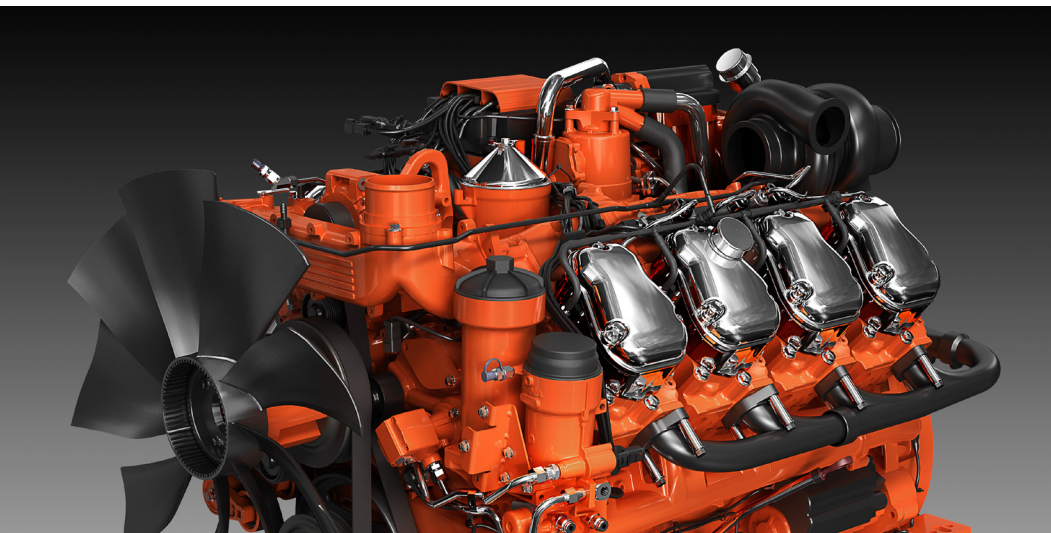




DC16 084A. 436 kW (480 kVA)

US Tier 4f



The power generation 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 repairability and fuel economy.

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 Injection), a common rail system that in combination with SCR (Selective Catalytic Reduction) and EGR (Exhaust Gas Recirculation) 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 and flywheels in order to suit a variety of installations.

	Engine speed (rpm)
	1800 rpm (60 Hz)
	PRP
Gross power (kW)	436
Gross power (kWe)	325
Gross power (kVA)	480
Gross torque (Nm)	2313
Spec fuel consumption. Full load (g/kWh)	199
Spec fuel consumption. 3/4 load (g/kWh)	201
Spec fuel consumption. 1/2 load (g/kWh)	210
Reductant consumption. Full load (g/kWh)	11
Heat rejection to coolant (kW)	208

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

Standard equipment

- Scania Engine Management System, EMS
- Extra high pressure fuel injection system, XPI
- Variable Geometry Turbocharger
- 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 100 A
- Flywheel, for use with friction clutch
- Silumin flywheel housing, SAE 1 flange
- Front-mounted engine brackets
- SCR system
- EGR system
- Open crankcase ventilation

Optional equipment

- Cooling package
- Puller and pusher fans
- Side-mounted PTO
- Exhaust connections
- Engine heater
- Stiff rubber engine suspension
- Air cleaner
- Closed crankcase ventilation
- Studs in flywheel housing
- Low coolant level reaction
- Ramp start delay
- Ramp up rate

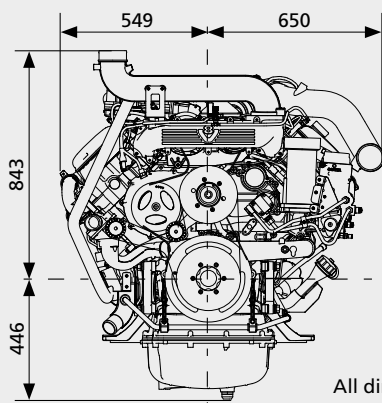
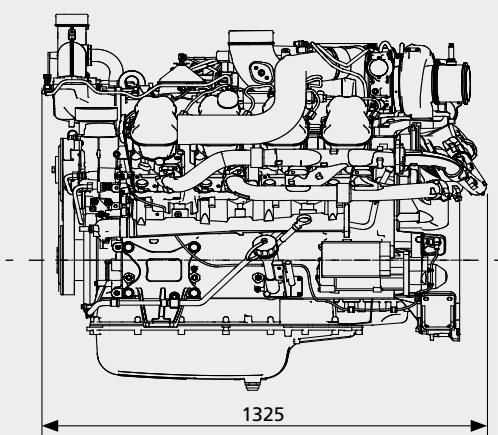


DC16 084A. 436 kW (480 kVA)

US Tier 4f

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	1375 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 24 V



All dimensions in mm



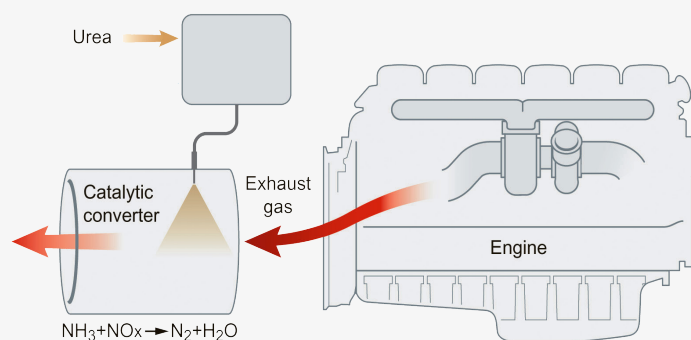
SCANIA

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SCR system

US Tier 4f



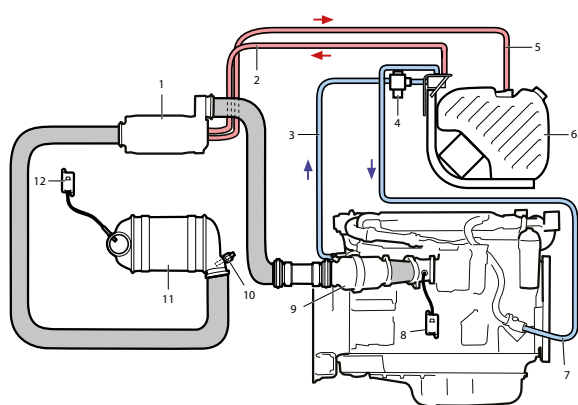
Working principle for Scania's SCR system

SCR (Selective Catalytic Reduction) technology is used on Scania's engines for US Tier 4f, 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.

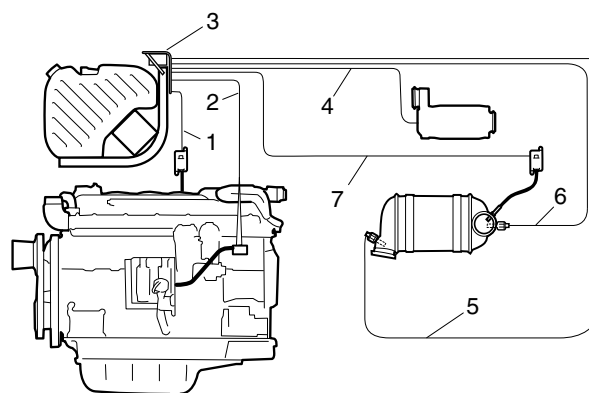
Mechanical system



	Standard	Optional
1 Evaporator	✓	-
2 Reductant pressure hose	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 hose	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*	Engine-mounted	Separately
10 Exhaust temperature sensor	✓	-
11 SCR catalytic converter	✓	-
12 NO_x sensor with control unit	✓	-

*Not DC13 085A or DC16.

Electrical system



	Standard	Optional
1 Electrical cable between engine and SCR control unit	3 m	4.5 m, 6 m
2 NO_x sensor electrical cable	3 m	4.5 m, 6 m
3 Electrical interface to SCR system	✓	-
4 Reductant doser electrical cable	3 m	4.5 m, 6 m
5 Temperature sensor electrical cable	3 m	4.5 m, 6 m, 9 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



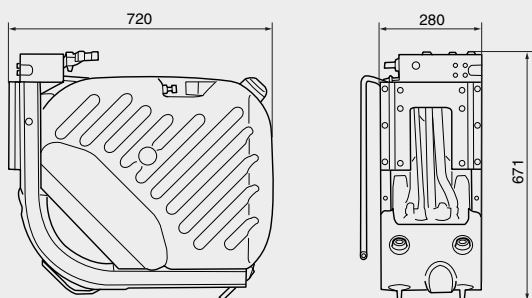
SCR system

US Tier 4f

Reductant tank 38 litres

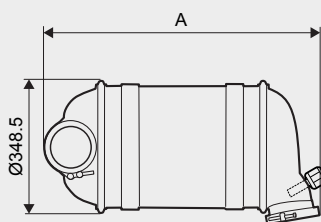
Total volume: 50 litres

Filling volume: 38 litres



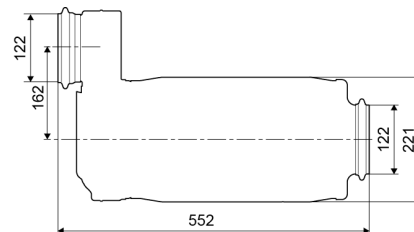
Other available sizes: 45 litres (total volume 60 litres)
 60 litres (total volume 75 litres)
 63 litres (total volume 80 litres)
 70 litres (total volume 90 litres)

SCR catalytic converter

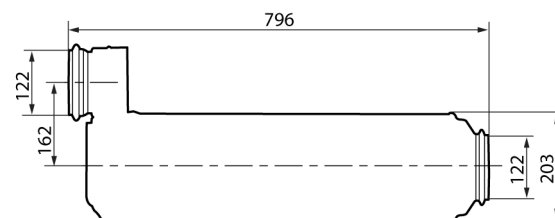


Engine	Dimensions A (mm)
DC09 (202 kW-257 kW)	786
DC09 (276 kW-294 kW)	900
DC13 (257 kW-331 kW)	900
DC13 (368 kW-405 kW)	970
DC16	970

Evaporator (DC09 and DC13)



Evaporator (DC16)



Oxidation catalytic converter (not DC13 085A or DC16)

