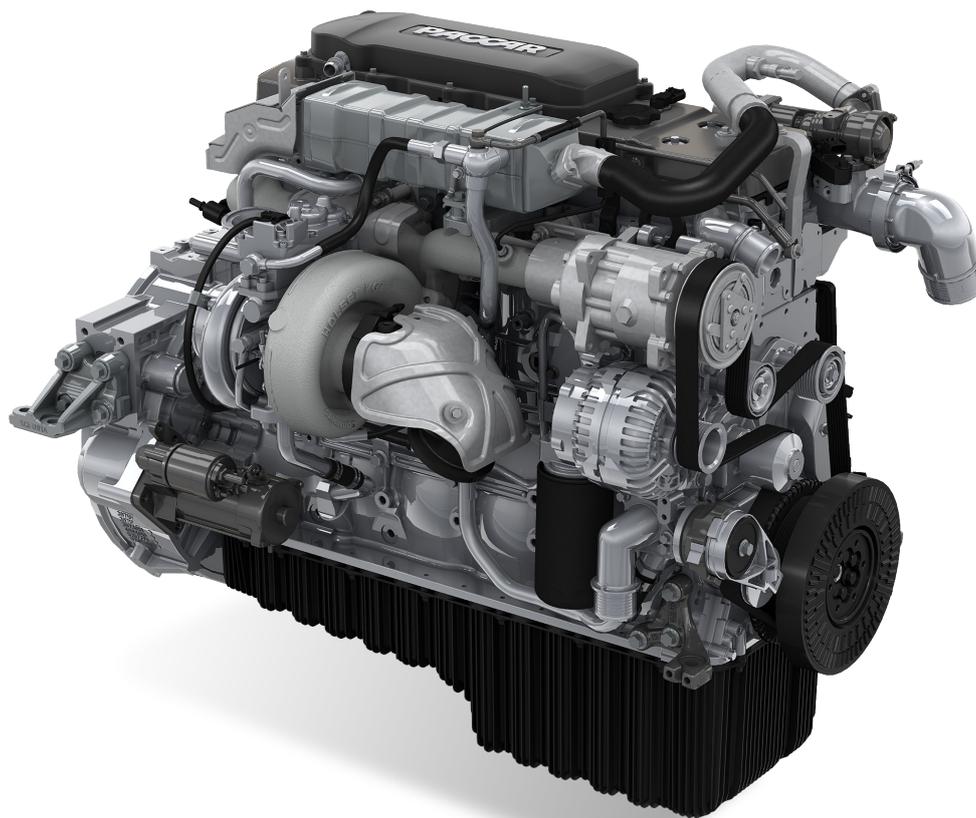


PACCAR PX-7 engines



The 6.7 litre Euro 6 PACCAR PX-7 engine uses ultra-modern 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-7 172 | 172 (234) ¹ | 900 at 1000 - 1700 rpm |
| PX-7 194 | 194 (264) ² | 1000 at 1000 - 1700 rpm |
| PX-7 217 | 217 (295) ¹ | 1100 at 1000 - 1700 rpm |
| PX-7 239 | 239 (325) ³ | 1200 at 1100 - 1700 rpm |

¹ at rated engine speed 2000 - 2300 rpm

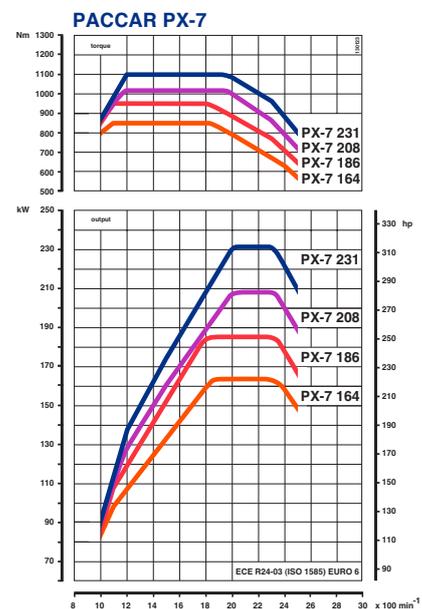
² at rated engine speed 2100 - 2300 rpm

³ at rated engine speed 2200 - 2300 rpm

General information

Six-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 | 6.7 litres |
| Compression ratio | 17.3 to 1 |



PACCAR PX-7 engines

Main construction

| | |
|----------------|--|
| Cylinder block | cast iron stiffened ladder frame, contoured and deep skirted with cylinder bores direct in the block |
| Cylinder | head one-piece cast iron cross-flow type cylinder head composite valve cover |
| Valves | four valves per cylinder |
| Pistons | aluminium alloy pistons, Ni-resist with symmetrical re-entrant combustion chamber; gallery cooled |
| Piston rings | 2 compression rings; 1 scraper ring |
| Crank shaft | forged alloy steel with balance weights; viscous damper at front end; supported in 7 bearings |
| Cam shaft | steel forged and induction hardened supported in 4 bearings; driven from the timing gears (single plain train at the rear of the engine) |
| Oil sump | 23.4 litres composite oil sump with closed crankcase ventilation |

Fuel injection and induction

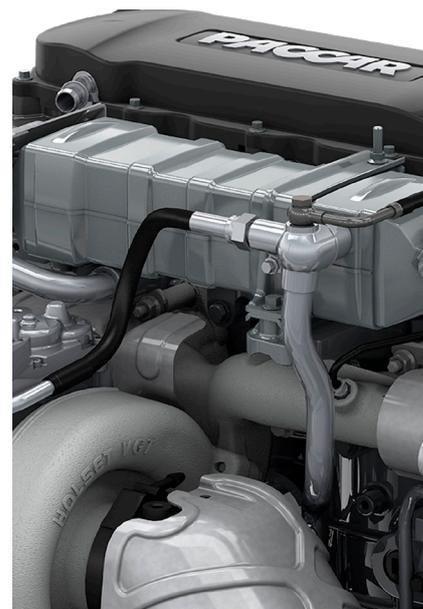
| | |
|--------------------|---|
| Fuel injection | Common Rail (CR) injection system |
| Injectors | electronically controlled |
| Injection timing | variable start and duration, electronically controlled |
| Injection pressure | max. 1800 bar |
| Fuel injection | start and duration, as well as the injection pressure, are controlled by the engine mounted electronic control module |
| Induction | turbocharged with charge cooling (intercooling) |
| Turbocharger | variable geometry turbocharger (VGT) with electrical actuator |
| Emission control | exhaust gas recirculation (EGR) |

Lubrication

| | |
|------------|---|
| Oil filter | full-flow oil filter with replaceable element |
| Oil cooler | coolant-to-oil plate type heat exchanger |
| Oil pump | gear-type, driven by crankshaft |

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 |



PACCAR PX-7 engines

Auxiliaries and exhaust brake

| | |
|-------------------|--|
| Compressor | driven from rear timing gears |
| Alternator | poly-V-belt driven at engine front |
| Steering pump | driven from timing gears (via compressor) |
| Exhaust brake | VGT turbo with electrical control |
| Cold start system | automatically controlled electric grid heater in the air inlet manifold (optional) |



Distribution applications up to 19 tonnes

The PACCAR PX-7 is ideally suited for rigid trucks due to the high torque and power. It is used in application classes up to 19 tonnes or drawbar applications. Major improvements have been introduced: the engine is now available up to 239 kW (325 hp) with a high maximum torque of 1200 Nm. The engines have composite oil sumps to save weight and reduce noise. The engine mounts isolate engine vibrations from chassis and cab. Efficient fans provide high cooling air flow against a low power demand. A Frigoblock application mounted to the engine is available as an option to serve the conditioned distribution.

Performance

All PACCAR PX-7 engines deliver excellent torque at low engine speeds resulting in easy and comfortable driving, even in dense traffic without frequent gear changes. The characteristics make the PX-7 engines pre-eminently suitable for tough inner-city distribution jobs.

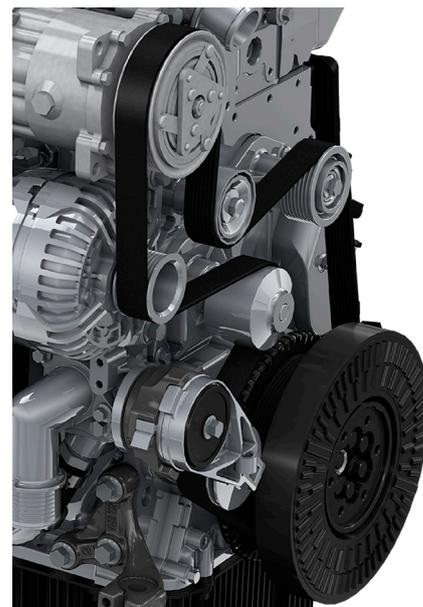
The standard exhaust brake delivers up to 165 kW braking power.

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-7 engines.

Environment

PACCAR PX-7 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.



PACCAR PX-7 engines

Legend:

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

