

Number one in weight lifting

An engine range that meets future demands.

Industrial range for EU Stage IIIB and US Tier 4i emission regulation levels						
All-speed Engine type	Output		Rating	Max. torque		Specific fuel consumption at 1500 r/min g/kWh
	kW (hp)	r/min		Nm	r/min	
DC9 EMS	202 (275)	2100	ICFN	1552	1200	200
DC9 EMS	257 (350)	2100	ICFN	1800	1300	200
DC9 EMS	294 (400)	2100	IFN	1967	1300	198
DC13 EMS	257 (350)	2100	ICFN	1950	1200	196
DC13 EMS	294 (400)	2100	ICFN	2157	1200	196
DC13 EMS	331 (450)	2100	ICFN	2255	1300	196
DC13 EMS	368 (500)	2100	IFN	2373	1300	196
DC16 EMS	404 (550)	2100	ICFN	2632	1300	196
DC16 EMS	478 (650)	2100	ICFN	2872	1300	196
DC16 EMS	515 (700)	2100	IFN	2938	1300	196

DC Diesel engine with air-to-air charge cooler
 EMS Engine Management System
 ICFN Continuous service: rated output available 1/1 h. Unlimited h/year service time at a load factor of 100%.
 IFN Intermittent service: rated output available 1/6 h. Unlimited h/year service time at a load factor of 80%.

Engine type	L (mm) *	W (mm)	H (mm)	Weight dry (kg)	Swept volume
DC9	1230	870	1200	900	9.3 litre inline 5
DC13	1400	900	1200	1000	12.7 litre inline 6
DC16	1300	1100	1200	1300	16.4 litre V8

* Without fan



Scania's global network – a full service provider

Where driving and working conditions are tough, the right support for you and your engine is crucial. With a wide range of services tailored to your operations, Scania helps assure your performance even where roads are few and far between. The Scania network delivers parts, service and business support that enable you to get on with the job. Scania is a one-stop shop and for the entire life of the engine, we're dedicated to providing solutions that keep your business going.

You're never far from a Scania engine workshop.

With more than 1500 service workshops all over the world, you can always count on obtaining both assistance and professional advice – quickly and efficiently. Many of Scania's authorised workshops provide round-the-clock service, 365 days a year. When the engine needs to run every hour of the day and night there is no room for outages. The more hours per year the engine can operate, the better its overall economy. Scania servicing is quick, simple and economical – making us a true full service provider.

Find your nearest Scania workshop at www.scania.com/about/world/

Scania pursues an active policy of product development and improvement. For this reason the company reserves the right to change products, product specifications and part numbers without prior notice. Furthermore, due to national or EU legal requirements, some accessories may not be available in all local markets. For further information in these respects, please contact your local dealer or visit www.scania.com



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Reliable power – round the clock, all year round.

Time spent in harbour is getting shorter and shorter. Times for loading and discharge are coming under more and more pressure and the demands on material handling are becoming ever tougher.

It's not surprising therefore that in machines that you have to rely on 24 hours a day, 365 days a year you will find Scania engines. Look around the world's harbours and you will find power plants from Scania Engines in material handling equipment.

So what type of engine do you need? Do you want a 9-litre inline five-cylinder engine, a 13-litre inline six, or a powerful 16-litre V8? No matter what you choose, you gain the same Scania advantages: excellent fuel economy, low life cycle cost and tried and tested quality. Moreover, Scania's engines are extremely compact and carry no unnecessary deadweight.

This means they are easy to package and build into all conceivable types of material handling equipment.

Maximum availability. Scania's engines are designed and built for rough and tough conditions, giving a long service life and unbeatable uptime.

And when it's time for service or repair there's always an authorised Scania workshop nearby.

All engines are equally service-friendly, with most of the vital service points easily accessible.

And when necessary, every service and repair operation can be handled by a single technician – saving both time and money.

With more than 90.000 engines manufactured every year for the most demanding of uses in trucks, buses, industrial and marine applications, Scania is one of the world's most experienced producers. You can rely on us.



Engines to match future demands.

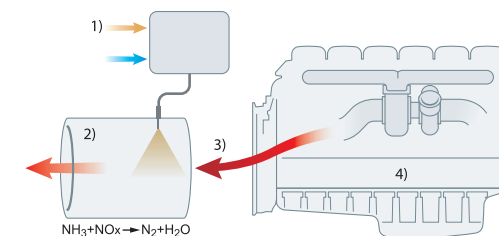
Pioneering technology. Scania is using two emission control technologies – EGR and SCR – to handle emissions in the most convenient way for operators in different application segments. With EGR, exhaust gas recirculation, the intake air is diluted with exhaust gases to reduce NOx formation during combustion. SCR, selective catalytic reduction, is an aftertreatment system where a urea solution (AdBlue) is injected into the exhaust flow, causing a catalytic process that reduces NOx.

With its Euro 5 EGR inline engines, Scania is the first manufacturer in the world to manage Euro 5 without aftertreatment. Scania's legendary V8 engines are equipped with SCR to take driveability and durability to new heights in the high-output truck segments.

Both technologies are part of Scania's R&D portfolio for future, even tougher, emission standards.

SCR right for the job.

In line with customer preferences in the construction segment, Scania is using SCR to combat emissions. This technology is fit for the machines' operating requirements.



1) Urea, 2) Catalytic converter, 3) Exhaust gas, 4) Engine

With SCR a urea solution is injected into the exhaust flow to reduce NOx emissions.

Fuel economy reaches traditionally high Scania standards despite the low emission levels and the engine and fuel injection system are designed to handle less-than-favourable conditions, including fuels with high sulphur content.

Technology for other fuels.

Scania supports the much-needed shift to renewable fuels. This shift can be achieved with existing technology and with fuels that are already available on the market. Scania has delivered trucks and buses with ethanol engines since the late 1980s, and enables its modern engines to run on up to 100% RME or other fuels meeting the requirements for FAME fuels (fatty acid methyl esters), EN 14212. Now our engine customers can benefit from that vast experience.

Other fuels and other propulsion technologies are likely to become available during the next decade and they will be supported as soon as they are economically viable.

New emission standards in 2011.

In 2011 the stringent Stage IIIB and Tier 4i emission standards will come into force, and already today Scania can offer engines with technical solutions that will meet these demands.