Series 60® Truck Power

Number of Cylinders: 6 Inline
Air System: Turbocharged Air-to-Air Charge Cooling
Control: DDEC®

Specifications:
- **12.7L**
  - Bore and Stroke: 5.12 in x 6.30 in (130 mm x 160 mm)
  - Displacement: 778 cu in (12.7 liters)
  - Compression Ratio: 17.25:1
- **14.0L**
  - Bore and Stroke: 5.24 in x 6.62 in (133 mm x 168 mm)
  - Displacement: 858 cu in (14.0 liters)
  - Compression Ratio: 16.75:1

Dimensions: (approx.)
- Length: 57 in (1448 mm)
- Width: 34 in (864 mm)
- Height: 50 in (1273 mm)
- Weight (dry): 2640 lbs (1199 kg)

Ratings 380 – 515 Horsepower

<table>
<thead>
<tr>
<th>Maximum HP @ RPM</th>
<th>Peak Torque @ RPM</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>12.7L</strong></td>
<td></td>
</tr>
<tr>
<td>390 HP @ 1800 RPM</td>
<td>1350FT-LB @ 1200 RPM</td>
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<tr>
<td>380 HP @ 1800 RPM</td>
<td>1350FT-LB @ 1200 RPM</td>
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<tr>
<td>380/390 HP @ 1800 RPM</td>
<td>1350FT-LB @ 1200 RPM</td>
</tr>
<tr>
<td>445 HP @ 1800 RPM</td>
<td>1450FT-LB @ 1200 RPM</td>
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<tr>
<td>435 HP @ 1800 RPM</td>
<td>1450FT-LB @ 1200 RPM</td>
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<tr>
<td>425 HP @ 1800 RPM</td>
<td>1450FT-LB @ 1200 RPM</td>
</tr>
<tr>
<td>425/445 HP @ 1800 RPM</td>
<td>1450FT-LB @ 1200 RPM</td>
</tr>
<tr>
<td>455 HP @ 1800 RPM</td>
<td>1550FT-LB @ 1200 RPM</td>
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<tr>
<td>450 HP @ 1800 RPM</td>
<td>1550FT-LB @ 1200 RPM</td>
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<tr>
<td>445 HP @ 1800 RPM</td>
<td>1550FT-LB @ 1200 RPM</td>
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<td>445/455 HP @ 1800 RPM</td>
<td>1550FT-LB @ 1200 RPM</td>
</tr>
<tr>
<td><strong>14.0L</strong></td>
<td></td>
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<tr>
<td>490 HP @ 1800 RPM</td>
<td>1550FT-LB @ 1200 RPM</td>
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<tr>
<td>455 HP @ 1800 RPM</td>
<td>1550FT-LB @ 1200 RPM</td>
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<tr>
<td>455/490 HP @ 1800 RPM</td>
<td>1550FT-LB @ 1200 RPM</td>
</tr>
<tr>
<td>515 HP @ 1800 RPM</td>
<td>1550FT-LB @ 1200 RPM</td>
</tr>
<tr>
<td>490 HP @ 1800 RPM</td>
<td>1550FT-LB @ 1200 RPM</td>
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<tr>
<td>455 HP @ 1800 RPM</td>
<td>1550FT-LB @ 1200 RPM</td>
</tr>
<tr>
<td>455/515 HP @ 1800 RPM</td>
<td>1550FT-LB @ 1200 RPM</td>
</tr>
<tr>
<td>515 HP @ 1800 RPM</td>
<td>1650FT-LB @ 1200 RPM</td>
</tr>
<tr>
<td>490 HP @ 1800 RPM</td>
<td>1650FT-LB @ 1200 RPM</td>
</tr>
<tr>
<td>470 HP @ 1800 RPM</td>
<td>1650FT-LB @ 1200 RPM</td>
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Series 60 Features

- **Cylinder Head**
  ■ Better air flow for improved performance

- **Camshaft / Overhead**
  ■ Optimized injector and valve events
  ■ Ceramic intake, exhaust and injector rollers
  ■ Better roller durability under adverse conditions

- **One Piece (Monotherm) Piston**
  ■ Reduced friction
  ■ Closed oil gallery
  ■ Improved ring cooling
  ■ Higher compression ratio
  ■ Lower ring / liner wear
  ■ Reduced oil soot loading
  ■ Better cold engine performance with higher C/R

- **EGR Cooler**
  ■ Tube in shell design for improved durability
  ■ Improved efficiency
  ■ Simpler stainless steel housing with less welding
  ■ 10 lb. weight reduction

- **New Injector**
  ■ Improved end of injection quality and faster response time for better efficiency
  ■ Reduced weight – 2.5 lbs.
  ■ Stainless steel injector sleeve replaces copper tube

- **DDEC V – Detroit Diesel Electronic Controls**
  ■ Increased capability for future needs
  ■ Improved reliability

Series 60 Continues To Provide Truckers With The Best Combination Of:

- Performance
- Reliability
- Proven Durability
- High Residual Value
- Fuel Economy
- Low Cost Of Operation
- Driver Satisfaction
- Proven Electronics – DDEC
- Flexible Power Ratings
- Excellent Parts And Service Support

Reliability, Performance & Fuel Economy Leader

For a complete listing of standard and optional equipment, consult your distributor or authorized Detroit Diesel Corporation representative.
Series 60 - 515 HP

What's New - It's Simple

- Unit Injector, Monotherm Piston
- New Cold Pipe
- DDEC V
- Tube & Shell EGR Cooler
- Cylinder Head
  - Better Air Flow For Improved Performance
- Camshaft / Overhead
  - Optimized Injector And Valve Events
  - Ceramic Intake, Exhaust and Injector Rollers For Better Roller Durability Under Adverse Conditions
- One Piece (Monotherm) Piston
  - Reduced Friction For Improved Performance
  - Closed Oil Gallery For Improved Ring Cooling And Longer Life
  - Higher Compression Ratio For Better Cold Weather Starting
- EGR Cooler
  - Tube In Shell Design For Improved Durability
  - Improved Efficiency
  - Simpler Stainless Steel Housing With Less Welding
  - 10 Lb. Weight Reduction
- New Fuel Injector
  - Improved End Of Injection Quality And Faster Response Time For Better Efficiency
  - Reduced Weight – 2.5 Lbs.
  - Stainless Steel Injector Sleeve Replaces Copper Tube
- Electronic Controls – DDEC V
  - Increased Capability For Future Needs Power
  - Improved Reliability

Series 60 Engine
24 Hour Hot Line
Phone 1-800-445-1980