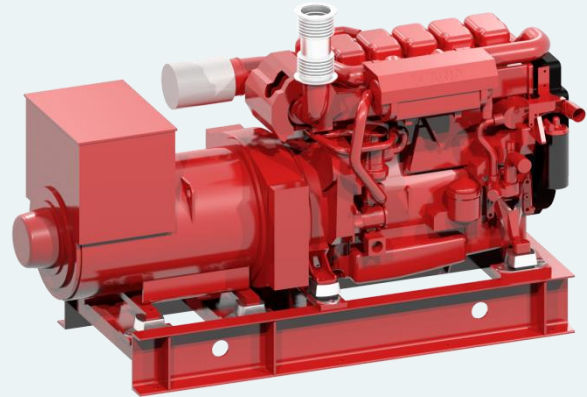


# SCANIA DI09 074M

> 269-323 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.

Rated power and fuel consumption		
<i>RPM / Hz</i>	<i>1500 / 50</i>	<i>1800 / 60</i>
Generator effect	269 kW	323 kW
Torque	1713 Nm	1714 Nm
Fuel Consumption 100%	196 g/kWh	205 g/kWh
Fuel Consumption 75%	194 g/kWh	199 g/kWh
Fuel Consumption 50%	200 g/kWh	203 g/kWh
Emission ratings	EU Stage IIIa US Tier 2 and IMO Tier II	

## 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

# SCANIA DI09 074M

General Data		Exhaust System		
Model	DI09 074M	<b>RPM / Power</b>	<b>1500 / 269 kW</b>	<b>1800 / 323 kW</b>
Number of cylinders	5	Exhaust temperature	483 °C	537 °C
Engine type	In-line, 4-cycle	Exhaust flow	40,7 m <sup>3</sup> /min	55,1 m <sup>3</sup> /min
Aspiration	Turbocharged	Air consumption	16,0 m <sup>3</sup> /min	18,6 m <sup>3</sup> /min
Bore and stroke	130 x 140 mm	<b>Heat rejection</b>		
Displacement	9,3 L	To coolant*	188 kW	233 kW
Compression ratio	18:1	To main coolant circuit**	154 kW	189 kW
Injection system	Unit injector, PDE	To charge air cooler circuit**	34 kW	44 kW
Oil capacity	Min 32 - Max 38 liter	To exhaust gas	164 kW	224 kW
Oil change intervals	500 hours	To surrounding air	13 kW	16 kW
Oil cleaner	Centrifugal and filtration	<b>Cooling System</b>	<b>HE</b>	<b>KC</b>
Electrical system	2-pole, 24V, DC	Coolant capacity	30 L	18 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	1150 kg	Coolant flow @ back pressure in CAC circuit**	L/min @ bar 200 @ 0,5	L/min @ bar 240 @ 0,7
Weight with KC	1044 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 HCM434CDE-2

