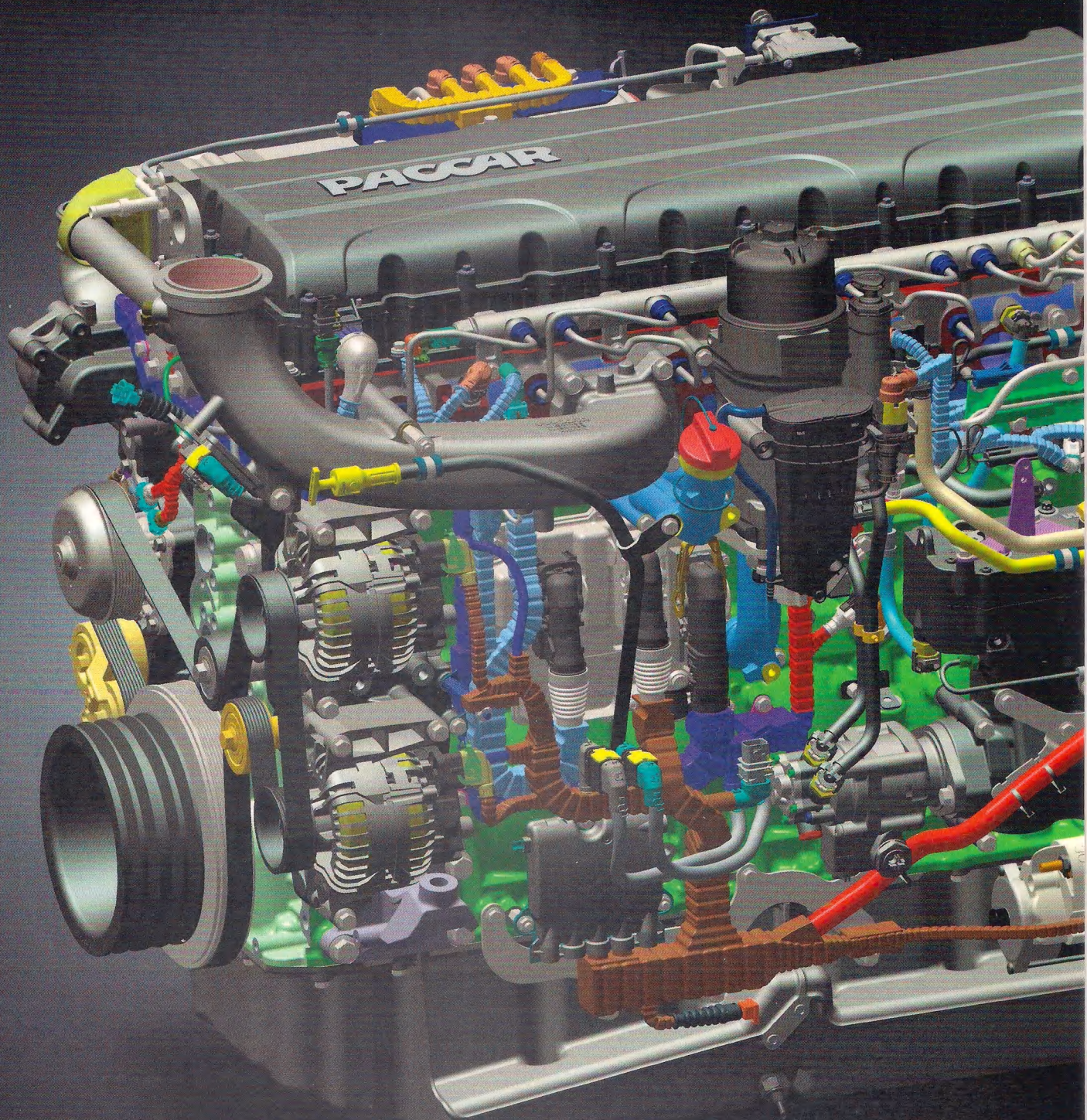


MX-11 EURO 6 COACH & BUS ENGINE



DAF COMPONENTS

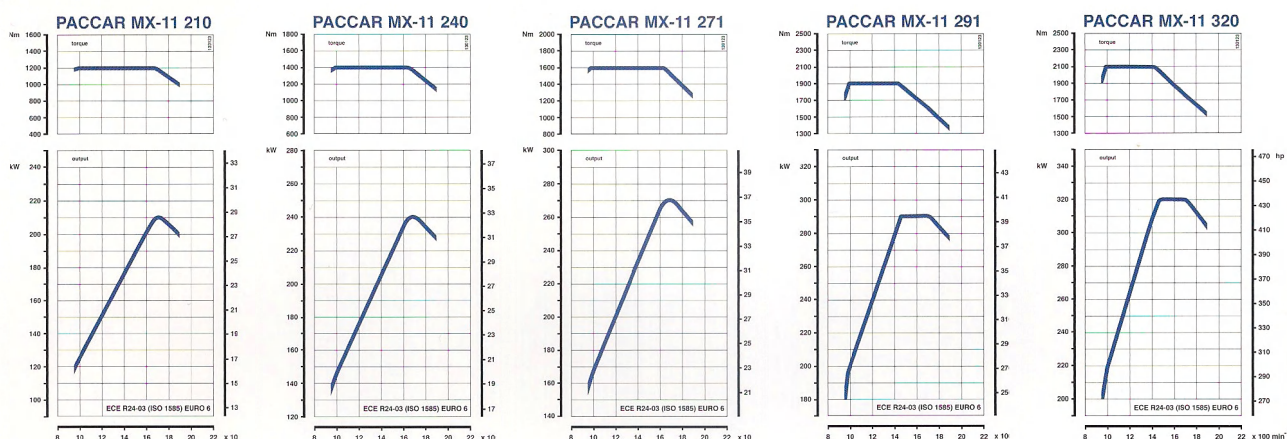
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MX-11 EURO 6 COACH & BUS ENGINE

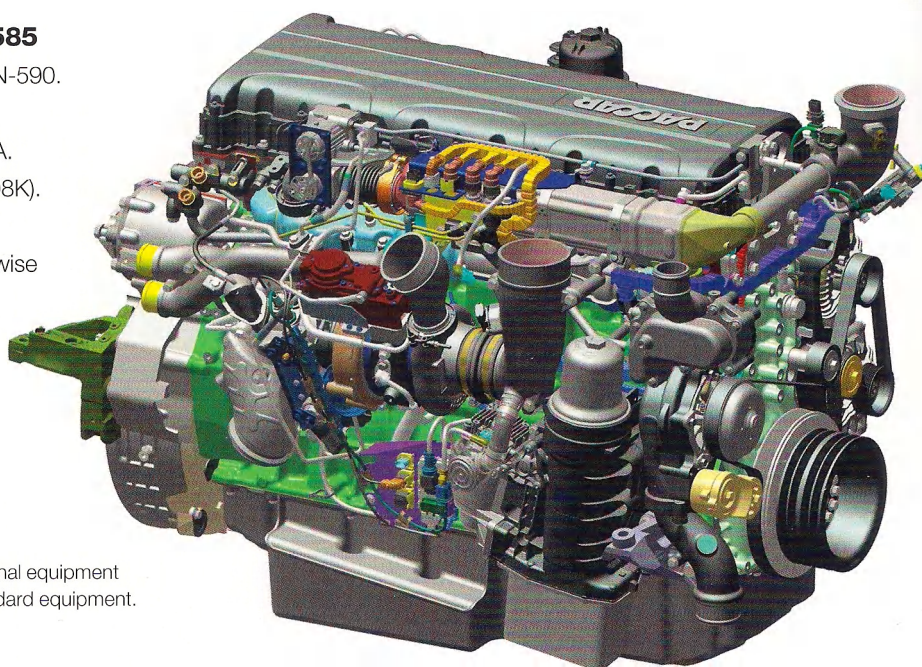
PACCAR MX-11 ENGINE

Engine Type	Performance	Torque	Emission level
MX-11 210	210 kW/286 hp (1.700 rpm)	1.200 Nm (1.000 – 1.700 rpm)	Euro 6
MX-11 240	240 kW/326 hp (1.650 rpm)	1.400 Nm (1.000 – 1.650 rpm)	Euro 6
MX-11 271	271 kW/369 hp (1.650 rpm)	1.600 Nm (1.000 – 1.650 rpm)	Euro 6
MX-11 291	291 kW/396 hp (1.450 – 1.700 rpm)	1.900 Nm (1.000 – 1.450 rpm)	Euro 6
MX-11 320	320 kW/435 hp (1.450 – 1.700 rpm)	2.100 Nm (1.000 – 1.450 rpm)	Euro 6



Power according to ISO 1585

- Diesel fuel must comply with EN-590.
- Test conditions: ISO 1585.
- Atmospheric pressure: 100 kPa.
- Ambient temperature: 25°C (298K).
- Relative humidity: 30%
- Direction of rotation: anti-clockwise (facing the flywheel)
- Weight (dry) ± 1025 kg.



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

General description

Type: MX-11, Coach and Bus application

- Compact Graphic Iron (CGI) cylinder block with wet liners
- One piece CGI cylinder head with double overhead camshafts fit for cylinder pressures up to 220MPa.
- Timing gears at the flywheel side of the engine and high pressure pump actuation.
- 2500 bar common rail fuel injection with block integrated high pressure unit pumps.
- Electronic controlled single stage (VTG) turbo charging system.
- SCR and DPF exhaust after treatment system together with cooled EGR technology.
- DEB (optional) de-compression brake with enhances braking power due to VTG turbo.
- Carry all types of engine PTO's
- Electronically driven Crankcase Ventilation System.

MX-11 ENGINE

No. of cylinders and cylinder arrangement	6 in line, vertical
Cycle	4 - stroke
Bore [mm]	123
Stroke [mm]	152
Piston displacement [dm ³]	10.8
Compression ratio	17,5 : 1
Aspiration	Turbocharged and charge cooling
Idle speed [rpm]	550 +50 -25
Rated speed [rpm]	1900
High idle speed [rpm]	2200
Registration fault code speed [rpm]	2300
Max. speed during engine brake [rpm]	2100
Firing order	1-5-3-6-2-4

Lubrication system

Pressure feed lubrication by a gear type pump and full flow oil filter and centrifugal spinner filter.

Cooling system

Watercooled thermostatically controlled and centrifugal water pump

Electrical / electronic system

Voltage: 24V

Starter motor: 6.2 kW

Alternators: 2 x 150 A

Standard equipment

- Flywheel: suitable for F. und S. 430
- Flywheel housing: SAE 1
- Oil cooler thermostatically controlled
- Common rail fuel injection system, control by EMS according to J-1939
- Inlet and exhaust manifolds
- Integrated fuel filter / water separator
- Flat oil sump
- Exhaust after treatment system (SCR, DPF, Ad-Blue tank and control units)

- Air compressor with power saving system, 471cc displacement
- Steering pump, 21cc 19 l/min
- Engine mountings support, 4 bracket system
- Oil level sensor for daily check

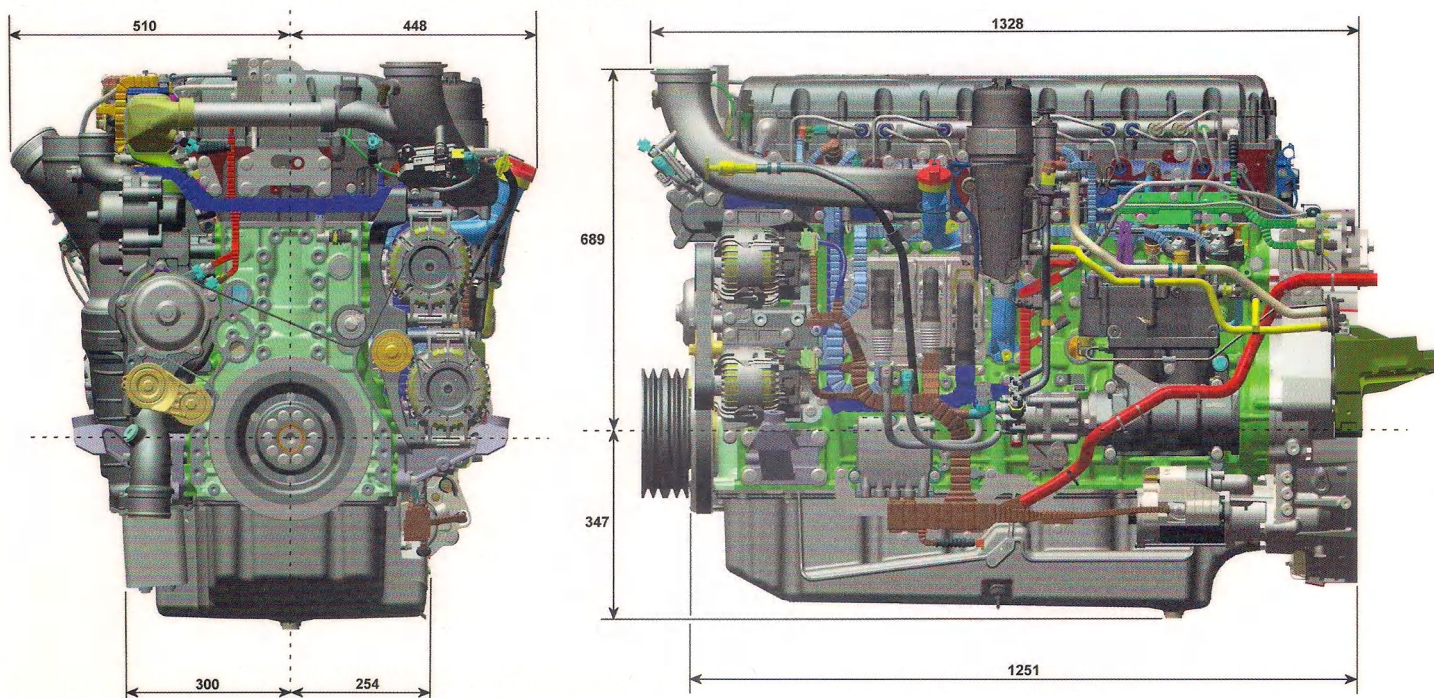
Options

- Oil sump truck type
- Gear driven PTO's
- Belt driven PTO's
- Steering pump's
- Engine mounting vibration damper, 4 bracket system
- Engine mountings support, 3 bracket system
- Engine and chassis installation goods on request
- Flywheel: suitable for ZF, Voith and Allison automatic gear boxes
- DEB (optional) de-compression brake with enhances braking power due to VTG turbo
- Air compressor with power saving system, 636cc
- Extended Service Interval

Certificates and type approval

On request

MX-11 EURO 6 COACH & BUS ENGINE



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