



## Volvo D16 with 700 hp: The heart of the world's most powerful truck

**It was already powerful, now it is the most powerful in the world. Enter the Volvo D16G – the beating heart of the Volvo FH16.**

With 700 horsepower and 3150 Nm of torque, Volvo's most recent 16-litre engine sets a new benchmark for the truck industry. This is the first time ever that a commercially produced truck is being launched with such a powerful engine, designed for the very heaviest and most demanding of haulage assignments. The Volvo D16G is also available with 600 and 540 hp.

### 40 extra horsepower, 40 percent lower emissions

The new engine is a further development of Volvo's previous D16 engine that produced 660 hp. In addition to an extra 40 horsepower and somewhat higher torque, the new engine produces cleaner exhaust gases. Emissions of nitrogen oxide are 40 percent lower than in the previous engine. The new 16-litre engine is certified for the new Euro 5 European emission requirements that come into force on October 1, 2009.

### Optimised combustion promotes higher efficiency rating

Despite the higher power, fuel consumption remains the same as in the previous engine generation. Through a number of measures including redesigned pistons, Volvo's engineers have optimised the combustion process and met demands for high performance combined with efficient fuel utilisation, low emissions and long lifetime. Both maximum power and maximum torque span a wider rev range than before, contributing to excellent driveability. The engine now also features a new oil thermostat that has a favourable effect on fuel consumption.

### Quieter idling

The noise level during idling has been lowered by 2dB(A). With the help of pre-injection, where a small amount of fuel is sprayed into the cylinder, the result is a gentler combustion sequence and a far lower noise level.

### Effective exhaust cleaning

Another important change in the two most powerful engine variants is a new and larger system for exhaust after-treatment. Since the system can handle a larger flow of exhaust gases, counter-pressure is reduced and power losses are minimised. A larger-capacity system also results in better cleaning capacity. Just as before, the SCR (Selective Catalytic Reduction) system is used, taking effective care of harmful emissions.



EPG or VEB+

The Volvo D16G is equipped as standard with a new, electronically controlled exhaust brake (EPG) with an output of 230 kW. Electronic control makes it possible to reduce the number of moving parts, promoting simpler operation, higher reliability and lower weight. There is also the option of the Volvo Engine Brake, VEB+, with 425 kW braking effect.

Facts, Volvo D16G Euro 5

- 16-litre 6-cylinder diesel engine with turbocharger and intercooler.
- Power output: 700 hp, 600 hp or 540 hp.
- Torque: 3150 Nm, 2800 Nm or 2650 Nm.
- Auxiliary brake: EPG with 230 kW at 2200 r/min or VEB+ with 425 kW at 2200 r/min.
- Exhaust treatment: SCR (Selective Catalytic Reduction).
- Oil-change interval: 100,000 km or once a year
- Power take-off (option): 1000 Nm at a standstill, 650 Nm on the move.
- Available with open or closed crankcase ventilation.

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Use the links below to view three films about the new Volvo FH16 700:

FH16 700 in action

<http://volvo.qbrick.com/index.aspx?cid=2&mode=3&mid=263>

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