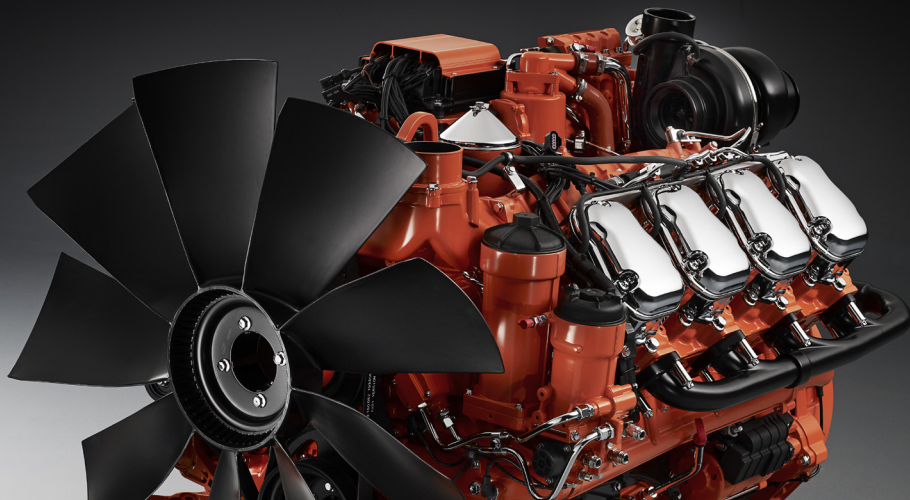




DC16 076A. 368 kW (500 hp)

China Phase III and India Bharat Stage III



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 based on electronically controlled unit injectors that 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.

	Rating	Engine speed (rpm)			
		1200	1500	1800	1900
Gross power (kW)	ICFN	280	365	368	368
Gross power (hp, metric)	ICFN	381	496	500	500
Gross torque (Nm)	ICFN	2230	2324	1952	1850
Spec fuel consumption. Full load (g/kWh)		205	203	217	249
Spec fuel consumption. 3/4 load (g/kWh)		200	201	217	256
Spec fuel consumption. 1/2 load (g/kWh)		201	202	223	266
Heat rejection to coolant (kW)		136	135	147	179

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

Standard equipment

- Scania Engine Management System, EMS
- Unit injectors, PDE
- Turbocharger
- Fuel filter and extra pre-filter with water separator
- 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 7.0 kW
- Alternator, 1-pole 100A
- Flywheel, for use with friction clutch
- Silumin flywheel housing, SAE 1 flange
- Front mounted engine brackets
- Open crankcase ventilation
- Operator's manual

Optional equipment

- Prepared for 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
- Flywheel: SAE14"
- 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

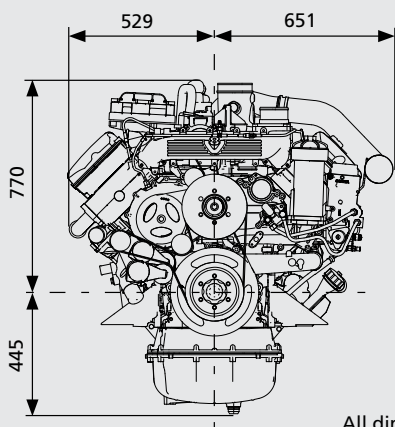
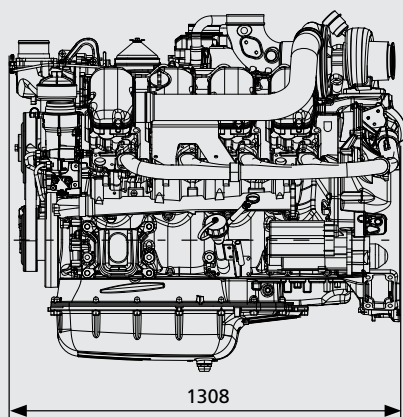


DC16 076A. 368 kW (500 hp)

China Phase III and India Bharat Stage III

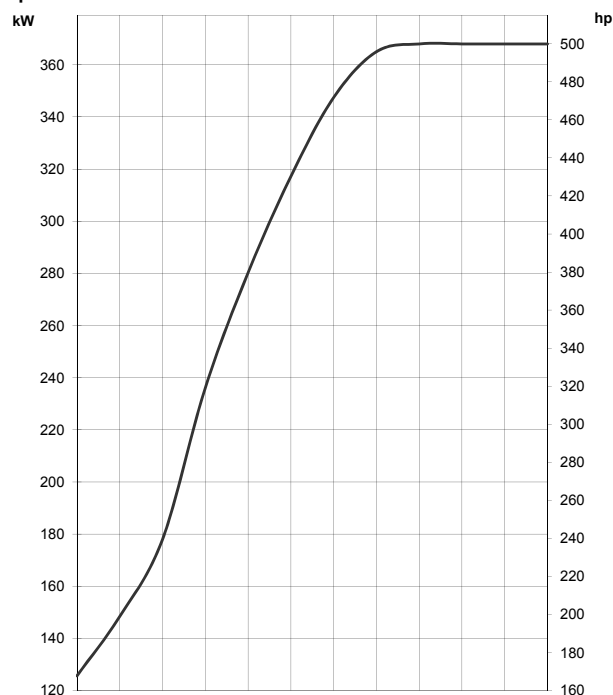
Engine description

No of cylinders	90° V8
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	16.7:1
Weight	1340 kg (excl oil and coolant)
Piston speed at 1500 rpm	7.7 m/s
Piston speed at 1800 rpm	9.24 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	35-45 dm ³
Electrical system	1-pole 24V

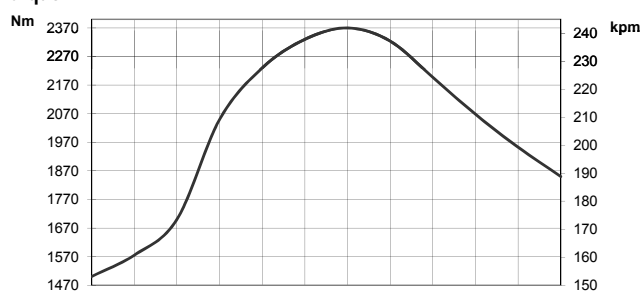


All dimensions in mm

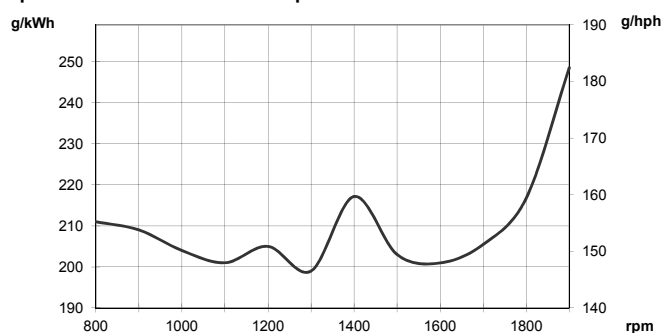
Output



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%.



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