

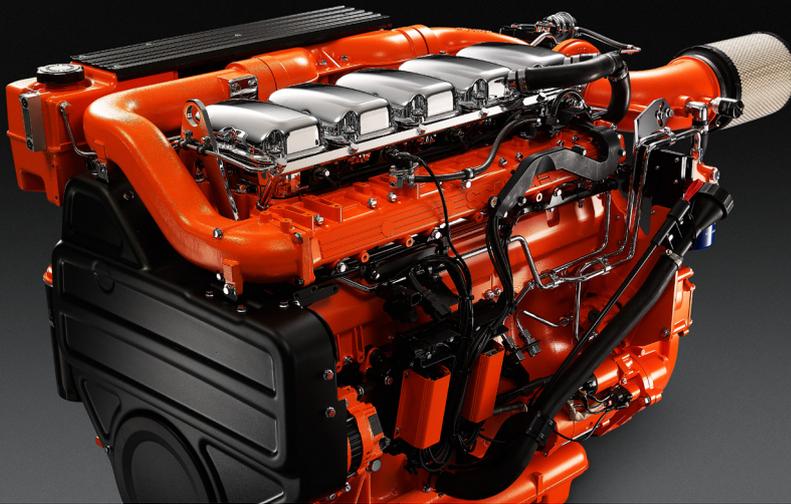


# DI09 074M. 269-323 kW

IMO Tier II, EU Stage IIIA

EMERGENCY / HARBOUR

*Without heat exchanger and water-cooled CAC*



The marine 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 engines are type approved in all major classification societies.

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 already at low revs. The engine can be fitted with many accessories such as air cleaners, PTOs, transmissions and type approved instrumentation in order to suit a variety of installations.

### Standard equipment

- Scania Engine Management System, EMS
- Unit injectors, PDE
- Turbocharger
- Fuel pre-filter with water separator
- Fuel filter
- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in block
- Oil filler, in engine block
- Oil dipstick, in block
- Starter, 2-pole 7.0 kW
- Alternator, 2-pole 100A
- Flywheel SAE 14
- Silumin flywheel housing, SAE 1 flange
- Front-mounted engine brackets
- Protection covers
- Closed crankcase ventilation
- Operator's manual

### Optional equipment

- Hydraulic pump
- Side-mounted PTO
- Front-mounted PTO
- Exhaust connections
- Electrical base system
- Control and instrument panels
- Accelerator position sensor
- Engine heater
- Power pack engine bracket
- Stiff rubber suspension
- Air cleaner
- Studs in flywheel housing
- Reversible fuel filter
- Low coolant level reaction
- Variable idle speed setting
- Low oil sump
- Long oil dipstick
- Oil level sensor
- Bilge pump

	Rating	Engine speed (rpm)	
		1500	1800
Gross power, full load (kW)	PRP	269	323
Gross torque (Nm)	PRP	1713	1714
Spec fuel consumption. Full load (g/kWh)		196	205
Spec fuel consumption. 3/4 load (g/kWh)		194	199
Spec fuel consumption. 1/2 load (g/kWh)		200	203
Optimum fuel consumption (g/kWh)		193	
Heat rejection to coolant (kW)		188	233

**PRP – Prime power:** For continuous operation and unlimited yearly operation at varying load. Max. mean load factor of 70% of rated power over 24 h of operation. 1 h/12 h of accumulated peak overload to 110%.



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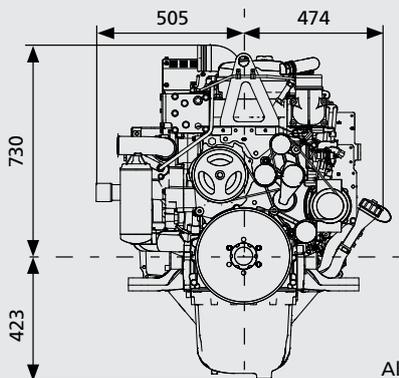
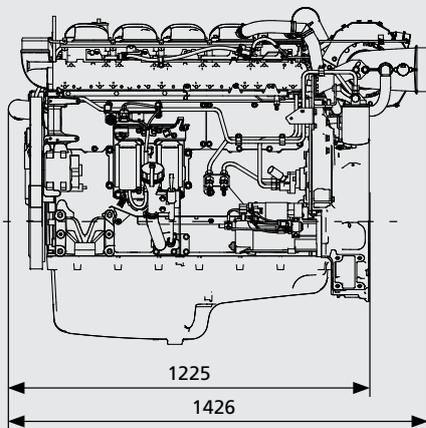
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### Engine description

No of cylinders	5 in-line
Working principle	4-stroke
Firing order	1 - 2 - 4 - 5 - 3
Displacement	9.3 litres
Bore x stroke	130 x 140 mm
Compression ratio	18:1
Weight	1032 kg (excl oil and coolant)
Piston speed at 1500 rpm	7.0 m/s
Piston speed at 1800 rpm	8.4 m/s
Camshaft	High position alloy steel
Pistons	Aluminum pistons
Connection rods	I-section press forgings of alloy steel
Crankshaft	Alloy steel with hardened and polished bearing surfaces
Oil capacity	32-38 dm <sup>3</sup> (standard oil sump)
Electrical system	2-pole 24V



All dimensions in mm



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