



DIESEL OF THE YEAR 2016

Ladies & gentlemen, thanks for coming and for your patience. My name is Fabio Butturi, I'm the Diesel editor, a magazine established in late 1986. So, basically, we've been on this way for 30 years. It's a pleasure for us to award the heir apparent of the first diesel engine, conceived by Rudolf Diesel, during our 30th birthday. The Diesel of the year criteria are the same since the first edition held in 2006. John Deere, Cummins, Perkins, Deutz, Jcb, Mtu, Fpt Industrial twice and Kohler too were chosen by the Diesel of the year jury for being "free spirits" in the free market and for their attitude towards technological innovation. Every Diesel of the year represents an upgrade and a "new dawn" in the dynamics of engines scenario for several reasons, from a political point of view, because it introduces a new player in the engines struggle, because it shows a new step in the engines environment (for size, such as happened for compact engines, or for emissions strategy, because for instance it doesn't use dpf to meet Stage IIIB), because of enhanced performances and power density.

The 15.2-liter D3876 is the new Man top of range and the consecration of the German manufacturer on the way to polyvalency. Man isn't anymore just a synonymous of trucks&bus manufacturer, it definitely crossed the line of pure automotive to embrace the full line philosophy to meet any market need. Leader in stationary applications, such as biogas cogeneration, and in pleasure boating, Man is now a full line supplier for offroad Oems. The plus of D3876 that triggered the Doty nomination is its technological flexibility. Where Diesel engine is born, more than a century ago, technology is sophisticated and flexible too. We've seen at IAA the most sophisticated outcome of engineering, with double-egr and double boost stage, while in agricultural applications and construction a well balanced compromise between performance and efficiency was privileged. A too complex egr and an overperforming turbo could alter the thermal balance and become unfit for industrial applications. In construction sites and fields dusty air could jeopardize filtration. Among the strong points of this engine we can't forget the 2,500 bar common rail, which even exceeds the injection pressure of XPI Cummins and Scania, rated at 2,400 bar, and the compactness of its engine block with its 1.6 cubic meters volume, which stands among the leaders in 15 to 16 liters displacement range.

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