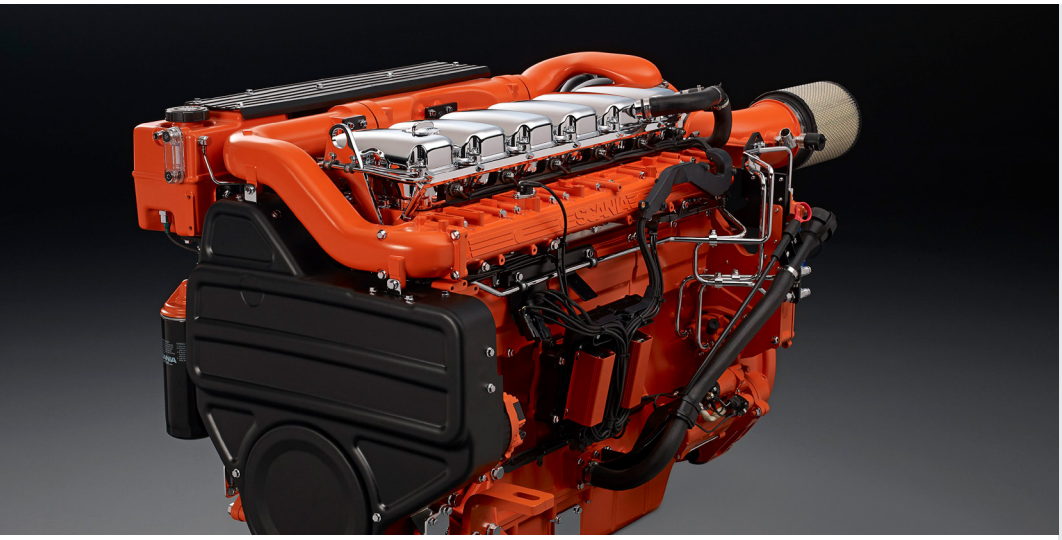
DI13 072M. 441 kW (600 hp)

IMO Tier II, US Tier 2, 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 repairability 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, 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 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.

	Rating	Engine speed (rpm)			
		1200	1500	1900	2300
Gross power, full load (kW)	IFN	251	380	428	441
Gross power, full load (hp, metric)	IFN	342	517	582	600
Gross power, propeller curve (kW)	IFN	87	151	274	441
Gross power, propeller curve (hp, metric)	IFN	118	206	372	600
Gross torque (Nm)	IFN	2000	2422	2152	1831
Spec fuel consumption. Full load (g/kWh)		209	202	195	209
Spec fuel consumption. 3/4 load (g/kWh)		200	208	203	220
Spec fuel consumption. 1/2 load (g/kWh)		198	207	214	236
Spec fuel consumption. Propeller curve (l/h)		21	38	69	110
Optimum fuel consumption (g/kWh)		195			
Heat rejection to coolant (kW)		184	250	267	323

IFN – Intermittent service: Intended for intermittent use where rated power is available 1 h/3 h. Accumulated 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 block
- Oil filler, in engine block
- Oil dipstick, in block
- Starter, 2-pole 7.0 kW
- Alternator, 2-pole 100A
- Flywheel SAE 14
- Silumin flywheel housing, SAE 1 flange
- Front-mounted engine brackets
- Protection covers
- Sea water pump
- Heat exchanger with expansion tank
- Closed crankcase ventilation
- Operator's manual

Optional equipment

- Hydraulic pump
- Side-mounted PTO
- Front-mounted PTO
- Exhaust connections
- Electrical base system
- Control and instrument panels
- Accelerator position sensor
- Engine heater
- Power pack engine bracket
- Stiff rubber suspension
- Air cleaner
- Studs in flywheel housing
- Reversible fuel filter
- Low coolant level reaction
- Variable idle speed setting
- Low and extra low oil sump
- Long oil dipstick
- Oil level sensor
- Bilge pump

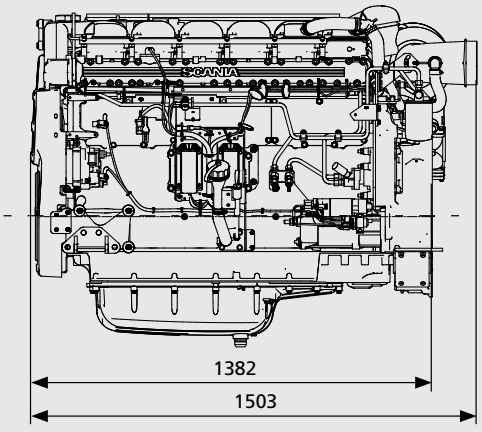
This specification may be revised without notice.

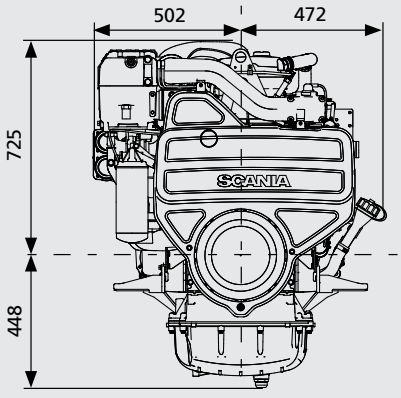
DI13 072M. 441 kW (600 hp)

IMO Tier II, US Tier 2, EU Stage IIIA

Engine description

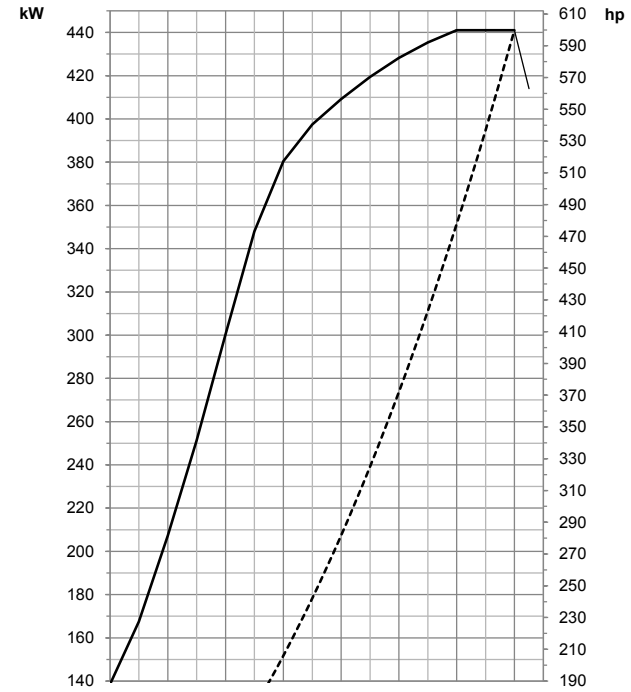
No of cylinders	6 in-line
Working principle	4-stroke
Firing order	1 - 5 - 3 - 6 - 2 - 4
Displacement	12.7 litres
Bore x stroke	130 x 160 mm
Compression ratio	16.3:1
Weight	1285 kg (excl oil and coolant)
Piston speed at 1500 rpm	8.0 m/s
Piston speed at 1800 rpm	9.6 m/s
Camshaft	High position alloy steel
Pistons	Steel pistons
Connection rods	I-section press forgings of alloy steel
Crankshaft	Alloy steel with hardened and polished bearing surfaces
Oil capacity	28-34 dm³ (standard oil sump)
Electrical system	2-pole 24V



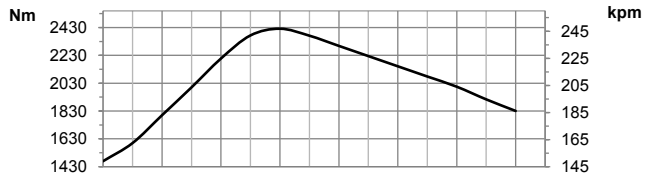


All dimensions in mm

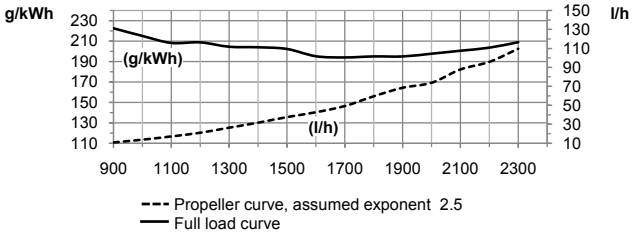
Output



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%.

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