

SCANIA DI16 076M

> 1000 HP (736 KW) @ 2300 RPM

- > Water cooled exhaust manifold
- > XPI, common rail
- > High torque

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.

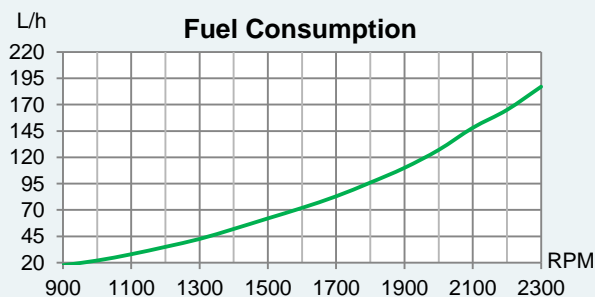
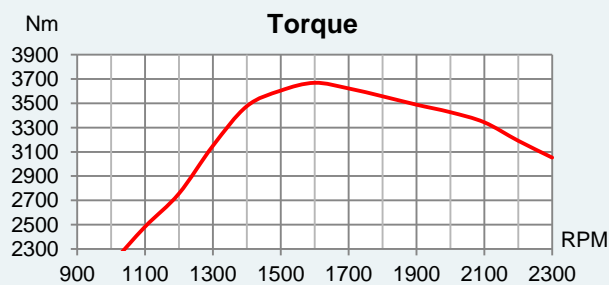
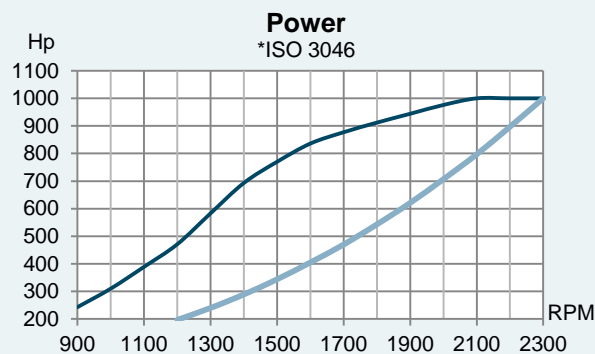
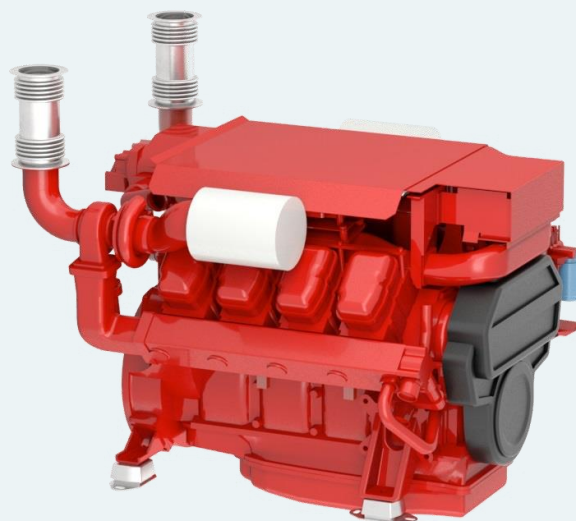
Individual cylinder heads with four valves per cylinder offers easier service and access for repairs. The motors are controlled by Scania EMS control system that monitors the engine's systems and to ensure the control of all aspects related to engine performance. The injection system is Scania's XPI (Extra High Pressure Injection), a common rail system that gives low exhaust emissions with good fuel economy and a high torque.

The engines are type approved by the major classification societies and meet the current environmental standards.

Technical Specifications

Rated power*	1000 / 736 (hp / kW)
Engine speed*	2300 RPM
Displacement	16400 cm ³
Number of cylinders	V-8
Bore and stroke	130 x 154 mm
Compression ratio	15,7:1
Fuel injection	XPI, Common rail
Governor type	Electronic
Aspiration	Turbocharged and after cooled
Cooling system	Heat exchanger
Electrical system	24-volt
Weight (dry)	1670 kg
Rating	Patrol craft long
Emission rating	IMO Tier II, EU Stage IIIa

NOGVA



SCANIA DI16 076M

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
- > Vibration isolators
- > Control lever
- > Control cable
- > Front mounted PTO
- > Other equipment on request

Dimensions

