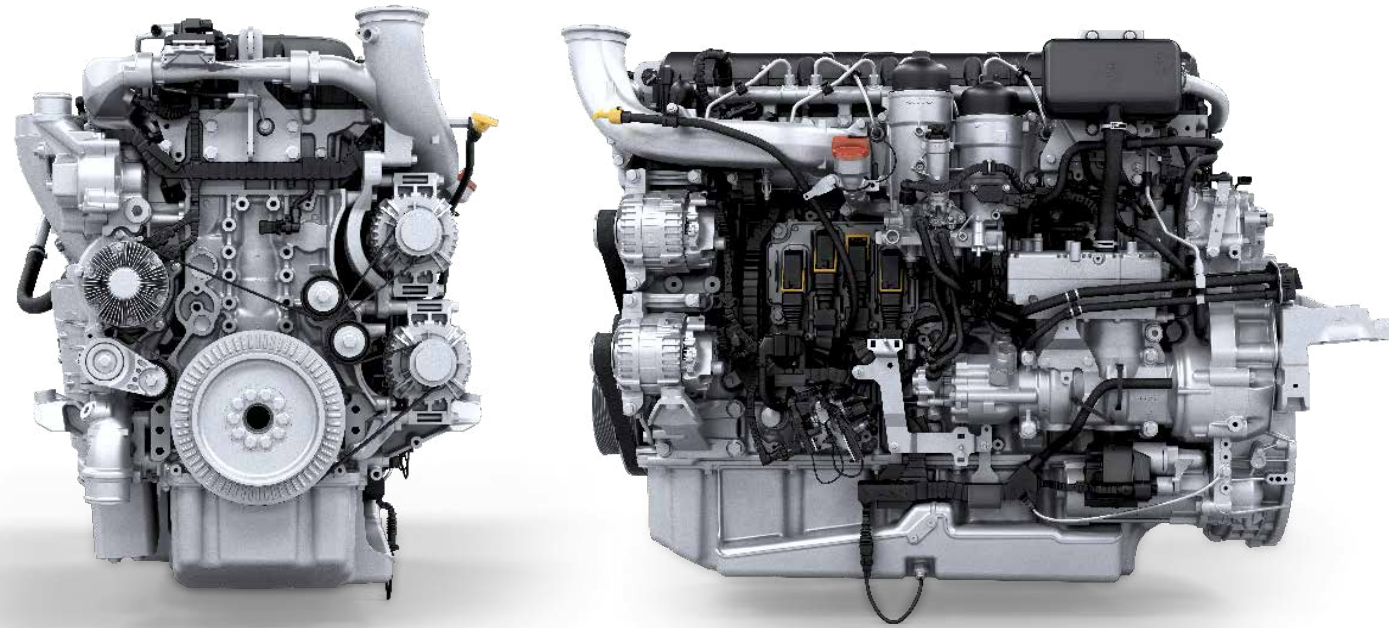


MX-11 EURO 6 NEW GENERATION

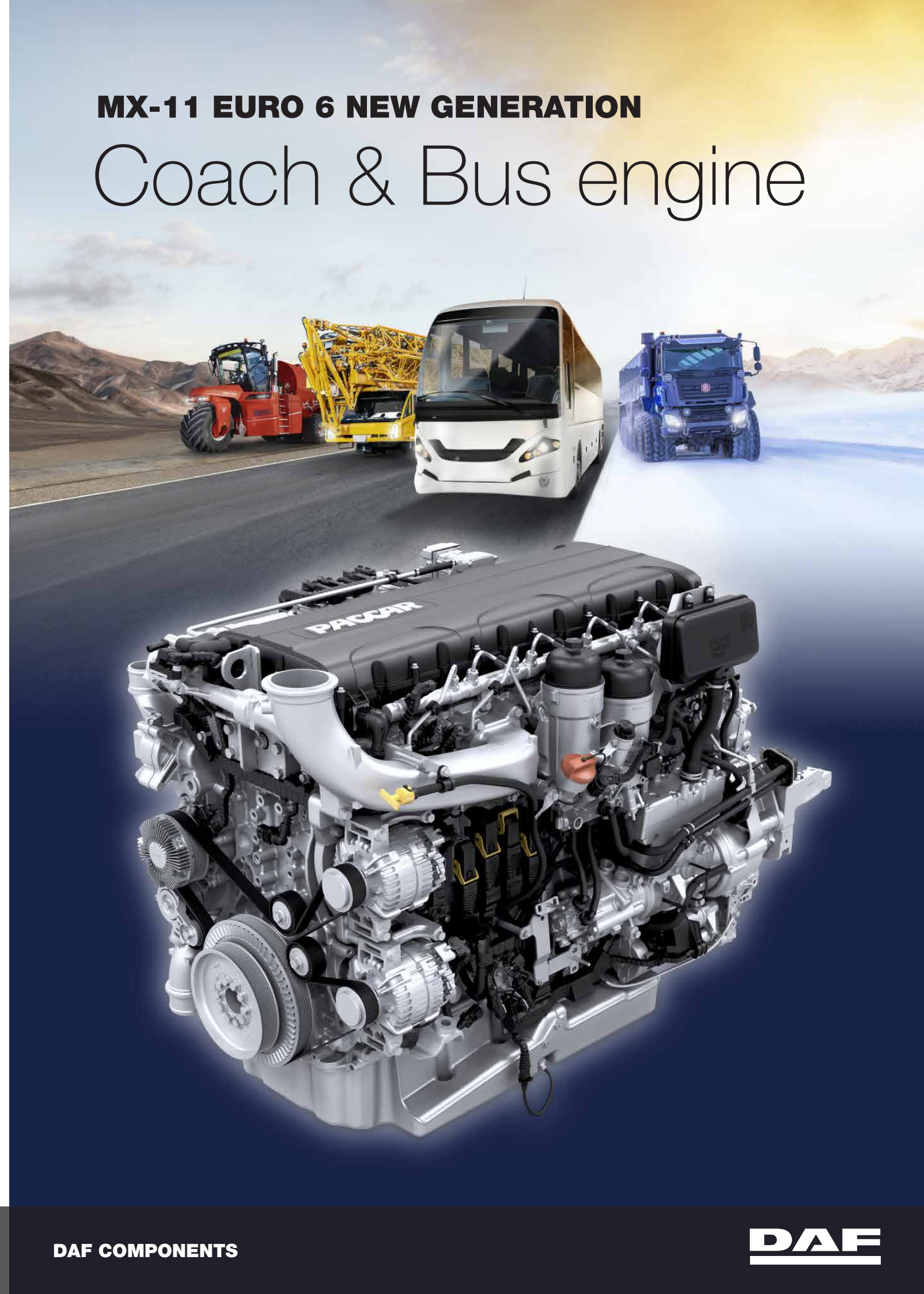
Coach & Bus engine



DAF Components
Hugo van der Goeslaan 1
P.O. Box 90065
5600PT Eindhoven
The Netherlands
www.dafcomponents.com
daf.components@daftrucks.com
Tel. +31 (0)40 21 45 223
+31 (0)40 21 43 771



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MX-11 EURO 6 NEW GENERATION

Coach & Bus engine



MX-11 EURO 6 NEW GENERATION

EURO 6

Coach & Bus engine

The New Generation 10.8 Litre PACCAR MX-11 engine further lowered its CO2 footprint. Excellent and increased torque at low engine speeds and a high performance is available over a wide engine speed range. The MX-11 is the best solution for Coaches & Buses demanding best performance against lowest TCO.

Inspired by double overhead cam system, the further optimized combustion process, the reduction of parasitic losses and an improved air management system result in excellent and lowest fuel consumption.

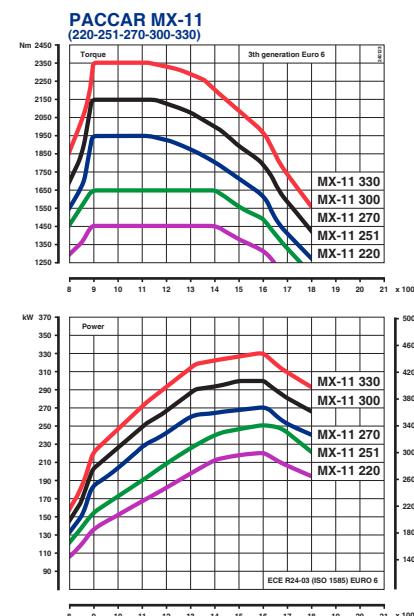
Using state of the art technologies we achieve highest reliability and durability. R&M costs are further decreased including a maintenance interval up to 150.000km.

The best engine has become even better and is ready for the future

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 1600 rpm	1.450 Nm at 900 – 1400 rpm	Euro 6
MX-11 251	251 kW/341 hp at 1600 rpm	1.650 Nm at 900 – 1400 rpm	Euro 6
MX-11 270	270 kW/367 hp at 1600 rpm	1.950 Nm at 900 – 1125 rpm	Euro 6
MX-11 300	300 kW/408 hp at 1600 rpm	2.150 Nm at 900 – 1125 rpm	Euro 6
MX-11 330	330 kW/449 hp at 1600 rpm	2.350 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) ± 998 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: TD 285 suitable for automated gearboxes
- 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 and pre-filter
- Flat oil sump Alu
- Exhaust After Treatment System (EAS) incl. Ad-Blue tank and control units
- Low energy air compressor with power saving system, 564 cc 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's
- Steering pump variants
- Engine mounting vibration dampers
- Flywheels suitable for ZF, Voith and Allison 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