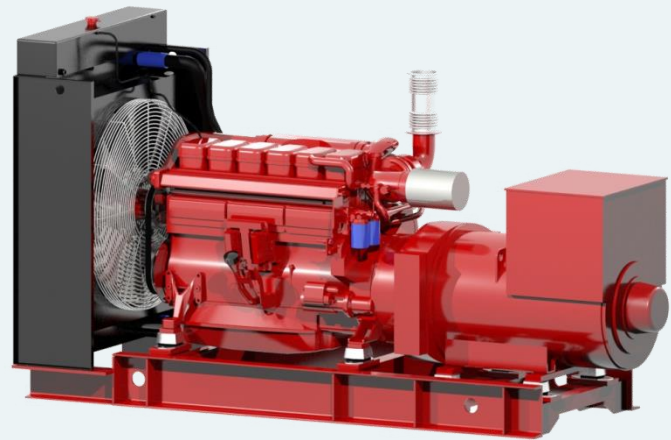


SCANIA DI13 075M

> 323-376 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	323 kW	376 kW
Torque	2056 Nm	2000 Nm
Fuel Consumption 100%	206 g/kWh	208 g/kWh
Fuel Consumption 75%	208 g/kWh	211 g/kWh
Fuel Consumption 50%	210 g/kWh	215 g/kWh
Emission ratings	EU Stage IIIa US Tier 2 and IMO Tier II	

SCANIA DI13 075M

General Data		Exhaust System		
Model	DI13 075M	RPM / Power	1500 / 323 kW	1800 / 376 kW
Number of cylinders	6	Exhaust temperature	512 °C	474 °C
Engine type	In-line, 4-cycle	Exhaust flow	57,8 m ³ /min	71,9 m ³ /min
Aspiration	Turbocharged	Air consumption	21,1 m ³ /min	27,9 m ³ /min
Bore and stroke	130 x 160 mm	Heat rejection		
Displacement	12,7 L	To coolant*	228 kW	269 kW
Compression ratio	16,3:1	To main coolant circuit**	194 kW	216 kW
Injection system	Unit injector, PDE	To charge air cooler circuit**	34 kW	53 kW
Oil capacity	Min 39 - Max 45 liter	To exhaust gas	233 kW	280 kW
Oil change intervals	500 hours	To surrounding air	16 kW	19 kW
Oil cleaner	Centrifugal and filtration	Cooling System	HE	KC
Electrical system	2-pole, 24V, DC	Coolant capacity	40 L	24 L
Starter (standard)	2-pole, 24V, 7kW	Coolant temperature	90-95 °C	83-88 °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 ---- @ ----	L/min @ bar ---- @ ----
Weight with KC	1140 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 HCM434F-2

