

SCANIA

POWER

To propel both vessels – and business



SCANIA ENGINES FOR MARINE APPLICATIONS



Go break the waves. We have the engines.

Life at sea. From dead calm to hurricane winds. On patrol, making a rescue, fishing, shipping cargo, auxiliary power. Displacing or aquaplaning.

Whatever the conditions, at the heart of the craft is an engine. If you choose a Scania marine engine, you know you will never be becalmed. We understand that the engine is the most important safety factor on board, and we build engines to meet every need – powerful, reliable, dependable engines with maximum uptime and minimal downtime for service and maintenance.

And no matter which waters you ply, Scania has an organisation ready to serve your engine when it needs it.

That's power at work. And that's what Scania Engines stand for.

High output. Low weight.

What type of engine do you need – a 12 litre straight six or a powerful 16 litre V8 with twin turbochargers? No matter which you choose, you gain the same Scania advantages.

Our engines deliver high power output for their weight – more horse-power per kilo. All are loaded with power, but they are loaded with other qualities too: proven low fuel consumption, excellent uptime, quality and overall economy. When you need engines to power both your vessels and your profits, choose Scania.

Green today, green tomorrow.

A Scania engine produces low emissions now and far into the future. We can easily handle the emissions requirements of both today and tomorrow – and with the same low fuel consumption. Our combustion chamber design enables us to build clean engines without complicating installation. For you, the result is an engine with low emissions, high performance and low operating costs.

Our technical solutions ensure that your investment and your work will be green today and stay green tomorrow. That's Scania power.



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Experienced?

We manufacture 90,000 engines – every year.

Scania has been manufacturing engines for over a century. Over the years, we have provided the world with several million engines. You can find them in trucks, buses and equipment of all kinds as a source of power.

Scania marine engines are approved by the major classification societies. Since all of our engines employ the same basic technology, whether they are intended for trucks, buses or other applications, you are buying one of the world's most manufactured engines – from a company that is devoted to research and development.

Really – could you feel any more confident?

Unique modular approach.

One of the major advantages Scania engines provide is our unique modular concept. We build all engine types with essentially the same components. The main difference is the number of cylinders – 6 or 8. That means a lot to you as a marine customer – and to your customers.

Because of our modular approach, every penny we invest in engine development benefits all engine types. And since every engine is built from the same basic components, it's easy to keep spare parts in stock and easy for service technicians to learn the engine – after all, they only have to deal with a single type.

For your customers, it means extra confidence and security thanks to greater availability, with short downtime for service and repairs.

Partners for many years to come.

With over 100 successful years behind us, we know we will be a reliable partner for as long as you use marine engines from Scania. With over 100 successful years behind us, you shall have the confidence that we will be a reliable partner for as long as you use marine engines from Scania.



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POWER





All the power you need.

How much power do you need? Single or dual engines or auxiliary power? Within the Scania engine range you will definitely find the marine power suitable for your needs and overall economy.

Our 12 litre engines have a power output range of 300 to 700 hp, and our 16 litre engines develop 525 to 800 hp. Their compact design makes it easy to install other engine-powered accessories, too, such as bilge pumps, AC-compressors, power take-offs, reverse gears or larger generators. All of the engines have charge air cooling to maximise power output and minimise emissions by cooling the intake air.

Power when you need it.

Scania engines provide maximum torque at low revs – an important advantage in marine propulsion and auxiliary applications. Planing vessels quickly pass the resistance threshold to

reach their cruising speed, while semiplaning vessels can operate in the most suitable speed range with optimal fuel consumption.

Scania's high-torque engines are well suited to commercial crafts since they deliver full power at low revs. Scania engines are optimised for tough operating conditions, resulting in lower fuel consumption, less stresses and engine wear.

Compact and easy to package.

Scania engines are very compact, with a favourable power-to-weight ratio. They are easy to build into any conceivable marine application, and their compact dimensions result in more space and easier access for service and inspection in the engine room.

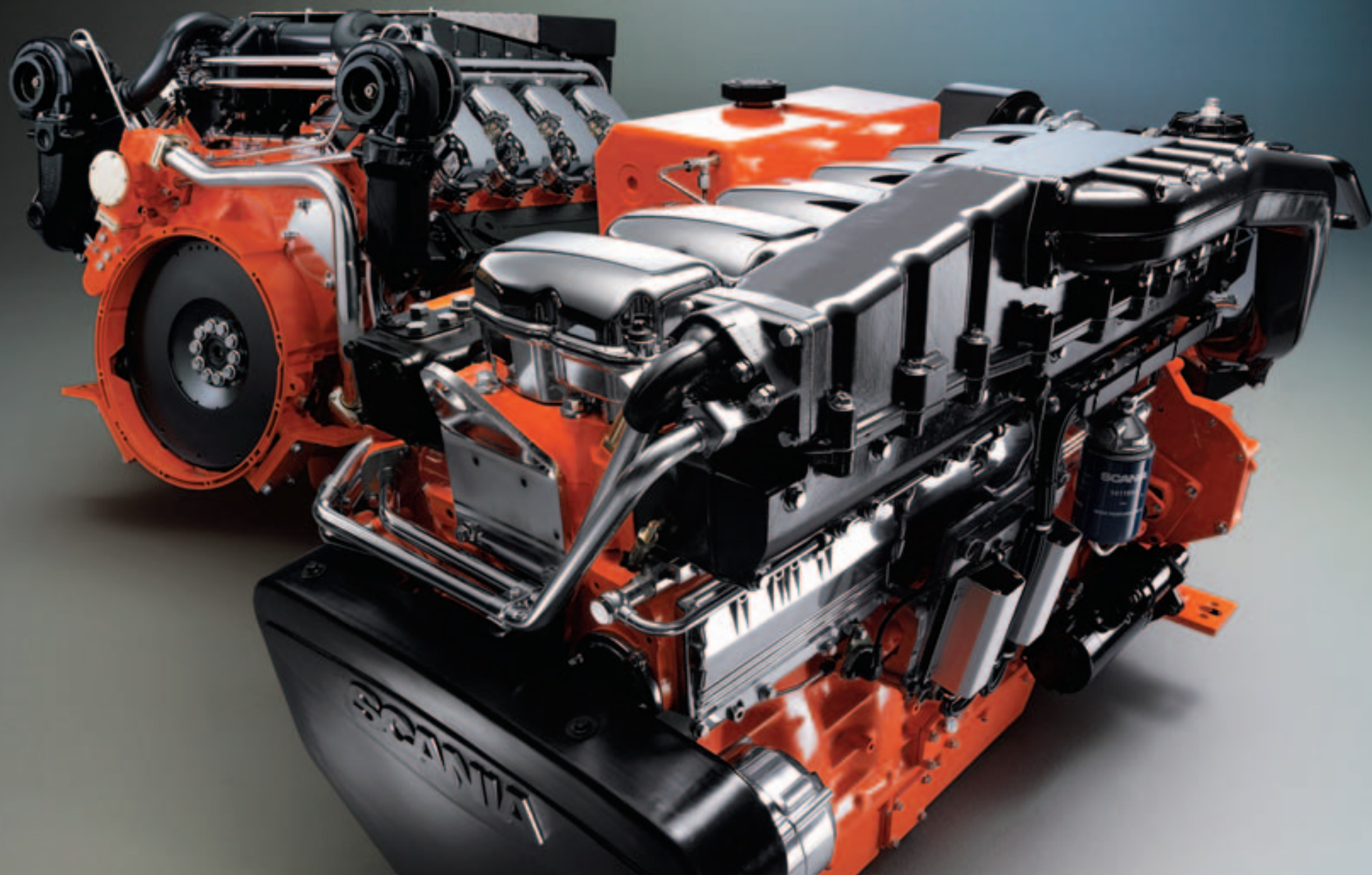


Every year, Scania invests a great deal of money in research & development, much of it focusing on developing ever better engines – better for the owner, better for the environment and better suited to the work they do.

Scania engines have always been known for their high level of technology and forward-looking solutions. People need to understand that we never do R&D for R&D's sake. The goal is always to provide the greatest possible benefit to our customers.

Magnus Henrikson
Manager Technical Development





SCANIA ENGINES FOR MARINE APPLICATIONS



Designed to make a difference on board.

Scania marine engines are designed for marine use from the very beginning, resulting in a compact, robust, clean and reliable engine with long uptime between service and maintenance. Common components are an important advantage. And the engines are built to be served and repaired on site by a single technician.

That's why we make all service points easily accessible, and that's why each cylinder has an individual head that can be removed and replaced by a single person.

If you want maximal uptime, these are important properties and advantages.

Dual oil filtration system.

All Scania engines have a unique oil filtration system that provides maximum filtration and minimum wear. A full-flow paper filter removes large particles and a centrifugal cleaner filters out small particles.

Scania's oil filtration remains unchallenged as the best in its class, providing concrete benefits

like better operating economy and lower environmental impact.

EMS and UI save you money and improve the environment.

Scania's electronic Engine Management System (EMS) was developed inhouse, specifically for our engines. It is designed to stand up to heavy use and harsh conditions and is thus extremely dependable, and it makes a major contribution to cutting fuel consumption and emissions.

The same is true of the Unit Injectors (UI) that are at the heart of the most reliable, well proven injection system on the market. It is a robust system for tough operating conditions.

Plug and play electrical system and instrumentation.

With a Scania electrical system, you can be confident you are getting maximum performance and the best possible overall economy from your Scania engine.

The system and instrumentation are custom-tailored to the EMS – and function optimally with the intelligence built into the EMS.

The result? Better control functions, simple, understandable monitoring, quick location of faults and programming options that can be customised for the engine's area of application.



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PROV

A white and red pilot boat with "PYLOT" written on its side is moving across the water, leaving a white wake. The word "PROV" is overlaid in large, semi-transparent white letters across the center of the image. The background shows a cloudy sky and a distant industrial facility on the horizon.



WATER

GREATHAM

MIDDLESBROUGH

1.50

Scania engines range overview.

12-litre engines

Basic data

The DI12M EMS is a turbocharged, 4-stroke diesel engine with unit injectors and EMS (Engine Management System).

DI12M EMS	Charge cooled (air-water)
Configuration	6 in line
Displacement	11.7 litres
Weight, dry	
DI12M EMS (with heat exchanger)	1150 kg
DI12M EMS (with keel cooling)	1130 kg

Output range for commercial propulsion engines

Continuous service (ICFN)

221 kW (300 hp) – 331 kW (450 hp) at 1800 r/min

Intermittent service (IFN)

236 kW (320 hp) – 368 kW (500 hp) at 2100 r/min

Patrol craft, long

386 kW (525 hp) – 441 kW (600 hp) at 2100 r/min

404 kW (550 hp) – 460 kW (625 hp) at 2300 r/min

Patrol craft, short

404 kW (550 hp) – 478 kW (650 hp) at 2200 r/min

515 kW (700 hp) at 2300 r/min

Auxiliary engines

50 Hz: 199 – 377

60 Hz: 220 – 398

Environment

The DI12M EMS complies to EU Stage IIIA, US EPA Tier 2 regulations, CCNR II and IMO.

16-litre engines

Basic data

The DI16M EMS is a turbocharged, 4-stroke diesel engine with unit injectors and EMS (Engine Management System).

DI16M EMS	Charge cooled (air-water)
Configuration	V8 in 90° V
Displacement	15.6 litres
Weight, dry	
DI16M EMS (with heat exchanger)	1550 kg
DI16M EMS (with keel cooling)	1550 kg

Output range for commercial propulsion engines

Continuous service (ICFN)

386 kW (525 hp) – 469 kW (638 hp) at 1800 r/min

Intermittent service (IFN)

423 kW (575 hp) – 478 kW (650 hp) at 2100 r/min

Patrol craft, long

515 kW (700 hp) – 550 kW (750 hp) at 2100 r/min

Patrol craft, short

588 kW (800 hp) at 2200 r/min

Auxiliary engines

50 Hz: 366 – 450

60 Hz: 405 – 532

Environment

The DI16M EMS complies to EU Stage IIIA, US EPA Tier 2 regulations, CCNR II and IMO.

Specifications and design subject to change without notice. Illustrated engines may have optional equipment not included in standard delivery.





Scania pursues an active policy of product development and improvement.
For this reason the company reserves the right to change specifications without
prior notice. Specification data may vary from one market to another.

