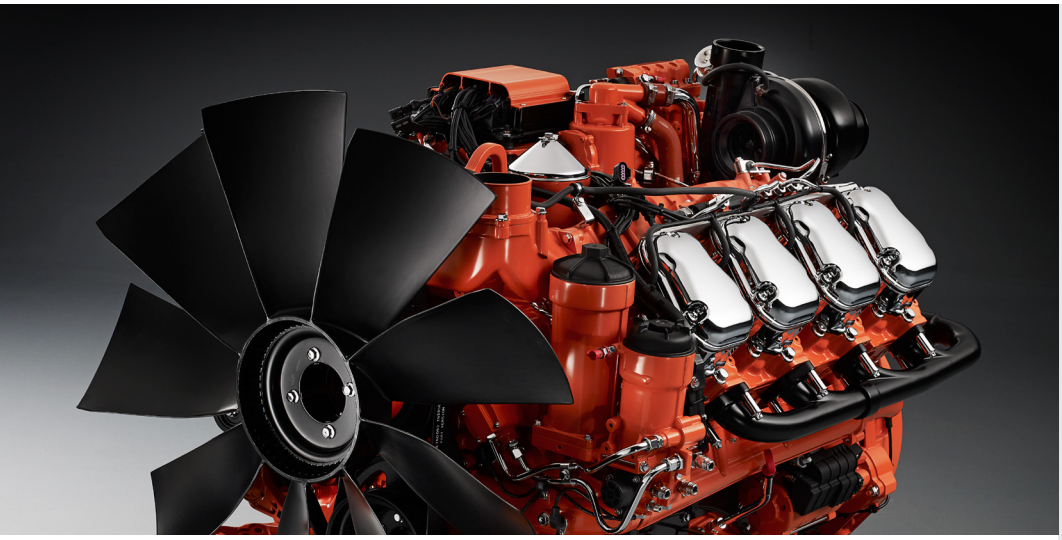
DC16 072A. 621-704 kW (701-800 kVA)

Fuel optimized



The engines for power generation 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 Scania's XPI (Extra High Pressure Injection), a common rail system that gives low exhaust emissions with good fuel economy and a high torque. The engine can be fitted with many accessories such as air cleaners, radiators and PTOs in order to suit a variety of installations.

	Engine speed (rpm)			
	1500 rpm (50 Hz)		1800 rpm (60 Hz)	
	PRP	ESP	PRP	ESP
Gross power (kW)	621	680	642	704
Gross power (kVA)	700	770	726	795
Spec fuel consumption. Full load (g/kWh)	193	195	199	200
Spec fuel consumption. 3/4 load (g/kWh)	191	191	195	197
Spec fuel consumption. 1/2 load (g/kWh)	194	194	202	200
Heat rejection to coolant (kW)	232	258	243	268

PRP – Prime power: For continuous operation at varying load. Max mean load factor of 70% of rated power over 24 h of operation. 1 hour/12 hours period of accumulated peak overload to 110%.
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.

Standard equipment

- Scania Engine Management System, EMS
- Extra high pressure fuel injection system, XPI
- Turbocharger
- Fuel filter and extra pre-filter with water separator
- Fuel heater
- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in block
- Oil filler, in valve cover
- Deep front oil sump
- Oil dipstick, in block
- Magnetic drain plug for oil draining
- Starter, 1-pole 7.0 kW
- Alternator, 1-pole 100A
- Flywheel, SAE 14
- Cast iron flywheel housing, SAE 1 flange
- Front-mounted engine brackets
- Open crankcase ventilation
- Operator's manual

Optional equipment

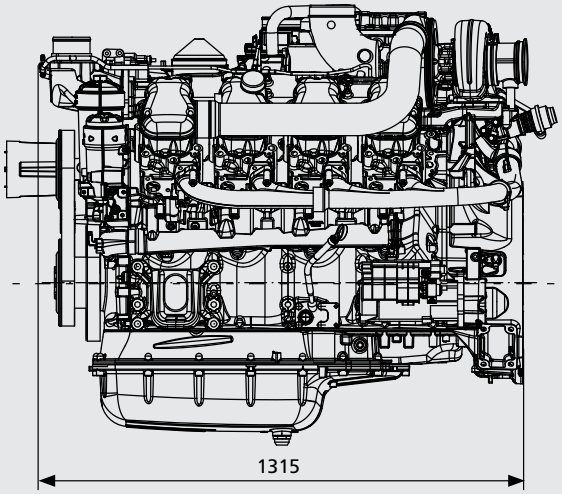
- Cooling package
- Fans
- Side-mounted PTO
- Exhaust connections
- Instrument kit
- Engine heater
- Stiff rubber engine suspension
- Air cleaner
- Closed crankcase ventilation
- Studs in flywheel housing
- Low coolant level reaction
- Fine tune potentiometer
- Ramp start delay
- Ramp up rate

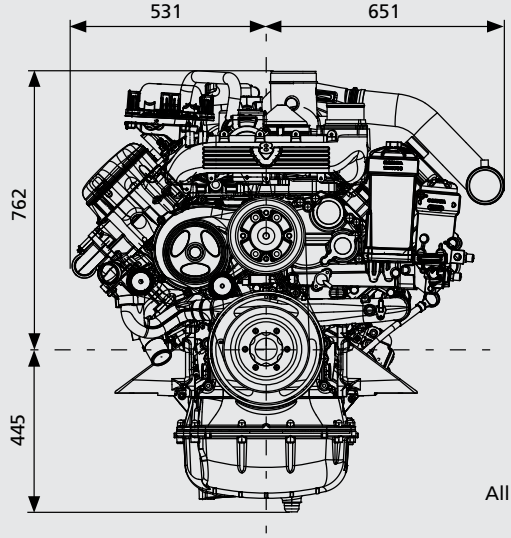
DC16 072A. 621-704 kW (701-800 kVA)

Fuel optimized

Engine description

No of cylinders	90° V8
Working principle	4-stroke
Firing order	1 - 5 - 4 - 2 - 6 - 3 - 7 - 8
Displacement	16.4 litres
Bore x stroke	130 x 154 mm
Compression ratio	16.7:1
Weight	1340 kg (excl oil and coolant)
Piston speed at 1500 rpm	7.7 m/s
Piston speed at 1800 rpm	9.24 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	35-45 dm^3
Electrical system	1-pole 24V





All dimensions in mm

SCANIA

SE 151 87 Södertälje, Sweden
Telephone +46 8 553 810 00
Telefax +46 8 553 829 93
www.scania.com
engines@scania.com