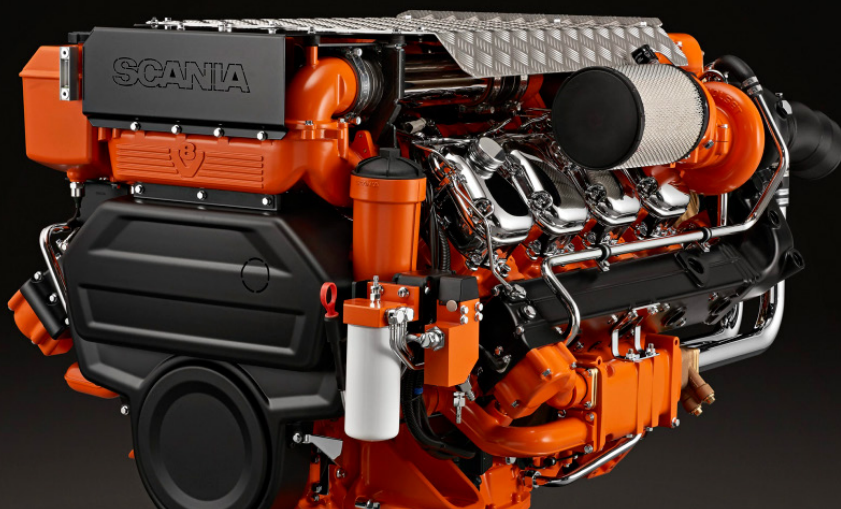




DI16 076M. 736 kW (1000 hp)

IMO Tier II, 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 also available as type-approved with jacketed fuel pipes.

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 fuel injection), a common rail system 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, PTOs, transmissions and type-approved instrumentation in order to suit a variety of installations.

	Engine speed (rpm)				
	1200	1500	1800	2000	2300
Gross power, full load (kW)	348	566	669	715	736
Gross power, full load (hp, metric)	473	769	910	972	1001
Gross power, propeller curve (kW)	145	253	399	519	736
Gross power, propeller curve (hp, metric)	197	344	542	706	1001
Gross torque (Nm)	2769	3602	3549	3414	3055
Fuel consumption at full load (g/kWh)	217	204	200	205	214
Fuel consumption at 3/4 load (g/kWh)	206	203	201	205	210
Fuel consumption at 1/2 load (g/kWh)	201	205	204	208	218
Fuel consumption, propeller curve (l/h)	35	62	96	127	187
Optimum fuel consumption (g/kWh)	199				
Heat rejection to coolant (kW)	333	476	526	591	652

Rating: Patrol craft long: Intended for intermittent use where rated power is available 1 hour/6-hour period. Between full load operations engine rpm must be reduced at least 10% from max. obtained rpm. Accumulated total service time max. 2000 h/year.

Standard equipment

- Scania Engine Management System, EMS
- Extra high pressure fuel injection system, XPI
- Dual water-cooled turbochargers
- Fuel pre-filter with water separator
- Fuel filter
- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in cylinder block
- Oil filler, in valve cover
- Oil draining with plug
- Deep front oil sump
- Oil dipstick, front
- Starter motor, 2-pole 7.0 kW (EMS-controlled)
- Alternator, 2-pole 100 A
- Flywheel SAE 14
- Silumin flywheel housing, SAE 1 flange
- Front-mounted engine suspension
- Catwalk and cover for belt transmission
- Closed crankcase ventilation
- Sea water charge air cooler
- Sea water pump
- Dual heat exchangers with expansion tank

Optional equipment

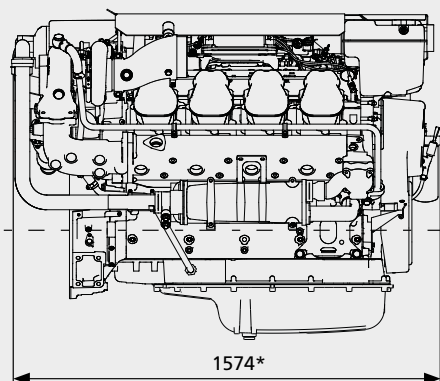
- Scania Instrumentation 2.1
- Scania EMS display
- Hydraulic pump
- Side-mounted PTO
- Front-mounted PTO
- Exhaust connections
- Engine heater
- Stiff rubber suspension
- Air cleaner
- Studs in flywheel housing
- Low coolant level reaction
- Variable idle speed setting
- Low oil sump
- Oil draining with pump
- Oil level sensor
- Bilge pump

DI16 076M. 736 kW (1000 hp)

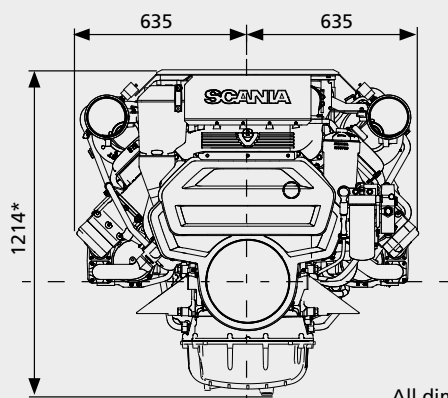
IMO Tier II, EU Stage IIIA

Engine description

No of cylinders	V 8
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	1660 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	40-48 dm ³ (standard oil sump)
Electrical system	2-pole 24 V DC



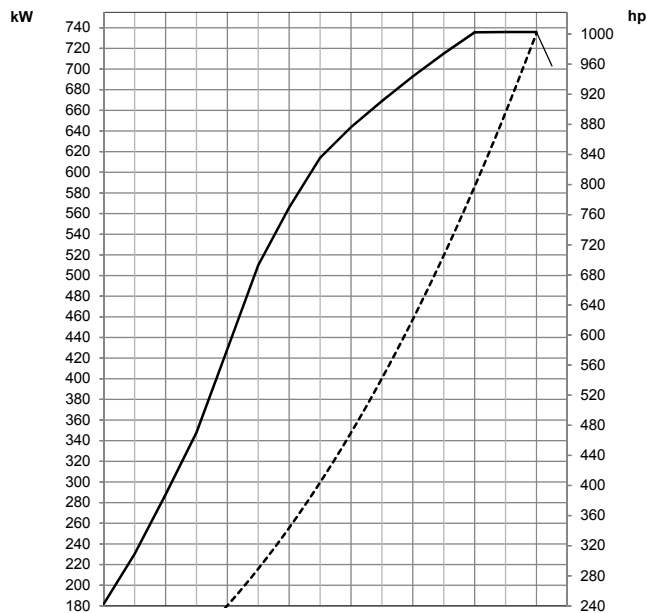
*With jacketed fuel pipes: 1609



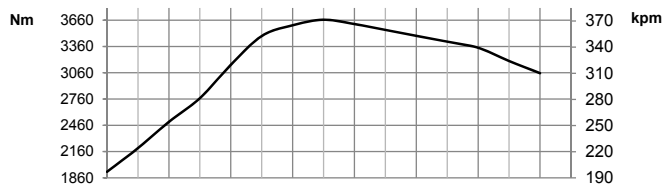
All dimensions in mm

*With jacketed fuel pipes: 1234

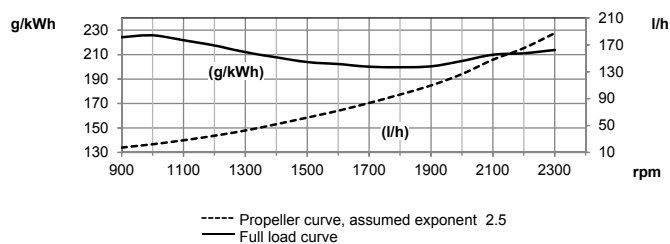
Output



Torque



Spec fuel 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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