

DETROIT DIESEL

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DETROIT DIESEL



Series 50 & 60 Engines Construction & Industrial Applications



Series 50



Series 60

General Specifications

	Series 50	Series 60	Series 60
Basic Engine	4 cycle	4 cycle	4 cycle
Number of Cylinders	4	6	6
Bore x Stroke in (mm)	5.1 in x 6.3 in (130 mm x 160 mm)	5.1 in x 6.3 in (130 mm x 160 mm)	5.24 x 6.61 (133 mm x 168 mm)
Control	DDEC®	DDEC®	DDEC®
Displacement	8.5L	12.7L	14.0L
Dimensions: (approx.)			
Length, in (mm)	44.3 (1125)	57.2 (1453)	57.2 (1453)
Width, in (mm)	35.3 (897)	34.3 (872)	34.3 (872)
Height, in (mm)	52.8 (1341)	54.2 (1377)	54.2 (1377)
Weight, lbs (kg)	2190 (993)	2550 (1157)	2550 (1157)

Detroit Diesel Offers A Complete Line Of Engines For Heavy-Duty Applications Including Surface And Underground Mines, Oil Exploration, Construction, Haul Trucks, Generator Sets, Shovels, Loaders, Locomotives, Cranes, Air Compressors And Pumps.

Rated Power Output and Peak Torque

SERIES 50

250 BHP (187 kW) @ 1800 RPM
800 lb-ft (1085 N•m) @ 1350 RPM

275 BHP (205 kW) @ 1800 RPM
900 lb-ft (1220 N•m) @ 1350 RPM

300 BHP (224 kW) @ 1800 RPM
1000 lb-ft (1356 N•m) @ 1350 RPM

315 BHP (235 kW) @ 1800 RPM
1050 lb-ft (1424 N•m) @ 1350 RPM

350 BHP (261 kW) @ 1800/2100 RPM
1050 lb-ft (1424 N•m) @ 1350 RPM

315 BHP (235 kW) @ 2200 RPM
1050 lb-ft (1424 N•m) @ 1350 RPM

350 BHP (261 kW) @ 2200 RPM
1050 lb-ft (1424 N•m) @ 1350 RPM

12.7L SERIES 60

300 BHP (224 kW) @ 1800/2100 RPM
1050 lb-ft (1424 N•m) @ 1350 RPM

325 BHP (242 kW) @ 1800/2100 RPM
1150 lb-ft (1559 N•m) @ 1350 RPM

350 BHP (261 kW) @ 1800/2100 RPM
1350 lb-ft (1831 N•m) @ 1350 RPM

375 BHP (280 kW) @ 1800/2100 RPM
1350 lb-ft (1831 N•m) @ 1350 RPM

400 BHP (298 kW) @ 1800/2100 RPM
1400 lb-ft (1898 N•m) @ 1350 RPM

425 BHP (317 kW) @ 1800/2100 RPM
1475 lb-ft (2000 N•m) @ 1350 RPM

450 BHP (336 kW) @ 1800/2100 RPM
1550 lb-ft (2102 N•m) @ 1350 RPM

475 BHP (354 kW) @ 1800/2100 RPM
1550 lb-ft (2102 N•m) @ 1350 RPM

500 BHP (373 kW) @ 1800/2100 RPM
1550 lb-ft (2102 N•m) @ 1350 RPM

500 BHP (373 kW) @ 2100/2300 RPM
1650 lb-ft (2237 N•m) @ 1350 RPM

525 BHP (392 kW) @ 1800/2100 RPM
1750 lb-ft (2373 N•m) @ 1350 RPM

14.0L SERIES 60

450 BHP (336 kW) @ 2100 RPM*
1650 lb-ft (2237 N•m) @ 1350 RPM

525 BHP (392 kW) @ 1800/2100 RPM
1800 lb-ft (2441 N•m) @ 1350 RPM

550 BHP (410 kW) @ 1800/2100 RPM
1750 lb-ft (2373 N•m) @ 1350 RPM

575 BHP (429 kW) @ 1800/2100 RPM
1750 lb-ft (2373 N•m) @ 1350 RPM

600 BHP (448 kW) @ 1800/2100 RPM
1900 lb-ft (2576 N•m) @ 1350 RPM

630 BHP (470 kW) @ 1800/2100 RPM
1900 lb-ft (2576 N•m) @ 1350 RPM

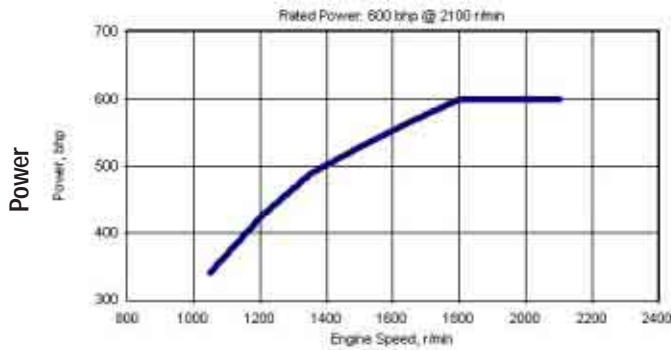
550 BHP (410 kW) @ 2300 RPM
1750 lb-ft (2373 N•m) @ 1350 RPM

600 BHP (448 kW) @ 2300 RPM
1900 lb-ft (2576 N•m) @ 1350 RPM

665 BHP (496 kW) @ 2300 RPM
1900 lb-ft (2576 N•m) @ 1350 RPM

*Continuous rating

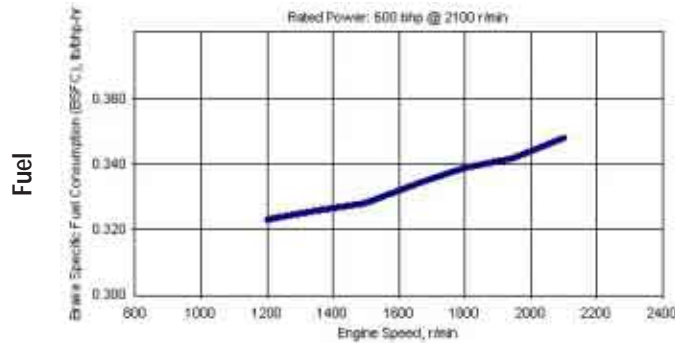
Performance Curves - 06N04M7829



Power output guaranteed within +2/-0% at SAE J1995 conditions:
 77°F (25°C) air inlet temperature
 29.31 in. Hg (99 kPa) dry barometer
 100°F (38°C) fuel inlet temperature
 .838 specific gravity at 100°F (38°C)



Power output guaranteed within +2/-0% at SAE J1995 conditions:
 77°F (25°C) air inlet temperature
 29.31 in. Hg (99 kPa) dry barometer
 100°F (38°C) fuel inlet temperature
 .838 specific gravity at 100°F (38°C)



Performance shown includes:
 Air intake restriction: 10 in. H₂O (2.5kPa)
 Exhaust back pressure: 15 in. H₂O (3.7kPa)
 Fuel Density: 6.99 lb/gal

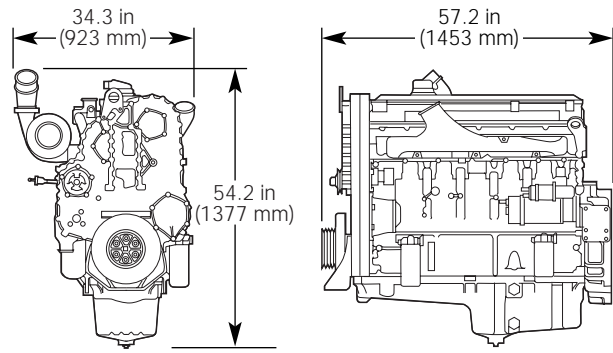
DaimlerChrysler Powersystems Off-Highway

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For additional information, contact your local distributor or dealer

Series 60



All dimensions are approximate. For complete dimensional information, refer to installation drawing provided by your authorized Detroit Diesel Corporation representative.

Rating Explanation

Consult your authorized Detroit Diesel Corporation representative for the rating that will apply to your application.

Standard Equipment

- Detroit Diesel Electronic Controls 12/24V*
- DDEC Data
- Unit Injectors
- Overhead Camshaft
- Articulated Pistons
- Wet-Type Cylinder Liners
- SAE #1 Flywheel Housing
- Spin-On Full Flow Oil Filters
- Coolant Conditioner
- Composite Oil Pan
- Composite Rocker Cover
- Air To Air Charge Cooling
- Turbocharged

*DDEC is a complete engine control and protection system. Over 650,000 DDEC engines are in service.

EPA & Euro nonroad certified

Optional Equipment

- Air Compressor 13, 16, 26 CFM
- Alternator 12/24V
- Starter 12/24V
- Front Mount
- Rear PTO
- SAE #0 Flywheel Housing
- Remote Oil Filters
- Hydraulic Pump Drive
- Aluminum Oil Pan
- Aluminum Rocker Cover
- Engine Brakes

For Additional Technical Information, Ratings, or Performance Data, Consult your local DDC Distributor.

DETROIT DIESEL



2002 SERIES 60® Truck Power

Number of Cylinders	6 Inline	
Air System	Turbocharged Air-to-Air Charge Cooling	
Control	DDEC®	
Specifications	12.7L	14.0L
Bore and Stroke	5.12 in x 6.30 in (130 mm x 160 mm)	5.24 in x 6.62 in (133 mm x 168 mm)
Displacement	778 cu in (12.7 liters)	858 cu in (14.0 liters)
Compression Ratio	16.5:1	16:1
Dimensions: (approx.)		
Length	57 in (1448 mm)	57 in (1448 mm)
Width	34 in (864 mm)	34 in (914 mm)
Height	50 in (1273 mm)	50 in (1273 mm)
Weight (dry)	2640 lbs (1198 kg)	2640 lbs (1198 kg)



Ratings 330 – 575 Horsepower

Maximum HP @ RPM	Peak Torque @ RPM
12.7L	
330 HP @ 2100 RPM	1250FT-LB @ 1200 RPM
330 HP @ 2100 RPM	1350FT-LB @ 1200 RPM
330/350 @ 2100 RPM	1350FT-LB @ 1200 RPM
330/375 @ 2100 RPM	1350FT-LB @ 1200 RPM
350 HP @ 2100 RPM	1250FT-LB @ 1200 RPM
350 HP @ 2100 RPM	1350FT-LB @ 1200 RPM
375 HP @ 2100 RPM	1350FT-LB @ 1200 RPM
375 HP @ 2100 RPM	1550FT-LB @ 1200 RPM
375/430 @ 2100 RPM	1550FT-LB @ 1200 RPM
400 HP @ 2100 RPM	1550FT-LB @ 1200 RPM
430 HP @ 2100 RPM	1550FT-LB @ 1200 RPM
14.0L	
375 HP @ 2100 RPM	1450FT-LB @ 1200 RPM
375/430 @ 2100 RPM	1450FT-LB @ 1200 RPM
400 HP @ 2100 RPM	1450FT-LB @ 1200 RPM
430 HP @ 2100 RPM	1450FT-LB @ 1200 RPM
14.0L Coming In 2003	
500 HP @ 2100 RPM	1850FT-LB @ 1200 RPM
550 HP @ 2100 RPM	1650FT-LB @ 1200 RPM
550 HP @ 2100 RPM	1850FT-LB @ 1200 RPM
575 HP @ 2100 RPM	1850FT-LB @ 1200 RPM

Series 60 Features

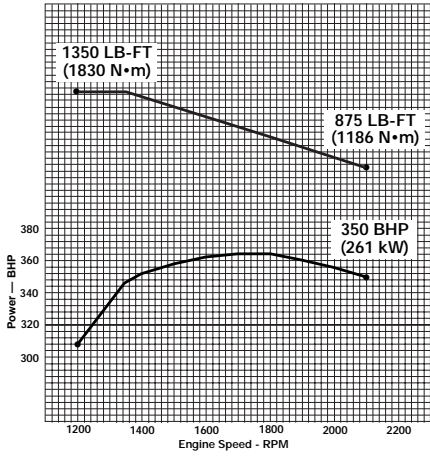
- Overhead Camshaft
 - Maximum fuel injection pressure
 - Fewer parts
 - Easy to service
- One Piece Cylinder Head
 - Maximum structural rigidity between the block and head
 - Eight head bolts per cylinder create one million pounds of clamp load for unmatched head gasket life
- Four Valves Per Cylinder
- Short Intake and Exhaust Ports for maximum performance and economy
- Unit Fuel Injectors for ease of service and troubleshooting
- Variable Output Turbocharger combined with a pulse tuned exhaust manifold for better acceleration at low and medium speeds and improved engine braking performance
- DDEC – Detroit Diesel Electronic Controls
The most advanced system available
 - Maximizes performance and economy
 - Built-in diagnostics
 - Self troubleshooting
- DDEC provides all the management tools and reports needed to manage any fleet and to increase the profitability of every Owner/Operator.
- Exhaust Gas Recirculation (EGR) for maximum fuel economy and performance while meeting the new emissions standards.
- Series 60 Continues To Provide Truckers With The Best Combination Of:
 - Performance
 - Reliability
 - Proven Durability
 - High Residual Value
 - Flexible Power Ratings
 - Excellent Parts And Service Support
 - Fuel Economy
 - Low Cost Of Operation
 - Driver Satisfaction
 - Proven Electronics – DDEC

The Only Engine For 2002

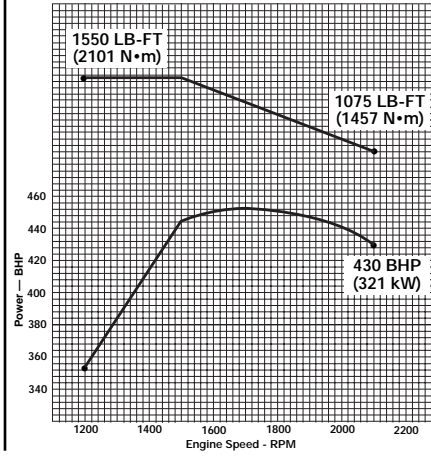
Photograph illustrates a typical truck engine
Rating conditions of SAE: 77°F (25°C) and 29.31 in Hg (99 kPa) Barometer (Dry)

For a complete listing of standard and optional equipment, consult your distributor or authorized Detroit Diesel Corporation representative.

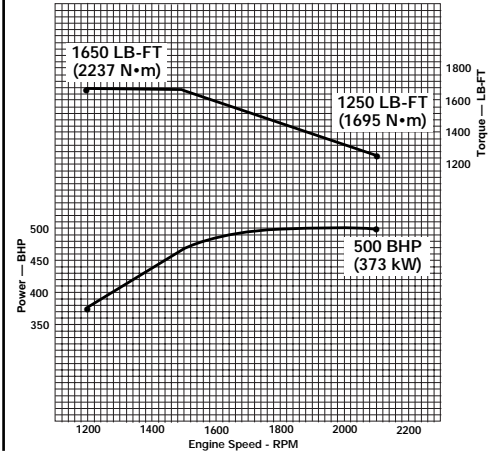
Series 60 12.7L
350 HP



Series 60 12.7L
430 HP

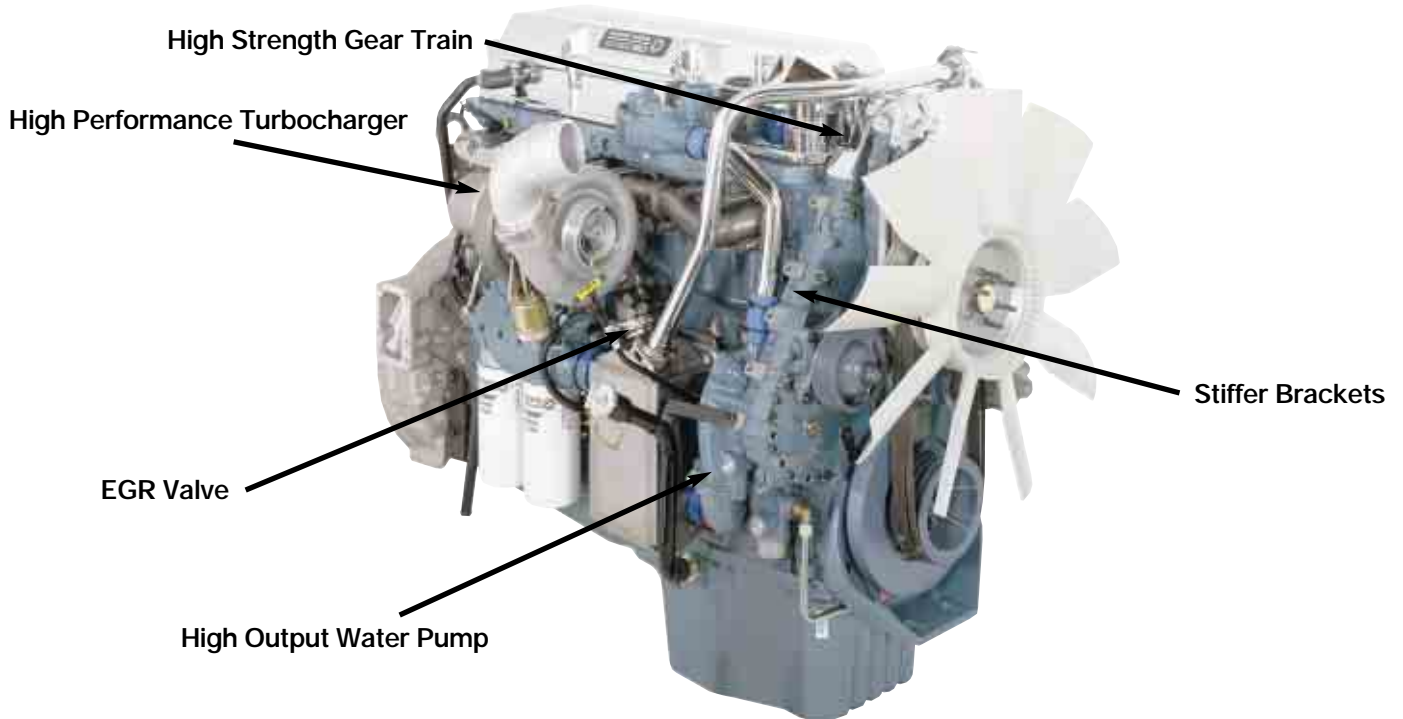


Series 60 14.0L
500 HP



Series 60 2002 Technology Leadership

The 2002 Series 60 engine adds exhaust gas recirculation (EGR) to meet the new emissions standards while still providing maximum performance and fuel economy in a proven package. Since year 2000, DDC has placed over 2500 EGR equipped engines into service. Effective October 2002, the Series 60 will be the only engine that is proven, popular, and certified.



DETROIT DIESEL

A DaimlerChrysler Company



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www.detroitdiesel.com

Series 60 Engine
24 Hour Hot Line
Phone 1-800-445-1980



DETROIT DIESEL



Motor Coach
330-500 BHP

SERIES 60

Specifications

	12.7L
Number of Cylinders	6
Displacement	778 cu in (12.7L)
Bore and Stroke	5.12 in x 6.30 in (130 mm x 160 mm)
Compression Ratio	16.5:1
Model	6067-BK28, 6067-MK28
Engine Type	Inline 4 cycle
Combustion System	Direct Injection
Aspiration	Turbocharged / Air-to-Air Charge Cooling
Dimensions (approx.)	
Length	56.3 in (1430 mm)
Width	36.3 in (921 mm)
Height	50.1 in (1273 mm)
Weight (dry)	2610 lb (1184 kg)



Rated Power Output

Gross Power	330 BHP (246 kW) @ 2100 RPM
Peak Torque	1250 lb-ft (1695 N•m) @ 1200 RPM
Gross Power	350 BHP (261 kW) @ 2100 RPM
Peak Torque	1250 lb-ft (1695 N•m) @ 1200 RPM
Gross Power	330/350 BHP (246/261 kW) @ 2100 RPM
Peak Torque	1250 lb-ft (1695 N•m) @ 1200 RPM
Gross Power	330 BHP (246 kW) @ 2100 RPM
Peak Torque	1350 lb-ft (1830 N•m) @ 1200 RPM
Gross Power	350 BHP (261 kW) @ 2100 RPM
Peak Torque	1350 lb-ft (1830 N•m) @ 1200 RPM
Gross Power	330/350 BHP (246/261 kW) @ 2100 RPM
Peak Torque	1350 lb-ft (1830 N•m) @ 1200 RPM
Gross Power	370 BHP (276 kW) @ 2100 RPM
Peak Torque	1450 lb-ft (1966 N•m) @ 1200 RPM
Gross Power	370 BHP (276 kW) @ 2100 RPM
Peak Torque	1550 lb-ft (2101 N•m) @ 1200 RPM
Gross Power	400 BHP (298 kW) @ 2100 RPM
Peak Torque	1450 lb-ft (1966 N•m) @ 1200 RPM
Gross Power	400 BHP (298 kW) @ 2100 RPM
Peak Torque	1550 lb-ft (2101 N•m) @ 1200 RPM
Gross Power	430 BHP (321 kW) @ 2100 RPM
Peak Torque	1450 lb-ft (1966 N•m) @ 1200 RPM
Gross Power	430 BHP (321 kW) @ 2100 RPM
Peak Torque	1550 lb-ft (2101 N•m) @ 1200 RPM
Gross Power	370/430 BHP (276/321 kW) @ 2100 RPM
Peak Torque	1450 lb-ft (1966 N•m) @ 1200 RPM
Gross Power	370/430 BHP (276/321 kW) @ 2100 RPM
Peak Torque	1550 lb-ft (2101 N•m) @ 1200 RPM
Gross Power	430/470 BHP (321/351 kW) @ 2100 RPM
Peak Torque	1550 lb-ft (2101 N•m) @ 1200 RPM
Gross Power	430 BHP (321 kW) @ 2100 RPM
Peak Torque	1650 lb-ft (2237 N•m) @ 1200 RPM
Gross Power	470 BHP (351 kW) @ 2100 RPM
Peak Torque	1550 lb-ft (2101 N•m) @ 1200 RPM
Gross Power	470 BHP (351 kW) @ 2100 RPM
Peak Torque	1650 lb-ft (2237 N•m) @ 1200 RPM
Gross Power	500 BHP (373 kW) @ 2100 RPM
Peak Torque	1550 lb-ft (2101 N•m) @ 1200 RPM
Gross Power	500 BHP (373 kW) @ 2100 RPM
Peak Torque	1650 lb-ft (2237 N•m) @ 1200 RPM
Gross Power	470/500 BHP (351/373 kW) @ 2100 RPM
Peak Torque	1550 lb-ft (2101 N•m) @ 1200 RPM
Gross Power	430/500 BHP (321/373 kW) @ 2100 RPM
Peak Torque	1650 lb-ft (2237 N•m) @ 1200 RPM

* Standard and Premium Cruise Power Ratings

Features

Optimized Idle This option from DDEC automatically (and safely) starts and stops the engine based on oil temperature, battery voltage and cab temperature (read from an optional cab thermostat). This system can eliminate cold start problems, dead batteries and dramatically reduce unneeded idle time resulting in significant operational savings.

MAS (Maintenance Alert System) This DDEC option helps reduce unexpected downtime, optimizes routine PM service and helps to maximize air and fuel filter life. MAS sensors provide DDEC with useful information on the status of oil level, coolant level, air filter restriction and fuel filter restriction which is easily read by a driver or maintenance technician through the MAS.

Fuel Pro 382 This single filter system replaces primary and secondary fuel filters, often lasting twice as long. The filter gets changed when necessary by looking through the clear view cover.

ProDiver This system provides a continuous view of fuel economy and idle time. It stores critical operating data in all phases of vehicle operation, such as driving, cruise and top gear.

Detroit Diesel Electronic Controls (DDEC) are standard on all Series 60 engines. DDEC is the most advanced electronics for diagnosing critical engine functions.

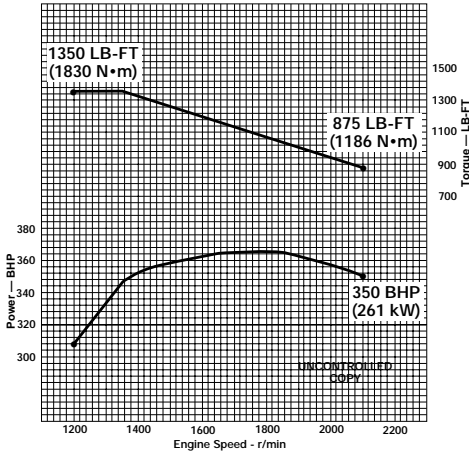


Diagnostic Link This software system can extract data, analyze and manage information from DDEC. It can monitor engine fault codes, passwords, speed settings and engine protection with additional options available.

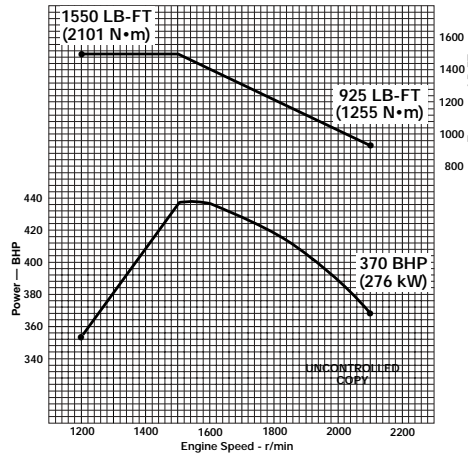
Cruise Power This option allows you to take advantage of additional torque and better performance when operating your coach with cruise control. When you engage cruise control, the ECM allows the coach to operate at the higher torque value. This enhances performance and assists your drivers by letting them maintain a given gear.

Performance Curves

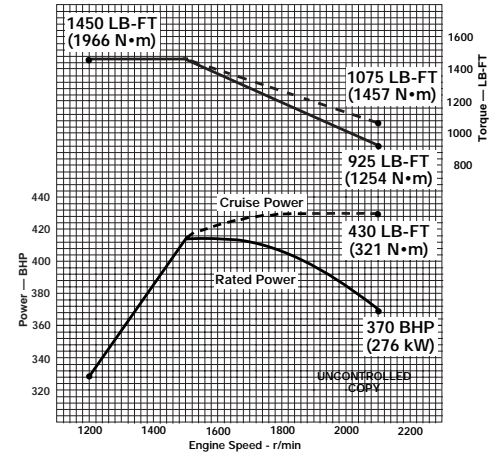
350 BHP



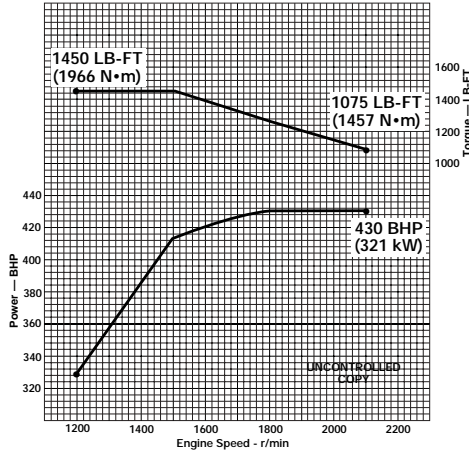
370 BHP



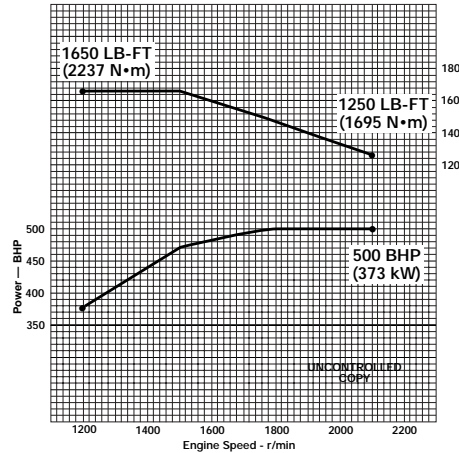
370/430 BHP*



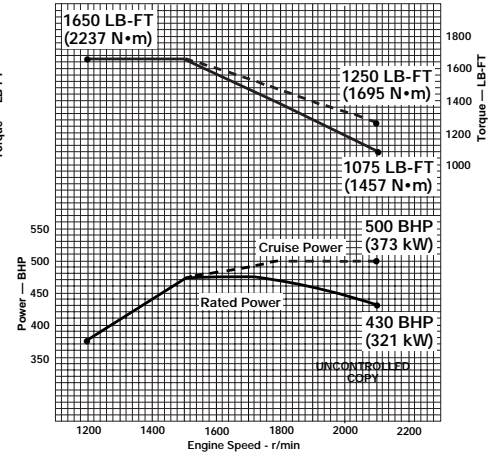
430 BHP



500 BHP



430/500 BHP*



Rating Explanation

RATED BHP is the power rating for variable speed and load applications where full power is required intermittently.

FUEL CONSUMPTION CURVE shows fuel used in pounds per brake horsepower hour.

THIS RATING does not include power requirements for accessory and standard equipment. Power output guaranteed within 5% at SAE J1995 conditions.

* Cruise power

DETROIT DIESEL
CORPORATION



13400 Outer Drive, West, Detroit, Michigan 48239-4001
Telephone 313-592-5000
www.detroitdiesel.com

DETROIT DIESEL



Motor Coach
330-500 BHP

SERIES 60

Specifications

	12.7L
Number of Cylinders	6
Displacement	778 cu in (12.7L)
Bore and Stroke	5.12 in x 6.30 in (130 mm x 160 mm)
Compression Ratio	16.5:1
Model	6067-BK28, 6067-MK28
Engine Type	Inline 4 cycle
Combustion System	Direct Injection
Aspiration	Turbocharged / Air-to-Air Charge Cooling
Dimensions (approx.)	
Length	56.3 in (1430 mm)
Width	36.3 in (921 mm)
Height	50.1 in (1273 mm)
Weight (dry)	2610 lb (1184 kg)



Rated Power Output

Gross Power	330 BHP (246 kW) @ 2100 RPM
Peak Torque	1250 lb-ft (1695 N•m) @ 1200 RPM
Gross Power	350 BHP (261 kW) @ 2100 RPM
Peak Torque	1250 lb-ft (1695 N•m) @ 1200 RPM
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Peak Torque	1350 lb-ft (1830 N•m) @ 1200 RPM
Gross Power	330/350 BHP (246/261 kW) @ 2100 RPM
Peak Torque	1350 lb-ft (1830 N•m) @ 1200 RPM
Gross Power	370 BHP (276 kW) @ 2100 RPM
Peak Torque	1450 lb-ft (1966 N•m) @ 1200 RPM
Gross Power	370 BHP (276 kW) @ 2100 RPM
Peak Torque	1550 lb-ft (2101 N•m) @ 1200 RPM
Gross Power	400 BHP (298 kW) @ 2100 RPM
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Peak Torque	1550 lb-ft (2101 N•m) @ 1200 RPM
Gross Power	430 BHP (321 kW) @ 2100 RPM
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Peak Torque	1550 lb-ft (2101 N•m) @ 1200 RPM
Gross Power	370/430 BHP (276/321 kW) @ 2100 RPM
Peak Torque	1450 lb-ft (1966 N•m) @ 1200 RPM
Gross Power	370/430 BHP (276/321 kW) @ 2100 RPM
Peak Torque	1550 lb-ft (2101 N•m) @ 1200 RPM
Gross Power	430/470 BHP (321/351 kW) @ 2100 RPM
Peak Torque	1550 lb-ft (2101 N•m) @ 1200 RPM
Gross Power	430 BHP (321 kW) @ 2100 RPM
Peak Torque	1650 lb-ft (2237 N•m) @ 1200 RPM
Gross Power	470 BHP (351 kW) @ 2100 RPM
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* Standard and Premium Cruise Power Ratings

Features

Optimized Idle This option from DDEC automatically (and safely) starts and stops the engine based on oil temperature, battery voltage and cab temperature (read from an optional cab thermostat). This system can eliminate cold start problems, dead batteries and dramatically reduce unneeded idle time resulting in significant operational savings.

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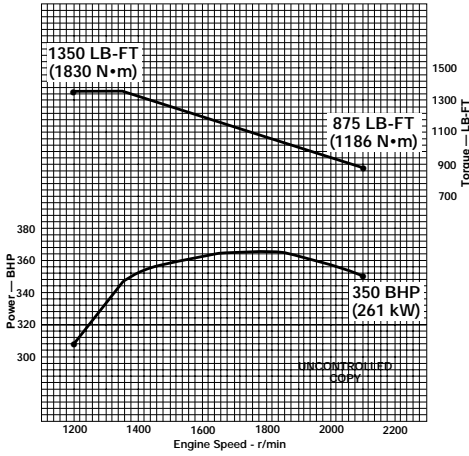


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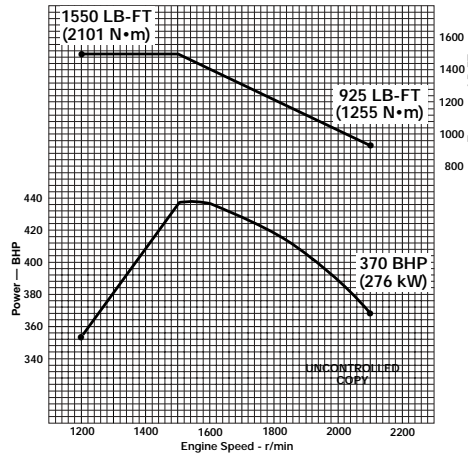
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Performance Curves

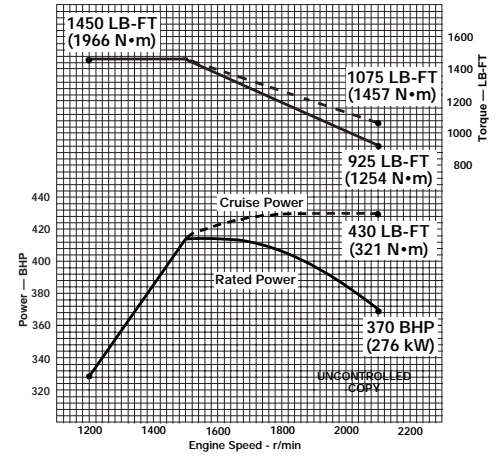
350 BHP



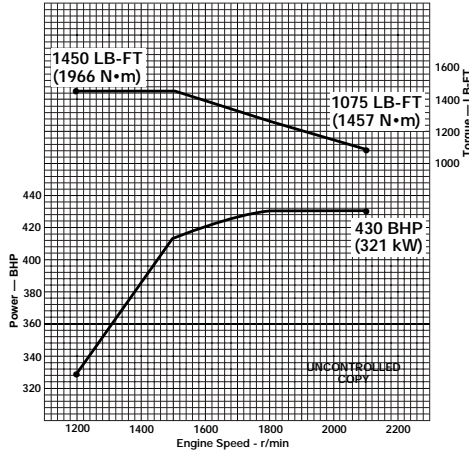
370 BHP



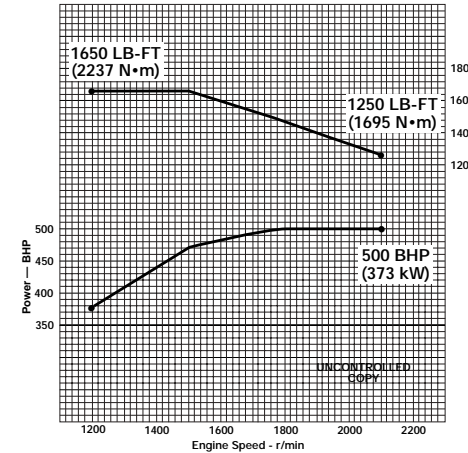
370/430 BHP*



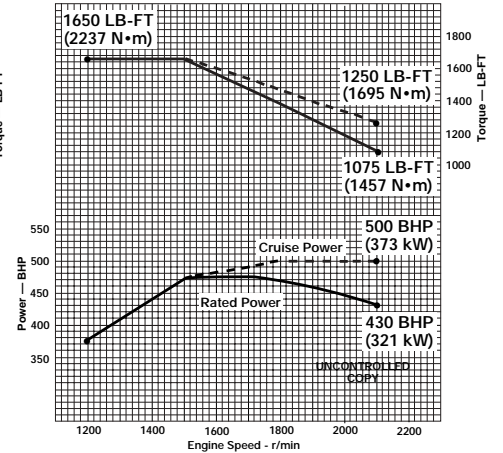
430 BHP



500 BHP



430/500 BHP*



Rating Explanation

RATED BHP is the power rating for variable speed and load applications where full power is required intermittently.

FUEL CONSUMPTION CURVE shows fuel used in pounds per brake horsepower hour.

THIS RATING does not include power requirements for accessory and standard equipment. Power output guaranteed within 5% at SAE J1995 conditions.

* Cruise power

DETROIT DIESEL
CORPORATION



13400 Outer Drive, West, Detroit, Michigan 48239-4001
Telephone 313-592-5000
www.detroitdiesel.com

DETROIT DIESEL



SERIES 60[®] Truck Power

Specifications

Number of Cylinders	6 Inline
Air System	Turbocharged Air-to-Air Charge Cooling
Control	DDEC [®]
Bore and Stroke	5.24 in x 6.62 in (133 mm x 168 mm)
Displacement	858 cu in (14.0 liters)
Compression Ratio	16:1
Dimensions: (approx.)	
Length	57 in (1448 mm)
Width	36 in (914 mm)
Height	50 in (1273 mm)
Weight (dry)	2680 lbs (1216 kg)



Ratings

Maximum HP @ RPM
500 HP @ 2100
550 HP @ 2100
575 HP @ 2100

Peak Torque @ RPM
1850 LB-FT @ 1200 RPM

Benefits

Performance

The Series 60 engine is now available in three HP ratings. Each rating develops 1850 LB-FT of torque, the maximum rating that allows the use of standard, lightweight and lower cost driveline components. The horsepower chart shown on the reverse side clearly shows the full power of the 1850.

Economy

The 1850 is a Series 60 with the proven fuel economy the engine is well known for.

Reliability

The top carriers who offer JIT service to their customers choose the Series 60 for its proven reliability.

Durability

Over 600,000 Series 60 engines have accumulated over 200 billion miles. Over 50,000 Series 60s have passed the million-mile mark. The top three fleets in every one of the following categories use the Series 60:

- Number of tons carried
- Highest average loads
- Highest average length of haul
- Highest mileage

Cost of Operation

In addition to the best fuel economy, the Series 60 offers unmatched cost of overall operation. The top fleets in highest revenue per mile, lower cost per mile and highest revenue per ton, all use Series 60 engines.

Driver Satisfaction

In survey after survey – the Series 60 is the driver's choice. Drivers have made the Series 60 the most popular heavy-duty engine in North America for nine years in a row.

Residual Value

Series 60 powered trucks routinely bring top dollar at trade-in. New owners know they can make money with a Series 60, second owners know they can, too.

Features

Overhead Camshaft

- Maximum fuel injection pressure
- Fewer parts
- Easy to service

One Piece Cylinder Head

- Maximum structural rigidity between the block and head
- Eight head bolts per cylinder create one million pounds of clamp load for unmatched head gasket life

Four Valves Per Cylinder

Short Intake and Exhaust Parts for maximum performance and economy

Unit Fuel Injectors for ease of service and troubleshooting

Variable Output Turbocharger combined with a pulse tuned exhaust manifold for better acceleration at low and medium speeds

Improved Engine Brake with up to 410 braking HP

DDEC – Detroit Diesel Electronic Controls

The most advanced system available

- Maximizes performance and economy
- Built-in diagnostics
- Self troubleshooting

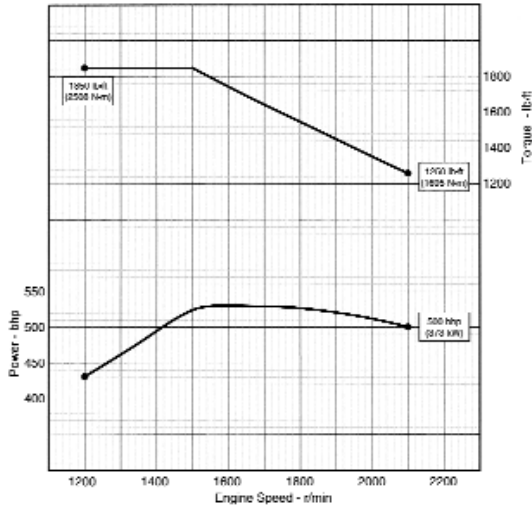
The DDEC system provides all the management tools and reports needed to manage any fleet and to increase the profitability of every Owner/Operator.

Optimized Idle automatically starts and stops the engine to maintain pre-selected sleeper temperature, battery voltage and engine oil temperature, eliminating unnecessary engine idling and concerns about dead batteries or a truck that won't start after cold weekends.

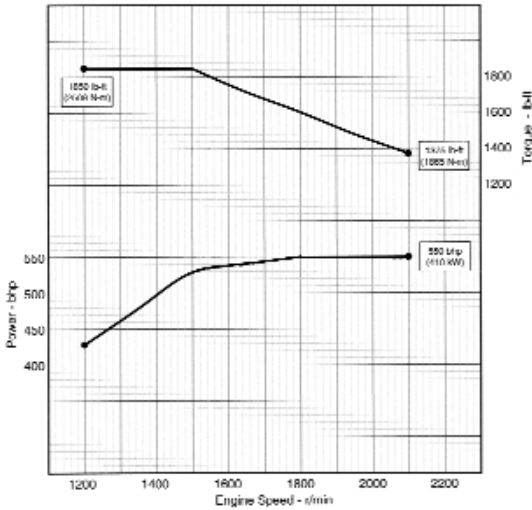
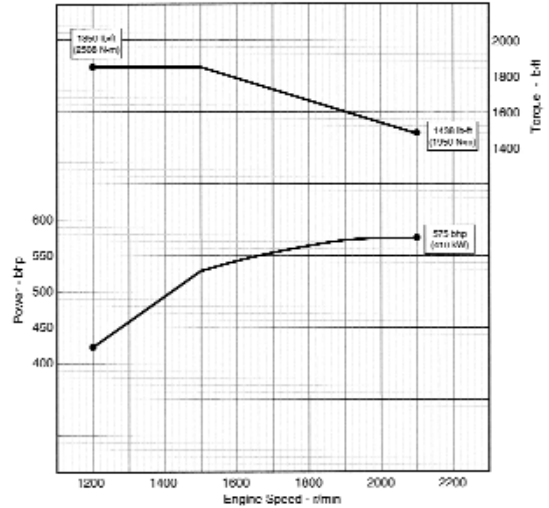
1850 LB-FT Torque

Performance Curves

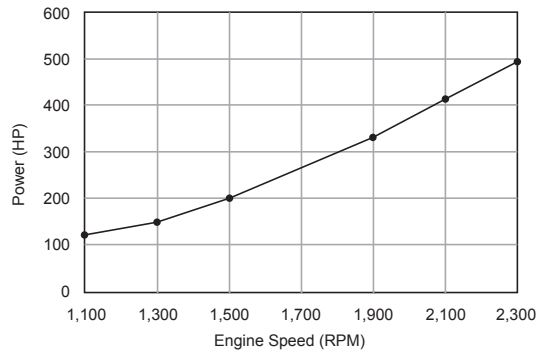
500 HP @ 1850 lb-ft



575 HP @ 1850 lb-ft

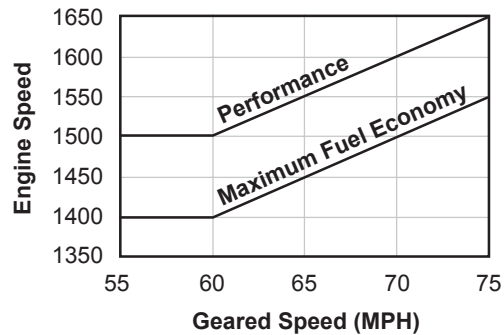


S-60 1850
Engine Brake Performance



Gearing Recommendations

Detroit Diesel recommends selecting driveline components, which match the application, and also maintain the correct engine RPM at the desired road speed. Based on the chart below, engine operating RPM can be maximized for fuel economy, performance, or an optimum balance of both. Detroit Diesel's Spec™ (vehicle specing and simulation program) is available to help with selecting driveline/gearing, and is available at any authorized sales/service location.



DETROIT DIESEL
CORPORATION



13400 Outer Drive, West / Detroit, Michigan 48239-4001
Telephone 313-592-5000
www.detroitdiesel.com

Series 60 Engine
24 Hour Hot Line
Phone 1-800-445-1980



SERIES 60



Commercial - Continuous

375 - 400 bhp
381 - 406 mhp



Specifications

Version In-line 6 cylinder
Displacement 778 cu in (12.7 liters)
Bore and Stroke 5.12 in x 6.30 in (130 mm x 160 mm)
Description Charge Air Cooled, Turbocharged
Governor Electronic

Port Model 6062TK21
Starboard Model 6062TK20

Power

	bhp SAE J1228	mhp	kW	rpm
Rated Power	400	406	298	1800
Shaft Power	388	393	289	1800

Certification Complies With MARPOL 73/78 (IMO) Annex VI NOx Limits

Performance

DDEC – Electronic control system manages combustion process for maximum output, fuel economy and low smoke

Reliability and Durability

Overhead camshaft optimizes air flow to combustion chamber with fewer wear parts

Ceramic cam followers allow high injection pressures and long life

Top liner cooling for efficient heat transfer and maximum combustion efficiency

Pilot Installation Description assures proper engine installation

Three-year limited warranty

Comfort and Convenience

Outstanding fuel economy for extended range and safety

Low smoke for clean, comfortable operation

Smooth, quiet operation for passenger comfort

Fully Supported by Worldwide Professional Marine Network

True worldwide parts and service support

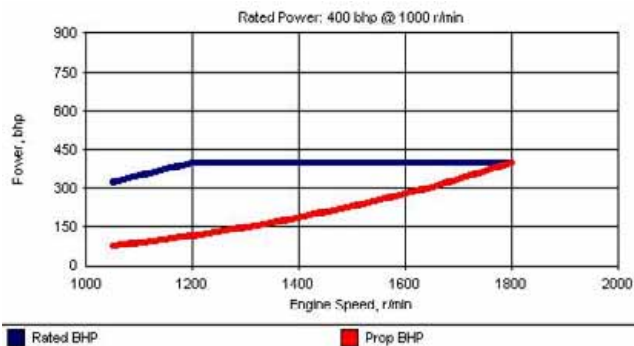
Transferable warranties

Owner/Captain/Crew training available at a number of locations

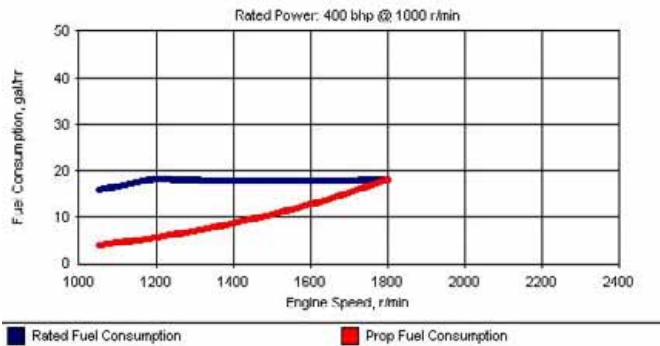
Extended service coverage (P-3) available

For a complete listing of standard and optional equipment, consult your authorized MTU/DDC representative.

Performance Curves - 06N04M7202



Power output guaranteed within +5/-5% at SAE J1228 conditions:
 77°F (25°C) air inlet temperature
 29.31 in. Hg (99 kPa) dry barometer
 100°F (38°C) fuel inlet temperature
 .853 specific gravity at 60°F (15°C)



Performance shown includes:
 Air intake restriction: 10 in. H₂O (2.5kPa)
 Exhaust back pressure: 15 in. H₂O (3.7kPa)
 Fuel Density: 7.11 lb/gal

Rating Definition - Marine Continuous

The continuous rating applies to medium or low speed boats (normally of the displacement type) which operate up to 24 hours a day. 365 days a year, at high load factors. Typical examples include tugs, towboats, offshore supply boats, fishing trawlers and dragners.

Dimensional Information

Length 69.0 in. (1752mm)
 Width 37.3 in. (947.4mm)
 Height 47.3 in. (1200mm)

Dry Weight w/o Marine Gear: 3,450 lbs. (1166kg)

All dimensions are approximate. For complete dimensional information, refer to installation drawing provided by your authorized Detroit Diesel Corporation representative. Marine transmission shown represents standard option marine gear.

Standard Equipment

- Main Engines** - HTI wrapped exhaust components; Cast iron flywheel housing size SAE #1, clear-coat finish
- Fuel System** - Electronic unit injection system; secondary fuel filter mounted on engine
- Engine Oil System** - Dual filters mounted on engine
- Engine Cooling System** - Engine equipped for Keel cooling with separate circuit cooling pump.
- Electrical** - Starter: 24V, Alternator: 24V/100 amp, belt driven.
- Engine Mounting** - Solid engine mounts
- Marine Gear** - DDC deep case electric shift marine gear with gear oil cooler
- Port/STBD Engine Configuration** - For ease of service and maintenance

Optional Equipment

- Electrical** - 12V starter; 12V alternator/130 amp
- Accessory Drives** - Front crankshaft pulley for use with V-belts & interface for remote PTO
- Transmission** - Shallow case, Down Angle
- Transmission Options** - Trolling valve, companion flange and PTO
- Electric Priming Pump** - Mounted on Sea Pro 152 and 511 primary fuel filter / water separator
- Marine Society Certification** - Available upon request

Optional Ratings

	bhp SAE J1228	mhp	kW	rpm
Rated Power	375	380	280	1800
Shaft Power	364	369	271	1800

Low NO_x versions available for all ratings



For more information contact your MTU distributor. All Detroit Diesel distributors in NAFTA are authorized MTU distributors.



SERIES 60



Pleasurecraft - Maximum

700 bhp
710 mhp



Specifications

Version In-line 6 cylinder
Displacement 778 cu in (12.7 liters)
Bore and Stroke 5.12 in x 6.30 in (130 mm x 160 mm)
Description Charge Air Cooled, Turbocharged
Governor Electronic

Port Model 6062TK00
Starboard Model 6062TK01

Power

	bhp SAE J1228	mhp	kW	rpm
Rated Power	700	710	522	2300
Shaft Power	680	690	507	2300

Certification Complies With MARPOL 73/78 (IMO) Annex VI NOx Limits

Performance

Electronic control system manages combustion process for maximum output, fuel economy and low smoke

Precise turbo matching for outstanding acceleration and fuel economy

High efficiency charge air cooler provides excellent power curve for superior cruising performance under all conditions

Reliability and Durability

Spluttered rod bearings for high load capacity and long life

Overhead camshaft optimizes air flow to combustion chamber with fewer wear parts

Ceramic cam followers allow high injection pressures and long life

Top liner cooling for efficient heat transfer and maximum combustion efficiency

Pilot Installation Description assures proper engine installation

On board commissioning inspection

Five-year limited warranty

Comfort and Convenience

Outstanding fuel economy for extended range and safety

Low smoke for clean, comfortable operation

Smooth, quiet operation for passenger comfort

Closed breather system for clean engine room

Fully Supported by Worldwide Professional Marine Network

True worldwide parts and service support

Transferable warranties

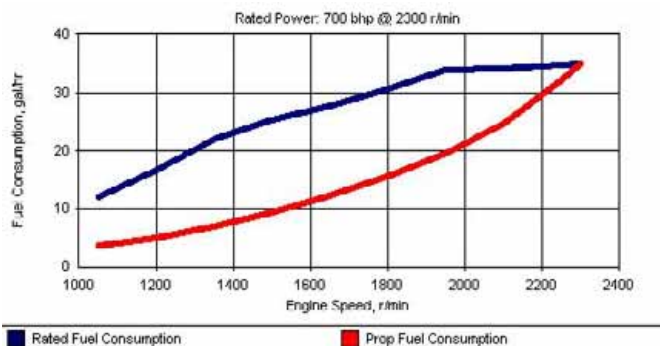
Owner/Captain/Crew training available at a number of locations

For a complete listing of standard and optional equipment, consult your authorized MTU/DDC representative.

Performance Curves - 06N04M7304



Power output guaranteed within +2/-0% at SAE J1228 conditions:
 77°F (25°C) air inlet temperature
 29.31 in. Hg (99 kPa) dry barometer
 100°F (38°C) fuel inlet temperature
 .853 specific gravity at 60°F (15°C)

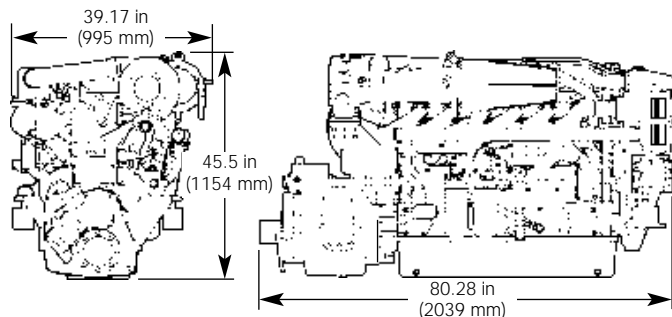


Performance shown includes:
 Air intake restriction: 10 in. H₂O (2.5kPa)
 Exhaust back pressure: 15 in. H₂O (3.7kPa)
 Fuel Density: 7.11 lb/gal

Rating Definition - Marine Maximum

The marine maximum rating applies to high performance application where speed is important and overall load factors are low. Maximum continuous cruising RPM is 2100 and full power is limited to 10% (average) of operating time. This rating is normally reserved for privately-owned yachts where operation is less than 500 hours per year in non-revenue applications.

Dimensional Information



Dry Weight w/ TD5114A Marine Gear: 4,055 lbs. (1839 kg)

All dimensions are approximate. For complete dimensional information, refer to installation drawing provided by your authorized Detroit Diesel Corporation representative. Marine transmission shown represents standard option marine gear.

Standard Equipment

Main Engines - Water-cooled exhaust components; Aluminum flywheel housing size SAE #1; polyurethane two part Glacier white paint; chrome valve cover

Fuel System - Electronic unit injection system; secondary fuel filter mounted on engine

Engine Oil System - Dual filters mounted on engine

Engine Cooling System - Titanium plate modular heat exchanger system with integral fuel cooler; sea water cooled charge air cooler; gear driven self-priming raw water pump with 2.5" inlet

Air Inlet System - Air intake filter with silencer and closed breather system; 24V emergency air shutdown

Electrical - Starter: 24V, Alternator: 24V/100 amp, belt driven

Engine Mounting - Engine mounts with isolators

Marine Gear - DDC down angle electric shift marine gear; gear oil cooler in raw water circuit

Port/STBD Engine Configuration - For ease of service and maintenance

Optional Equipment

Engine Lube System - Rear mount single oil filter system; remote mount lube oil filters - single or double

Electrical - 12V starter; 12V alternator/130 amp; 12V Amot air shutdown

Accessory Drives - SAE A (front gear train)

Transmission - Integral V Drive; Shallow case.

Transmission Options - Trolling valve, companion flange and PTO

Exhaust - Raw water cooled stainless elbow

Electric Priming Pump - Mounted on Sea Pro 152 and 511 primary fuel filter / water separator

Marine Society Certification - Available upon request



For more information contact your MTU distributor. All Detroit Diesel distributors in NAFTA are authorized MTU distributors.



SERIES 60



Pleasurecraft - Maximum

825 bhp
835 mhp



Specifications

Version In-line 6 cylinder
Displacement 855 cu in (14.0 liters)
Bore and Stroke 5.24 in x 6.61 in (133 mm x 168 mm)
Description Charge Air Cooled, Turbocharged
Governor Electronic

Port Model 6062HK00
Starboard Model 6062HK01

Power

	bhp SAE J1228	mhp	kW	rpm
Rated Power	825	835	615	2300
Shaft Power	804	814	597	2300

Certification Complies With MARPOL 73/78 (IMO) Annex VI NOx Limits

Performance

Electronic control system manages combustion process for maximum output, fuel economy and low smoke

Precise turbo matching for outstanding acceleration and fuel economy

High efficiency charge air cooler provides excellent power curve for superior cruising performance under all conditions

Reliability and Durability

Sputtered rod bearings for high load capacity and long life

Overhead camshaft optimizes air flow to combustion chamber with fewer wear parts

Ceramic cam followers allow high injection pressures and long life

Top liner cooling for efficient heat transfer and maximum combustion efficiency

Pilot Installation Description assures proper engine installation

On board commissioning inspection

Five-year limited warranty

Comfort and Convenience

Outstanding fuel economy for extended range and safety

Low smoke for clean, comfortable operation

Smooth, quiet operation for passenger comfort

Closed breather system for clean engine room

Fully Supported by Worldwide Professional Marine Network

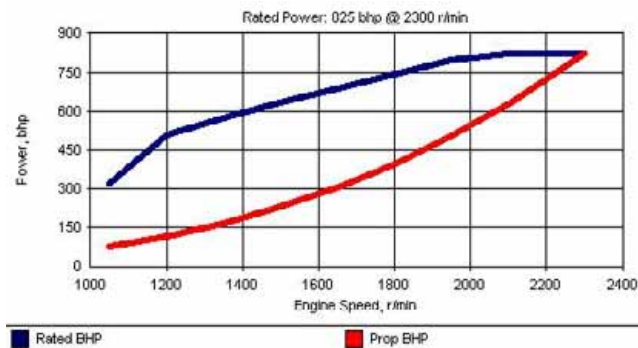
True worldwide parts and service support

Transferable warranties

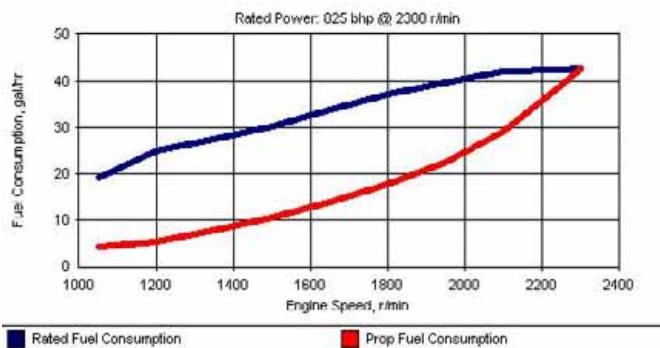
Owner/Captain/Crew training available at a number of locations

For a complete listing of standard and optional equipment, consult your authorized MTU/DDC representative.

Performance Curves - 06N04M7383



Power output guaranteed within +2/-0% at SAE J1228 conditions:
 77°F (25°C) air inlet temperature
 29.31 in. Hg (99 kPa) dry barometer
 100°F (38°C) fuel inlet temperature
 .853 specific gravity at 60°F (15°C)

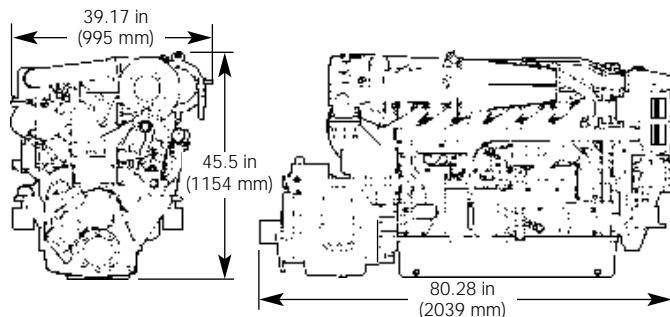


Performance shown includes:
 Air intake restriction: 10 in. H₂O (2.5kPa)
 Exhaust back pressure: 15 in. H₂O (3.7kPa)
 Fuel Density: 7.11 lb/gal

Rating Definition - Marine Maximum

The marine maximum rating applies to high performance application where speed is important and overall load factors are low. Maximum continuous cruising RPM is 2100 and full power is limited to 10% (average) of operating time. This rating is normally reserved for privately-owned yachts where operation is less than 500 hours per year in non-revenue applications.

Dimensional Information



Dry Weight w/ TD5114A Marine Gear: 4,055 lbs. (1839 kg)

All dimensions are approximate. For complete dimensional information, refer to installation drawing provided by your authorized Detroit Diesel Corporation representative. Marine transmission shown represents standard option marine gear.

Standard Equipment

Main Engines - Water-cooled exhaust components; Aluminum flywheel housing size SAE #1; polyurethane two part Glacier white paint; chrome valve cover

Fuel System - Electronic unit injection system; secondary fuel filter mounted on engine

Engine Oil System - Dual filters mounted on engine

Engine Cooling System - Titanium plate modular heat exchanger system with integral fuel cooler; sea water cooled charge air cooler; gear driven self-priming raw water pump with 2.5" inlet

Air Inlet System - Air intake filter with silencer and closed breather system; 24V emergency air shutdown

Electrical - Starter: 24V, Alternator: 24V/100 amp, belt driven

Engine Mounting - Engine mounts with isolators

Marine Gear - DDC down angle electric shift marine gear; gear oil cooler in raw water circuit

Port/STBD Engine Configuration - For ease of service and maintenance

Optional Equipment

Engine Lube System - Rear mount single oil filter system; remote mount lube oil filters - single or double

Electrical - 12V starter; 12V alternator/130 amp; 12V Amot air shutdown

Accessory Drives - SAE A (front gear train)

Transmission - Integral V Drive; Shallow case.

Transmission Options - Trolling valve, companion flange and PTO

Exhaust - Raw water cooled stainless elbow

Electric Priming Pump - Mounted on Sea Pro 152 and 511 primary fuel filter / water separator

Marine Society Certification - Available upon request



For more information contact your MTU distributor. All Detroit Diesel distributors in NAFTA are authorized MTU distributors.



SERIES 60



Commercial - Intermittent Maximum

625 bhp
634 mhp



Specifications

Version In-line 6 cylinder
Displacement 778 cu in (12.7 liters)
Bore and Stroke 5.12 in x 6.30 in (130 mm x 160 mm)
Description Charge Air Cooled, Turbocharged
Governor Electronic

Port Model 6062TK03
Starboard Model 6062TK02

Power

	bhp SAE J1228	mhp	kW	rpm
Rated Power	625	634	466	2300
Shaft Power	606	614	452	2300

Certification Complies With MARPOL 73/78 (IMO) Annex VI NOx Limits

Performance

DDEC – Electronic control system manages combustion process for maximum output, fuel economy and low smoke

Precise turbo matching for outstanding acceleration and fuel economy

High efficiency charge air cooler provides excellent power curve for superior cruising performance under all conditions

Reliability and Durability

Overhead camshaft optimizes air flow to combustion chamber with fewer wear parts

Ceramic cam followers allow high injection pressures and long life

Top liner cooling for efficient heat transfer and maximum combustion efficiency

Pilot Installation Description assures proper engine installation

Three-year limited warranty

Comfort and Convenience

Outstanding fuel economy for extended range and safety

Low smoke for clean, comfortable operation

Smooth, quiet operation for passenger comfort

Closed breather system for clean engine room

Fully Supported by Worldwide Professional Marine Network

True worldwide parts and service support

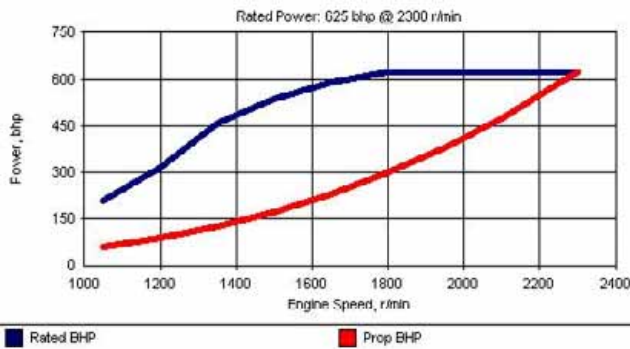
Transferable warranties

Owner/Captain/Crew training available at a number of locations

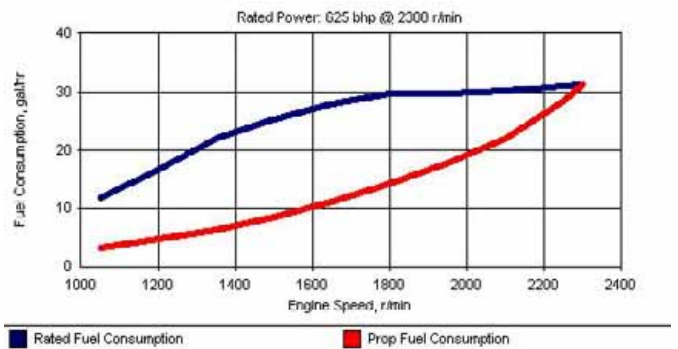
Extended service coverage (P-3) available

For a complete listing of standard and optional equipment, consult your authorized MTU/DDC representative.

Performance Curves - 06N04M7305



Power output guaranteed within +2/-0% at SAE J1228 conditions:
 77°F (25°C) air inlet temperature
 29.31 in. Hg (99 kPa) dry barometer
 100°F (38°C) fuel inlet temperature
 .853 specific gravity at 60°F (15°C)

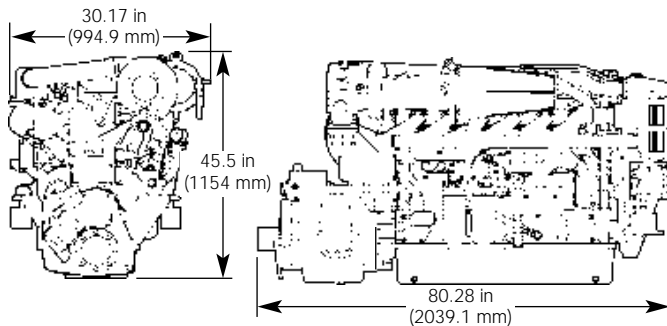


Performance shown includes:
 Air intake restriction: 10 in. H₂O (2.5kPa)
 Exhaust back pressure: 15 in. H₂O (3.7kPa)
 Fuel Density: 7.11 lb/gal

Rating Definition - Marine Intermittent Maximum

The intermittent maximum rating is normally reserved for yachts with long-range cruising capability and other high performance craft with low to moderate load factors. Maximum continuous cruising speed is 2100 RPM, and the use of full rated power should be limited to 10% (average) of operating time.

Dimensional Information



Dry Weight w/ TD5114A Marine Gear: 4,055 lbs. (1839kg)

All dimensions are approximate. For complete dimensional information, refer to installation drawing provided by your authorized Detroit Diesel Corporation representative. Marine transmission shown represents standard option marine gear.

Standard Equipment

Main Engines - Water-cooled exhaust components; Aluminum flywheel housing size SAE #1, Work-boat blue finish

Fuel System - Electronic unit injection system; secondary fuel filter mounted on engine

Engine Oil System - Dual filters mounted on engine

Engine Cooling System - Titanium plate modular heat exchanger system with integral fuel cooler; sea water cooled charge air cooler; gear driven self-priming raw water pump with 2.5" inlet

Air Inlet System - Air intake filter with silencer and closed breather system; 24V emergency air shutdown

Electrical - Starter: 24V, Alternator: 24V/100 amp, belt driven

Engine Mounting - Engine mounts with isolators

Marine Gear - DDC down angle electric shift marine gear; gear oil cooler in raw water circuit

Port/STBD Engine Configuration - For ease of service and maintenance

Optional Equipment

Engine Lube System - Rear mount single oil filter system; remote mount lube oil filters – single or double

Electrical - 12V starter; 12V alternator/130 amp; 12V Amot air shutdown

Accessory Drives - SAE A (front gear train), Front crankshaft pulley for use with V-belts & interface for remote PTO

Transmission - Integral V Drive; Shallow case.

Transmission Options – Trolling valve, companion flange and PTO

Exhaust – Raw water cooled stainless elbow

Electric Priming Pump – Mounted on Sea Pro 152 and 511 primary fuel filter / water separator

Marine Society Certification - Available upon request



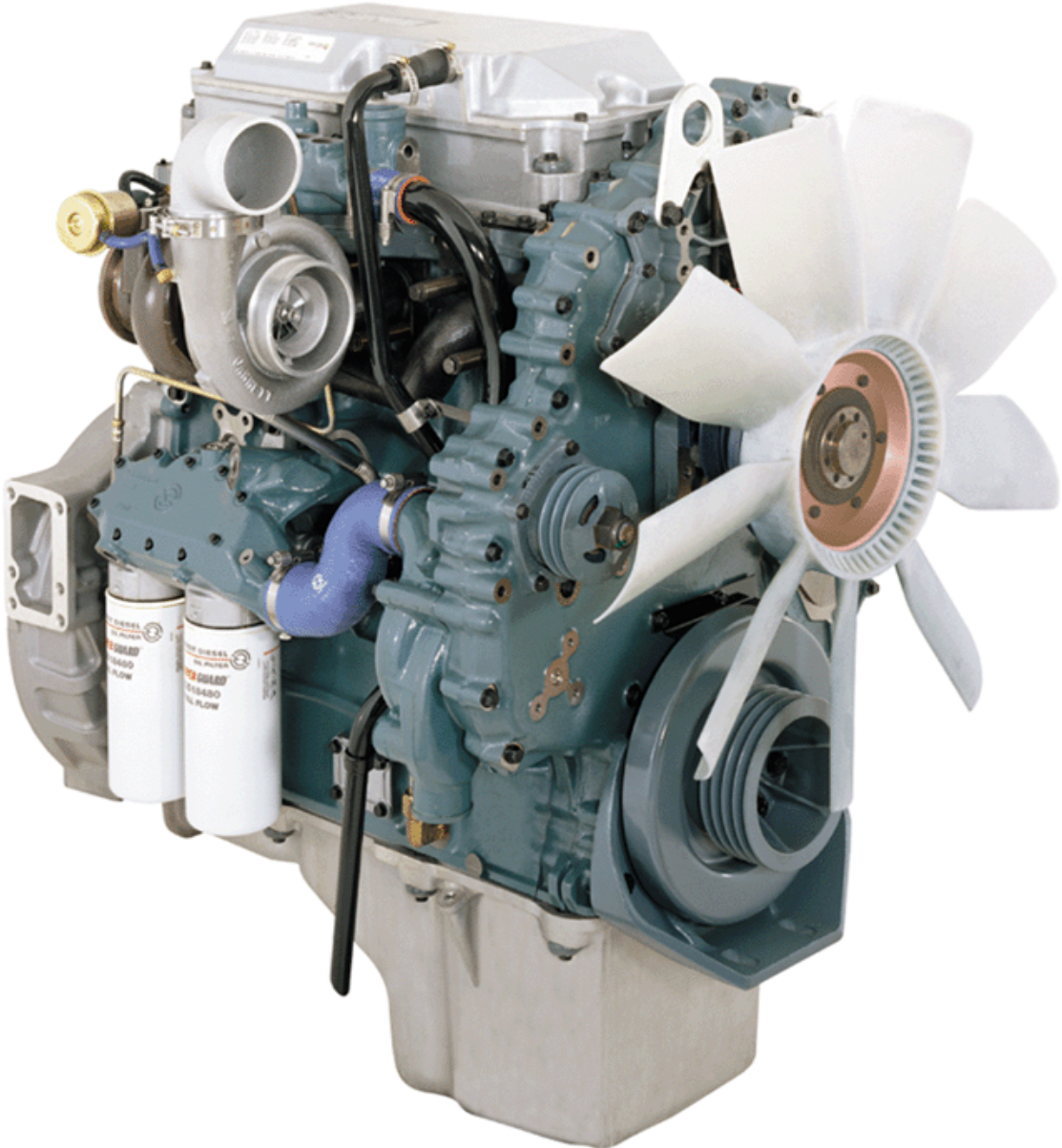
For more information contact your MTU distributor. All Detroit Diesel distributors in NAFTA are authorized MTU distributors.



DETROIT DIESEL



SERIES 50



On-Highway



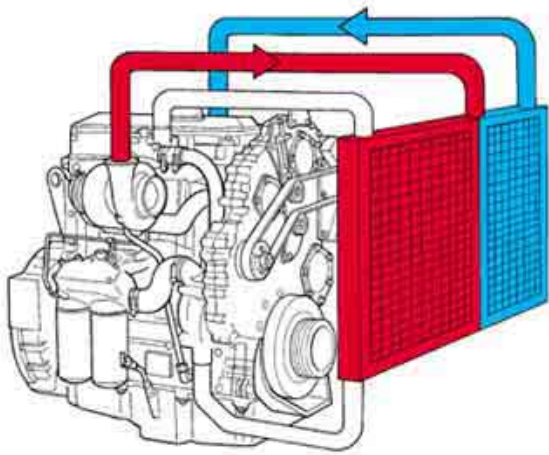
Features

One-Piece Cylinder Head

Eight head bolts per cylinder provide a uniform load on the gasket and liner to reduce stress on the liner flange and block counterbore.

Overhead Camshaft Design

The overhead cam design allowed DDC engineers to optimize the intake and exhaust air passages in the cylinder head for easier breathing. By eliminating the pushrods and lifters, the fuel injection and valve operating system are stiffened and simple. This results in precise control of injection and valve events. The injector plunger is mechanically actuated by the cam/rocker arm mechanism and generate up to 28,000 PSI injection pressure.



Air-to-Air Charge Cooling System

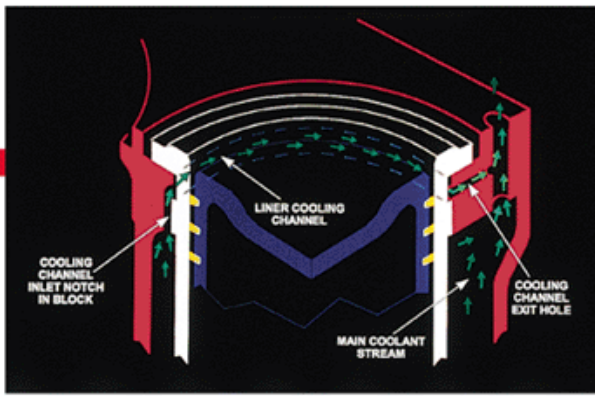
To assist fuel economy and exhaust emissions, the Series 50 engine has been designed to use air-to-air charge cooling. Air-to-air offers fuel economy gains of 2-5% over traditional air intake cooling systems.

Incoming air is compressed by the turbocharger and directed to a finned heat exchanger above or next to the vehicle's radiator. The heat exchanger uses no liquid coolant but relies on air flow for cooling the charge air. This results in lowering air intake temperatures. This cooler air aids in combustion, thereby increasing fuel economy.

Short Port Configuration

The intake and exhaust port configuration of the Series 50 engine provide very short unobstructed intake and exhaust ports for efficient air flow, low pumping losses, and reduced heat transfer. This allows the engine to breathe more freely and run cooler. The four valves per cylinder are located 90 degrees from what is seen on traditional engines.

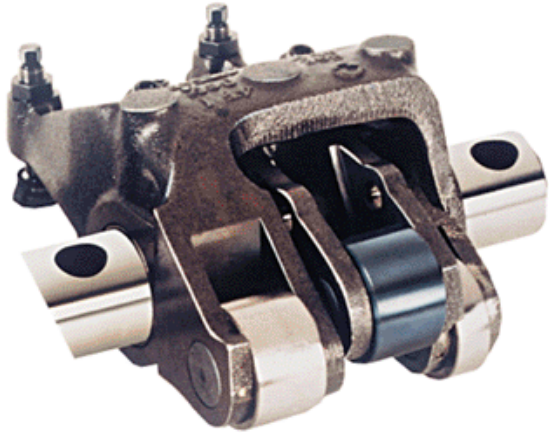




Component Technology

Top Liner Cooling

The Series 50 engine features the patented top liner cooling. This has been accomplished by machining a coolant channel high up in the block, so that the top of the liner is surrounded by coolant, resulting in longer ring life.



Ceramic Injector Rollers

The camfollower roller in the Series 50 engine injector rocker arm is made of silicon nitride. The low wear properties of this ceramic makes it possible to operate at very high injection pressures while maintaining long life of the roller. High injection pressure is one way Detroit Diesel is able to meet the stringent particulate and smoke emission standards.



Turbocharger With Pulse Recovery Exhaust Manifold

The Series 50 engine has a pulse recovery exhaust manifold which improves turbocharger efficiency at low engine speeds. Pressure waves are generated in the manifold by the exhaust gas rushing past the valves as they open. The length of these passages are tuned to create a response within the manifold. This directs the pressure waves to the turbine wheel where some of the kinetic energy is recovered.



Evolution of a Winner

The Series 50[®] engine evolved from the Series 60[®] engine truck engine with the same excellent fuel economy, durability, and low emissions. The Series 50 engine incorporates many of the same heavy duty, big bore components as the Series 60 engine:

- **Electronic controls-DDEC[®]**
- **Cylinder kits**
- **Bearings**
- **Gear train**
- **Rocker arms**
- **Valves**
- **Water pump**
- **Fuel pump**
- **Electronic unit injectors**

Using the same proven Series 60 engine design philosophy, components of the Series 50 engine were modified to accommodate two less cylinders.

- **Configuration:** 4 cylinder, inline, 4 cycle
- **Bore/stroke:** 5.12 in. x 6.30 in. (130 mm x 160 mm)
- **Displacement:** 518 cu. in. (8.5 liters)
- **Dimensions: (approx.)** Length: 44.5 in. (1130 mm)
Width: 34.0 in. (864 mm)
Height: 48.0 in. (1219 mm)
Weight (dry): 2230 lbs. (1000 kg)

As a result, the Series 50 engine is an electronically controlled, overhead cam, turbocharged, air-to air charge-cooled engine.

The Series 50 diesel engine has seven ratings emission certified which meet U.S. on-highway truck emission standards and transit emission standards.

On-Highway Truck Ratings

Gross Power 250 BHP (187 kW) @ 2100 RPM
Peak Torque 800 lb ft (1085 N•m) @ 1200 RPM

Gross Power 320 BHP (239 kW) @ 2100 RPM
Peak Torque 950 lb ft (1288 N•m) @ 1200 RPM

Gross Power 275 BHP (205 kW) @ 2100 RPM
Peak Torque 800 lb ft (1085 N•m) @ 1200 RPM

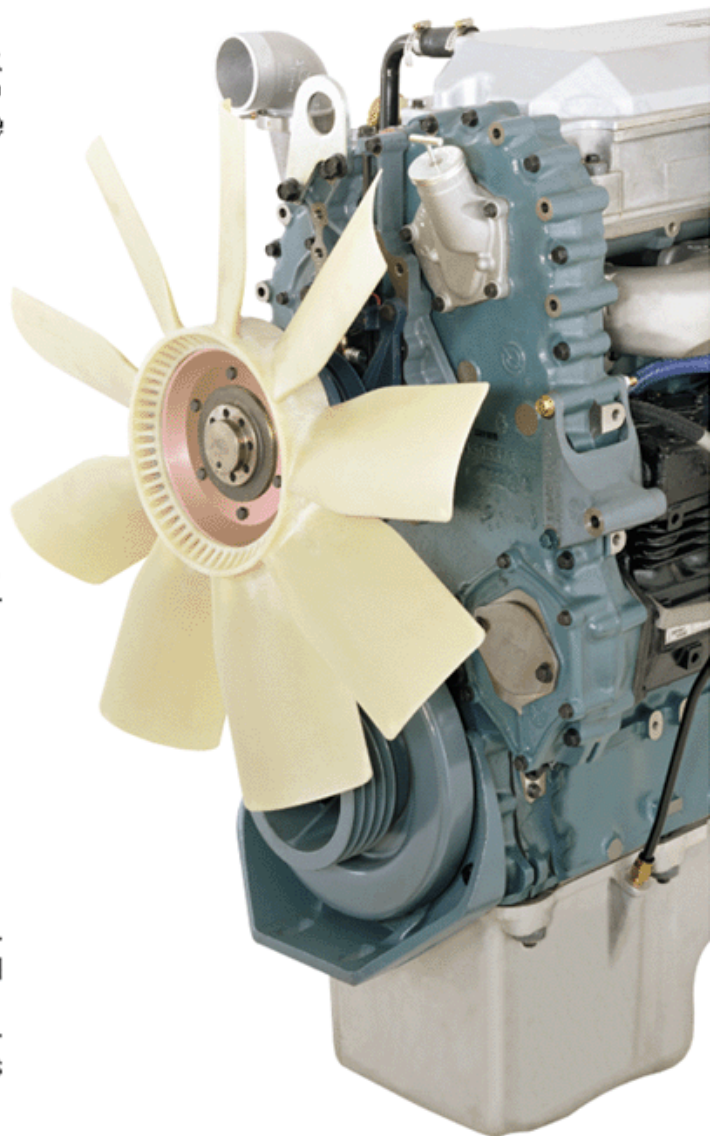
Gross Power 320 BHP (239 kW) @ 2100 RPM
Peak Torque 1025 lb ft (1390 N•m) @ 1200 RPM

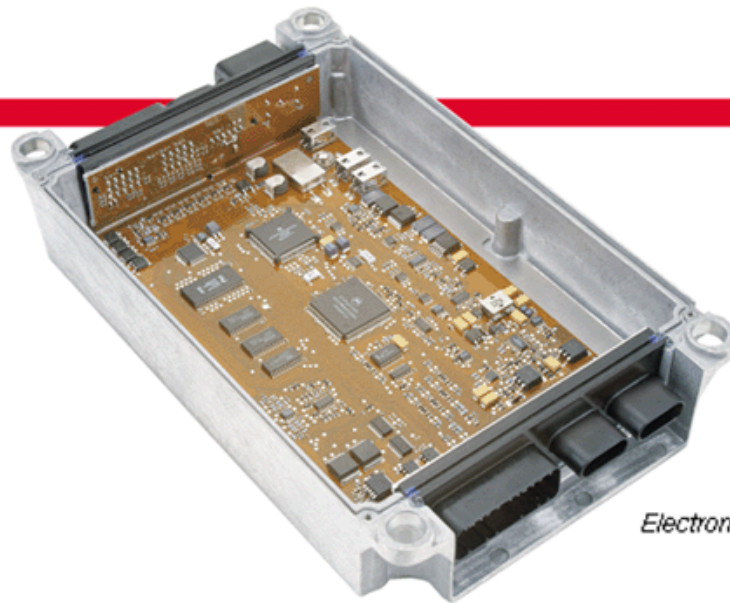
Gross Power 275 BHP (205 kW) @ 2100 RPM
Peak Torque 890 lb ft (1207 N•m) @ 1200 RPM

Gross Power 320 BHP (239 kW) @ 2100 RPM
Peak Torque 1150 lb ft (1559 N•m) @ 1200 RPM

Gross Power 300 BHP (224 kW) @ 2100 RPM
Peak Torque 1000 lb ft (1356 N•m) @ 1200 RPM

The engine also meets the California Air Resources Board (CARB) emission standards and is available in a natural gas configuration.





Electronic Control Module (ECM)

All Series 50 Engines Come Standard With Detroit Diesel Electronic Controls (DDEC) How it Works...

The major components of the system consist of the Electronic Control Module (ECM), the Electronic Unit Injectors (EUI) and the various system sensors. The purpose of the sensors is to provide information to the ECM regarding various engine performance characteristics. The information sent to the ECM is instantaneously used to regulate engine and vehicle performance.

Electronic Unit Injector (EUI)

An electronic injector incorporates a solenoid operated poppet valve which performs the injection timing and metering functions. When the solenoid valve is closed, pressurization and fuel injection is initiated. Opening the solenoid valve releases injection pressure, ending injection. The duration of valve closure determines the quantity of fuel injected. Detroit Diesel Corporation has built over 500,000 engines with electronic unit injectors... more than anyone else in the world.

Electronic Control Module (ECM)

The ECM is the "brain" of the DDEC system receiving electronic inputs from the operators as well as from the engine and vehicle mounted sensors.

The state of the art ECM allows precise control the engine management system that provides:

DDEC Features

- *Excellent Engine Performance*
- *Meets Current Emission Laws*
- *Simple Programmability*
- *Optimum Fuel Economy*
- *Engine Diagnostics*

Features

- *Engine Protection System*
- *Fan Controls*
- *Engine Fan Braking*
- *Vehicle Speed Limiting*
- *Vehicle Overspeed Diagnostics*
- *Vehicle ID Number*
- *Starter Lockout*
- *Remote Throttle "PTO" Control*
- *High Idle Controls*
- *Idle Adjustment*
- *Idle Timer Shutdown*
- *Auxiliary Engine Protection Vehicle Sensors Shutdown the Engine*
- *Customer Password*
 - Four Digit Password
 - Alpha-Numeric Digits
 - 1.6 Million Combinations
- *Rating Security*
- *12 Volt or 24 Volt ECM*
- *Communications links SAE J1587, J1922, J1939*

Detroit Diesel Support Before and After the Sale

DDC provides vehicle specification support with Spec Manager™ software. Contact your Detroit Diesel distributor or regional office for details. The Series 50 engine is supported by the most extensive and experienced distributor and dealer network in the diesel engine marketplace. Your Detroit Diesel distributor or dealer stands ready to provide you with professional service and timely parts support *before, during and after* the purchase of your Series 50 engine.

For further assistance in locating the Detroit Diesel Distributor or dealer in your area, contact the appropriate Detroit Diesel Regional Office.

We Back What We Build

To show our confidence, the Series 50 engine carries a two-year, unlimited mileage warranty. In addition, you can purchase extended service coverage, up to five years/500,000 miles for some applications. For complete warranty detail see your authorized DDC distributor or dealer.

Series 50
24 Hour Hot Line
Phone 1-800-445-1980

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CORPORATION



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