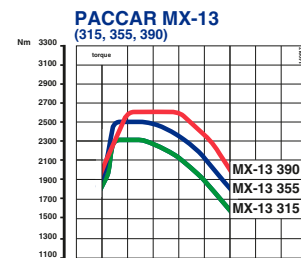
In order to meet the stringent Euro 6 emission levels it features exhaust gas recirculation, SCR and an active soot filter. Depending on conditions a high efficiency mode is being set.

The best engine has become even better.

PACCAR MX-13 coach & bus engine

STEADY STATE POWER AND TORQUE			
Engine Type	Performance	Torque	Emission level
MX-13 315	315 kW / 428 hp at 1600 rpm	2.300 Nm at 900-1125 rpm	Euro 6
MX-13 355	355 kW / 483 hp at 1600 rpm	2.500 Nm at 900-1125 rpm	Euro 6
MX-13 390	390 kW / 530 hp at 1675 rpm	2.600 Nm at 1000-1400 rpm	Euro 6

- Power according to ISO 1585
- (Bio) Diesel fuel must comply with EN-590 / EN-15940 / EN-16734 / EN-16709
- Weight (dry) ± 1105 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]	130 x 162
Piston displacement [dm ³]	12.9
Compression ratio	18,5 : 1
Aspiration	Turbocharged with charge cooling
Idle speed [rpm]	550 +50 -25
High idle speed [rpm]	2200
Max. speed during compression brake [rpm]	2100
Firing order	1-5-3-6-2-4

General description

- Compact Graphic Iron (CGI) cylinder block with improved cooling and vertical ribs for max. strength & low noise
- One piece CGI cylinder head with integrated air intake manifolds
- Forged steel crankshaft without contra weights
- High strength and wear 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
- Wide angle 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, 3 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, 4 bracket system
- Flywheels suitable for ZF and Allison automated/ automatic gear boxes
- Integrated engine compression brake with enhanced braking power max. 360kW
- Adblue tank variants
- SCR/DPF module variants
- Extended Service Interval
- Engine and chassis installation parts on request

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