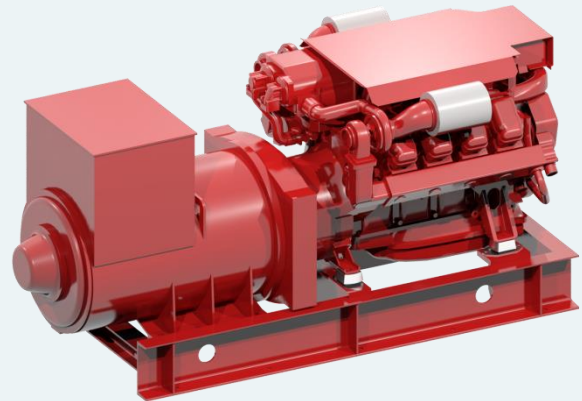


# SCANIA DI16 075M

> 450-511 kW @ 1500-1800 RPM

- > Unit injector
- > Wet cylinder liners
- > Separate cylinder heads
- > Excellent fuel economy
- > Low emissions



## Scania Auxiliary Engine

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 engine is controlled by Scania EMS system that monitors the engines systems and verifies 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 engine is type approved by the major classification societies and meets the current environmental standards.

## Standard equipment

- > Nogva Motor Computer V2-G
- > Electronic regulation
- > 2-pole electrical system
- > Heat exchanger
- > Exhaust compensator
- > Silencer
- > Bilge pump for lub.oil
- > Engine brackets
- > Water cooled manifold
- > Vibration isolators
- > Base frame in steel
- > Heat elements in generator
- > With droop transformer for parallel operation
- > Closed crankcase ventilation with filter

## Optional equipment

- > Box cooler / Keel cooler
- > Radiator cooling
- > Engine heater

Rated power and fuel consumption		
<i>RPM / Hz</i>	<i>1500 / 50</i>	<i>1800 / 60</i>
Generator effect	450 kW	511 kW
Torque	2865 Nm	2711 Nm
Fuel Consumption 100%	200 g/kWh	206 g/kWh
Fuel Consumption 75%	202 g/kWh	207 g/kWh
Fuel Consumption 50%	206 g/kWh	212 g/kWh
Emission ratings	EU Stage IIIa US Tier 2 and IMO Tier II	

# SCANIA DI16 075M

General Data		Exhaust System		
Model	DI16 075M	<b>RPM / Power</b>	<b>1500 / 450 kW</b>	<b>1800 / 511 kW</b>
Number of cylinders	V-8	Exhaust temperature	457 °C	427 °C
Engine type	4-cycle	Exhaust flow	72,4 m <sup>3</sup> /min	89,3 m <sup>3</sup> /min
Aspiration	Turbocharged	Air consumption	27,9 m <sup>3</sup> /min	36,3 m <sup>3</sup> /min
Bore and stroke	130 x 154 mm	<b>Heat rejection</b>		
Displacement	16,4 L	To coolant*	338 kW	401 kW
Compression ratio	17,4:1	To main coolant circuit**	278 kW	315 kW
Injection system	Unit injector, PDE	To charge air cooler circuit**	60 kW	86 kW
Oil capacity	Min 40 - Max 48 liter	To exhaust gas	274 kW	328 kW
Oil change intervals	500 hours	To surrounding air	21 kW	25 kW
Oil cleaner	Centrifugal and filtration	<b>Cooling System</b>	<b>HE</b>	<b>KC</b>
Electrical system	2-pole, 24V, DC	Coolant capacity	63 L	50 L
Starter (standard)	2-pole, 24V, 7kW	Coolant temperature	86-91 °C	78-83 °C
Alternator (standard)	2-pole, 28V, 100A	Opening temperature	80/87 °C	75 °C
Weight with HE		Coolant flow @ back pressure in CAC circuit**	L/min @ bar 200 @ 0,5	L/min @ bar 240 @ 0,7
Weight with KC	1600 kg	Coolant flow @ back pressure in main circuit	L/min @ bar 370 @ 0,5	L/min @ bar 460 @ 0,7

\*Heat exchanger engines (HE) - \*\*Keel cooled engines (KC)

## Dimensions with Stamford HCM534CDE-2

