

VOLVO D11



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All Volvo 2014 engines fully comply with the latest EPA mandates. This means all regulated pollutants have been reduced by 99% from untreated levels. Yet Volvo meets these demands with outstanding reliability and fuel economy. This is because we use a Selective Catalytic Reduction (SCR) system designed for the highest efficiency. Which allowed us to pursue a passive regeneration concept that uses NOx in place of diesel fuel to regenerate the soot, further reducing your cost of operation.



Advertised Power, HP	365
Peak Power, HP	365
Peak Torque, lb-ft@rpm	1250@1800
Governed rpm	2100
Recommended cruise speed range, rpm	1200-1500
Start engagement torque, lb-ft@rpm	750@800

SPECIFICATIONS

Ratings:	Power: 365 HP Torque: 1250 lb-ft
Base Engine Configuration	4 cycle / Inline Six
Emissions	SCR Selective Catalytic Reduction
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 Injection
Fuel Injection Pressure, psi (bar)	35,000 (2,400)
Electronic Management System	Volvo VECTRO
Rating Uprateability	Software Only, Throughout Range
Displacement, cu. in. (L)	661 (10.8)
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)	2286 (1037)
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 Drain Interval, Normal Service, miles (km)	35,000 (56,000)
Oil Specification	Volvo VDS-4, SAE 10W-30
FLOCS Oil Drain Kit	Optional
Engine Equipment:	
Air Compressor, CFM	Two Cylinder, 31.8
Retarder	I-VEB Volvo Engine Brake
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)
PTO Port for Live Rear PTO Pump or Shaft	Standard
Preheater, Electrical	Optional



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FEATURE	BENEFIT
"No-Regen" DPF strategy, regenerating soot with only Passive (NO ₂ -based) Regeneration; no 7 th injector fueling for regeneration	Eliminates Active (oxygen-based) DPF Regenerations and the diesel fuel usage they require, for lower cost of operation
Available I-VEB engine brake—strongest in class engine brake at cruise rpm	Exceptional retardation at the rpm you drive
Volvo D11, D13, D16 share common design philosophies throughout the family	More thorough component development assures better design and evaluation
Rigid deck cylinder head with six headbolts around each piston; 31 in total	Headbolt arrangement designed for uniform clamping force for long life
Ultra-high 35,000 psi fuel injection pressure	Finer fuel atomization for cleaner burn, reduced emissions and better fuel economy
Damper on camshaft	Reduced injection system generated torsional vibration and high frequency "buzz," for longer component life
Precision-Flow Cooled Exhaust Gas Recirculation with Delta-P sensor for accurate EGR measurement	Together with accurate turbocharger and EGR valve, this closed-loop system is tuned to give just the EGR flow needed, no more, no less, for optimum fuel consumption
Oil-Cooled EGR valve with dual port design	Consistent temperature and accurate flow; balanced pressure design with reduced opening force for high reliability and stick resistance
Available I-VEB engine brake—strongest in class engine brake at cruise rpm	Exceptional retardation at the rpm drive
I-VEB intelligently modulated the engine brake power for "downhill cruise: to maintain a steady vehicle speed during descent	Greater driving comfort; improved safety
'Performance Bonus Guide' software helps the driver operate in the most efficient zone	By altering the driver's behavior through incentives, fuel savings can be significant and driver retention can be increased

HIGH-EFFICIENCY AFTERTREATMENT SYSTEM



Volvo's 2014 engines include high-efficiency aftertreatment systems that save you fuel and reduce maintenance.

For example, our SCR catalyst has a full 40° between the point of introduction of the Diesel Exhaust Fluid and where it meets the catalyst. This allows for the DEF to fully and completely convert to ammonia.

More importantly, our SCR catalyst has three bricks where others have two. This added capacity allows a greater catalyst efficiency, which enables our No-Regen strategy. We can adjust the EGR flow rate down while still eliminating all of the NO_x in the catalyst. This allows us to deliver better fuel economy.

D11 DRIVETRAIN RECOMMENDATIONS

It is critical to specify the truck properly to achieve maximum fuel economy and performance.

Ask your salesman to help you choose a rear axle ratio appropriate for your expected cruising speed and gross combination weight.

Volvo 2014 engines have been designed to achieve maximum fuel economy by cruising at low engine rpm. In D11 regional haul specifications, the target is 1370 rpm at 65 mph.

For example, with 70K lbs GCW, 1550 lbs-ft torque, 295/75R22.5 drive tires and 1.0 top gear ratio, the 2.47:1 axle ratio would come closest to the 1370 rpm at 65 mph recommendation.

With 0.78 ratio transmission, you should use a 3.25:1 ratio for 1406 rpm at 65.

Never specify Volvo engines for a cruise speed above 1600 rpm.

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