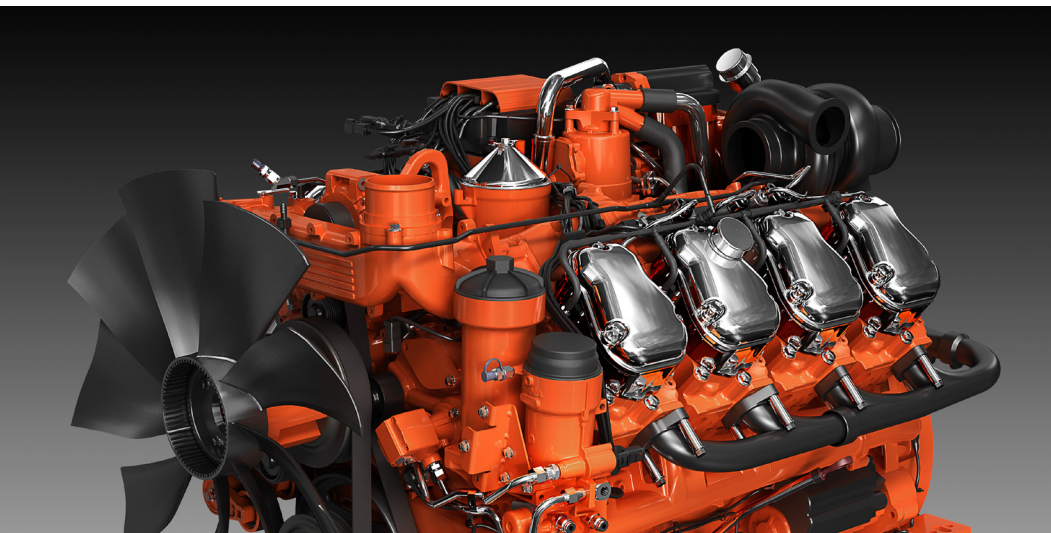




DC16 092A. 555 kW (755 hp)

EU Stage IIIB for locomotives (F-cycle)



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

The engine is equipped with a Scania developed Engine Management System, EMS, to ensure control of all aspects related to engine performance.

The injection system is based on electronically controlled unit injectors, which provide low exhaust emissions with good fuel economy and a high torque. The engine can be fitted with many options such as air cleaners, silencers, PTOs and flywheels, to suit a variety of installations.

	Rating	Engine speed (rpm)			
		1200	1500	1800	2000
Gross power (kW)	IFN	345	499	545	555
Gross power (hp, metric)	IFN	469	678	741	755
Gross torque (Nm)	IFN	2745	3175	2891	2648
Spec fuel consumption. Full load (g/kWh)		194	196	205	213
Spec fuel consumption. 3/4 load (g/kWh)		197	196	203	211
Spec fuel consumption. 1/2 load (g/kWh)		201	200	209	218
Reductant consumption. Full load (g/kWh)		11	15	16	17

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

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, 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
- Turbocharger (waste-gate controlled)
- 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
- Open crankcase ventilation
- Operator's manual

Optional equipment

- Prepared for cooling package
- Puller and pusher fans
- 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
- Low coolant level reaction
- Variable idle speed setting
- Low oil sump
- Oil level sensor

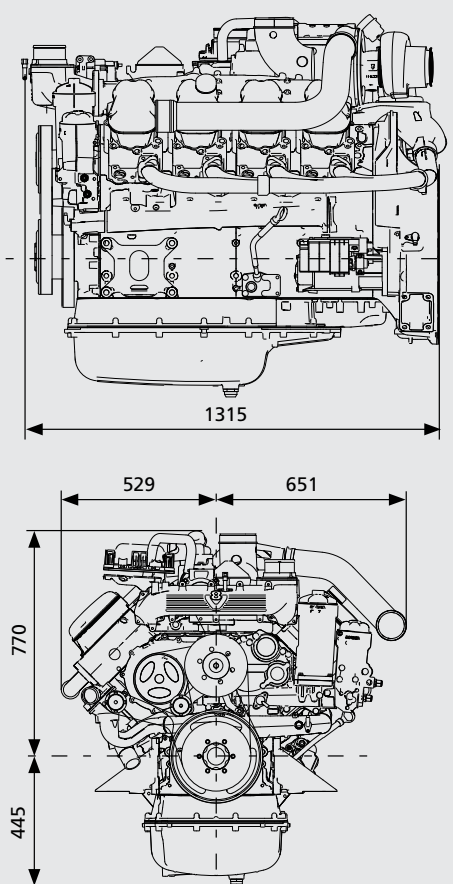
This specification may be revised without notice.



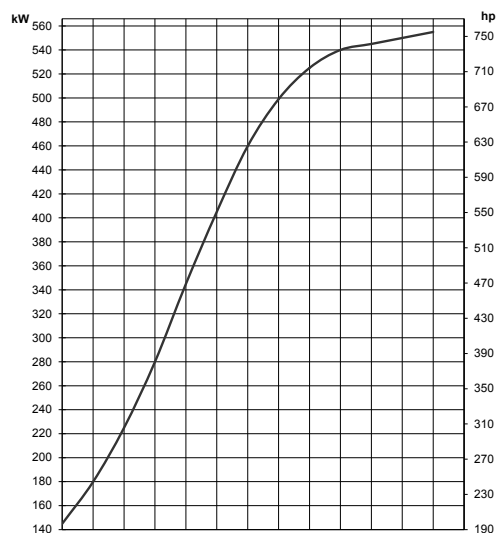
DC16 092A. 555 kW (755 hp) EU Stage IIIB for locomotives (F-cycle)

Engine description

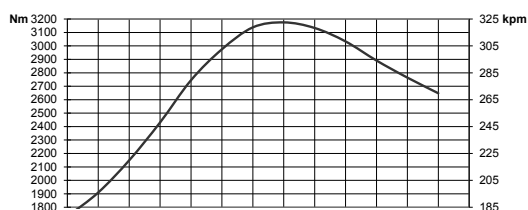
No of cylinders	90° V8
Working principle	4-stroke
Firing order	1 - 5 - 4 - 2 - 6 - 3 - 7 - 8
Displacement	16.4 litres
Bore x stroke	130 x 154 mm
Compression ratio	16.7:1
Weight	1340 kg (excl oil and coolant)
Piston speed at 1500 rpm	7.7 m/s
Piston speed at 1800 rpm	9.24 m/s
Camshaft	High position alloy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



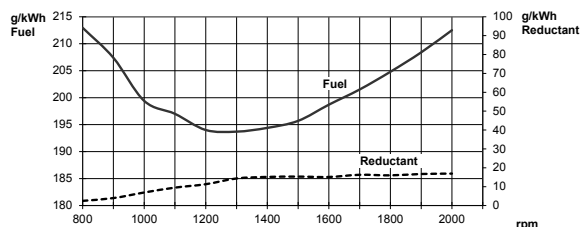
Output



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%.

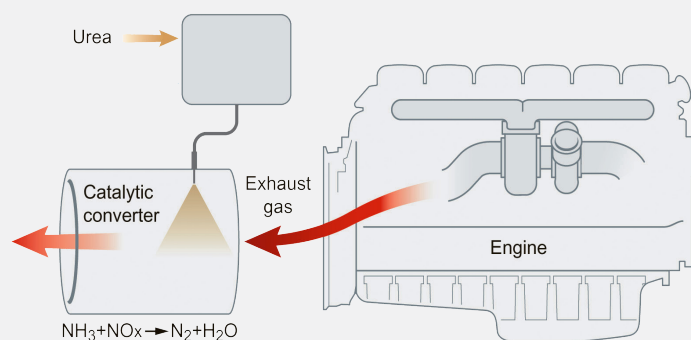


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SCR system

EU Stage IIIB



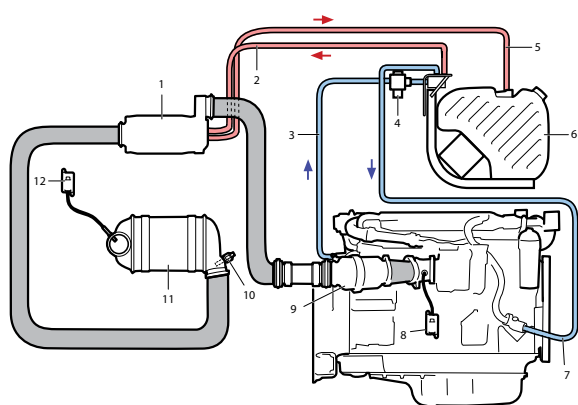
Working principle for Scania's SCR system

SCR (Selective Catalytic Reduction) technology is used on Scania's engines for EU Stage IIIB, 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

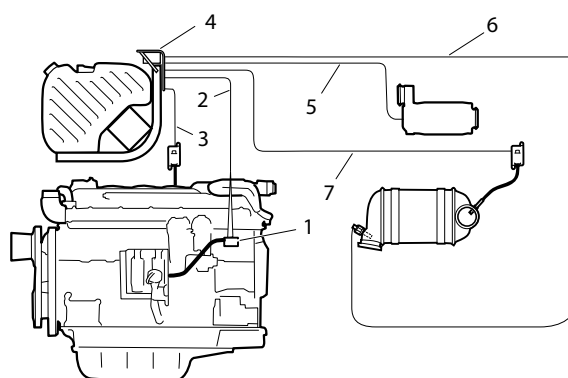


	Standard	Optional
1 Evaporator	✓	-
2 Reductant pressure line	2.5 m	4 m, 5 m, 6.5 m
3 Coolant hose for heating of reductant tank and pump	-	-
4 Coolant valve	✓	-
5 Reductant return line	2.5 m	4 m, 5 m, 6.5 m
6 Reductant tank	38 l	45 l, 60 l, 63 l, 70 l
7 Coolant hose, return from heating of tank and pump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

1) Not DC13 085A or DC16.

This specification may be revised without notice.

Electrical system



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



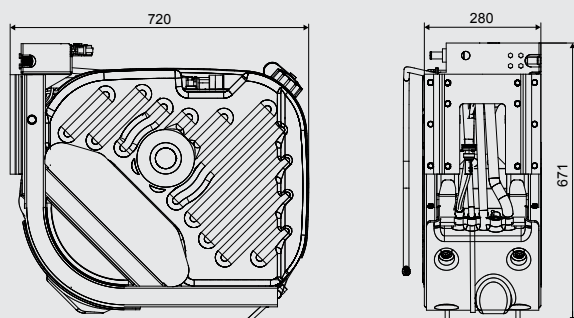
SCR system

EU Stage IIIB

Reductant tank 38 litres

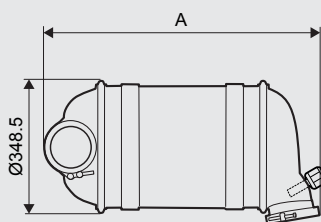
Total volume: 50 litres

Filling volume: 38 litres



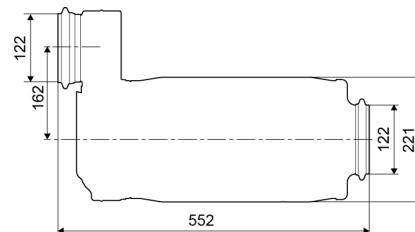
Other available sizes: 45 litres (total volume 60 litres)
60 litres (total volume 75 litres)
63 litres (total volume 80 litres)
70 litres (total volume 90 litres)

SCR catalyst

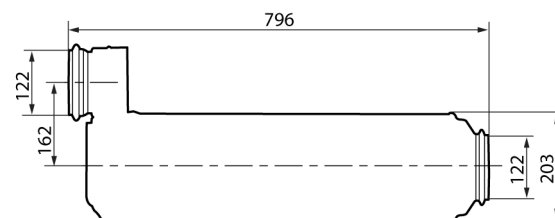


Engine	Dimensions A (mm)
DC09 (202 kW-257 kW)	786
DC09 (276 kW-294 kW)	900
DC13 (257 kW-331 kW)	900
DC13 (368 kW-405 kW)	970
DC16	970

Evaporator module (DC9 and DC13)



Evaporator module (DC16)



Oxidation catalytic converter (not DC13 085A or DC16)

