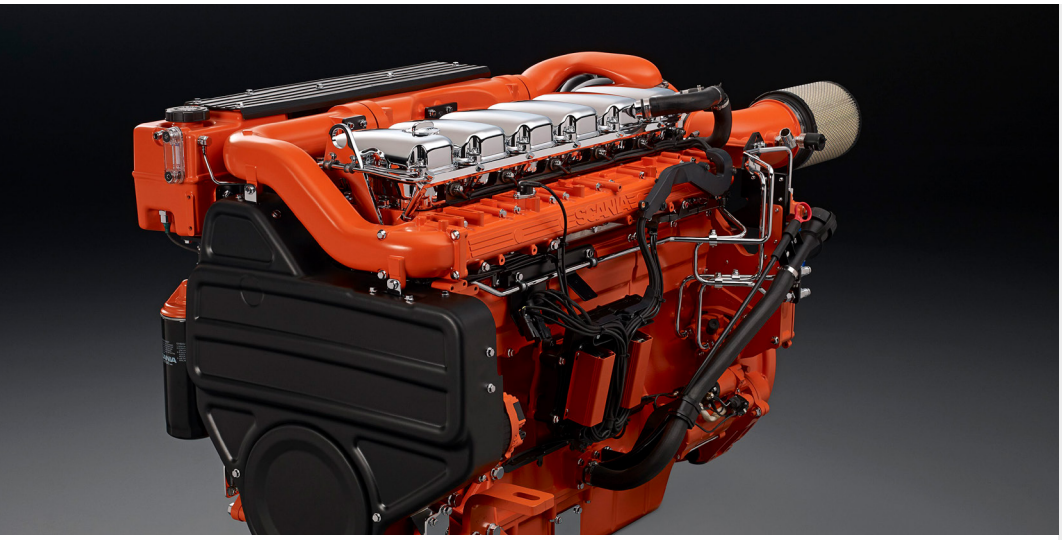
DI13 092M. 405 kW (550 hp)

IMO Tier III, 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 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 in combination with SCR (Selective Catalytic Reduction) 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, cast iron flywheel housing with dual positions for starter and type approved instrumentation in order to suit a variety of installations.

	Rating	Engine speed (rpm)		
		1200	1500	1800
Gross power, full load (kW)	ICFN	320	385	405
Gross power, full load (hp, metric)	ICFN	436	524	550
Gross power, propeller curve (kW)	ICFN	147	257	405
Gross power, propeller curve (hp, metric)	ICFN	200	349	550
Gross torque (Nm)	ICFN	2550	2451	2149
Spec fuel consumption. Full load (g/kWh)		194	193	199
Spec fuel consumption. 3/4 load (g/kWh)		193	189	194
Spec fuel consumption. 1/2 load (g/kWh)		193	193	200
Spec fuel consumption. Propeller curve (l/h)		34	58	96
Optimum fuel consumption (g/kWh)		191		
Reductant consumption. Full load (g/kWh)		18	15	17
Reductant consumption. Propeller curve (l/h)		2.5	4.4	5.1
Heat rejection to coolant (kW)		215	250	276

ICFN – Continuous service: Rated power available 1 h/1 h.
Unlimited h/year service time at a load factor of 100%

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
- SCR-system
- Protection covers
- Closed crankcase ventilation

Engines with heat exchanger:

- Impeller sea water pump
- Heat exchanger with expansion tank

Optional equipment

- Hydraulic pump
- Side-mounted PTO
- Front-mounted PTO
- Exhaust connections
- Scania instrumentation 2.0
- Type approved instrumentation
- Engine heater
- Engine bracket with different heights
- Stiff rubber suspension
- Air cleaner
- Cast iron flywheel housing, SAE 1 flange
- Reversible fuel filter
- Low coolant level sensor
- Low and extra low oil sump
- Reversible oil filters
- Long oil dipstick
- Oil level sensor
- Reductant feed pump
- Bilge pump

Engines with heat exchanger:

- Self priming sea water pump

This specification may be revised without notice.