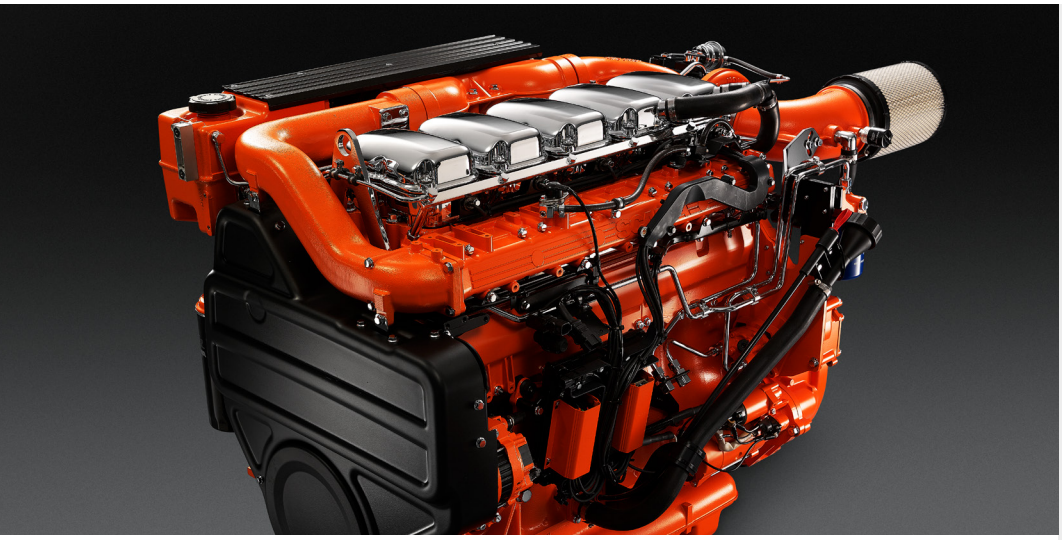
DI09 072M. 257 kW (350 hp)

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 repairability and fuel economy. The engines are type-approved in all major classification societies.

The engines are 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 engines can be fitted with many accessories such as air cleaners, PTOs, transmissions and type-approved instrumentation, to suit a variety of installations.

	Engine speed (rpm)			
	1200	**1500**	**1800**	**2100**
Gross power, full load (kW)	204	256	256	257
Gross power, full load (hp, metric)	277	348	348	350
Gross power, propeller curve (kW)	63	111	175	257
Gross power, propeller curve (hp, metric)	86	151	238	350
Gross torque (Nm)	1623	1630	1358	1169
Fuel consumption at full load (g/kWh)	200	195	196	209
Fuel consumption at 3/4 load (g/kWh)	196	193	197	211
Fuel consumption at 1/2 load (g/kWh)	199	198	205	222
Fuel consumption, propeller curve (l/h)	16	27	41	64
Heat rejection to coolant (kW)	155	182	185	200

Rating: IFN – Intermittent service: Intended for intermittent use where rated power is available 1 h/3 h. Accumlated load factor must not exceed 80% of rated power. Unlimited h/year service time.

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
- Sea water-cooled charge air cooler

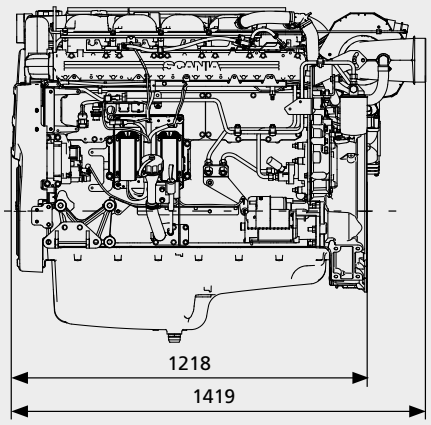
This specification may be revised without notice.

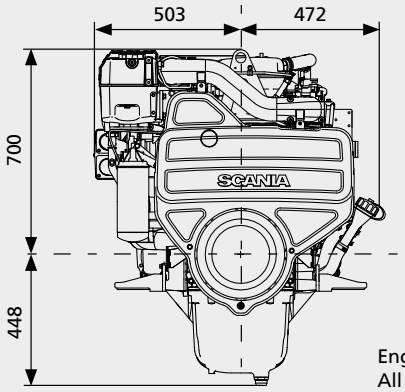
DI09 072M. 257 kW (350 hp)

IMO Tier II, EU Stage IIIA

Engine description

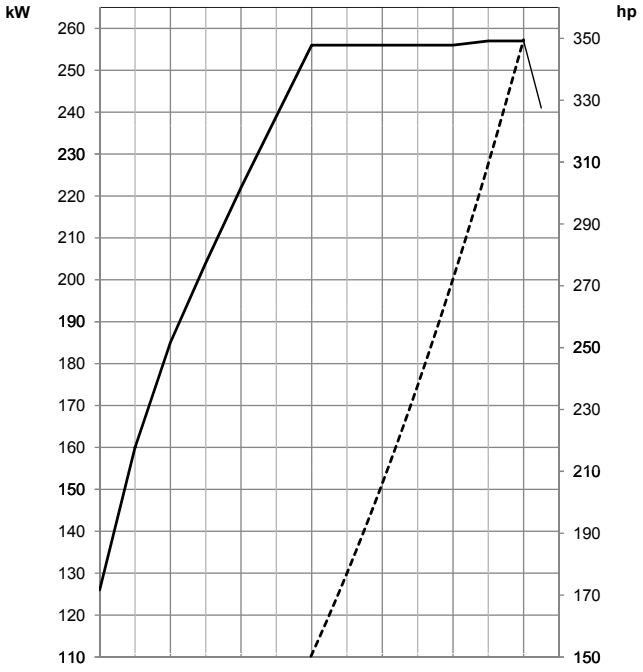
No of cylinders	5 in-line
Working principle	4-stroke
Firing order	1 - 2 - 4 - 5 - 3
Displacement	9.3 litres
Bore x stroke	130 x 140 mm
Compression ratio	18:1
Weight with heat exchanger with keel cooling	(excl oil and coolant) 1150 kg 1044 kg
Piston speed at 1500 rpm	7.0 m/s
Piston speed at 1800 rpm	8.4 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 dm³ (standard oil sump)
Electrical system	2-pole 24V



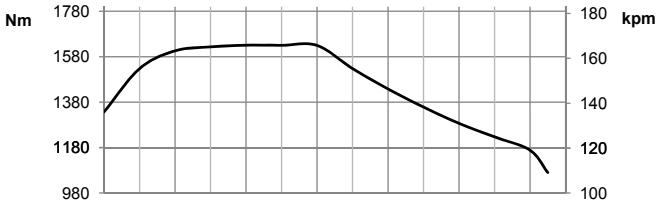


Engine with heat exchanger
All dimensions in mm

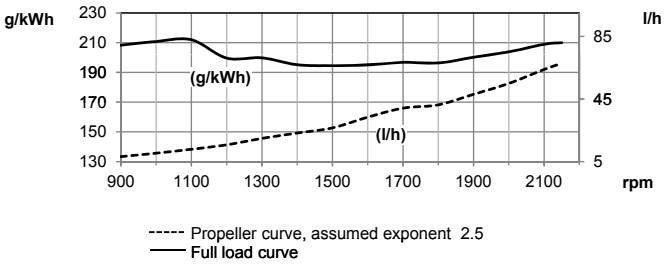
Output



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%.

SCANIA

SE 151 87 Södertälje, Sweden
Telephone +46 8 553 810 00
www.scania.com
powersolutions@scania.com

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