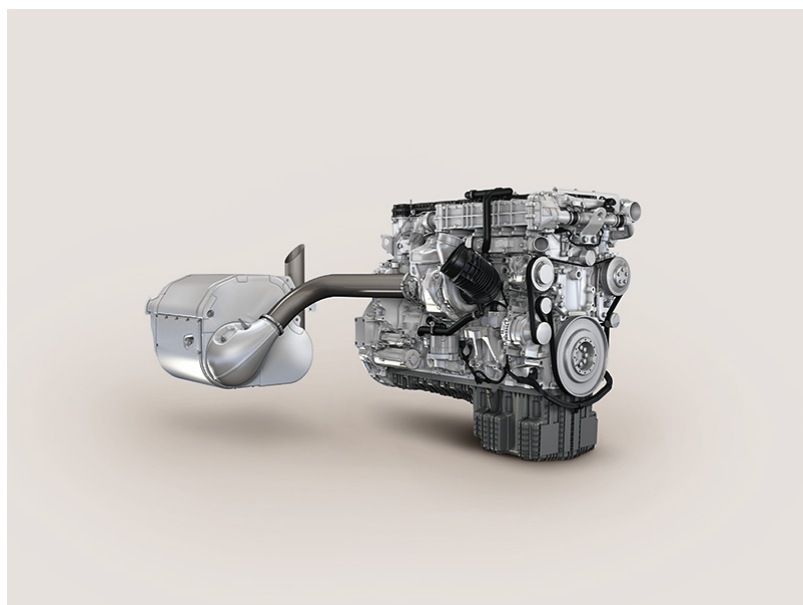


Ready for EU Stage V

Words: Mirko Gutemann | Pictures: MTU

EU-Stufe V, MTU, Daimler, Baureihe 1000 - 1500

MTU is to continue to co-operate with Daimler on developing and building high-speed MTU-brand diesel engines for [C&I and agricultural applications](#). Taking Daimler OM 93x and OM 47x commercial vehicle engines as a basis, MTU and Daimler are to jointly develop MTU Series 1000, 1100, 1300 and 1500 units that comply with the EU Stage V off-highway emissions standard. These engines deliver 100 to 480 kW and are to be available well ahead of the launching of the new EU Stage V emissions standard scheduled for 2019. The two companies also agreed to extend their supply contracts for industrial engines compliant with older emissions stages.



“Industrial engines account for a significant share of our business that we will continue to grow,” said Dr Ulrich Dohle, CEO of Rolls-Royce Power Systems. “By extending our existing supply contracts, we are making industrial engines for all relevant emissions stages available to our customers on a long-term basis. At the same time, we can already unveil our solution for the new EU Stage V legislation. Furthermore, our customers can continue to enjoy all the benefits of high-volume standard production at Daimler.”

“As we announced in March 2014, we will be continuing our close partnership with MTU to consolidate our business in medium and heavy-duty commercial vehicle engines for use in off-highway applications,” said Dr Frank Reintjes, head of the Global Powertrain and Manufacturing Engineering division at Daimler Trucks. “We are delighted that MTU is continuing to endorse our engines for meeting the difficult demands of its customers in the C&I and agricultural segment. Our products’ reliability, fuel efficiency

and high quality standards have been decisive factors.”



The EU Stage V emissions legislation due to come into force in 2019 for engines used in mobile machinery and equipment will prescribe a reduction not only in soot particulate mass but also number. MTU engines are to meet the more stringent emissions limits by deploying in particular an additional diesel particulate filter. Further in-engine innovations will also be instrumental in lowering fuel consumption.

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