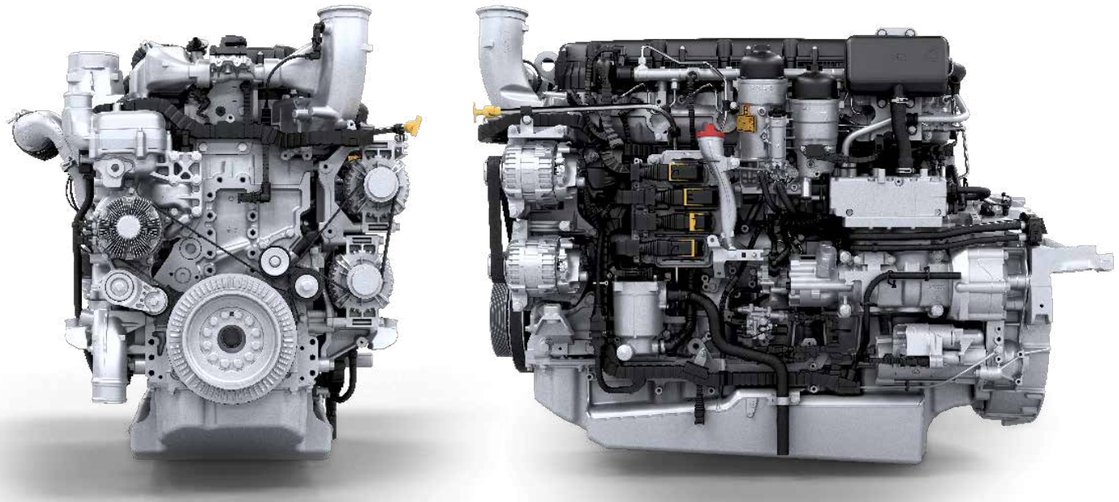
MX-13 EURO 6 NEW GENERATION

Coach & Bus engine



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ISO14001
Environmental
Management System

ISO/TS16949
Quality
Management System

A PACCAR COMPANY DRIVEN BY QUALITY

DAF

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DAF COMPONENTS

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EURO 6

The New Generation 12.9 Litre PACCAR MX-13 engine further lowers 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-13 is the best solution for luxury Coaches demanding top performance.

An optimized combustion process in combination with a reduction of parasetic losses and an improved air management system results in the lowest fuel consumption. In combination with the use of sustainable (BIO) fuels it can reduce CO2 contribution by 90% compaired to regular diesel.

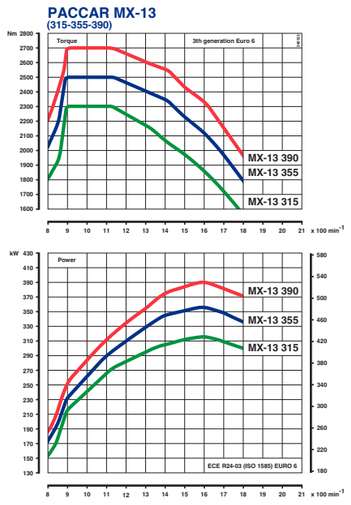
Using state of the art technologies we achieve highest reliability and durability. R&M costs are further decreased including a maintenance interval up to 200.000km

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

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 1600 rpm	2.700 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) ± 1093 kg



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

MX-13 ENGINE	
No. of cylinders and cylinder arrangement	6 in line, vertical
Valves	4
Bore x Stroke [mm]	130 x 162
Piston displacement [dm3]	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 rips 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: 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, 564cc 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's
- Steering pump variants
- Engine mounting vibration dampers
- Flywheels suitable for ZF and Allison automatic gear boxes
- Integrated engine compression brake with braking power (max. 360kW)
- Adblue tank variants
- SCR/DPF module variants
- Extended Service Interval
- Engine and chassis installation parts on request