DC13 085A. 405 kW (550 hp)
EU Stage IV, US Tier 4f

The industrial engines from Scania are based on a robust design with a strength optimised cylinder block containing wet cylinder liners that can easily be exchanged. Individual cylinder heads with 4 valves per cylinder promote repairability and fuel economy.

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 in combination with SCR (Selective Catalytic Reduction) and EGR (Exhaust Gas Recirculation) gives low exhaust emissions with good fuel economy and a high torque. The engine can be fitted with many accessories such as air cleaners, silencers, PTOs and flywheels in order to suit a variety of installations.

The fuel consumption values are valid when the engine uses fully warm after treatment system and in warm conditions. Fuel efficiency will be reduced during warm up and with colder ambient temperature, especially in combination with un-efficient thermal insulation of after treatment system.

Rating: IFN – Intermittent service: Rated output available 1 h/6 hours period.
Unlimited h/year service time at a load factor of 80%.

Note:

<table>
<thead>
<tr>
<th>Engine speed (rpm)</th>
<th>1200</th>
<th>1500</th>
<th>1800</th>
<th>2100</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross power (kW)</td>
<td>297</td>
<td>368</td>
<td>405</td>
<td>353</td>
</tr>
<tr>
<td>Gross power (hp, metric)</td>
<td>404</td>
<td>500</td>
<td>551</td>
<td>480</td>
</tr>
<tr>
<td>Gross torque (Nm)</td>
<td>2363</td>
<td>2343</td>
<td>2149</td>
<td>1605</td>
</tr>
<tr>
<td>Spec fuel consumption at full load (g/kWh)</td>
<td>192</td>
<td>194</td>
<td>202</td>
<td>213</td>
</tr>
<tr>
<td>Spec fuel consumption at 3/4 load (g/kWh)</td>
<td>197</td>
<td>195</td>
<td>200</td>
<td>213</td>
</tr>
<tr>
<td>Spec fuel consumption at 1/2 load (g/kWh)</td>
<td>199</td>
<td>200</td>
<td>205</td>
<td>221</td>
</tr>
<tr>
<td>Reductant consumption at full load (g/kWh)</td>
<td>22</td>
<td>15</td>
<td>14</td>
<td>15</td>
</tr>
</tbody>
</table>

Standard equipment

- Scania Engine Management System, EMS
- Extra high pressure fuel injection system, XPI
- Turbocharger (VGT)
- Fuel filter and extra pre-filter with water separator
- Fuel heater
- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in block
- Oil filler, in valve cover
- Deep front oil sump
- Oil dipstick, in block
- Magnetic drain plug for oil draining
- Starter, 1-pole 6.0 kW
- Alternator, 1-pole 100A
- Flywheel, for use with friction clutch
- Silumin flywheel housing, SAE 1 flange
- Front-mounted engine brackets
- SCR system
- EGR system
- Open crankcase ventilation

Optional equipment

- Cooling package
- Puller and pusher fans
- Fan ring with sealing
- Hydraulic pump
- Air compressor
- AC compressor
- Side-mounted PTO
- Front-mounted PTO
- Exhaust connections
- Electrical base system
- Control and instrument panels
- Accelerator position sensor
- Engine heater
- Flywheels: SAE11.5", SAE14", DANA15/16", ZF WG260
- Stiff rubber engine suspension
- Air cleaner
- Closed crankcase ventilation
- Studs in flywheel housing
- External thermostat for extra oil cooler
- Low coolant level reaction
- Variable idle speed setting
- Low oil sump
- Oil level sensor

This specification may be revised without notice.
DC13 085A. 405 kW (550 hp)
EU Stage IV, US Tier 4f

Engine description
No of cylinders: 6 in-line
Working principle: 4-stroke
Firing order: 1 - 5 - 3 - 6 - 2 - 4
Displacement: 12.7 litres
Bore x stroke: 130 x 160 mm
Compression ratio: 17.5:1
Weight: 1075 kg (excl oil and coolant)
Piston speed at 1500 rpm: 8.0 m/s
Piston speed at 1800 rpm: 9.6 m/s
Camshaft: High position alloy steel
Pistons: Steel pistons
Connection rods: I-section press forgings of alloy steel
Crankshaft: Alloy steel with hardened and polished bearing surfaces
Oil capacity: 34-45 dm³
Electrical system: 1-pole 24V

Output

Torque

Fuel consumption

Reductant consumption

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 510 1046. Power and fuel values ±3%.
SCR system
EU Stage IV, US Tier 4f

SCR (Selective Catalytic Reduction) technology is used on Scania’s engines for EU Stage IV and US Tier 4f, to reduce NOX content in the exhaust gases. A chemical process is started by injecting reductant, a mixture of urea and water, into the exhaust gas stream. During injection, the water evaporates and the urea breaks down to form ammonia. The ammonia then reacts with the nitrogen gases in the catalytic converter and forms harmless nitrogen gas and water. Using SCR, exhaust gases are purged of poisonous levels of NOX in a highly efficient way. Scania makes use of a system that is carefully developed and tested in our own laboratory.

The reductant tank is available in different sizes. It is heated by the engine cooling system in order to avoid freezing of the urea solution; urea freezes at -11°C. The reductant tank and a pump are delivered as a unit, which is fitted with brackets for easy installation. The Scania system contains all necessary mechanical and electrical parts, except exhaust piping, which is to be adapted to the customer’s installation.

Working principle for Scania’s SCR system

### Mechanical system

<table>
<thead>
<tr>
<th>Item</th>
<th>Standard</th>
<th>Optional</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Evaporator</td>
<td>✓</td>
<td>-</td>
</tr>
<tr>
<td>2. Reductant pressure line</td>
<td>2.5 m</td>
<td>4 m, 5 m, 6.5 m</td>
</tr>
<tr>
<td>3. Coolant hose for heating of reductant tank and pump</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>4. Coolant valve</td>
<td>✓</td>
<td>-</td>
</tr>
<tr>
<td>5. Reductant return line</td>
<td>2.5 m</td>
<td>4 m, 5 m, 6.5 m</td>
</tr>
<tr>
<td>6. Reductant tank</td>
<td>38 l</td>
<td>45 l, 60 l, 63 l, 70 l</td>
</tr>
<tr>
<td>7. Coolant hose, return from heating of tank and pump</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>8. NOx sensor with control unit</td>
<td>✓</td>
<td>-</td>
</tr>
<tr>
<td>9. Oxidation catalytic converter&lt;sup&gt;1)&lt;/sup&gt;</td>
<td>Engine-mounted</td>
<td>Separately</td>
</tr>
<tr>
<td>10. Exhaust temperature sensor</td>
<td>✓</td>
<td>-</td>
</tr>
<tr>
<td>11. SCR catalytic converter</td>
<td>✓</td>
<td>-</td>
</tr>
<tr>
<td>12. NOx sensor with control unit</td>
<td>✓</td>
<td>-</td>
</tr>
</tbody>
</table>

<sup>1</sup> Not DC13 085A or DC16.

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### Electrical system

<table>
<thead>
<tr>
<th>Item</th>
<th>Standard</th>
<th>Optional</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Customer interface to SCR system</td>
<td>✓</td>
<td>-</td>
</tr>
<tr>
<td>2. Electrical cable between engine and SCR control unit</td>
<td>3 m</td>
<td>4.5 m, 6 m</td>
</tr>
<tr>
<td>3. NOx sensor electrical cable</td>
<td>3 m</td>
<td>4.5 m, 6 m</td>
</tr>
<tr>
<td>4. Electrical interface to SCR system</td>
<td>✓</td>
<td>-</td>
</tr>
<tr>
<td>5. Reductant doser electrical cable</td>
<td>3 m</td>
<td>4.5 m, 6 m</td>
</tr>
<tr>
<td>6. Temperature sensor electrical cable</td>
<td>3 m</td>
<td>4.5 m, 6 m, 9 m</td>
</tr>
<tr>
<td>7. NOx sensor electrical cable</td>
<td>3 m</td>
<td>4.5 m, 6 m, 9 m</td>
</tr>
</tbody>
</table>
SCR system
EU Stage IV, US Tier 4f

Reductant tank 38 litres
Total volume: 50 litres
Filling volume: 38 litres

Evaporator module (DC9 and DC13)

Other available sizes: 45 litres (total volume 60 litres)
60 litres (total volume 75 litres)
63 litres (total volume 80 litres)
70 litres (total volume 90 litres)

Evaporator module (DC16)

Oxidation catalytic converter (not DC13 085A or DC16)

<table>
<thead>
<tr>
<th>Engine</th>
<th>Dimensions A (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DC09 (202 kW-257 kW)</td>
<td>786</td>
</tr>
<tr>
<td>DC09 (276 kW-294 kW)</td>
<td>900</td>
</tr>
<tr>
<td>DC13 (257 kW-331 kW)</td>
<td>900</td>
</tr>
<tr>
<td>DC13 (368 kW-405 kW)</td>
<td>970</td>
</tr>
<tr>
<td>DC16</td>
<td>970</td>
</tr>
</tbody>
</table>

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