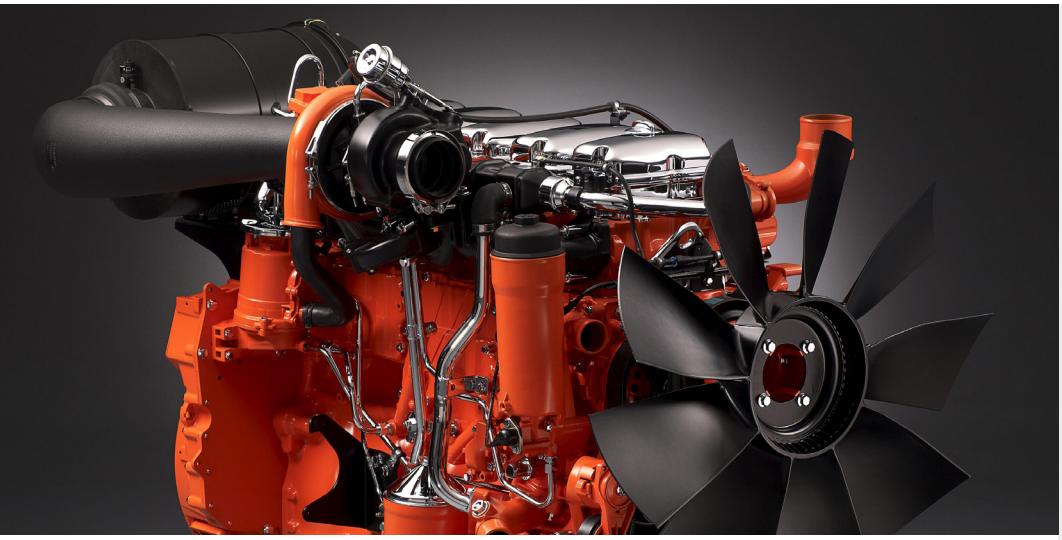
DC09 073A. 289-358 kW (329-405 kVA)

EU Stage II, China Phase II and CPCB-I*



The power generation engines from Scania are based on a robust design with a strength-optimized cylinder block containing wet cylinder liners, which 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, to ensure the control of all aspects related to engine performance.

The injection system is based on electronically controlled unit injectors, which provides 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 cooling package, to suit a variety of installations.

	Engine speed (rpm)			
	1500 rpm (50 Hz)		1800 rpm (60 Hz)	
	PRP	ESP	PRP	ESP
Gross power (kW)	289	317	325	358
Gross power (kVA)	329	361	366	405
Fuel consumption at full load (g/kWh)	205	204	209	207
Fuel consumption at 3/4 load (g/kWh)	203	203	213	212
Fuel consumption at 1/2 load (g/kWh)	204	203	211	213
Heat rejection to coolant (kW)	107	114	120	127

PRP – Prime Power: For continuous operation and unlimited yearly operating time at varying load. Max. mean load factor of 70% of rated power over 24 h of operation. 1 hour/12-hour period of overload to 110% load. Max. 25 h accumulated service time above 100% load per year.
ESP – Stand-by power: For operation under normal varying load during a power outage. Not overloadable. Max mean load factor of 70% of rated power over 24 h of operation. Not for applications intended for more than 200 h/year.

*) CPCB-I: Mass Emission & Smoke Norms for Genset Diesel Engine, up to 800 kW (for India). Only valid for PRP.

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 cylinder block
- Oil filler, in valve cover
- Deep front oil sump
- Oil dipstick, in cylinder block
- Magnetic drain plug for oil draining
- Starter motor, 1-pole 6.0 kW
- Alternator, 1-pole 100 A
- Flywheel, SAE 14
- Silumin flywheel housing, SAE 1 flange
- Front-mounted engine suspension
- Open crankcase ventilation

Optional equipment

- Cooling package
- Fan
- Cast iron flywheel housing
- Side-mounted PTO
- Exhaust connections
- Engine heater
- Stiff rubber engine suspension
- Air cleaner
- Closed crankcase ventilation
- Studs in flywheel housing
- Coolant level sensor
- Fine tune potentiometer
- Ramp start delay
- Ramp-up rate

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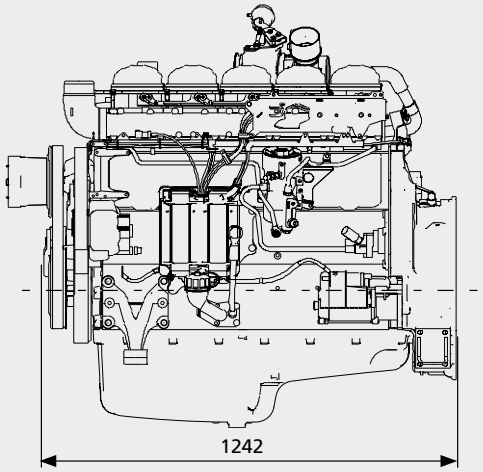
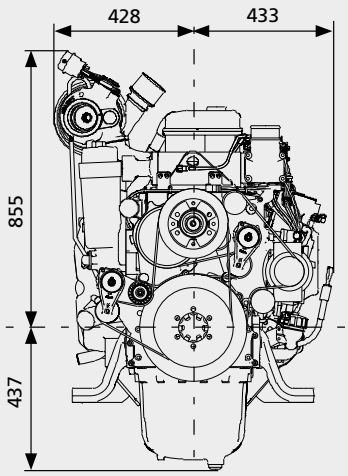
Engine description

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	31-36 dm^3
Electrical system	1-pole 24 V





All dimensions in mm

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