

Advertised Power, HP	405
Peak Power, HP	405
Peak torque, lb-ft@rpm	1450@1100

Governed rpm	2100
Recommended cruise speed range, rpm	1300-1500
Start engagement torque, lb-ft@rpm	750@800

SPECIFICATIONS

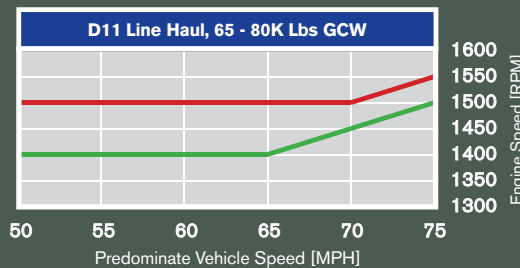
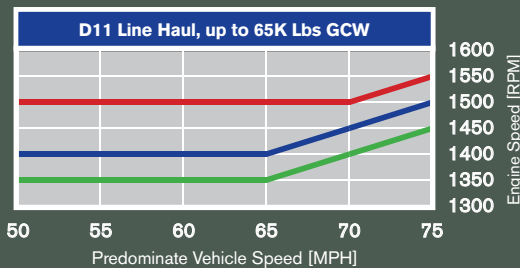
Performance:	Power: 325-405 hp Torque: 1250-1450 lb-ft
Base Engine Configuration	4 cycle / Inline Six
2007 Emissions	Cooled Exhaust Gas Recirculation
Aftertreatment	Diesel Particulate Filter with Oxidation Catalyst
Aspiration	Sliding Nozzle Variable Geometry Turbocharger
Cam / Valve Configuration	SOHC / 4 valves per cylinder
Cylinder Head	One Piece Rigid Deck Cylinder Head
Injection System	Dual Solenoid Electronic Unit Injectors
Electronic Management System	Volvo VECTRO
Rating Upgradability	Software Only, Throughout Range
Displacement, cu. in. (L)	661 (10.8L)
Compression Ratio	16.0:1
Bore & Stroke, in. (mm)	4.84 x 5.98 (123 x 152)
Cylinder Spacing, in. (mm)	6.06 (154)
Full Dress Dry Weight, lb. (kg)	2246 (1019)
Fuel and Lubrication:	
Fuel Specification	Ultra Low Sulfur Diesel, 15 ppm
Fuel Filters	Primary plus Secondary
Total Lube Oil Capacity, qts. (L)	38 (36)
Oil Filtration	Two Full Flow, One Bypass
Oil Specification	Volvo VDS-4
Engine Equipment:	
Air Compressor, CFM	Twin Cylinder, 31.8
VGT-Brake	Standard
VGT-Brake Rating	205 HP @ 2200 rpm
I-VEB Engine Brake	Optional
Engine Brake Rating at 2200 rpm	440 hp @ 2200 rpm
Engine Brake Rating at 1500 rpm	270 hp @ 1500 rpm
Engine Brake Weight, lbs (kg)	25 (12)
Fuel Filter with Elec. Water Indication & Drain	Standard
Electronic Oil Level Indicator	Standard
PTO Port for Live Rear PTO Pump or Shaft	Standard
Preheater, Electrical	Optional





FEATURE	BENEFIT
High Efficiency Cooled Exhaust Gas Recirculation (EGR) to control NOx	Proven over billions of miles for high reliability and long life
Particulate control via Catalyzed Diesel Particulate Filter (DPF) with integrated oxidation catalyst and 'Primarily Passive' regeneration	Reducing active regenerations means greater fuel mileage
Volvo D11, D13, and D16 share common design platform	More thorough component development assures better design and evaluation
Ultra-high 35,000 psi fuel injection pressure	Meeting US'07 emissions with maximum fuel economy
Damper on camshaft Cam driven from flywheel with rear gear train	Reduced injection system generated torsional vibration and high frequency 'buzz' for longer component life
Sliding nozzle variable geometry turbocharger	Fewer parts in hot stream for long service life
Electronic turbocharger actuator	Faster and more accurate for better fuel consumption
Oil-cooled EGR valve with precise response	Consistent temperature for high reliability and accurate flow
Precision Flow Cooled Exhaust Gas Recirculation with Delta-P pressure sensor for accurate EGR measurement	Together with accurate turbocharger and EGR valve, this closed-loop system is tuned to give just the EGR needed, no more, no less, for optimum fuel consumption
Optional I-VEB - strongest in class engine brake at cruise rpm	Exceptional retardation at the rpm you drive
I-VEB intelligently modulates the engine brake power for "downhill cruise" to maintain a steady vehicle speed	Greater driver satisfaction, improved safety
'Performance Bonus Guide' software helps the driver operate in the most fuel efficient zone	By altering the driver's behavior through incentives, fuel savings can be significant and driver retention can be increased

VOLVO D11 DRIVETRAIN RECOMMENDATIONS



For example, with 68k lbs GCW, 1450 lb-ft torque, 295/75R22.5 drive tires and 0.74 transmission top gear ratio, a 3.42 axle ratio would come closest to the 1400 rpm at 65 mph recommendation.

For your truck specifications, ask your salesman to help you choose a rear axle ratio which comes closest to that engine speed.

A low engine cruise speed also helps to keep DPF regenerations to a minimum. Never specify a truck for a cruise speed above 1600 rpm.

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Volvo Trucks North America
P.O. Box 26115
Greensboro, NC 27402

Volvo Trucks Canada
5600A Cancross Court
Mississauga, ON L5R 3E9

www.volvotrucks.us.com
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