

PACCAR PX-5 engines



The 4.5 litre Euro 6 PACCAR PX-5 engine uses common rail technology, a turbo with variable geometry and advanced controls for maximum efficiency. In order to comply with the strict Euro 6 emissions requirements, it features exhaust gas recirculation, together with SCR technology and an active soot filter.

Engine	Output kW (hp)	Torque Nm
PX-5.112	112 (152) ¹	580 at 1100 - 1800 rpm
PX-5.135	135 (184) ¹	700 at 1200 - 1800 rpm
PX-5.157	157 (213) ²	760 at 1300 - 2000 rpm

¹ at rated engine speed 1800 - 2300 rpm

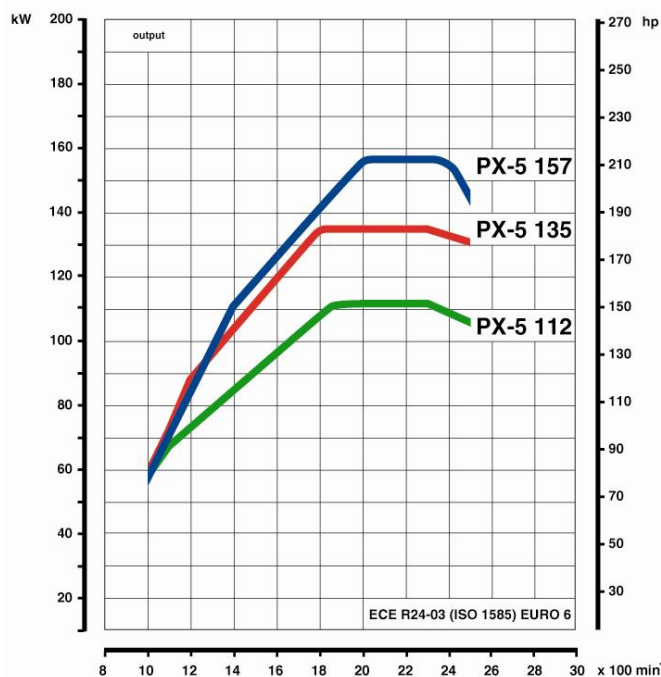
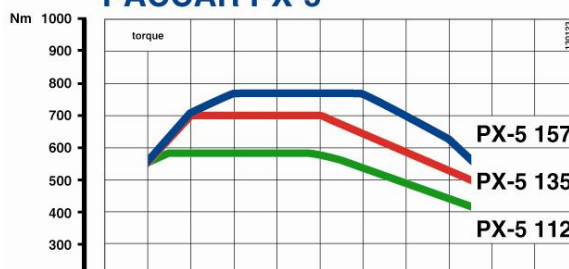
² at rated engine speed 2000 - 2400 rpm

General information

Four-cylinder in-line turbocharged diesel engine with intercooling. Ultra clean combustion with Exhaust Gas Recirculation (EGR), Diesel Particulate Filter (DPF) and Selective Catalytic Reduction (SCR) aftertreatment for Euro 6 emission levels.

Bore x stroke 107 x 124 mm
 Piston displacement 4.5 litres
 Compression ratio 17.3 to 1

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Details

Main construction		Fuel injection and induction	
Cylinder block	cast iron stiffened ladder frame, contoured and deep skirted with cylinder bores direct in the block	Fuel injection	Common Rail (CR) injection system
Cylinder head	one-piece cast iron cross-flow type cylinder head	Injectors	electronically controlled
Valves	composite valve cover	Injection timing	variable start and duration, electronically controlled
Pistons	four valves per cylinder	Injection pressure	max. 1800 bar
Piston rings	aluminium alloy pistons, Ni-resist with symmetrical re-entrant combustion chamber; gallery cooled	Fuel injection	start and duration, as well as the injection pressure, are controlled by the engine mounted electronic control module
Crankshaft	2 compression rings; 1 scraper ring	Induction	turbocharged with charge cooling (intercooling)
Cam shaft	forged alloy steel with balance weights; supported in 5 bearings	Turbocharger	variable geometry turbocharger (VGT) with electrical actuator
Oil sump	steel forged and induction hardened supported in 4 bearings; driven from the timing gears (single plain train at the rear of the engine)	Emission control	exhaust gas recirculation (EGR)
	17 litres composite oil sump, closed crankcase ventilation with impactor		

Lubrication		Auxiliaries and exhaust brake	
Oil filter	full-flow oil filter with replaceable element	Compressor	driven from rear timing gears
Oil cooler	coolant-to-oil plate type heat exchanger	Alternator	poly-V-belt driven at engine front
Oil pump	concentric oil pump, driven by crankshaft	Steering pump	driven from timing gears (via compressor)
		Exhaust brake	VGT turbo with electrical control
Cooling system			
Pump	belt driven centrifugal pump		
Thermostat	single wax type in cylinder head		
Fan drive	crankshaft driven with temperature controlled viscous coupling		
Expansion tank	translucent tank (for visual level check) behind the front grille panel		

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General

Distribution applications up to 16 ton

The 4 cylinder PX-5 engines are suitable for trucks up to 16 tonnes. There are available with outputs up to 210 hp with a high maximum torque of 760Nm.

The engines have composite oil sumps; to save weight and reduce noise. The engines mounts have been redesigned in order to isolate engine vibrations from the chassis and cab. New efficient fans provide a high cooling air flow against a low power demand.

The engines feature a fast transient response and general driveability. The availability of more torque at a low engine speed results in better drive-off characteristics.

Performance

All PACCAR PX-5 engines deliver excellent torque at low engine speeds and a high torque is available over a wide rev range.

Therefore the PX-5 engines are easy to drive, even in dense traffic without frequent gear changes.

The characteristics make the PX-5 engines pre-eminently suitable for tough inner-city distribution jobs.

The standard exhaust brake delivers up to 95 kW braking power.

Fuel efficiency

A well-controlled combustion process together with additional technology to achieve the ultra-low Euro 6 emission values.

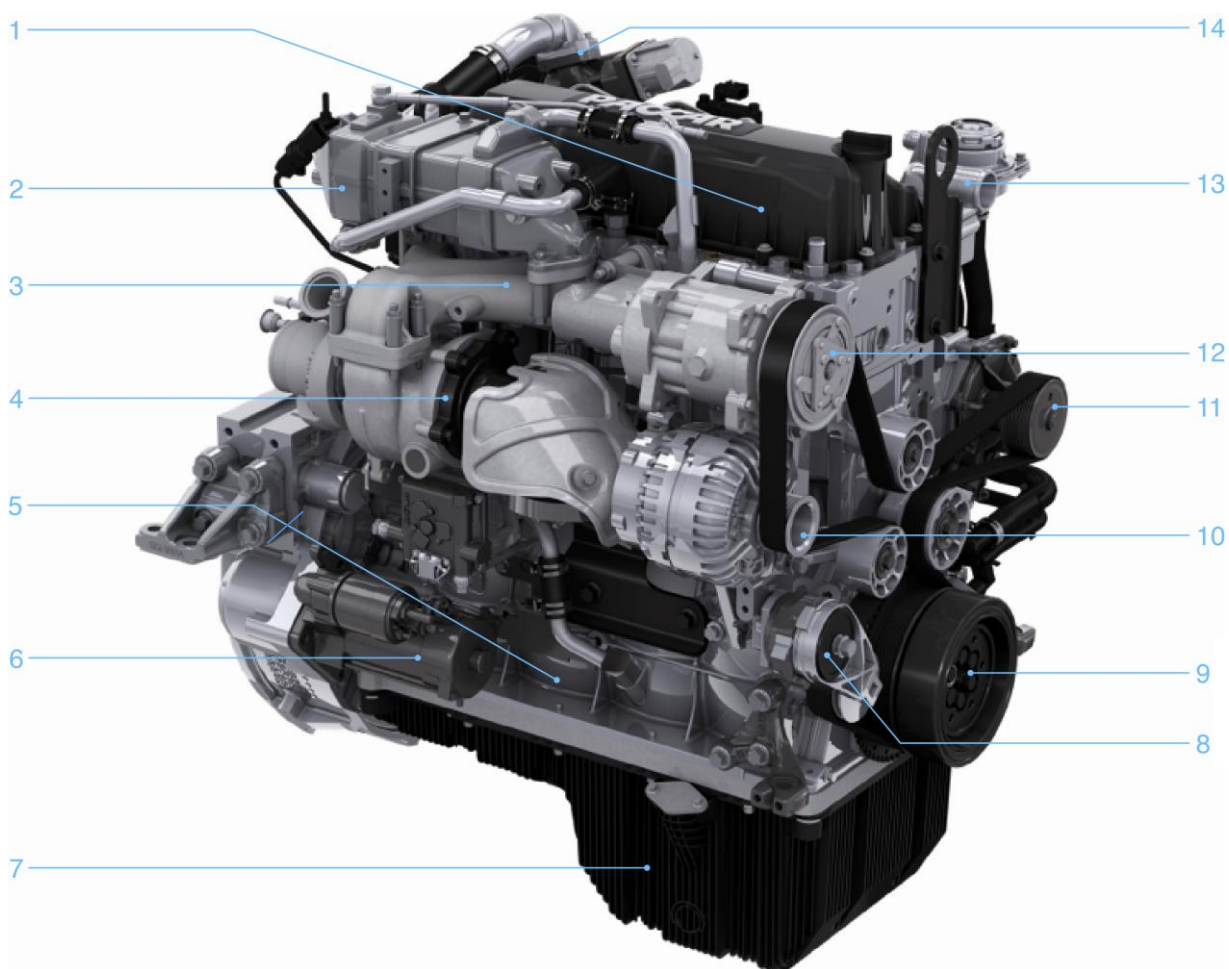
The highly efficient combustion results in an excellent fuel economy as another leading edge of the PACCAR PX-5 engines.

Environment

PACCAR PX-5 engines use the proven PACCAR technology for exhaust gas aftertreatment, consisting of a Diesel Particulate Filter (DPF) and a Selective Catalytic Reducer (SCR) with airless AdBlue injection. The neatly packed aftertreatment unit is placed at the right-hand side of the chassis. A vertical installation behind the cab is available for specific applications.

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Lay-out



Legend:

- | | |
|---------------------|----------------------------------|
| 1. Valve cover | 8. Poly-V-belt auxiliary drive |
| 2. EGR cooler | 9. Crank shaft |
| 3. Exhaust manifold | 10. Alternator |
| 4. VGT Turbo | 11. Air conditioning compressor |
| 5. Engine block | 12. Water pump |
| 6. Starter engine | 13. Closed Crankcase Ventilation |
| 7. Oil sump | 14. EGR valve |