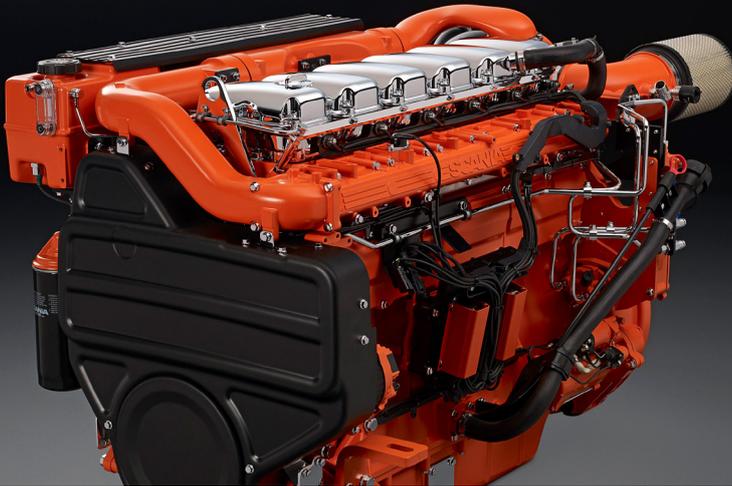


# DI13 074M. 376-426 kW

IMO Tier II, US Tier 2, EU Stage IIIA



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.

|  | Rating | Engine speed (rpm) |      |
|--|--------|--------------------|------|
|  |        | 1500               | 1800 |
| Gross power (kW)                         | PRP    | 376                | 426  |
| Gross torque (Nm)                        | PRP    | 2400               | 2260 |
| Spec fuel consumption. Full load (g/kWh) |        | 199                | 203  |
| Spec fuel consumption. 3/4 load (g/kWh)  |        | 200                | 203  |
| Spec fuel consumption. 1/2 load (g/kWh)  |        | 202                | 204  |
| Optimum fuel consumption (g/kWh)         |        | 200                |      |
| Heat rejection to coolant (kW)           |        | 260                | 303  |

**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%.

## 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
- Sea water pump
- Heat exchanger with expansion tank
- 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 and extra low oil sump
- Long oil dipstick
- Oil level sensor
- Bilge pump

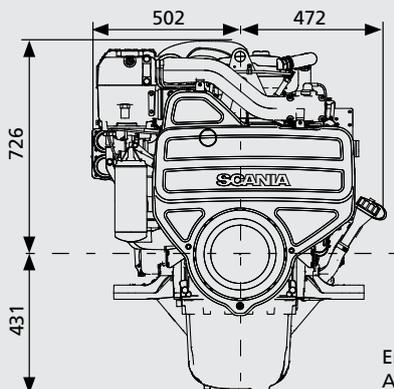
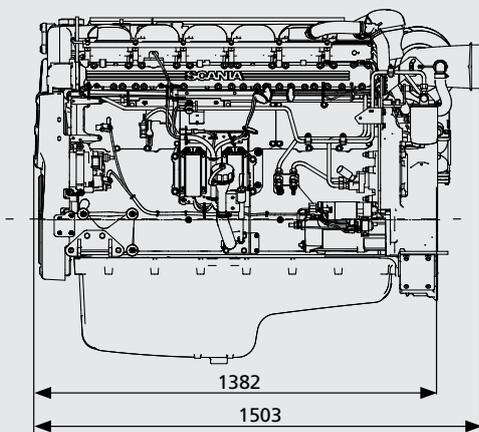


# DI13 074M. 376-426 kW

IMO Tier II, US Tier 2, EU Stage IIIA

### 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        | 16.3:1  |
| Weight                   | 1285 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             | 30-36 dm <sup>3</sup> (standard oil sump)               |
| Electrical system        | 2-pole 24V  |



Engine with heat exchanger  
All dimensions in mm



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