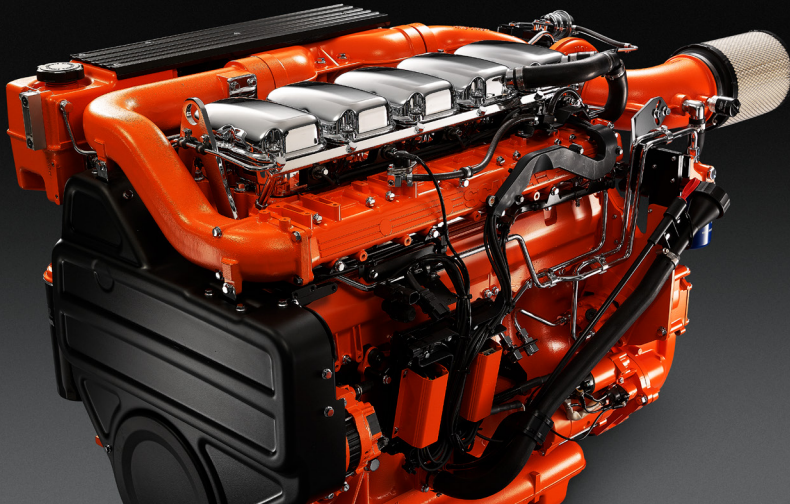


DI09 074M. 269-323 kW

IMO Tier II, EU Stage IIIA



The marine 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 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, to ensure the control of all aspects related to engine performance.

The injection system is based on electronically controlled unit injectors, which 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, and instrumentation to suit a variety of installations.

| | Engine speed (rpm) | |
|---------------------------------------|--------------------|------|
| | 1500 | 1800 |
| Gross power, full load (kW) | 269 | 323 |
| Gross torque (Nm) | 1713 | 1714 |
| Fuel consumption at full load (g/kWh) | 196 | 205 |
| Fuel consumption at 3/4 load (g/kWh) | 194 | 199 |
| Fuel consumption at 1/2 load (g/kWh) | 200 | 203 |
| Heat rejection to coolant (kW) | 188 | 233 |

Rating: PRP - Prime power

For continuous operation and unlimited yearly operating time at varying load. Max. mean load factor of 70% of rated power over 24 h of operation. 1 hour/12 hour period above 100% load. Max. 25 h accumulated service time above 100% load per year.

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 cylinder block
- Oil filler, in cylinder block
- Oil dipstick, in cylinder block
- Starter motor, 2-pole 7.0 kW
- Alternator, 2-pole 100 A
- Flywheel SAE 14
- Silumin flywheel housing, SAE 1 flange
- Front-mounted engine suspension
- Protection covers
- Closed crankcase ventilation

Engines with heat exchanger:

- Sea water pump
- Heat exchanger with expansion tank

Optional equipment

- Scania Instrumentation 2.1
- Hydraulic pump
- Side-mounted PTO
- Front-mounted PTO
- Exhaust connections
- Accelerator position sensor
- Engine heater
- Power pack engine suspension
- Stiff rubber suspension
- Air cleaner
- Studs in flywheel housing
- Reversible fuel filter
- Variable idle speed setting
- Low oil sump
- Long oil dipstick
- Oil level sensor
- Coolant level monitor
- Bilge pump

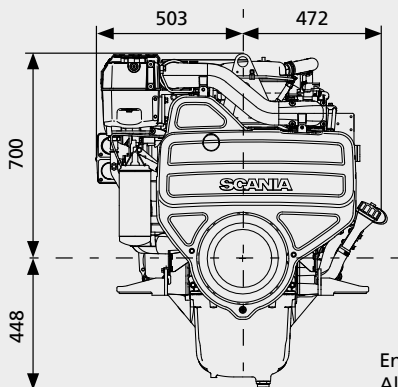
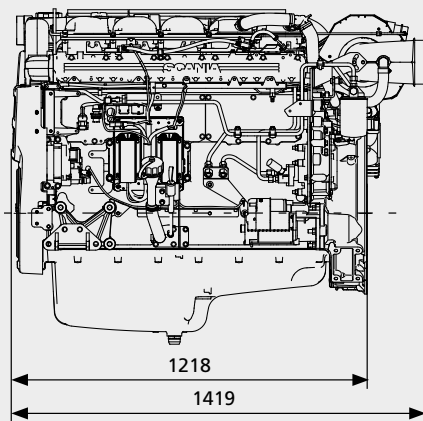


DI09 074M. 269-323 kW

IMO Tier II, EU Stage IIIA

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 | (excl oil and coolant) |
| with heat exchanger | 1150 kg |
| with keel cooling | 1044 kg |
| 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 ³ (standard oil sump) |
| Electrical system | 2-pole 24 V DC |



Engine with heat exchanger
All dimensions in mm



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