DC13 091A. 257 kW (350 hp)
Fuel optimized

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 promotes reparability 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 based on electronically controlled unit injectors, which provide good fuel economy and a high torque. The engine can be fitted with many accessories such as air cleaners, PTOs and flywheels in order to suit a variety of installations.

### Standard equipment
- Scania Engine Management System, EMS
- Unit injectors, PDE
- Turbocharger
- Super ring in cylinder liner
- Fuel filter and extra pre-filter with water separator
- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in cylinder block
- Oil filler, in valve cover
- Deep front oil sump
- Oil dipstick, in cylinder block
- Magnetic drain plug for oil draining
- Starter motor, 1-pole 6.0 kW
- Alternator, 1-pole 100 A
- Flywheel, for use with friction clutch
- Silumin flywheel housing, SAE 1 flange
- Front mounted engine suspension
- 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
- Engine heater
- Flywheels SAE11.5", SAE14", DANA15/16", DANA17" flexplate, ZF WG260
- Stiff rubber engine suspension
- Air cleaner
- Closed crankcase ventilation
- Studs in flywheel housing
- External thermostat for extra oil cooler
- Coolant level sensor
- Oil level sensor
- Low oil sump

<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>245</td>
<td>257</td>
<td>257</td>
<td>257</td>
</tr>
<tr>
<td>Gross power (hp)</td>
<td>333</td>
<td>350</td>
<td>350</td>
<td>350</td>
</tr>
<tr>
<td>Gross torque (Nm)</td>
<td>1950</td>
<td>1636</td>
<td>1363</td>
<td>1169</td>
</tr>
<tr>
<td>Spec fuel consumption. Full load (g/kWh)</td>
<td>183</td>
<td>183</td>
<td>192</td>
<td>206</td>
</tr>
<tr>
<td>Spec fuel consumption. 3/4 load (g/kWh)</td>
<td>184</td>
<td>187</td>
<td>197</td>
<td>216</td>
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<tr>
<td>Spec fuel consumption. 1/2 load (g/kWh)</td>
<td>190</td>
<td>195</td>
<td>212</td>
<td>237</td>
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<tr>
<td>Heat rejection to coolant (kW)</td>
<td>85</td>
<td>86</td>
<td>93</td>
<td>101</td>
</tr>
</tbody>
</table>

**Rating:** ICFN – Continuous service: Rated output available 1/1 h. Unlimited h/year service time at a load factor of 100%

Note: Only available in the SLA market.

This specification may be revised without notice.
DC13 091A. 257 kW (350 hp)
Fuel optimized

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: 18:1
- Weight: 1050 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

<table>
<thead>
<tr>
<th>Output kW</th>
<th>120</th>
<th>130</th>
<th>140</th>
<th>150</th>
<th>160</th>
<th>170</th>
<th>180</th>
<th>190</th>
<th>200</th>
<th>210</th>
<th>220</th>
<th>230</th>
<th>240</th>
<th>250</th>
<th>260</th>
<th>270</th>
<th>280</th>
<th>290</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>Torque Nm</td>
<td>1080</td>
<td>1180</td>
<td>1280</td>
<td>1380</td>
<td>1480</td>
<td>1580</td>
<td>1680</td>
<td>1780</td>
<td>1880</td>
<td>1980</td>
<td>2080</td>
<td>2180</td>
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Spec fuel consumption

<table>
<thead>
<tr>
<th>Spec fuel consumption g/kWh</th>
<th>170</th>
<th>180</th>
<th>190</th>
<th>200</th>
<th>210</th>
<th>220</th>
<th>230</th>
<th>240</th>
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<th>270</th>
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<th>310</th>
<th>320</th>
<th>330</th>
<th>340</th>
<th>350</th>
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</thead>
<tbody>
<tr>
<td>rpm</td>
<td>800</td>
<td>1000</td>
<td>1200</td>
<td>1400</td>
<td>1600</td>
<td>1800</td>
<td>2000</td>
<td>2200</td>
<td>2400</td>
<td>2600</td>
<td>2800</td>
<td>3000</td>
<td>3200</td>
<td>3400</td>
<td>3600</td>
<td>3800</td>
<td>4000</td>
<td>4200</td>
<td>4400</td>
</tr>
</tbody>
</table>

Note: Only available in the SLA market

Test conditions: Air temperature +25°C, Barometric pressure 100 kPa (750 mmHg), Humidity 30%, Diesel fuel acc. to ECE R 24 Annex B. 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%.