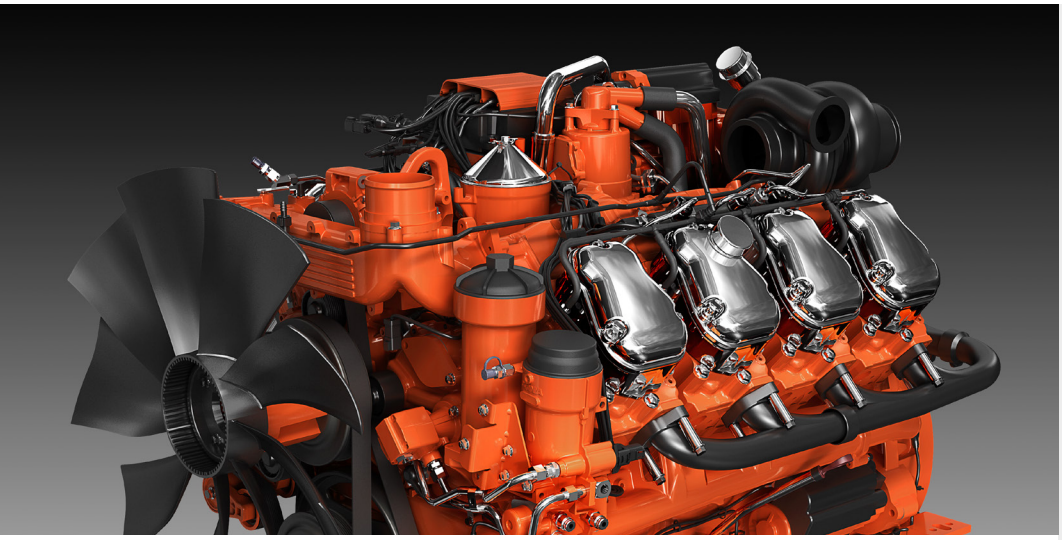
DC16 084A. 405 kW (550 hp)

EU Stage IV, US Tier 4f



The industrial engines from Scania are based on a robust design with a strength optimized 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 in order to suit a variety of installations.

	Engine speed (rpm)			
	1200	**1500**	**1800**	**2100**
Gross power (kW)	370	405	405	405
Gross power (hp, metric)	503	551	551	551
Gross torque (Nm)	2944	2578	2149	1842
Spec fuel consumption. Full load (g/kWh)	194	192	199	214
Spec fuel consumption. 3/4 load (g/kWh)	194	193	202	219
Spec fuel consumption. 1/2 load (g/kWh)	201	201	212	235
Reductant consumption. Full load (g/kWh)	13	10	11	11

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 and in warm conditions. Fuel efficiency will be reduced during warm up and with colder ambient temperature, escpecially 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, 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
- SCR system
- EGR system
- Open crankcase ventilation

Optional equipment

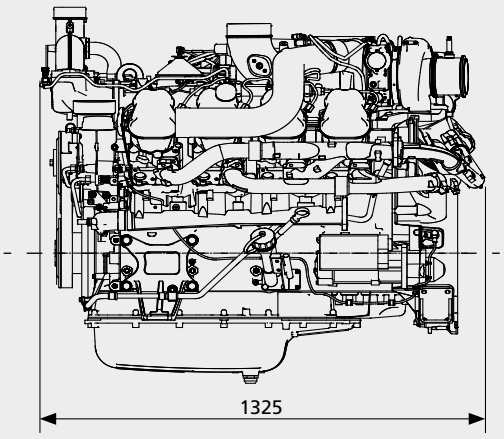
- Cast iron flywheel housing
- Cooling package
- Prepared for cooling package
- Puller and pusher fans
- Fan ring with sealing
- Hydraulic pump
- Air compressor
- AC compressor
- Side-mounted PTO
- Front-mounted PTO
- Exhaust connections
- Engine heater
- Flywheel: SAE14"
- Stiff rubber engine suspension
- Air cleaner
- Closed crankcase ventilation
- Studs in flywheel housing
- External thermostat for extra oil cooler
- Coolant level sensor
- Oil level sensor
- Low oil sump

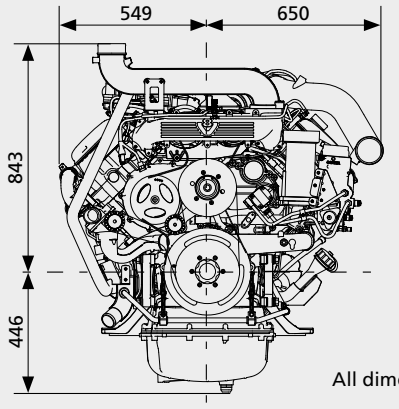
DC16 084A. 405 kW (550 hp)

EU Stage IV, US Tier 4f

Engine description

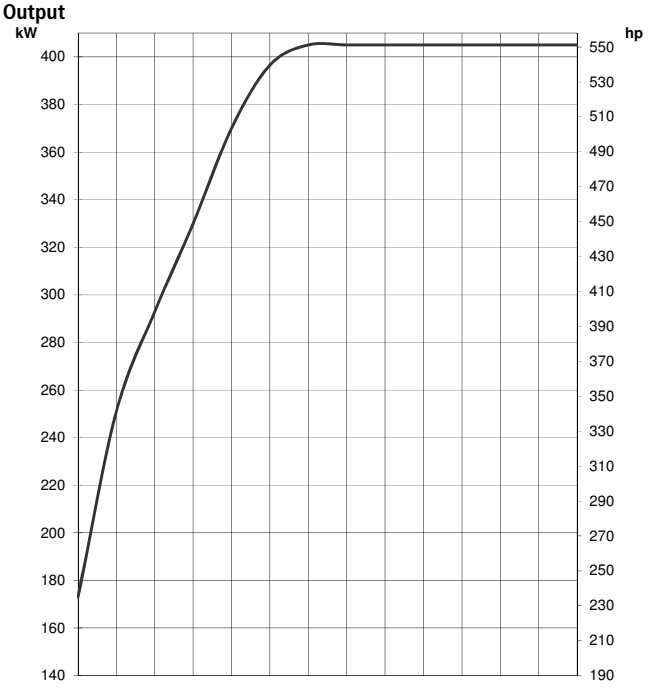
No of cylinders	90° V8
Working principle	4-stroke
Firing order	1 - 5 - 4 - 2 - 6 - 3 - 7 - 8
Displacement	16.4 litres
Bore x stroke	130 x 154 mm
Compression ratio	16.7:1
Weight	1340 kg (excl oil and coolant)
Piston speed at 1500 rpm	7.7 m/s
Piston speed at 1800 rpm	9.24 m/s
Camshaft	High position alloy 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 dm³
Electrical system	1-pole 24V



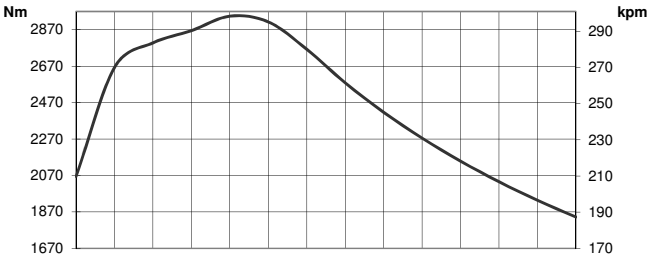


All dimensions in mm

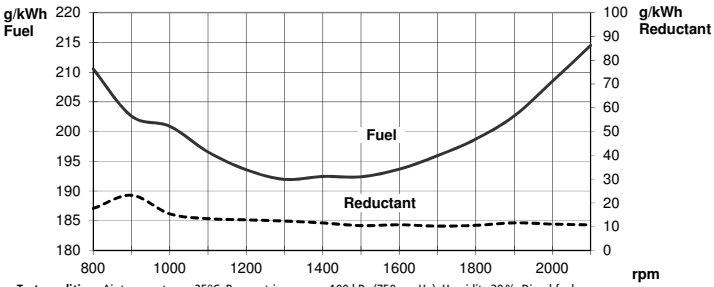
Output



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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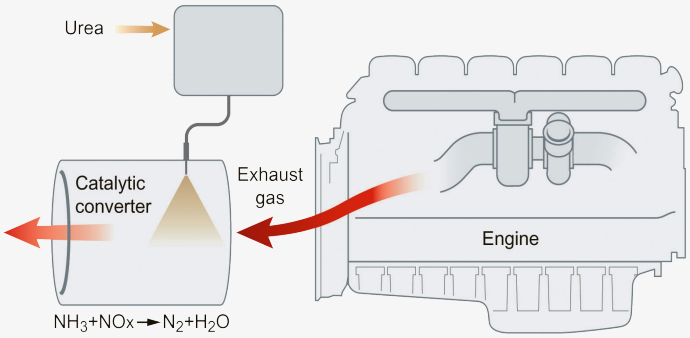
SCR system

EU Stage IV, US Tier 4f

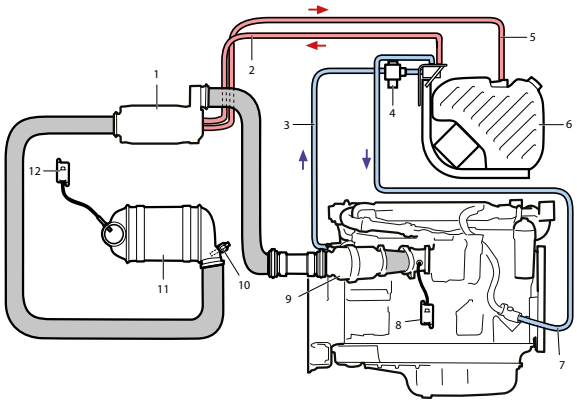


Working principle for Scania's SCR system

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.

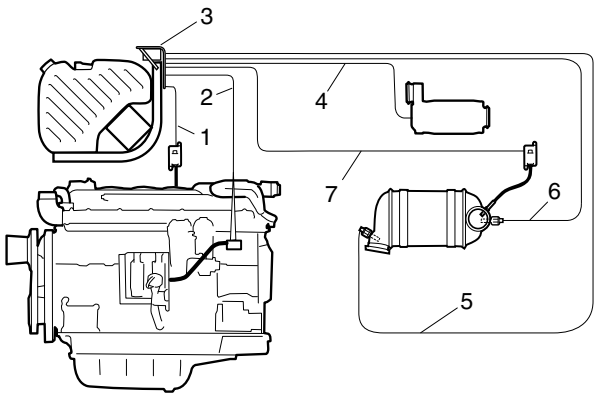
Mechanical system



		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



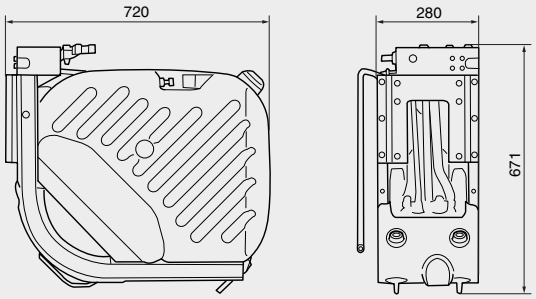
		Standard	Optional
1	Electrical cable between engine and SCR control unit	3 m	4.5 m, 6 m
2	NO_x sensor electrical cable	3 m	4.5 m, 6 m
3	Electrical interface to SCR system	✓	-
4	Reductant doser electrical cable	3 m	4.5 m, 6 m
5	Temperature sensor electrical cable	3 m	4.5 m, 6 m, 9 m
6	Temperature sensor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

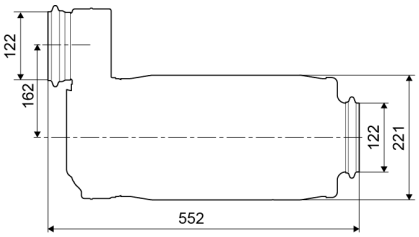
EU Stage IV, US Tier 4f

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

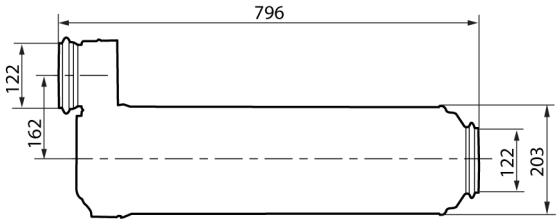


Other available sizes: 45 litres (total volume 60 litres)
60 litres (total volume 75 litres
63 litres (total volume 80 litres)
70 litres (total volume 90 litres)

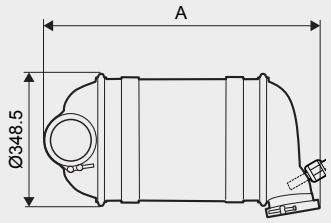
Evaporator (DC09 and DC13)



Evaporator (DC16)

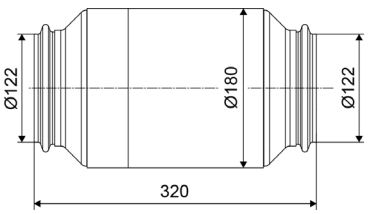


SCR catalytic converter



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

Oxidation catalytic converter (not DC13 085A or DC16)



This specification may be revised without notice.

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