

DETROITTM DD13[®]

TECHNICAL SPECIFICATIONS

FUEL-EFFICIENT DESIGN DELIVERS BOTTOM-LINE BENEFITS.

Designed specifically for Less-Than-Truckload, Regional Distribution, and Vocational applications, the Detroit[™] DD13[®] engine with BlueTec[®] emissions technology delivers a smooth, quiet ride and up to 5% better fuel economy.*

PERFORMANCE

- Meet your deadline every time
 - Enjoy less shifting with an extremely wide and flat torque curve
 - Three-stage integrated Jacobs[®] engine brake offers quieter engine braking and provides superior braking horsepower for extended service brake life
 - Overall robust design provides B50 life of 1 million miles
 - Sturdy rear gear train and ribbed cast iron block minimize noise vibration harshness (NVH)
 - Wastegated asymmetrical turbocharger has fewer moving parts (compared with VGT design) for proven performance

SERVICEABILITY

- Lower your cost of ownership with easier serviceability
 - Longest scheduled maintenance intervals in its class
 - Oil, coolant and fuel filters are positioned above the frame rails for easier, faster and cleaner filter changes
 - Maintenance-free crankcase breather

ECONOMY

- Smart, fuel-efficient design makes the most of every gallon
 - Get up to 5% better fuel economy*
 - Pulls strong down to 1100 RPM so drivers can spend more time in top gear
 - Amplified Common Rail System (ACRS[™]) optimizes each injection event to minimize fuel consumption
 - Advanced cooling system allows for decreased fan-on time minimizing fuel consumption

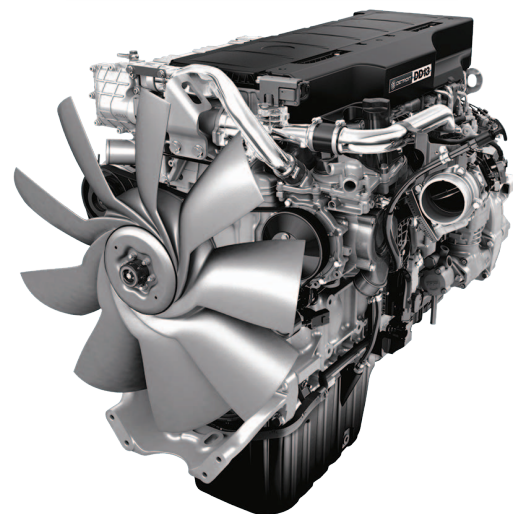
BLUETEC EMISSIONS TECHNOLOGY

- Proven BlueTec emissions technology meets EPA 2010 emissions requirements at the tailpipe
- Improves engine performance and fuel economy
- Simple to use, economical to own and time-tested experience
- Available with 1-Box[™] emissions package

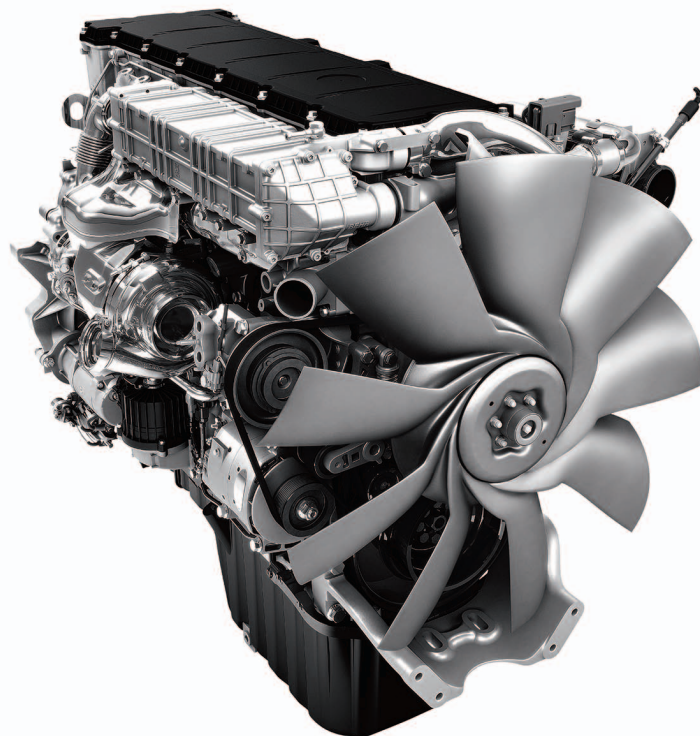
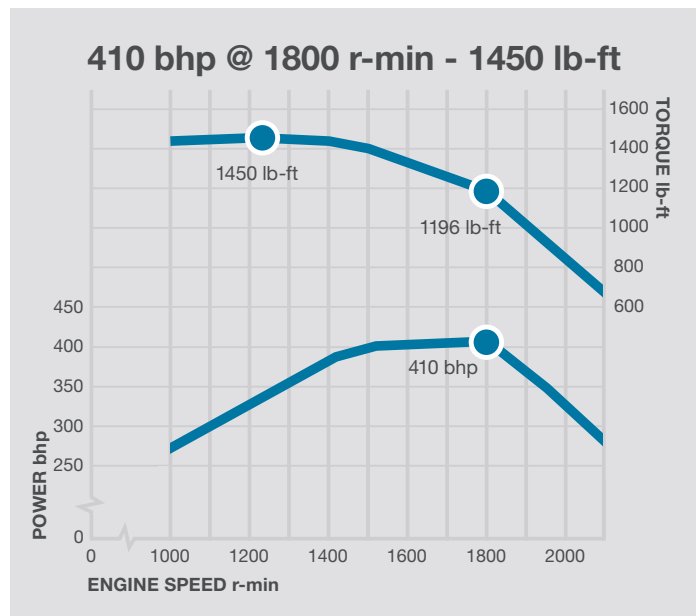
* Compared to the DD13 EPA 2007 engine with comparable engine ratings and load weights.

DD13 SPECIFICATIONS

| | |
|----------------------------------|----------------------|
| Configuration | Inline 6 Cylinder |
| Displacement | 781 cu. in. (12.8 L) |
| Compression Ratio | 17.3:1 |
| Bore | 5.20 in. (132 mm) |
| Stroke | 6.15 in. (156 mm) |
| Weight (Dry) | 2540 lb. (1152 kg) |
| Electronics | DDEC [®] 10 |
| Oil Capacity | 42 qt. (39.7 L) |
| Horsepower Range | 350-470 |
| Torque Range | 1250-1650 |
| Rear-Engine Power Take-Off | Optional |



Horsepower and Torque Curve



Power Ratings

| DD13 Engine Power Ratings | |
|--|----------------------------|
| 370 HP @ 1800 RPM | 1250 lb-ft @ 1100 RPM |
| 350 HP @ 1800 RPM | 1350 lb-ft @ 1100 RPM |
| 380 HP @ 1800 RPM | 1350 lb-ft @ 1100 RPM |
| 380 HP @ 1800 RPM | 1450 lb-ft @ 1100 RPM |
| 410 HP @ 1800 RPM | 1450 lb-ft @ 1100 RPM |
| 410 HP @ 1800 RPM | 1550 lb-ft @ 1100 RPM |
| 435 HP @ 1800 RPM | 1550 lb-ft @ 1100 RPM |
| 450 HP @ 1800 RPM | 1550 lb-ft @ 1100 RPM |
| 410 HP @ 1800 RPM | 1650 lb-ft @ 1100 RPM |
| 450 HP @ 1800 RPM | 1650 lb-ft @ 1100 RPM |
| 470 HP @ 1800 RPM | 1650 lb-ft @ 1100 RPM |
| DD13 Engine Multi-Torque Power Ratings | |
| 380 HP @ 1800 RPM | 1350/1550 lb-ft @ 1100 RPM |
| 410 HP @ 1800 RPM | 1450/1650 lb-ft @ 1100 RPM |

Standard Warranty

| Item | Warranty Limits (Whichever Occurs First) | | Repair Charge (Paid by Owner) | |
|---|---|--------------------------|----------------------------------|-------------|
| | Months | Miles / Kilometers | Parts | Labor |
| Engine | 0-24 | Unlimited | No charge | No charge |
| Injectors | 0-24 | 200,000 mi 320,000 km | No charge | No charge |
| Upon expiration of the 24-month warranty coverage, but within 500,000 mi / 800,000 km of use, the warranty continues to apply as follows: | | | | |
| Major Components | 25-60 | 500,000 mi 800,000 km | No charge | Not covered |

Maintenance Intervals

| Item | Mi/Hr† | Severe-Duty | Short-Haul | Long-Haul |
|-------------------------------|--------|---|------------|-----------|
| Engine Oil and Filter Change* | Miles | 25,000 | 35,000 | 50,000 |
| | Hours | 640 | 895 | 1,280 |
| Fuel Filter Change | Miles | 25,000 | 35,000 | 50,000 |
| | Hours | 640 | 895 | 1,280 |
| Valve Lash Adjustment | Miles | Adjust at 100,000, at 500,000 and then every 500,000 thereafter. | | |
| | Hours | Adjust at 2,565, at 12,825 and then every 12,825 thereafter. | | |
| Diesel Particulate Filter | Miles | A "check engine light" will illuminate when ash requires removal. Normal DPF ash cleaning intervals are 300,000 to 400,000 miles. | | |
| | Hours | A "check engine light" will illuminate when ash requires removal. Normal DPF ash cleaning intervals are 9,000 to 10,250 hours. | | |
| DEF Pump Filter | Miles | 150,000 | 175,000 | 250,000 |
| | Hours | 3,840 | 4,475 | 6,400 |

* Based on using Detroit's lube oil and oil analysis program.
Severe-duty is up to 30,000 annual miles and a vehicle that averages less than 5 miles per gallon (mpg).
Short-haul is between 30,000 and 60,000 annual miles and a vehicle that averages between 5.1 and 5.9 mpg.
Long-haul is over 60,000 annual miles and a vehicle that averages greater than 6 mpg.

† Miles/Hours, whichever occurs first.

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