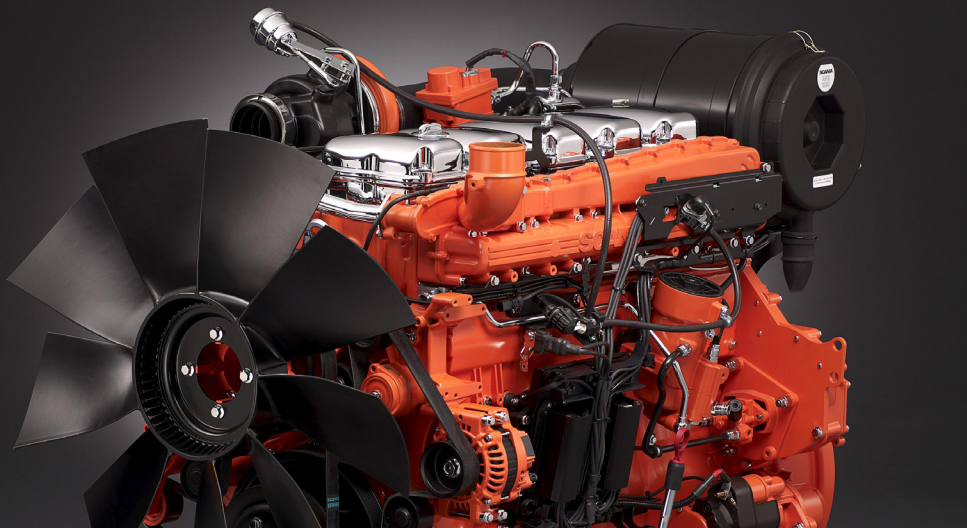


DC09 071A. 248-273 kW (279-306 kVA)

EU Stage IIIA, China Phase III and CPCB-II



The engines for power generation 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 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. For further reduction of NO_x emissions the engines are also equipped with an exhaust gas recirculation, EGR, system developed by Scania. The engine can be fitted with many accessories such as air cleaners, radiators and PTOs in order to suit a variety of installations.

| | Engine speed (rpm) | |
|--|--------------------|------------------|
| | 1500 rpm (50 Hz) | 1800 rpm (60 Hz) |
| | PRP | PRP |
| Gross power (kW) | 248 | 273 |
| Gross power (kVA) | 279 | 306 |
| Spec fuel consumption. Full load (g/kWh) | 208 | 210 |
| Spec fuel consumption. 3/4 load (g/kWh) | 215 | 214 |
| Spec fuel consumption. 1/2 load (g/kWh) | 218 | 220 |
| Heat rejection to coolant (kW) | 113 | 122 |

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
- Unit injectors, PDE
- Turbocharger
- Fuel filter and extra pre-filter with water separator
- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in block
- Oil filler, in valve cover
- Deep front oil sump
- Oil dipstick, in block
- Magnetic drain plug for oil draining
- Starter, 1-pole 6.0 kW
- Alternator, 1-pole 100A
- Flywheel, SAE 14
- Silumin flywheel housing, SAE 1 flange
- Front-mounted engine brackets
- EGR system
- Open crankcase ventilation
- Operator's manual

Optional equipment

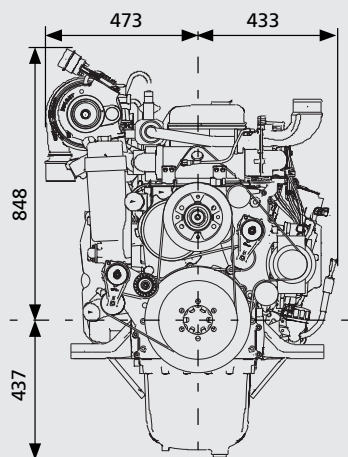
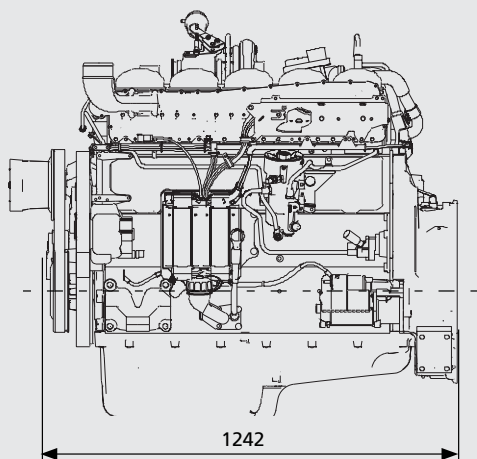
- Cooling package
- Fan
- Side-mounted PTO
- Exhaust connections
- Instrument panel
- Engine heater
- Stiff rubber engine suspension
- Air cleaner
- Closed crankcase ventilation
- Studs in flywheel housing
- Low coolant level reaction
- Fine tune potentiometer
- Ramp start delay
- Ramp up rate

DC09 071A. 248-273 kW (279-306 kVA)

EU Stage IIIA, China Phase III and CPCB-II

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 | 16:1 |
| Weight | 950 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 | Aluminium 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 |
| Electrical system | 1-pole 24V |



All dimensions in mm



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