

# SCANIA DI09 070M

> 350 HP (257 KW) @ 1800 RPM

- > Water cooled exhaust manifold
- > Unit injectors
- > Low RPM
- > High torque
- > Heat exchanger or keel cooling



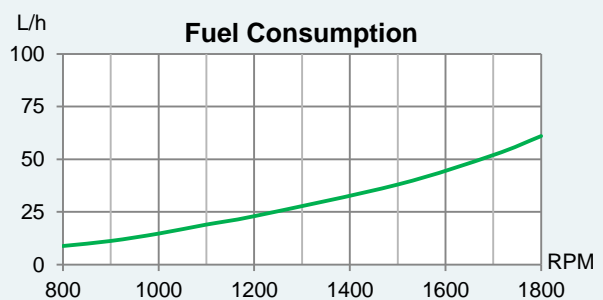
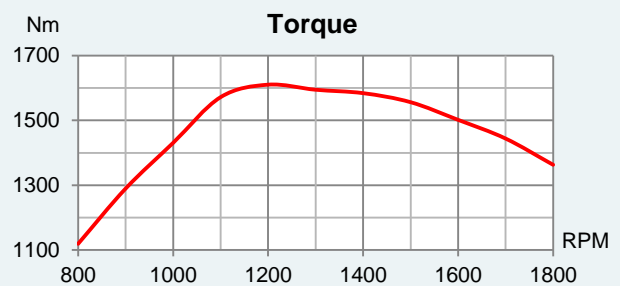
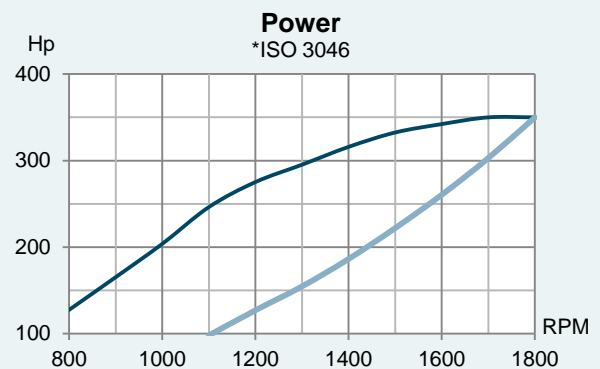
## Scania Propulsion

Scania marine engines are designed for strength and durability. The basis of the design is an optimized cylinder block with replaceable water-cooled cylinder liners.

Individual cylinder heads with four valves per cylinder offers easier service and access for repairs. The motors are controlled by Scania EMS control system that monitors the engine's systems and verify that the correct amount of fuel is delivered through the engines electronically controlled unit injectors. Scania EMS ensures low fuel consumption and the cleanest possible exhaust. The engines are type approved by the major classification societies and meet the current environmental standards.

## Technical Specifications

Rated power*	350 / 257 (hp / kW)
Engine speed*	1800 RPM
Displacement	9300 $cm^3$
Number of cylinders	5 in-line
Bore and stroke	130 x 140 mm
Compression ratio	18:1
Fuel injection	Unit injectors
Governor type	Electronic
Aspiration	Turbocharged and after cooled
Cooling system	Heat exchanger or keel cooling
Electrical system	24-volt
Weight (dry)	With keel cooling: 1044 kg
Weight (dry)	With heat exchanger: 1190 kg
Rating	ICFN – Continuous service
Emission rating	IMO Tier II, EU Stage IIIa



# SCANIA DI09 070M

## Dimensions

### Standard equipment

- > Nogva Motor computer
- > Heat exchanger
- > Silencer (Dry exhaust)
- > Exhaust compensator
- > 2-pole electrical system (24V)
- > Extension cable for computer (8m)
- > Bilge pump for lub.oil
- > Engine brackets
- > Water cooled manifold
- > Water separator (fuel)

### Optional equipment

- > Nogva marine gear
- > Nogva CPP propeller
- > Keel cooler
- > Vibration isolators
- > Control lever
- > Control cable
- > Front mounted PTO
- > Other equipment on request

