



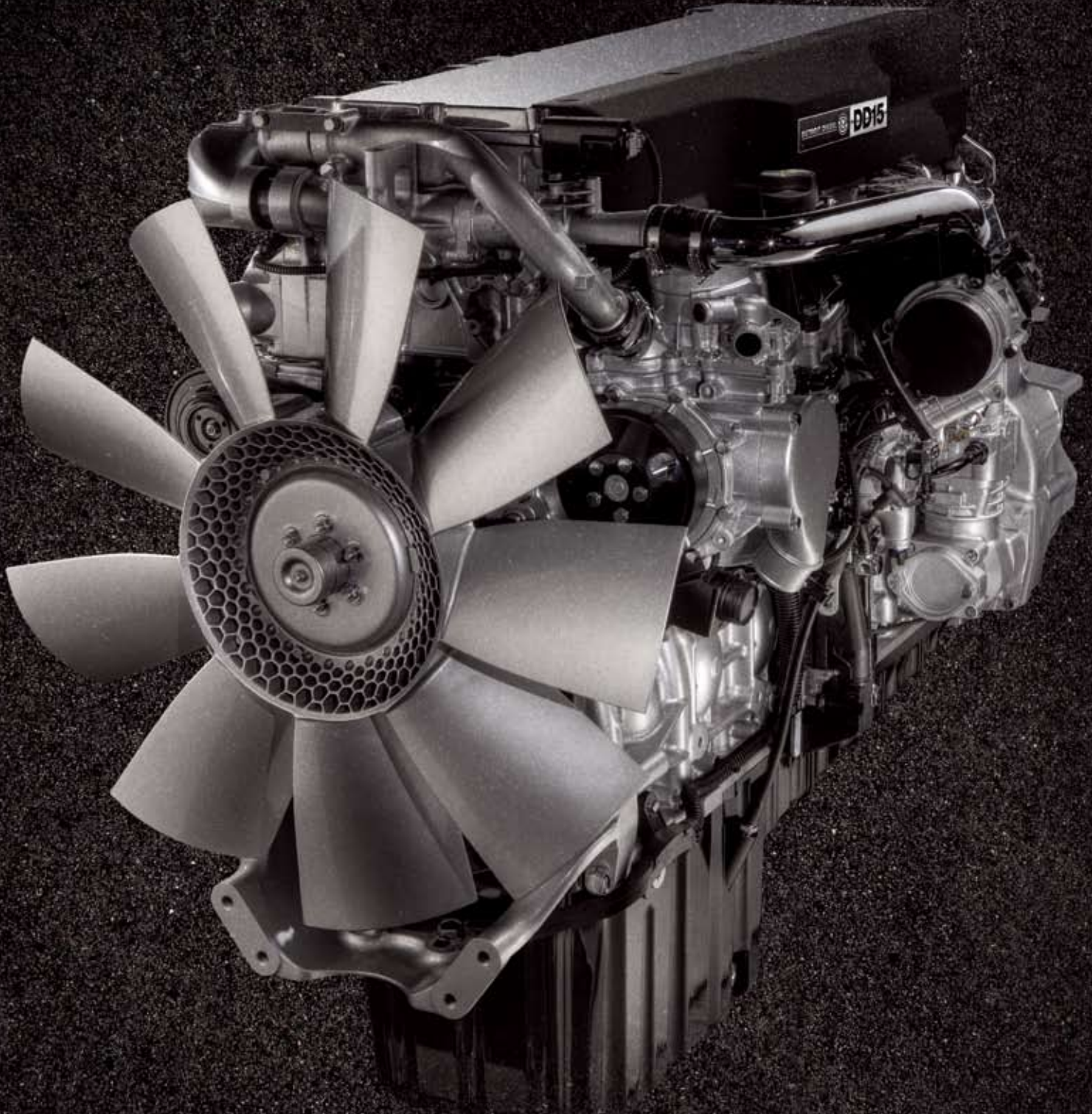
ENGINE **DD15**

FROM
455-560
Horsepower

FROM
1550-1850
lbs-ft Torque

DISPLACEMENT
14.8
Liters

DETROIT DIESEL
DEMAND PERFORMANCE™



CUSTOMER BROCHURE



DEMAND ECONOMY



**You will realize up to a 5 percent
fuel economy improvement.***

*Compared to a Detroit Diesel Series 60 EPA 2007 engine with comparable engine ratings and load weights.



DEMAND POWER

The turbo compound generates up to 50 free horsepower without increasing fuel consumption.*

*Effectiveness of turbo compound is based on load on the engine. The turbo compound returns horsepower back to the engine's flywheel.

THE MOST INNOVATIVE ENGINE TO HIT THE ROAD. EVER.

For 70 years, Detroit Diesel has been perfecting and innovating diesel engines. But now, after extensive research and testing, Detroit Diesel has built an engine made for the next generation of commercial vehicles. The DD15 runs smoother, cleaner, more economically and needs fewer service visits than any other engine in the industry. Basically, it's the most innovative engine out there.



DETROIT DIESEL



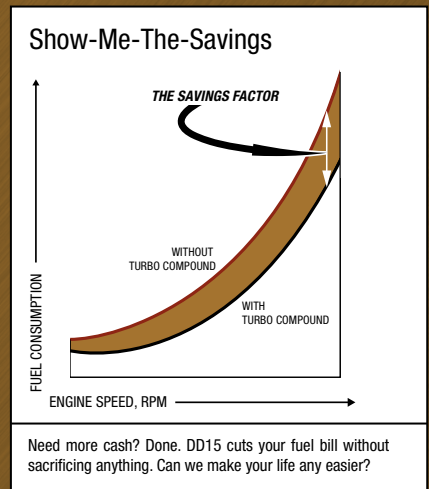
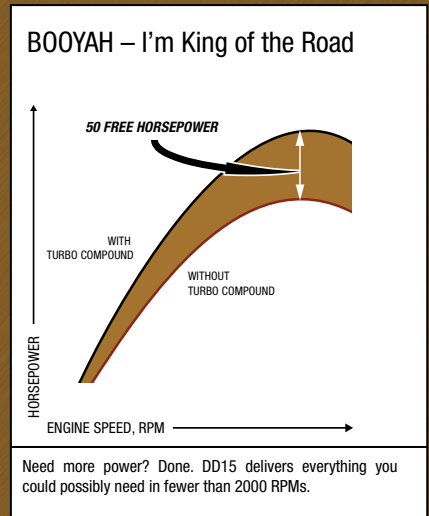
DD15TM

Want extra driving force without increased fuel costs? The DD15 delivers. And here's how: The turbo compound system recycles exhaust gases downstream from the turbocharger, feeding the reclaimed energy back to the engine's flywheel. The turbine captures the thermal waste and turns it into mechanical energy, sending it through the turbo compound gear box to a hydraulic coupling, then to the rear gear train and ultimately out the flywheel. The harder the engine works, the more horsepower the system generates. Up to 50 free horsepower, in fact.

Improved performance.

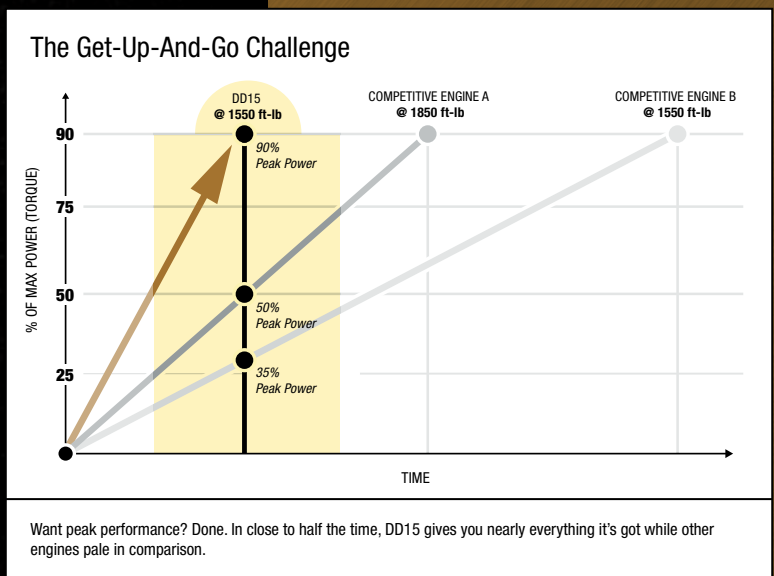
The Amplified Common Rail Fuel System (ACRS) improves performance throughout the torque range and allows fine-tuning of combustion to reduce emissions, noise, vibration and fuel consumption. DD15 has one of the highest compression ratios in the industry, and when combined with the ACRS, you get an engine with impressive overall performance. The "amplified" in ACRS means that peak pressure is reached only at each point of injection, maximizing the combustion potential of each high capacity cylinder. This electronically-optimized fuel delivery actually changes the pressure, the timing and the spray for every injection, to every cylinder, every second the engine is performing. This creates incredibly effective combustion for each and every revolution. Not only does this maximize your performance within the cylinders, but reduces deposits like soot and carbon, resulting in fewer Aftertreatment Device (ATD) regenerations. The bottom line is that all your performance demands are always being met: power, fuel efficiency and emissions.

The DD15 is equipped with a passive regeneration-capable ATD. Using a Diesel Particulate Filter (DPF) along with Diesel Oxidation Catalyst (DOC) and a Fuel Doser, the exhaust is cleaned before it re-enters the atmosphere, resulting in low particulate emissions.



"Accelerates like an empty truck."

– Ron McClain, Fleet driver, Florida



Shhh...It's the DD15.

The DD15 doesn't sound like a diesel. Nor does it feel like one. The rear gear train allows for a more stable arrangement for the engine and accessories system, reducing noise and vibrations. The dampner and the rear gear train with flywheel absorb shocks so vibrations and wear and tear are greatly reduced. Our ACRS injection strategy also contributes to reduce sound levels. Overall, everything works together to give you a quieter, smoother, more comfortable ride.

Integrated Jacobs® engine brake. More stopping power.

A newly designed integrated Jacobs Brake has three levels of braking: high, medium and low. It gets trucks down hills more safely and is quieter and lighter, with more braking power than previous add-on engine braking options. The DD15's Jake also features a dedicated rocker arm, outstanding retarding brake horsepower and a small notch on the piston dome for exhaust clearance when activated. Bottom line: The Jacobs brake gives your engine more stopping power that's so quiet you can barely hear it.

*"It drives nicer,
quieter and I can't
hear the Jakes!"*

– Jane Toof, Owner operator, Nebraska

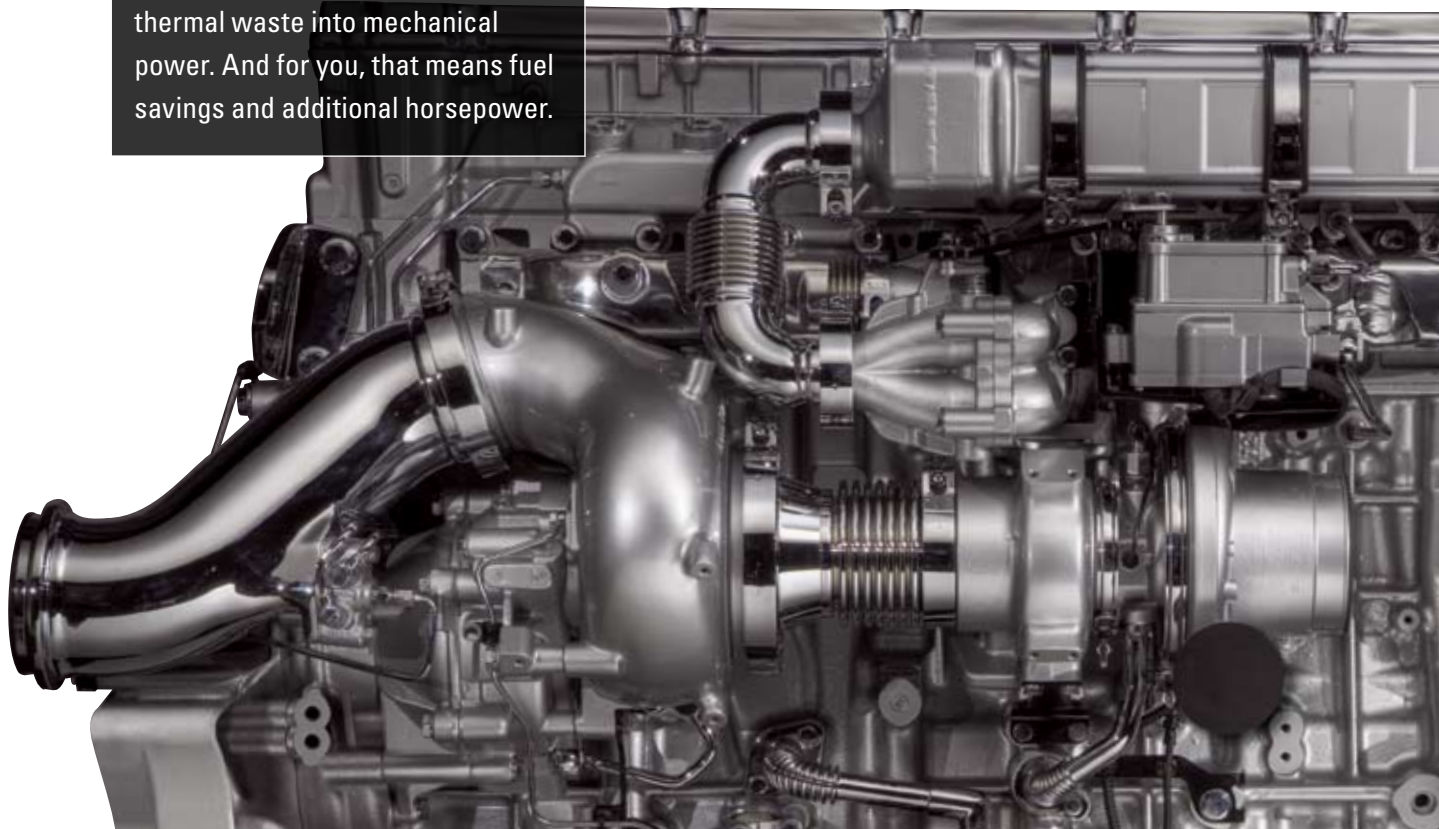
Easy to maintain sub-system modules = low cost of ownership

The goal: easy maintenance. The answer: modules that make accessing the engine nice and easy. The DD15 engine sub-systems were modularly built with all filters above the frame rail. One control valve on the EGR (Exhaust Gas Recirculation) means fewer parts to troubleshoot and maintain. Most gaskets are reusable. Everything is fully electronic. And because the cooling passage closes, you can do a coolant filter change without draining the coolant. In the end, easy access means less time in the shop and more time on the road.

BONUS

DD15 IS DESIGNED WITH EPA 2010 IN MIND.

Turbo compounding converts thermal waste into mechanical power. And for you, that means fuel savings and additional horsepower.

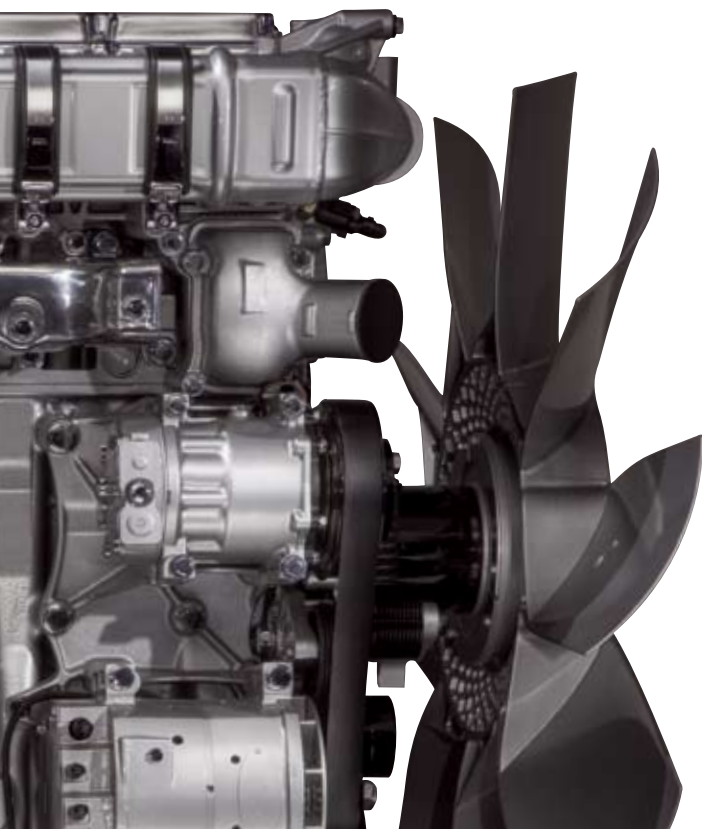




Extended maintenance. Better serviceability.

An oil anti-drain back valve holds oil in a receptacle so it's there at startup. Maintaining oil pressure decreases wear on lubricated parts and provides a 40% faster startup. An inlet side temperature gauge and belt-driven water pump on the coolant system better regulate oil temperature and control cab heat. And thanks to a higher oil flow rate of 52 gallons per minute, the temperature remains stable and optimal.

The crankcase breather spins up to 10,000 RPMs, separating oil and soot particles from the gasses. The separated oil is returned to the sump to reduce consumption. Using a centrifugal separator and base engine oil pressure to spin the turbine wheel, no filter, maintenance or service is required.



DD15 Engine Power Ratings	
455 HP @ 1,800 RPM	1,550 lb-ft @ 1,100 RPM
475 HP @ 1,800 RPM	1,550 lb-ft @ 1,100 RPM
455 HP @ 1,800 RPM	1,650 lb-ft @ 1,100 RPM
475 HP @ 1,800 RPM	1,650 lb-ft @ 1,100 RPM
505 HP @ 1,800 RPM	1,650 lb-ft @ 1,100 RPM
475 HP @ 1,800 RPM	1,750 lb-ft @ 1,100 RPM
515 HP @ 1,800 RPM	1,750 lb-ft @ 1,100 RPM
485 HP @ 1,800 RPM	1,850 lb-ft @ 1,100 RPM
500 HP @ 1,800 RPM	1,850 lb-ft @ 1,100 RPM
530 HP @ 1,800 RPM	1,850 lb-ft @ 1,100 RPM
560 HP @ 1,800 RPM	1,850 lb-ft @ 1,100 RPM

DD15 Engine Multi-Torque Power Ratings	
455 HP @ 1,800 RPM	1,550/1,750 lb-ft @ 1,100 RPM
475 HP @ 1,800 RPM	1,650/1,850 lb-ft @ 1,100 RPM

DD15 Engine Cruise Power Ratings	
455/475 HP @ 1,800 RPM	1,550 lb-ft @ 1,100 RPM
455/475 HP @ 1,800 RPM	1,650 lb-ft @ 1,100 RPM
455/505 HP @ 1,800 RPM	1,650 lb-ft @ 1,100 RPM
475/505 HP @ 1,800 RPM	1,650 lb-ft @ 1,100 RPM
475/515 HP @ 1,800 RPM	1,750 lb-ft @ 1,100 RPM
485/530 HP @ 1,800 RPM	1,850 lb-ft @ 1,100 RPM
500/560 HP @ 1,800 RPM	1,850 lb-ft @ 1,100 RPM

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www.DetroitDiesel.com/DD15



DETROIT DIESEL

DEMAND PERFORMANCE™



Never ending support network

A hardworking engine is great, but it is even better when it is backed by a hardworking, over-performing support network. And Detroit Diesel goes above and beyond to make sure you're covered. With unmatched parts availability and more than 800 authorized service outlets in North America, you can rest assured knowing you're never alone out there. And when you need us, you're in good hands. Our factory-certified technicians have been specially trained to work on your engine. Our service facilities are equipped to handle any technical problem or part replacement, and most have extended service hours to better serve you. As you can see, Detroit Diesel is committed to offering a service network that works just as hard as our engines.

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