



Detroit Diesel introduces DD16 Engine with BlueTec technology

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LOUISVILLE, Ky. — Rounding out its series of all-new, heavy-duty engines, Detroit Diesel today unveiled the DD16, which is the most powerful engine offered by Detroit Diesel and the first to be launched with BlueTec emissions technology. It displaces 15.6 liters and is ideal for owner-operators, specialized heavy hauling applications and small fleet applications. The DD16 made its debut at the 2009 Mid-America Trucking Show.

The DD16 features a robust core design, amplified common rail fuel system (ACRS), turbo compounding technology and superior power curves. It will be offered with a large variety of output and multi-torque power ratings from 1,750 to 2,050 pound feet of torque and 475 to 600 horsepower.

The DD16 is the third in a series of all-new heavy-duty engines from Detroit Diesel that covers three displacement categories: 13 liters, 15 liters and 16 liters. Part of the Detroit Diesel engine family, the DD16 shares a common platform design that is leveraged on a global scale by Daimler Trucks.

"The DD16 is ideal for small fleets and owner-operators who demand more from their engines than ever available before from Detroit Diesel," said David Siler, director of marketing for Detroit Diesel. "We're confident that the DD16 will exceed expectations in even the most extreme applications."

Ideal for the toughest jobs, such as oil fields, mining, construction, logging and other specialized hauling applications, the DD16 offers remarkable tenacity, resulting in the truck's ability to haul heavier payloads up the highest mountain roads. Thanks to the DD16's integrated engine brake getting down the other side is just as easy. With the DD16, trucks can carry bigger loads with increased gross combination weight (GCW).

With the DD16's wide torque curve, pulling power is never compromised.

The torque curves, which are long, flat and peak at 1100 RPM, help the vehicle launch and maintain pulling power on steep grades.

The engine's air management system features Detroit Diesel's exclusive turbo compounding technology — which converts exhaust gas energy into usable horsepower. Turbo compounding, together with the DD16's simplified turbocharger design and improved EGR system, also contribute to the engine's superior power and torque response.

And, the DD16's enhanced power and multi-torque ratings help improve fuel economy, a feature that used to be compromised with big power engines, and reduce powertrain wear and tear.

"Extreme environments such as mountains and coal mines can take a major toll on engines," said Admir Kreso, director, HDEP Engineering for Detroit Diesel. "The DD16 not only excels in these conditions, but in long-haul applications it boasts durability already proven by DD15 engine."

The DD16 also features the electronically-controlled amplified common rail fuel system (ACRS) that optimizes the injection events within each stroke. The "amplified" means the highest fuel pressure is generated within the injectors, leading to reduced pressure throughout the rest of the system and greater component reliability. When combined with turbo compounding technology, the DD16 offers smooth and refined performance with lower fuel consumption than ever thought possible with such a powerhouse engine, the company said.

Other key features of the DD16 include its advanced cooling system, which stabilizes operating temperatures and reduces fan on-time; and dual overhead camshafts, which better control the air-to-fuel mixture and improve torque response.

"We have taken the best of all of our performance-enhancing technologies and included them in the DD16," said Kreso. "The result is one of the hardest working and most powerful engines on the market today."

And because the DD16 shares a common platform with the DD15, parts availability is never a problem. Detroit Diesel's parts distribution and service network ensures that all of its North American parts and service outlets are stocked with genuine Detroit Diesel parts; and that trained and qualified technicians are always available.

A key attribute of the DD16 is its quiet in-cab and on-the-road performance. The combination of the multi-injection event capability of the ACRS, which enables combustion rate shaping, and the stiff engine block, which reduces noise and vibration, the DD16 makes for a comfortable ride.

"Driver comfort is a priority at Detroit Diesel," said Siler. "We understand that the in-cab environment is one of the most important aspects of a driver's workday, and the quiet DD16 only enhances the overall driving experience."

The engine's integrated engine brake, which is standard on the DD16 has already become a benchmark in low noise levels among other compression brakes. It provides the customer with three modes of engine retarding capability, which can barely be heard in the cab.

BlueTec emissions technology — Detroit Diesel's chosen technology to meet the upcoming EPA 2010 standards — has been seamlessly integrated into the DD16. It will be available in the exclusive 1-Box configuration, which not only optimizes space and adapts to a wide variety of truck applications, but also has a unique design that reduces the exhaust back pressure resulting in improved fuel economy.

The DD16 will be available in Western Star and Freightliner heavy-duty trucks in March 2010. The engine will be assembled beginning in 2010 at Detroit Diesel's state-of-the-art production facility in Redford, Mich.

Detroit Diesel Corporation is a leading manufacturer of on-highway diesel engines for the commercial truck market. Headquartered in Redford, Mich., Detroit Diesel Corporation is engaged in the design, manufacture, sale and service of these products, in addition to supporting alternative and hybrid engine strategies for the commercial truck marketplace. Detroit Diesel Corporation is a Daimler company.



The Detroit Diesel DD16