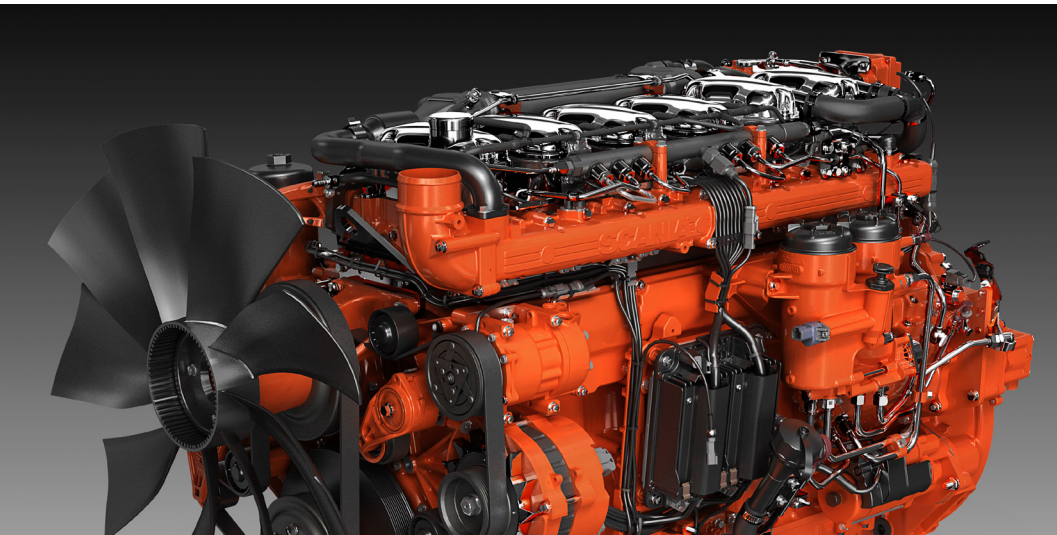




DC13 087A. 257 kW (350 hp)

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 promotes 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, PTOs and flywheels, to suit a variety of installations.

| | Engine speed (rpm) | | | |
|--|--------------------|------|------|------|
| | 1200 | 1500 | 1800 | 2100 |
| Gross power (kW) | 214 | 257 | 257 | 257 |
| Gross power (hp, metric) | 291 | 349 | 350 | 350 |
| Gross torque (Nm) | 1700 | 1635 | 1365 | 1170 |
| Spec fuel consumption. Full load (g/kWh) | 195 | 194 | 200 | 213 |
| Spec fuel consumption. 3/4 load (g/kWh) | 197 | 199 | 204 | 218 |
| Spec fuel consumption. 1/2 load (g/kWh) | 203 | 207 | 221 | 267 |
| Reductant consumption. Full load (g/kWh) | 13 | 14 | 16 | 18 |

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

Note:
The fuel consumption values are valid when the engine uses fully warm aftertreatment system, operating 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 aftertreatment system.

- Standard equipment**
- Scania Engine Management System, EMS
 - Extra high pressure fuel injection system, XPI
 - Variable Geometry Turbocharger
 - Fuel filter and extra pre-filter with water separator
 - Fuel heater
 - 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 brackets
 - SCR system
 - EGR system
 - Open crankcase ventilation

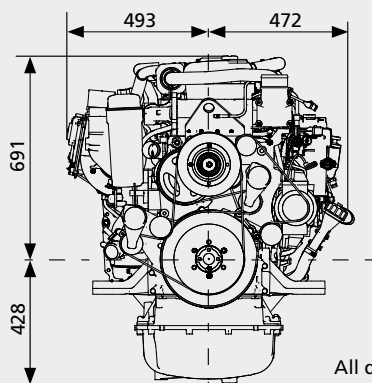
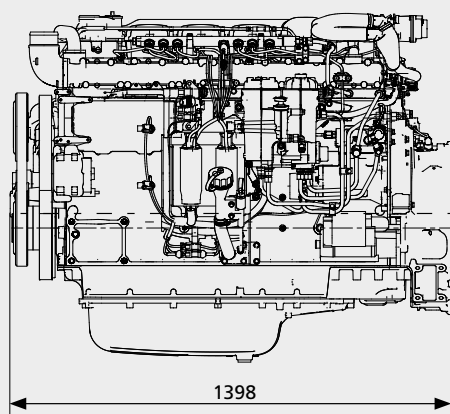
- Optional equipment**
- Cooling package
 - Puller and pusher fans
 - Fan ring with sealing
 - Hydraulic pump
 - Air compressor
 - AC compressor
 - Side-mounted PTO
 - Front-mounted PTO
 - Exhaust connections
 - Engine heater
 - Flywheels: SAE11.5”, SAE14”, DANA15/16”, ZF WG260
 - Stiff rubber engine suspension
 - Air cleaner
 - Closed crankcase ventilation
 - Studs in flywheel housing
 - External thermostat for extra oil cooler
 - Low oil sump
 - Coolant level sensor
 - Oil level sensor

DC13 087A. 257 kW (350 hp)

EU Stage IV, US Tier 4f

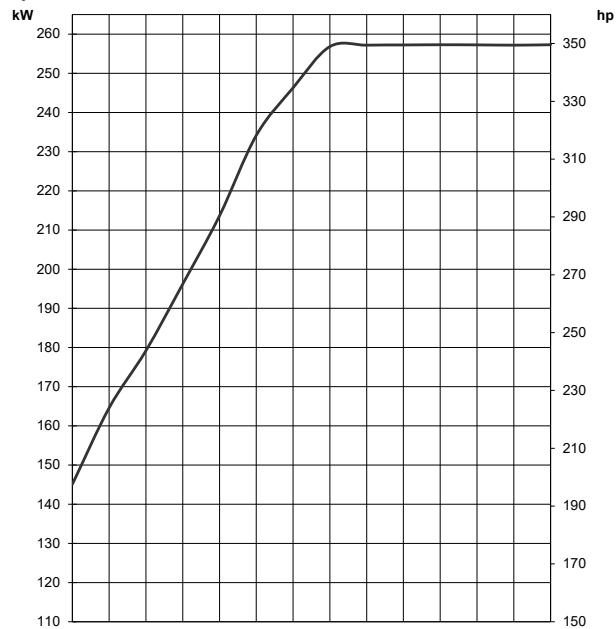
Engine description

| | |
|--------------------------|---|
| 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 | 17.3:1 |
| 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 dm ³ |
| Electrical system | 1-pole 24V |

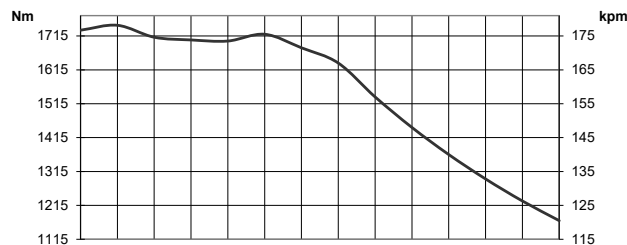


All dimensions in mm

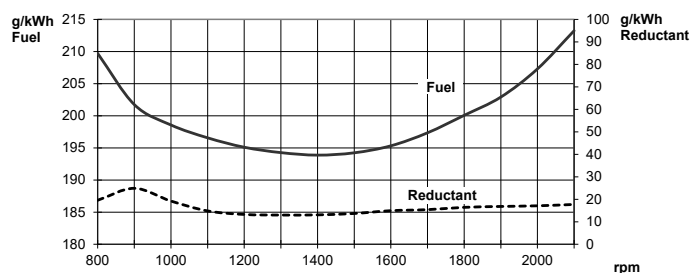
Output



Torque



Spec fuel and 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 ISO 3046. Power and fuel values +/-3%.



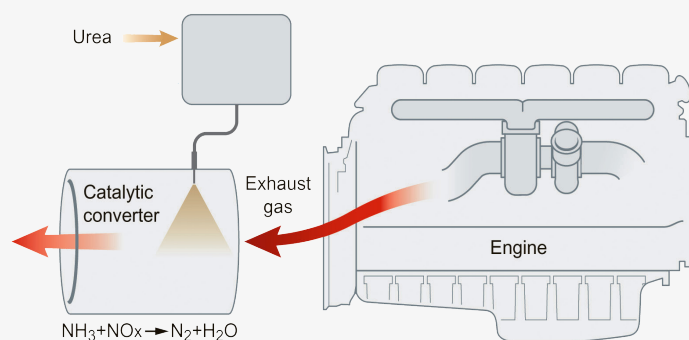
SCANIA

SE 151 87 Södertälje, Sweden
Telephone +46 8 553 810 00
Telefax +46 8 553 829 93
www.scania.com
engines@scania.com



SCR system

EU Stage IV, US Tier 4f



Working principle for Scania's SCR system

SCR (Selective Catalytic Reduction) technology is used on Scania's engines for EU Stage IV and US Tier 4f, to reduce NO_x 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 NO_x 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.

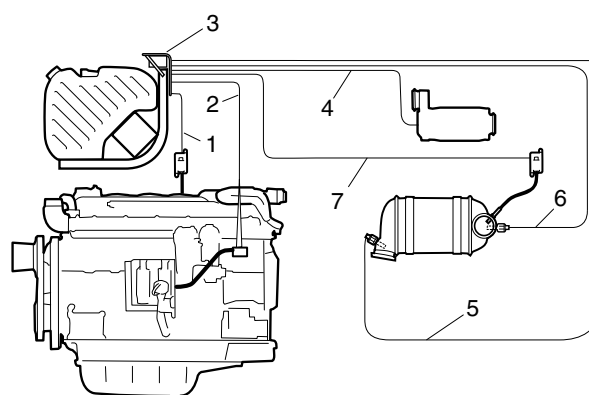
Mechanical system



| | Standard | Optional |
|---|----------------|------------------------|
| 1 Evaporator | ✓ | - |
| 2 Reductant pressure hose | 2.5 m | 4 m, 5 m, 6.5 m |
| 3 Coolant hose for heating of reductant tank and pump | - | - |
| 4 Coolant valve | ✓ | - |
| 5 Reductant return hose | 2.5 m | 4 m, 5 m, 6.5 m |
| 6 Reductant tank | 38 l | 45 l, 60 l, 63 l, 70 l |
| 7 Coolant hose, return from heating of tank and pump | - | - |
| 8 NO_x sensor with control unit | ✓ | - |
| 9 Oxidation catalytic converter* | Engine-mounted | Separately |
| 10 Exhaust temperature sensor | ✓ | - |
| 11 SCR catalytic converter | ✓ | - |
| 12 NO_x sensor with control unit | ✓ | - |

*Not DC13 085A or DC16.

Electrical system



| | Standard | Optional |
|--|----------|-----------------|
| 1 Electrical cable between engine and SCR control unit | 3 m | 4.5 m, 6 m |
| 2 NO_x sensor electrical cable | 3 m | 4.5 m, 6 m |
| 3 Electrical interface to SCR system | ✓ | - |
| 4 Reductant doser electrical cable | 3 m | 4.5 m, 6 m |
| 5 Temperature sensor electrical cable | 3 m | 4.5 m, 6 m, 9 m |
| 6 Temperature sensor electrical cable* | 3 m | 4.5 m, 6 m, 9 m |
| 7 NO_x sensor electrical cable | 3 m | 4.5 m, 6 m, 9 m |

*Only US Tier 4f compliant engines.



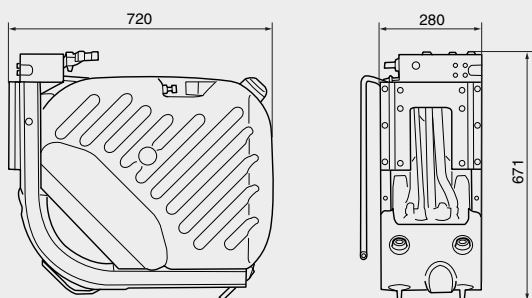
SCR system

EU Stage IV, US Tier 4f

Reductant tank 38 litres

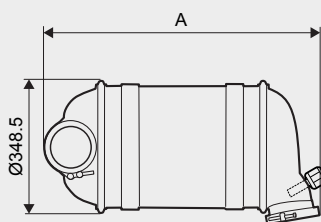
Total volume: 50 litres

Filling volume: 38 litres



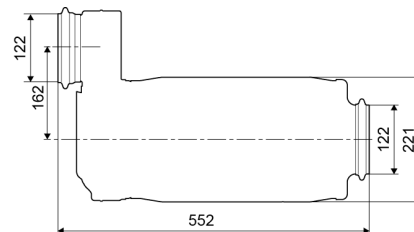
Other available sizes: 45 litres (total volume 60 litres)
60 litres (total volume 75 litres)
63 litres (total volume 80 litres)
70 litres (total volume 90 litres)

SCR catalytic converter

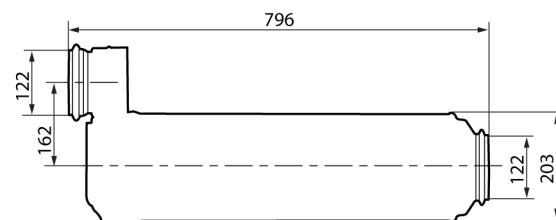


| Engine | Dimensions A (mm) |
|----------------------|-------------------|
| DC09 (202 kW-257 kW) | 786 |
| DC09 (276 kW-294 kW) | 900 |
| DC13 (257 kW-331 kW) | 900 |
| DC13 (368 kW-405 kW) | 970 |
| DC16 | 970 |

Evaporator (DC09 and DC13)



Evaporator (DC16)



Oxidation catalytic converter (not DC13 085A or DC16)

