



An engine range that meets future demands.

Industrial range for EU Stage IV and US Tier 4f emission regulation levels					
All-speed	Output		Rating	Max. torque	
Engine type	kW (hp)	r/min		Nm	r/min
DC9	202 (275)	1,800	ICFN	1,275	1,000
DC9	214 (290)	1,800	ICFN	1,324	1,300
DC9	202 (275)	2,100	ICFN	1,552	1,200
DC9	232 (315)	2,100	ICFN	1,711	1,200
DC9	243 (330)	2,100	ICFN	1,751	1,200
DC9	257 (350)	2,100	ICFN	1,800	1,300
DC9	276 (375)	2,100	IFN	1,873	1,300
DC9	294 (400)	2,100	IFN	1,876	1,400
DC13	257 (350)	2,100	ICFN	1,950	1,200
DC13	257 (350)	1,800	ICFN	1,600	1,300
DC13	283 (385)	1,800	ICFN	1,765	1,300
DC13	294 (400)	2,100	ICFN	2,157	1,200
DC13	331 (450)	2,100	ICFN	2,255	1,300
DC13	368 (500)	2,100	IFN	2,373	1,300
DC13	405 (550)	1,900	IFN	2,373	1,300
DC16	493 (670)	2,100	ICFN	3,192	1,400
DC16	404 (550)	2,100	ICFN	2,328	1,300
DC16	478 (650)	2,100	ICFN	3,138	1,400
DC16	566 (770)	1,900	IFN	3,183	1,500

DC Intercooler air/air
 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 load factor of 80%.

Engine dimensions

Engine type	L (mm/inch) *	W (mm/inch)	H (mm/inch)	Weight dry (kg/lbs)	Swept volume (litre/inch)
DC9	1,234 / 48.6	982 / 38.6	1,107 / 43.6	970 / 2138	9.3 / 567 in line 5
DC13	1,398 / 55.0	955 / 37.6	1,119 / 44.1	1,075 / 2370	12.7 / 775 in line 6
DC16	1,410 / 55.5	1,199 / 47.2	1,289 / 51.1	1,340 / 2954	16.4 / 1,000 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 close to 2,000 service workshops all over the world, and an extremely fast-growing service network in Northern America, 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 specifications without prior notice. Furthermore, due to national or EU legal requirements, some products and services may not be available in all local markets. For further information in these respects, please contact your local dealer or visit www.scania.com



Robust engines for the toughest conditions



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Engines that move the earth.

Few environments inflict such high demands on machines and engines as construction sites. The operating conditions are the toughest possible, as well as the demands on machine and engine reliability.

It's not surprising then 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 construction sites and you will find wheel loaders, stone crushers, dumpers and machines for road maintenance powered by Scania Engines.

Maximum uptime.

No matter what your power needs are, you can be sure that Scania has the right engine solution.

Choose a 9-litre in line five-cylinder engine, a 13-litre in line six, or our most powerful 16-litre V8. No matter what engine you go for, you gain the same Scania advantages: excellent fuel economy, low life cycle cost, tested and proven reliability. 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 construction machines.

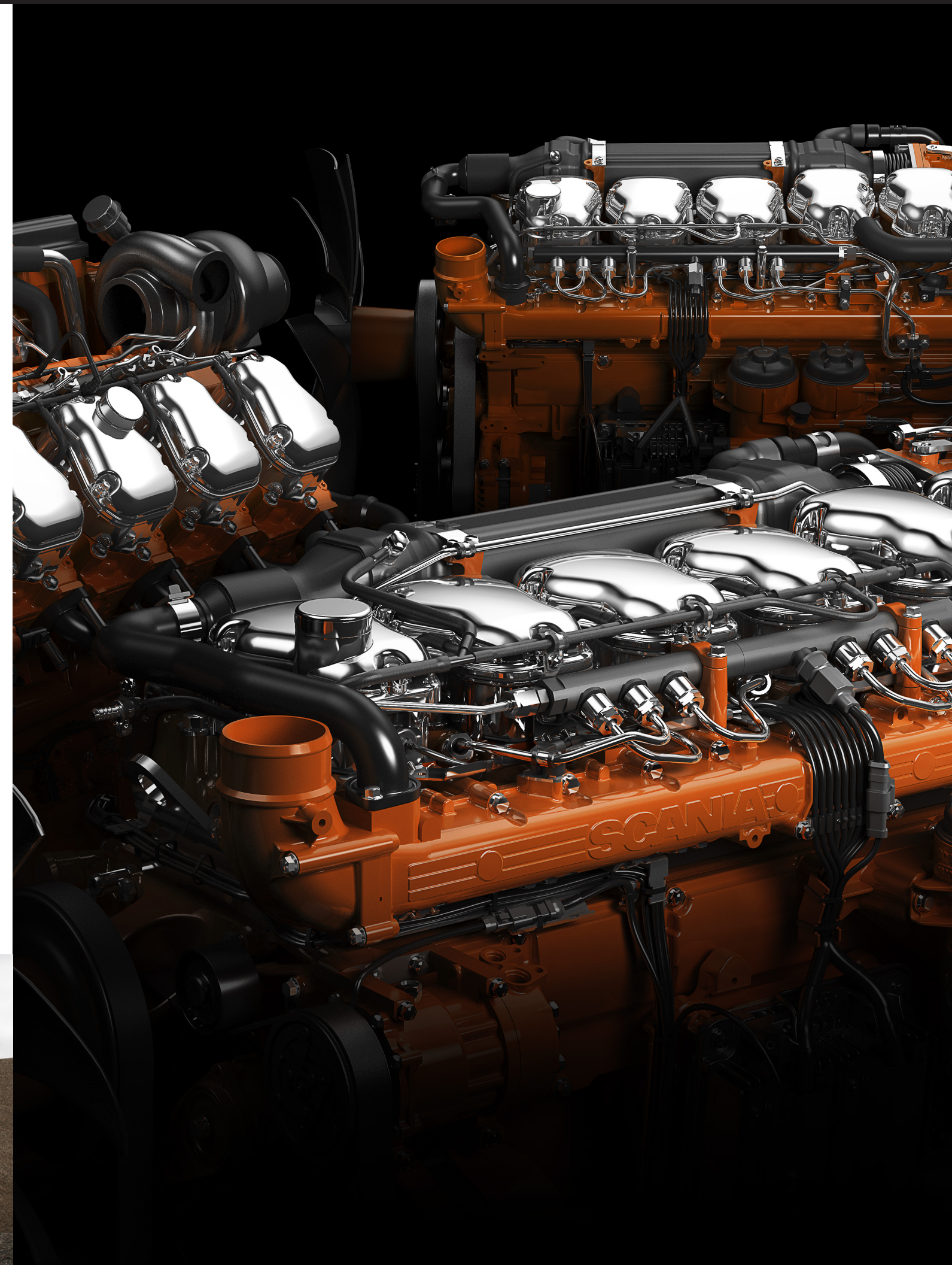
Maximum availability.

Scania's engines are designed and built for the roughest and toughest 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. On top of this, Scania's unique modular engine design means higher parts availability, minimum waste and easy servicing handled by a single technician.

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.

A generation ahead of its time.

Introduced already in 2012, our pioneering range of engines for Stage IV/Tier 4f continues the Scania legacy of world-leading engine development. Based on our common global engine platform, with practically identical footprints irrespective of emission steps, life is simplified for any manufacturer operating globally. For every engine model – 9-, 13- or 16-litre – there is a complete line-up of emission steps and power ratings to choose from. A perfect fit for every market, without the need for additional engineering or adjustments to your designs.

Say goodbye to particulate filters.

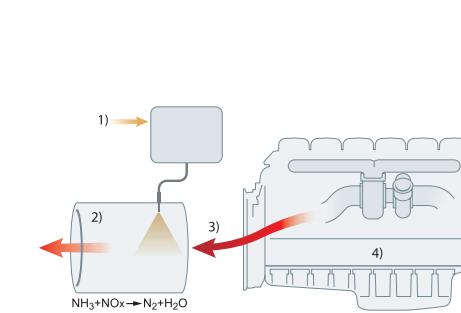
Our solution for Stage IV/Tier 4f incorporates both SCR (selective catalytic reduction) and EGR (exhaust gas recirculation). Because of these highly efficient Scania-developed solutions, there is no need of particulate filters. Which means fewer parts, less bulk and lower costs.

Scania SCR.

Selective catalytic reduction (SCR) is a proven aftertreatment system which ensures that exhaust gases are released with a minimum nitrogen oxide (NOx) content. By injecting a urea-based additive, AdBlue/DEF (diesel exhaust fuel), into the exhaust, a chemical reaction takes place that converts the toxic nitrogen oxides into harmless water and nitrogen gas. Scania SCR is easy to handle, highly reliable and does not affect torque and power output.

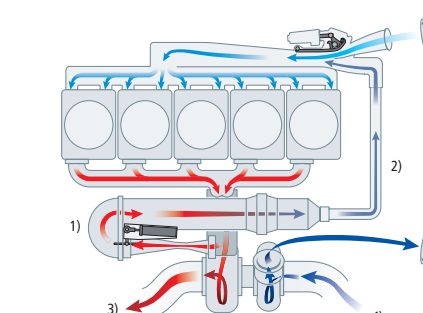
Scania EGR.

Exhaust gas recirculation (EGR) reduces NOx levels by cooling and reusing part of the exhaust gases. Scania EGR contributes to strong environmental performance for a wide range of applications.



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.



1) Recirculated gas, 2) Cooled recirculated gas, 3) Exhaust gas, 4) Intake air

With EGR, exhaust gas is recirculated back into the combustion chamber, thereby lowering combustion temperature and reducing the production of NOx.