DI16 093M. 882 kW (1200 hp)

IMO Tier II, EU Stage IIIA

The marine engines from Scania are based on a robust design with a strength optimised cylinder block containing wet cylinders and individual cylinder heads.

The engine is equipped with a Scania developed Engine Management System, EMS, in order 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 exceptional fuel economy and extraordinary high torque.

The engine is equipped with many accessories such as air cleaners, PTOs, transmission and instrumentation in order to suit each installation.

	Rating	Engine speed (rpm)				
		1200	1500	1800	2000	2300
Gross power, full load (kW)	Pleasure craft	348	597	773	846	882
Gross power, full load (hp, metric)		473	812	1051	1150	1200
Gross power, propeller curve (kW)		173	303	478	622	882
Gross power, propeller curve (hp, metric)		236	412	650	846	1200
Gross torque (Nm)		2769	3799	4099	4039	3662
Spec fuel consumption. Full load (g/kWh)		217	205	201	206	219
Spec fuel consumption. 3/4 load (g/kWh)		206	203	199	204	212
Spec fuel consumption. 1/2 load (g/kWh)		201	204	203	206	213
Spec fuel consumption. Propeller curve (l/h)		42	74	114	151	230
Optimum fuel consumption (g/kWh)		199				
Heat rejection to coolant (kW)		333	506	614	704	810

Pleasure craft: 2 000 hours / 10 years. Intended for intermittent use where rated power is available 1 hour/12 hours period. Accumulated load factor must not exceed 50% of rated power. Accumulated total service time max. 500 h/year.

Standard equipment

- Scania Engine Management System, EMS
- Extra high pressure fuel injection system, XPI
- Twin turbochargers, water cooled
- Fuel pre-filter with water separator
- Fuel filter
- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in block
- Oil filler, in valve cover
- Oil draining with plug
- Low oil sump
- Oil dipstick, front
- Starter, 2-pole 7.0 kW (EMS controlled)
- Alternator, 2-pole 100A
- Flywheel SAE 14
- Silumin flywheel housing, SAE 1 flange
- Front-and- rear-mounted engine brackets
- Catwalk and cover for belt transmission
- Closed crankcase ventilation
- Sea water charge air cooler
- Sea water pump with connection hoses
- Dual heat exchangers with expansion tank
- Operator's manual
- Electrical base system 2.0
- Scania EMS display
- Air cleaner
- Low coolant level reaction

Optional equipment

- Hydraulic pump
- Side-mounted PTO
- Front-mounted PTO
- Exhaust connections
- Engine heater
- Stiff rubber suspension
- Studs in flywheel housing
- Oil draining with pump
- Oil level sensor
- Bilge pump

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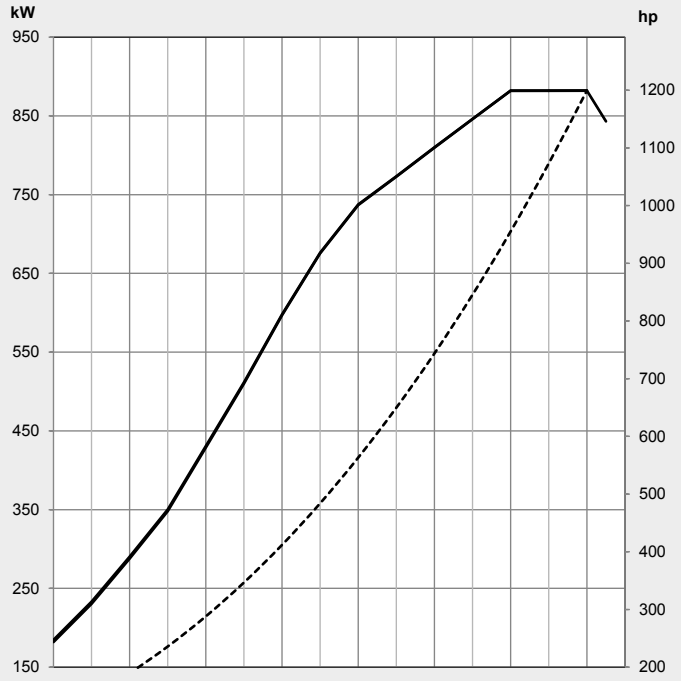
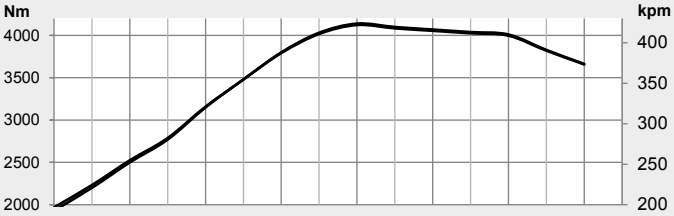
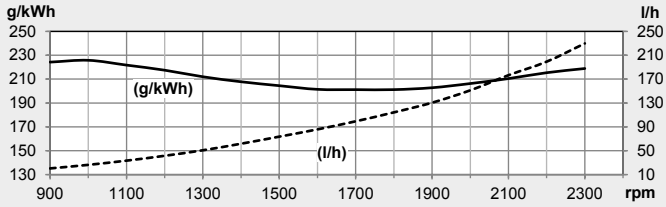
Output



Torque



Spec fuel consumption

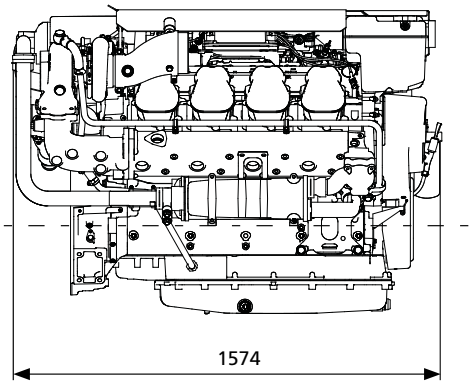


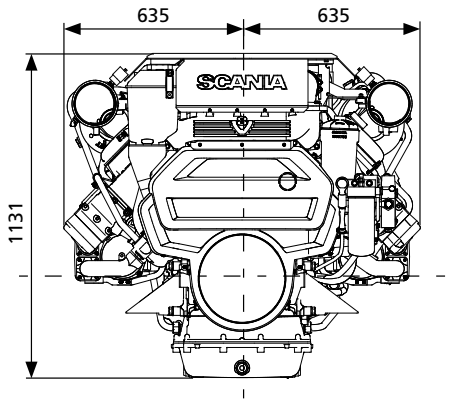
----- Propeller curve, assumed exponent 2.5
—— Full load curve

Test conditions Air temperature +25°C. Barometric pressure 100 kPa (750 mmHg). Humidity 30 %. Diesel fuel acc. to ECE R 24 Annex 6. Density of fuel 0.840 kg/dm³. Viscosity of fuel 3.0 cSt at 40°C. Energy value 42700 kJ/kg.
Power test code ISO 3046. Power and fuel values +/-3%.

Engine description

No of cylinders	V 8
Working principle	4-stroke
Firing order	1 - 5 - 4 - 2 - 6 - 3 - 7 - 8
Displacement	16.4 litres
Bore x stroke	130 x 154 mm
Compression ratio	15.7:1
Weight	1660 kg (excl oil and coolant)
Oil capacity	29-37 dm³ (low oil sump)
Electrical system	2-pole 24V





All dimensions in mm

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