


**IMPORTANT INFORMATION**



When working on the engine, e.g. when adjusting the belts, changing oil or adjusting the clutch it is important that the engine does not start. The engine may be damaged but above all there is -  
**SERIOUS RISK OF INJURY.**

For this reason, always secure the starting device or disconnect a battery cable before working on the engine.  
This is especially important if the engine has a remote starter or automatic starting.  
This warning symbol and text is reproduced beside those maintenance points where it is especially important to consider the risk of injury.

**Operator's Manual**

**DI9 55 - DI9 59**

**Marine engine**

**opm99-9m en**

**1 588 713**

**2001-05:1**

**START-UP REPORT - WARRANTY**

When the start-up report has been filled in and sent to Scania there is a 1 year warranty starting from the start-up date. Also enter the below information since this will facilitate contacts with e.g. service workshops.

**Engine number**

.....

**Start-up date**

.....

**User's name and address**

.....  
.....  
.....  
.....

**Signature**

.....

**Engine type**

.....

**Variant**

.....

Engine type and variant are indicated on the engine type plate

# FOREWORD

This operator's manual describes the operation and maintenance of the Scania DI9 55 and DI9 59 marine engines. The instructions apply to these engine types in *program 99*, starting with engine number 5 134 340.

The engines are of direct-injection, liquid-cooled, four-stroke, 6-cylinder in line diesel type. They are supercharged and equipped with a charge air cooler which is coolant-cooled. See also page 10.

These engines have a cooling system with a heat exchanger, which is cooled by sea water, in which the engine coolant is cooled.

These engine types have electronic control of the injection system's governor to optimize engine performance and such important operating factors as fuel consumption and exhaust emissions.

The electronic control system is called DEC2 (Digital Electronic Control) and is described in greater detail on page 12.

A common application is as the propulsion unit in patrol boats (DI9 55) and in larger pleasure craft (DI9 59).

The engines have different output and speed settings and can be classified in different classification societies (classed engines must be used in certain marine installations).

The normal output setting of the engine (performance code) is indicated on the type plate, see page 10.

**Note** Only standard components are described in the operator's manual. Regarding special equipment, refer to the instructions of the relevant manufacturer.

In order to obtain the best value and service life from your engine, there are a few points to bear in mind:

- Read the manual before starting to use the engine. You will find new information in this Operator's Manual even if you have previous experience of Scania engines.
- Follow the maintenance instructions. Proper maintenance is essential to keep the engine operating correctly and to increase engine life.
- *Pay special attention to the safety information beginning on page 6.*
- Get to know your engine so that you know what it can do and how it works.
- Whenever necessary, always contact an authorised Scania workshop. They have special tools, genuine Scania parts and trained staff with practical experience of Scania engines.

**Note:** Always use genuine Scania parts in service and repair to keep the engine operating correctly.

The information in this manual was correct at the time of going to press. However, we reserve the right to make changes at any time, without prior notice.

Scania CV AB  
Industrial and Marine Engines  
S-151 87 Södertälje

## **! Important**

**During the warranty period,  
only use genuine Scania parts in  
service and repair for the  
warranty to be valid.**

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## ENVIRONMENTAL RESPONSIBILITY

Scania has always been at the forefront in the development and production of environmentally safe engines.

We have made great progress in reducing harmful exhaust emissions to be able to meet the stringent emission standards that are mandatory for almost all markets.

We have done this without compromising the high quality of Scania industrial and marine engines in terms of performance and cost effective operation.

To maintain these superior properties throughout the life of the engine it is important that the operator/owner follows the instructions of this manual as regards operation, maintenance and choice of fuel and lubricants.

To further contribute to protecting the environment in service, maintenance and repair, ensure that harmful waste (oil, fuel, coolant, filters, batteries etc.) is disposed of and destroyed according to applicable local regulations.

This operator's manual contains highlighted text urging you to protect the environment in different service and maintenance operations.

Refer to example



*Mind the  
environment!*

**Always use suitable containers  
to avoid spillage when bleeding  
systems or renewing  
components.**

## CERTIFIED ENGINES

An emission certified engine has been approved according to a specific certification standard. The certified engines delivered by Scania meet the most compelling emission standards in the European (EU) and non-European (USA) markets.

Scania guarantees that all engines of a certified engine type that are delivered, correspond to the engine approved for certification.

The engine is fitted with a certification plate, stating according to which certification rules (standard) the engine has been approved. Refer to page 10.

The following is required for the engine to meet the emission standards after being commissioned:

- *Service and maintenance must be performed according to this Operator's Manual.*
- *Only genuine Scania parts must be used.*
- *Service work on the injection equipment must be performed by an authorized Scania workshop.*
- *The engine must not be modified with equipment not approved by Scania.*
- *Seals and setting data may only be broken/modified after approval by Scania, Södertälje. Changes should only be made by qualified personnel.*
- *Changes affecting the exhaust system and intake system must be approved by Scania.*

Otherwise, follow the instructions in this manual for operation, care and maintenance of the engine. Also observe the safety precautions described in the following four pages.

**Important!** *If service and maintenance are not performed as stated above, Scania cannot guarantee that the engine corresponds to the certified configuration and will not assume liability for any damage occurring.*

# SAFETY DETAILS

## General

This Operator's Manual contains safety information that must be observed in order to avoid personal injuries and damage to the product or property. Refer to page 1.

The text boxes to the right on the pages provide information that is important for the proper operation of the engine and to avoid damage to the engine. Failure to follow these instructions may void the warranty.

Refer to example. →


**! Important**

**Only use Scania genuine fuel filter.**

Corresponding texts may also appear in the text column, headed **Caution!** or **Important**

The warning text in text boxes to the right on the pages provided with a **warning triangle** and headed **WARNING** is *extremely important* and warns of serious defects to the engine or improper handling that may lead to personal injury.

Refer to example →

 **WARNING**

**Immobilise the starting device when working on the engine. If the engine starts out of control, there is a SERIOUS RISK OF INJURY.**

The safety precautions that must be observed in the operation and maintenance of Scania engines are compiled on the following three pages. The corresponding text is also often stated next to the maintenance step concerned, shown with different degrees of significance as described above.

All items are marked with a **!** to highlight the importance of reading each item in the section.

**A general safety rule is that no smoking is allowed:**

- Near the engine and the engine bay
- When refuelling and near the filling station
- When work is performed on the fuel system
- Near flammable or explosive materials (fuel, oils, batteries, chemicals etc.)

## Safety precautions for operation

### ! Daily inspection

Always perform visual inspection of the engine and engine bay before the engine is started and when the engine has been stopped after operation.

This will make it easy to detect any leakage of fuel, oil or coolant or any other abnormal condition that may require remedial action.

### ! Refuelling

When refuelling, there is a risk of fire and explosion. The engine must be stopped and smoking is not allowed.

Do not overfill the tank, since the fuel may expand, and close the fuel filler cap properly.

Only use fuel recommended in the service literature. Fuel of an incorrect grade may cause malfunctions or stoppage by interfering with the operation of the fuel injection pump and the injectors.

This could cause engine damage and possibly personal injury.

### ! Harmful gases

Only start the engine in a properly ventilated area. The exhaust emissions contain carbon monoxide and nitrogen oxides that are toxic.

When operating the engine in an enclosed area, an effective extraction device for exhaust gases and crankcase gases must be used.

### ! Starter lock

If the control panel is not fitted with a key switch, the engine bay should be fitted with a lock to prevent unauthorized starting of the engine.

Alternatively, a lockable main switch or battery master switch may be used.

### ! Starting spray

Never use starting spray or similar as a starting aid. An explosion may occur in the intake pipe, which could cause personal injury.

### ! Operation

The engine should not be operated in environments with surrounding explosive materials since electrical or mechanical components of the engine may emit sparks.

It is always a safety hazard to be near an engine that is running. Body parts or clothing, or a dropped tool may get stuck in rotating parts, such as the fan, causing bodily injury.

Always cover rotating parts and hot surfaces as much as possible to ensure personal safety.

## Safety precautions for handling materials

### ! Fuel and lubrication oil

All fuels and lubricants as well as many chemicals are flammable. Always follow the instructions stated on the container.

All work on the fuel system must be performed when the engine is cold. Fuel leakage and spillage on hot surfaces may cause fire.

Store drenched rags and other flammable materials in a safe way to avoid spontaneous combustion.

### ! Batteries

Batteries, particularly when being recharged, emit highly flammable fumes that can explode. Do not smoke or let open flame or sparks come near the batteries or the battery compartment.

Incorrect connection of a battery cable or jump start cable may cause a spark, which in turn may cause the battery to explode.

### ! Chemicals

Most chemicals, such as glycol, corrosion inhibitors, preservation oils, degreasers etc. are hazardous. Always follow the safety precautions stated on the container.

Some chemicals, e.g. preservative oil, are flammable.

Always store chemicals and other hazardous materials in approved and distinctly marked containers and out of reach of unauthorized persons. Always dispose of superfluous or used chemicals through an authorized waste disposal contractor.

## Safety precautions for care and maintenance

### ! Stop the engine

Always stop the engine before any maintenance and service work unless otherwise stated.

Prevent unauthorized starting by removing the starter key and turning off the power by the main switch or the battery disconnect switch, locking it in the off position. Also attach a warning tag, stating that work on the engine is in progress, at a suitable location.

It is always a safety hazard to work on an engine that is running. Parts of your body or clothing, or a dropped tool may get stuck in rotating parts, causing bodily injury.

### ! Hot surfaces and fluids

A hot engine always presents a risk of scalding. Always take care not to touch the exhaust manifold, turbocharger, oil pan, hot coolant and oil in pipes and hoses.

### ! Lifting the engine

Use the engine lifting eyes when lifting the engine. First check that the lifting equipment is in proper condition and has sufficient lift capacity rating.

Auxiliary equipment fitted to the engine may cause the centre of gravity to be displaced. Thus, additional lift devices may be required in order to provide proper balance and a safe lift.

Never work below a suspended engine!

### ! Batteries

Batteries contain a highly corrosive electrolyte (sulphuric acid). Always take care to protect your eyes, skin and clothing when charging and handling batteries. Wear protective gloves and goggles.

If electrolyte splashes on the skin, wash the affected part of the body with soap and plenty of water. If electrolyte splashes into the eyes, rinse eyes immediately with plenty of water and seek medical attention.

Dispose of used batteries through an authorized waste disposal contractor.



**! Electrical system**

Before work is performed on the electrical system, turn off the power by the main switch or the battery disconnect switch.

Also disconnect any external power supply to auxiliary equipment on the engine.

**! Arc Welding**

Before welding near or on the engine, remove the battery and alternator cables. Also remove the control unit connector.

Connect the weld clamp to the component to be welded, close to the weld location. Never connect it to the engine or in such a way that the current can pass through a bearing.

After the welding is completed, connect the cables to the alternator and the control unit before connecting the batteries.

**! Lubrication system**

Hot oil may cause scalding and skin irritation. Avoid skin contact with hot oil.

Make sure that the pressure in the lubrication system is relieved before work is carried out. Never start or operate the engine with the oil filler cap removed since oil will be ejected forcefully.

Dispose of used oil through an authorized waste disposal contractor.

**! Cooling system**

Never open the coolant filler cap while the engine is hot. Steam and hot coolant can come out forcefully and cause scalding.

If the cooling system must still be opened or disassembled while the engine is hot, open the filler cap very cautiously and slowly to release the pressure before the cap is removed. Use gloves since the coolant is still very hot.

Dispose of used coolant through an authorized waste disposal contractor.

**! Fuel system**

Always use gloves when checking for leaks in or performing other work on the fuel system. Always wear eye protection when testing injectors.

Fuel escaping under high pressure can penetrate body tissue and cause serious injury.

Never use non-genuine parts in the fuel system and the electrical system. Genuine parts are designed and manufactured to minimize fire and explosion hazard.

**! Before starting**

Install any guards that have been removed before the engine is started. Check to ensure that no tools or other objects have been left on the engine.

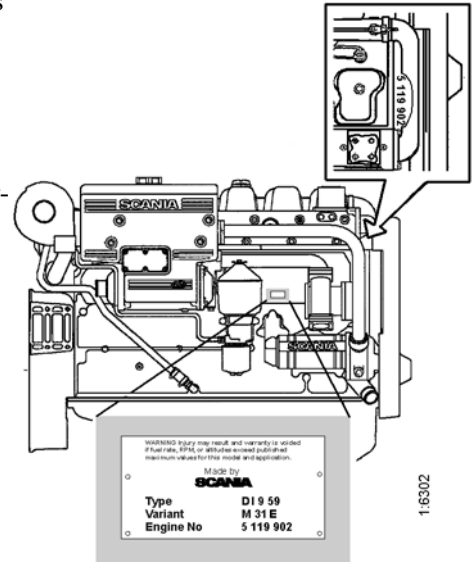
Never start the engine unless the air filter is installed. Otherwise there is a risk of objects entering the compressor wheel or a risk of personal injury from contact with it.

# TYPE DESIGNATIONS

The engine designation indicates, in the form of a code, the type of engine, its size and intended use, etc.

The type designation and engine serial number are indicated on a type plate affixed to the right-hand side of the engine. The engine number is also stamped on the top of the engine block beside the first cylinder head.

Engines that are certified regarding smoke and emissions are fitted with a certification plate specifying the documents they conform to. The plate is fitted to rocker cover number two as viewed from the front.



**DI 9 59 M 31 E LR**

## Version

DI Turbocharged diesel engine with liquid-cooled charge air cooler

## Displacement in whole dm<sup>3</sup>

## Performance and certification code

Indicates, together with the application code, the normal gross engine output.

The actual output setting of the engine is indicated on the engine card.

## Application

M For marine use

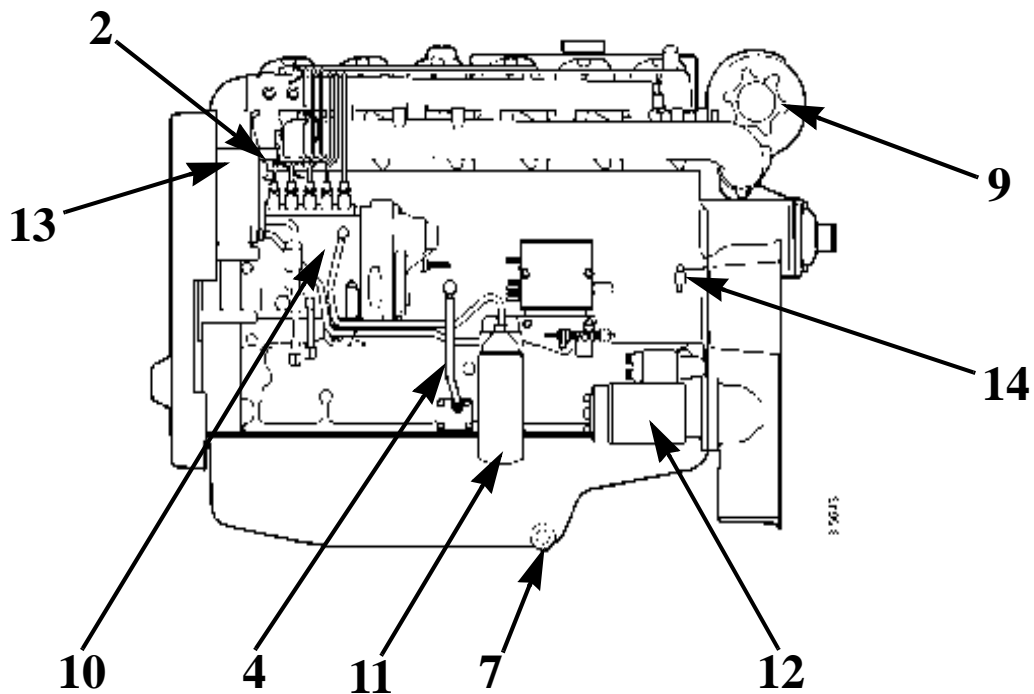
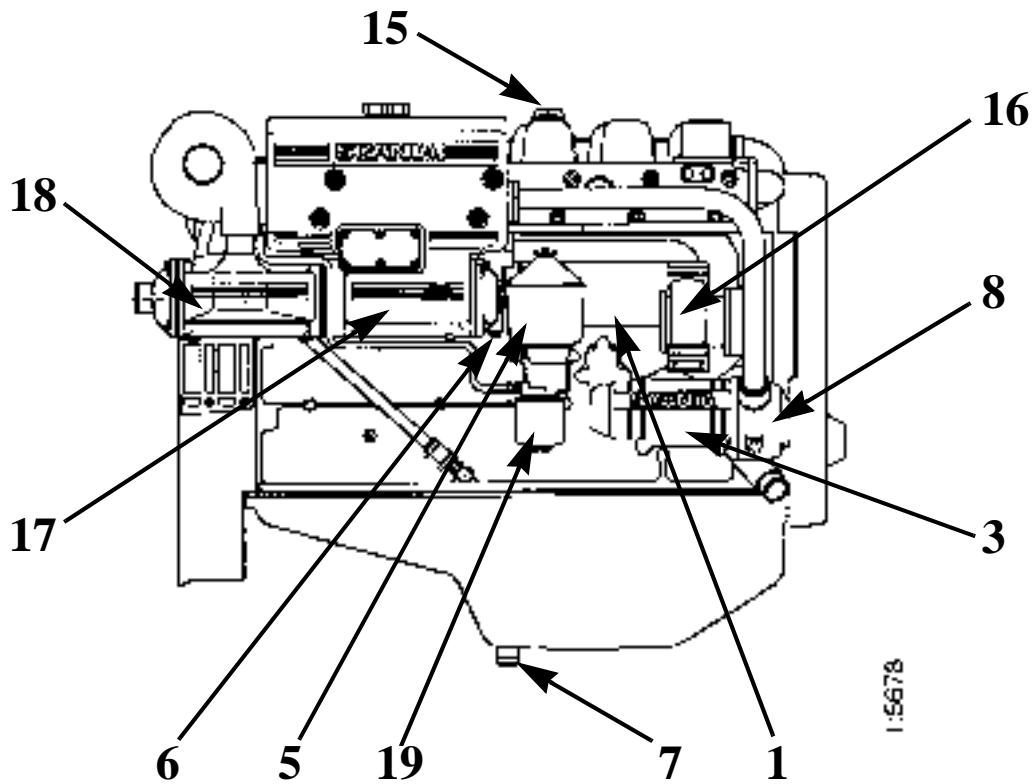
## Variant code for equipment options 01-99

## Governor type

E Electronically controlled governor (DEC2)

## Classification society (applies to classed engines)

- ABS American Bureau of Shipping
- BV Bureau Veritas
- GL Germanischer Lloyd
- LR Lloyd's Register of Shipping
- DNV Dwt Norske Veritas
- RINA Registro Italiano Navale
- SjöV Sjöfartsverket



The drawings illustrate a common type of DI9 engine.  
Your engine may have other equipment not shown here.

- |                                           |                         |                       |
|-------------------------------------------|-------------------------|-----------------------|
| 1. Type plate                             | 7. Draining, engine oil | 14. Draining, coolant |
| 2. Engine number, stamped in engine block | 8. Coolant pump         | 15. Oil filling       |
| 3. Oil cooler                             | 9. Turbo charger        | 16. Sea water pump    |
| 4. Oil dipstick                           | 10. Injection pump      | 17. Heat exchanger    |
| 5. Oil cleaner                            | 11. Fuel filter         | 18. Charge air cooler |
| 6. Protective anode                       | 12. Starter motor       | 19. Turbo filter      |
|                                           | 13. Alternator          |                       |

# DEC2 CONTROL SYSTEM

This engine has an injection pump with an electromagnetic actuator which adjusts the control rack to give the correct amount of fuel.

The system which controls the actuator/pump is called DEC2 (Digital Engine Control, generation 2).

The control unit (DEC2) continuously receives signals from sensors for engine speed, charge air temperature and pressure, coolant temperature, oil pressure, throttle pedal position and control rod travel in the injection pump. Using this input data and a control program, the correct amount of fuel for the current operating conditions can be calculated.

The system's sensors may be used only for DEC2, *not for other instruments or other monitoring purposes.*

The control unit contains monitoring functions to protect the engine in the event of a fault which would otherwise damage it. Faults and the more important monitoring functions are indicated on the control unit in the form of light emitting diodes. See illustration on page 13 for a description.

In case of a fault, the **Power** - or **Shutdown** indicator on the DEC2 control unit as well as the main indicator lamp on the main supply box and the instrument panel will illuminate.

If a fault has been indicated on the main indicator lamp the operator can determine the cause of the fault with the help of the LEDs on the control unit and the troubleshooting schedule on page 17, and carry out the required investigation and remedy.

Depending on the nature of the fault, the control system will take different actions to protect the engine such as reducing the power output, keeping the engine running at a constant low speed or, in case of a function impairing fault, shutting down the engine (*Shutdown*).

To enable readout of LED fault codes there is a lamp test/fault code switch located in the main supply box near the control unit.

A PC based program is also available to help service personnel to detect and rectify faults and to adjust certain parameters in the operating program.

***Diagnostics and changes to programs must only be performed by authorized personnel.***

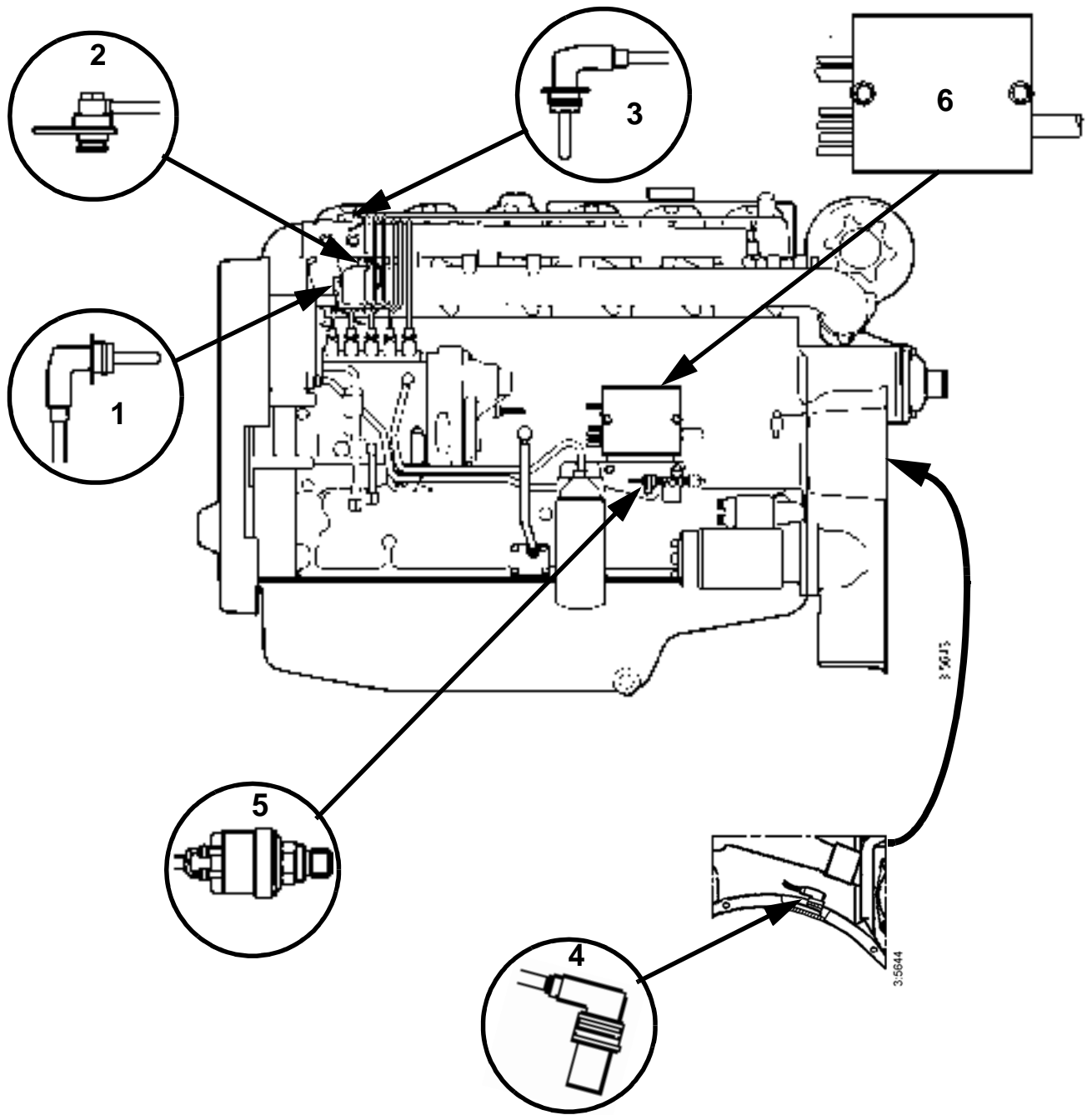
The locations of the sensors and monitors which send signals to the control unit will be evident from the illustrations on page 13.

There is a description of the functions of the LEDs during normal operation on page 14.

On page 15 there is a description of the functions of the LEDs in case of a fault and actions in case of **Power-** and **Shutdown** indication.

Troubleshooting and fault code reading are described on pages 16 and 17.

Location of sensors for DEC2 on DI9



1. Charge air temperature sensor
2. Connection of lead to charge air temperature sensor
3. Coolant temperature sensor
4. Engine speed sensor
5. Oil pressure sensor
6. Junction box

## LED functions during normal operation

**Note** The lamp test/fault code switch should not be depressed. All LEDs come on briefly when the control unit is powered up.

### CONTROL STATUS

- ★ The LED flashes continuously when the control unit is supplied with current, regardless of whether the engine is running or not.

### SHUTDOWN

- The LED is out.

### STARTING

- ★ The LED lights up as soon as the engine starts to rotate during an attempt to start it and follows the programmed starting sequence until it has been completed and then goes out.

### RUNNING

- ★ The LED comes on when the engine has started and the "Starting"-LED goes out. It remains on until the engine is stopped.

### TORQUE LIMIT

- ★ The LED comes on when the control unit detects that the engine has received the maximum permissible quantity of injected fuel according to its power curve. This means 100% power output at the current rpm. If the load increases, engine rpm will decrease.

### BOOST LIMIT

- ★ The LED comes on when the control unit smoke limiter restricts the maximum fuel quantity. Operation of the smoke limiter is dependent on the charge air pressure.

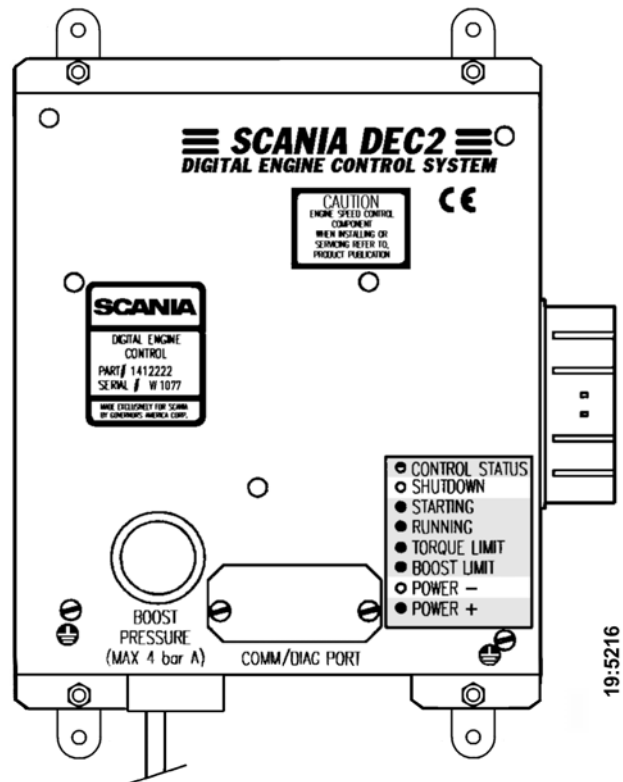
### POWER-

- The LED remains out during normal operation as long as no fault is detected by the control unit. See next page for the procedure to be adopted in the event of a fault.

### POWER+

- ★ If the control unit is programmed to allow the engine to be operated according to more than one power/torque curve (map), the following applies.

The LED comes on when the engine is run at more than 100% power output (MAP 2). It goes out when the engine returns to the 100% power output curve (MAP 1) or when the power output required is less than 100%.



19:5216

## Action in case of a fault

### LED indications in case of a fault

**Note** The main indicator lamp in the main supply box and at the instrument panel has indicated a fault. The lamp test/fault code switch should not be depressed.

#### CONTROL STATUS

- ✱ The LED will continue to flash even in case of a fault as long as voltage is supplied to the control unit.

#### POWER -

- ✱ If the LED comes on, the control unit has detected a defect that could cause damage to the engine if operation continues.

*The control unit automatically reduces engine power output to a predefined level if the corresponding function has been selected.*

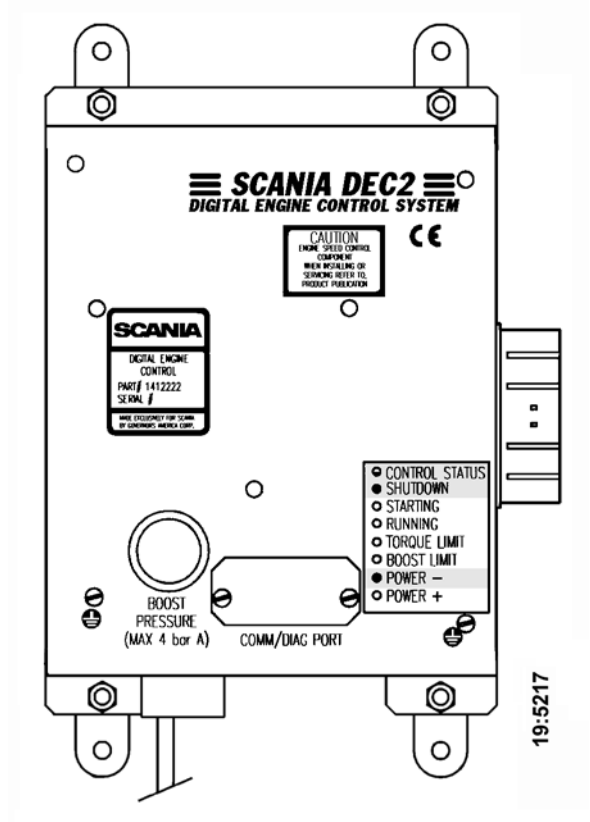
**Action:** Reduce engine speed to idle if possible and conduct troubleshooting according to instructions on page 16 and the chart on page 17

#### SHUTDOWN

- ✱ The LED comes on and the *engine is switched off automatically* in case of a severe fault that could cause damage to the engine if operation continues.

**Action:** Conduct troubleshooting according to instructions on page 16 and the chart on page 17

If the engine has not stopped, reduce engine speed to idle and conduct troubleshooting.



## Changing functions using the DIP switches in the control unit

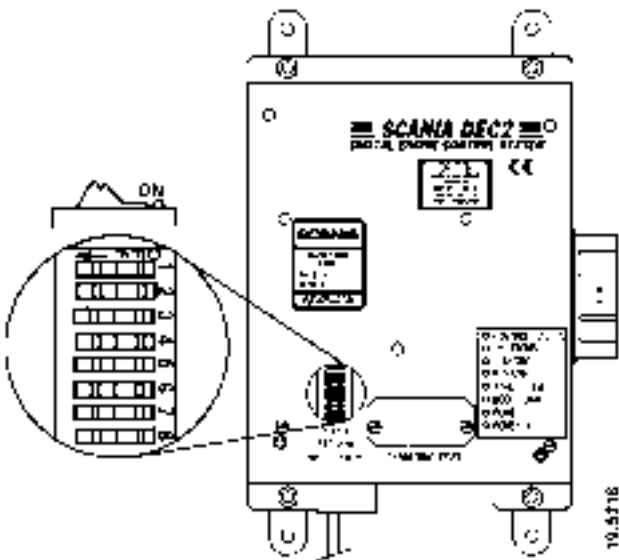
There are 8 DIP switches in the control unit under the round black rubber cover.

These switches shall be in the *ON* position to obtain normal functions according to the operating program. However, for single-speed engines, the normal position of DIP switches 6, 7, and 8 may also be *OFF*

**Shutdown** at threshold values for low oil pressure and high coolant temperature can be selected by setting DIP switch **4** to *OFF*

With DIP switch **4** in position *ON*, **Power-** indication is obtained for these threshold values. Engine output reduction (*LOP*) can be selected to prevent damage to the engine. Changes to the program must only be performed by authorized personnel.

**Note** Do not operate the engine with a **Power-** indication except for in emergencies.



DIP switches are shown in the ON position

## Readout of fault codes

**Note** If the engine has stopped or lost power but the main indicator lamp is out and neither **POWER-** nor **SHUTDOWN** are on, the fault is outside the control unit detection range. Probable causes: fuel shortage, temporary overload, mechanical fault.

- Activate the lamp test/fault code switch. In Scania electrical equipment the main indicator lamp is located in this switch on the main supply box.
- All LEDs will then come on for 2 seconds to indicate that they are intact and in working order. This also applies to the main indicator lamp in the main supply box and the instrument panel. Make a note of any LED that is defective.
- All LEDs will then be out for approximately 4 seconds.
- Following this, a fault code will be indicated on one of the LEDs for 2 seconds. Note which LED it is.
- The control unit then resumes the operating mode automatically.
- After having made a note of the fault code, reset the lamp test/fault code switch and reset the control unit by turning off its power supply momentarily.
- The most probable cause of the fault can then be found in the trouble shooting schedule on the next page.
- When the fault or faults have been rectified the engine can be restarted.
- If the control system continues to indicate a fault by way of the main indicator lamp, further faults may have been recorded. The fault code readout must then be repeated as per above since the system can only display one fault code at a time.
- The fault(s) will be stored in a special memory in the control unit along with information about the operating time when it(they) occurred. Stored faults can be accessed and erased by authorised service personnel.



**READOUT OF FAULT CODES  
LED INDICATION WHEN THE LAMP TEST/FAULT CODE SWITCH IS ACTIVATED**

|  |  | <b>LED INDICATION WHEN THE LAMP TEST/FAULT CODE SWITCH IS ACTIVATED</b> |                 |                 |                |                     |                    |                |                | <b>Action</b>                                                                                                   |                                                                                                       |
|--|--|-------------------------------------------------------------------------|-----------------|-----------------|----------------|---------------------|--------------------|----------------|----------------|-----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
|  |  | <b>CONTROL STATUS</b>                                                   | <b>SHUTDOWN</b> | <b>STARTING</b> | <b>RUNNING</b> | <b>TORQUE LIMIT</b> | <b>BOOST LIMIT</b> | <b>POWER -</b> | <b>POWER +</b> |                                                                                                                 |                                                                                                       |
|  |  | *                                                                       |                 |                 |                |                     |                    |                |                | DEC2 has detected an internal fault in the control unit.                                                        | Send in the control unit for repair as soon as possible.                                              |
|  |  | *                                                                       | *               |                 |                |                     |                    |                |                | The engine temperature has reached the threshold level or the temperature sensor is inoperative.                | Check the cooling system. Check the temperature sensor and cable routing.                             |
|  |  |                                                                         |                 | *               |                |                     |                    |                |                | The engine has reached the overrevving limit or the engine speed sensor is inoperative.                         | Check the wiring and connector.<br>Renew the engine speed sensor.                                     |
|  |  |                                                                         |                 |                 | *              |                     |                    |                |                | Control rack position sensor inoperative.                                                                       | Check connectors and cables to governor.                                                              |
|  |  |                                                                         |                 |                 |                | *                   |                    |                |                | The intake air temperature has reached the threshold level or the charge air temperature sensor is inoperative. | Check the intake system. Check the temperature sensor and cable routing.                              |
|  |  |                                                                         |                 |                 |                |                     | *                  |                |                | DEC2 detects no charge air pressure.<br>The charge air pressure sensor is inoperative.                          | Check the charge air pressure hose. Send in the control unit for repair if the connection is damaged. |
|  |  |                                                                         |                 |                 |                |                     |                    | *              |                | Engine speed potentiometer or the idling safety switch is inoperative.                                          | Check the cable routing, connectors and cables.                                                       |
|  |  |                                                                         |                 |                 |                |                     |                    |                | *              | The oil pressure has dropped to the threshold level or the oil pressure monitor is inoperative.                 | Check oil level, connector and cable.<br>Renew the oil pressure monitor.                              |

\* = LED on

# STARTING AND RUNNING

## AT FIRST START

When the engine is started for the first time, follow the maintenance points listed under "First start" in the maintenance schedule, see page 25.

Since the points are important for satisfactory operation of the engine right from the outset, they are also listed below.

1. Checking the oil level (see page 27).
8. Checking the coolant (see page 32).

The coolant should contain corrosion inhibitor to protect the cooling system from corrosion.

### If there is a danger of freezing:

- Only anti-freeze glycol should be used in the coolant as protection against corrosion. We recommend only *nitrite*-free anti-freeze glycol with the following supplier designations:

**BASF G48 or BASF D542**

- The concentration of glycol should be **30 - 60% by volume** depending on the ambient temperature. A content of 30 % by volume provides protection down to -16 °C. See page 32.
- *Never top up with only water or only glycol. Fluid losses must always be replaced with pre-mixed coolant having the same glycol concentration as that in the engine. If the glycol content drops, both anti-freeze protection and protection against corrosion are impaired.*

**Note** A glycol concentration below 30% by volume will not provide sufficient protection against corrosion. Glycol concentrations higher than 60% do not improve anti-freeze protection and have a negative effect on engine cooling capacity.

### If there is no danger of freezing:

- Only *Scania Anti-corrosive* should be used in the coolant as protection against corrosion. The correct concentration of anti-corrosive is 7-12% by volume and this must never drop below 7% by volume. The inhibitor in *Scania Anti-corrosive* is nitrite-free.
- First top up: Top up with *Scania Anti-corrosive* as indicated on the packaging.
- *Never top up with only water or only anti-corrosive! Fluid losses must always be replaced with premixed coolant: water + 10 % by volume of Scania Anti-corrosive.*

### Coolant filter (not standard equipment)

Only coolant filter *without inhibitor* may be used. The use of coolant filters increases the life of the coolant and reduces the risk of deposition corrosion.

### Coolant composition:

**If there is a danger of freezing:**  
 minimum 30% glycol by volume  
 maximum 60 % glycol by volume

**If there is no danger of freezing:**  
 7-12% by volume  
*Scania Anti-corrosive*  
 (no glycol)



### WARNING

**Ethylene glycol and corrosion inhibitor, if swallowed can be fatal.**  
 Avoid contact with the skin.

### ! Important

The recommended glycol must not be mixed with glycol having nitrite-based anti-corrosive.


### ! Important

The use of too much *Scania Anti-corrosive* as mixed with glycol may cause deposits.

### ! Important

If a coolant filter has been fitted it must not contain inhibitor.

- 14. Checking the fuel level (see page 41).
- 17. Checking the electrolyte level in batteries (see page 43).
- 18. Checking the state of charge in batteries (see page 43).
- 20. Checking the coolant level monitor (see page 44) (if fitted).
- 21. Checking the temperature monitor (see page 45).
- 22. Checking the oil pressure monitor (see page 46).
- 23. Checking transmission tension (see page 47).



**WARNING**

**Immobilise the starting device when working on the engine. If the engine starts out of control, there is a SERIOUS RISK OF INJURY.**

## CHECKS BEFORE RUNNING

Before running, "Daily maintenance" as described in the maintenance schedule should be carried out, see page 25.

## STARTING THE ENGINE

If the fuel tank has been run dry or if the engine has not been used for a long time, bleed the fuel system (see page 41).


Out of consideration for our common environment, your new Scania engine has been designed to use a smaller amount of fuel when starting. Using unnecessarily large amounts of fuel when starting the engine always results in the discharge of unburnt fuel.

- Open the fuel cock, if fitted.
- Declutch the engine.
- Engines with battery master switch: Switch on the power by means of the battery master switch.
- DEC2: If the main indicator lamp comes on or flashes when the power is turned on, this indicates the presence of a fault in the control system or engine which must be found and rectified before the engine is started. See page 15.
- Start the engine by means of the starter button or starter key.

### Starting at low temperatures


Local environmental requirements must be complied with. Starting aids, engine heaters and/or flame start devices should be used to avoid starting problems and white smoke.

To limit white smoke, the engine should be run at low speed and under moderate load. Avoid running it longer than necessary at idling speed.



**WARNING**

**Only start the engine in a properly ventilated area. When operating the engine in an enclosed area, an effective extraction device for exhaust gases and crankcase gases must be used.**



**WARNING**

**Never use starting spray or similar as a starting aid. An explosion may occur in the intake pipe, which could cause personal injury.**

**At temperatures below 0 °C:**

**Note** Only use starting aids recommended by Scania.

- The starter motor may only be used for 30 seconds at a time. After that time it must cool for 2 minutes.

**If the engine has flame start:**

- Operating flame start *without timer relay*: Press the control button, which also acts as a pre-glow button (max. 20 seconds). The glow plug continues to glow as long as this button is depressed after the engine has started. Maximum time is 5 minutes.
- Operating flame start *with timer relay*: Press the pre-glow button (a maximum of 20 seconds). Release it when the engine starts. The timer relay keeps the glow plug glowing for 5 minutes. If a shorter glow time is required, press the release button. The key must be set to the 0 position if the start attempt fails.

**! *important***  
**Maximum starter engagement time is 30 seconds. Risk of overheating. Allow starter to cool for 2 minutes after a starting attempt before cranking again.**

**Note** If the engine is equipped with an INTERLOCK switch, this switch should be depressed and held down until the oil pressure has reached a sufficiently high level.

- Warm up the engine with a light load. A light load on a cold engine gives better combustion and faster heating than warming up with no load.

## RUNNING

Check instruments and warning lamps at regular intervals.

### Engine speed

The Scania tachometer is divided into sectors of different colours, as follows:

|                   |                       |                                                                                                      |
|-------------------|-----------------------|------------------------------------------------------------------------------------------------------|
| 0 - 500 r/min     | red area:             | prohibited engine speed, passed when stopping and starting.                                          |
| 500 - 700 r/min   | yellow area:          | low idle.                                                                                            |
| 700 - 2200 r/min  | green area:           | normal operating speed. The engine's operating speed range is controlled by the DEC2 control system. |
| 2200 - 2600 r/min | yellow/green striped: | unsuitable operating speed. May occur when switching off.                                            |
| 2600 - 3000 r/min | red area:             | prohibited engine speed.                                                                             |

### Coolant temperature

Normal coolant temperature when the engine is running should be 70 - 90°C.

DEC2: If the temperature is high, 98°C or above, you can select for the control system to reduce power output (**Power -**) in order to bring down the temperature. Refer to the DEC section on page 16.

If the temperature continues to rise, the engine will be shut down automatically (**Shutdown**) at 103°C. Refer to the DEC section on page 16.

***Excessively high coolant temperature can damage the engine.***

If run for extended periods under an extremely light load, the engine may have difficulty in maintaining normal operating temperature. However, the temperature will rise to a normal level again when the load on the engine is increased.

## Oil pressure

### *Max. oil pressure:*

warm engine running at a speed above 800 rpm 6 bar

### *Normal oil pressure:*

warm engine running at operating speed 3 - 6 bar

### *Min. oil pressure:*

warm engine running at 800 rpm 0.7 bar

At speeds below 800 rpm the gauge may show low oil pressure although no fault is present.

***Oil pressure below 0.7 bar at speeds above 800 rpm will cause engine damage. The engine must be stopped immediately.***

***DEC2: The engine is shut down automatically if this function has been selected. Refer to the DEC section on page 16.***

**High lubricating oil pressure (above 6 bar) is normal when starting a cold engine.**

## Charging indicator lamp

If the lamp comes on during operation:

- Check/adjust the alternator drive belts as described under the maintenance point. See page 47.
- If the charging indicator lamp is still on, this could be due to an alternator fault or a fault in the electrical system.

## STOPPING THE ENGINE

1. Run the engine without a load for a few minutes if it has been run continuously with a heavy load.
2. Stop the engine with the stop button. Keep the stop button depressed until the engine is completely stationary.
3. DEC2: Before switching off, check that the control system's main indicator lamp is not on or flashing. Refer to page 15 for troubleshooting.
4. Engines with battery master switch: Switch the power off with the battery master switch.
5. Set the control switch to "0".

### **! Important**

**There is danger of turbo damage and post boiling if the engine is stopped without cooling.**

### **! Important**

**The power must not be switched off before the engine has stopped.**

## Clutch

- See the manufacturer's instructions for handling and operating the clutch.

**WARNING!** If the clutch output shaft is rotating (e.g. in multiple engine installations where other engines are running), the clutch can, under its own power, be drawn to the engaged position.  
**THIS CAN PERSONAL CAUSE INJURY** and engine damage. For this reason, always secure the clutch in the disengaged position if there is a risk of the output shaft starting to rotate.

## CHECKS AFTER RUNNING

- Check that the power is cut from the battery master switch and that the control switch is in the "0" position.
- Fill the fuel tank. Make sure that the filler cap and the area round the filler opening are clean to avoid contamination of the fuel.
- If there is a risk of freezing, the cooling system must be drained if it does not contain a sufficient amount of glycol, refer to page 32.
- Close inlet valve for the sea water system (if fitted).
- *If there is danger of freezing the sea water system must be emptied.*
- At temperatures below 0 °C: Prepare for the next start by connecting the engine heater (if fitted).



### **WARNING**

**Immobilise the starting device when working on the engine. If the engine starts out of control, there is a SERIOUS RISK OF INJURY.**

### **! Important**

**Top up engine coolant when the engine has been stopped after being started for the first time.**

# MAINTENANCE

The maintenance programme covers 26 points, divided into the following main groups:

|                                                   |         |
|---------------------------------------------------|---------|
| Lubricating oil system .....                      | page 26 |
| Cooling system .....                              | page 30 |
| Air cleaner .....                                 | page 38 |
| Fuel system .....                                 | page 41 |
| Electrical system, monitors, batteries, etc. .... | page 43 |
| Other .....                                       | page 47 |

The maintenance points are divided into intervals as follows:

Daily maintenance

Maintenance before the first start

Maintenance after the first 400 hours of operation

Periodic maintenance every 200 hours of operation (carried out after 200, 400, 600, 800, etc. hours)

Periodic maintenance every 400 hours of operation (carried out after 400, 800, 1200, 1600, etc. hours)


Periodic maintenance every 1200 hours of operation (carried out after 1200, 2400, 3600, etc. hours)

Periodic maintenance every 2400 hours of operation (carried out after 2400, 4800, etc. hours)

Periodic maintenance every 4800 hours of operation (carried out after 4800, 9600, etc. hours)

Annual Maintenance

Maintenance every 5th year



**WARNING**

**Immobilise the starting device when working on the engine. If the engine starts out of control, there is a SERIOUS RISK OF INJURY**

## ENGINES WITH FEW HOURS OF OPERATION

Run the engine until it reaches operating temperature and then carry out the following maintenance points:

2. Checking the oil level.
5. Checking the coolant level.
10. Checking the vacuum indicator.
14. Checking the fuel level.
17. Checking the electrolyte level in batteries.
18. Checking the state of charge in batteries.
19. Cleaning the batteries.
24. Checking for leakage, rectify as necessary.

**! Important**

**For engines with few operating hours that are not subject to periodic maintenance according to the maintenance schedule on page 25, maintenance should be carried out in accordance with the schedule:**

**"Every year"**

**"Every 5 years"**



# MAINTENANCE SCHEDULE

|                                                                   | Daily | First time at |       | Interval |       |        |        |        | At least |                |
|-------------------------------------------------------------------|-------|---------------|-------|----------|-------|--------|--------|--------|----------|----------------|
|                                                                   |       | First start   | 400 h | 200 h    | 400 h | 1200 h | 2400 h | 4800 h | Annually | Every 5th year |
| <b>LUBRICATING OIL SYSTEM, page 26</b>                            |       |               |       |          |       |        |        |        |          |                |
| 1. Checking oil level                                             | ●     | ●             |       |          |       |        |        |        |          |                |
| 2. Oil change                                                     |       |               |       |          | ●1    |        |        |        | ●        |                |
| 3. Cleaning oil cleaner                                           |       |               |       |          | ●1    |        |        |        | ●        |                |
| 4. Changing the turbo filter                                      |       |               |       |          | ●1    |        |        |        | ●        |                |
| <b>COOLING SYSTEM, page 30</b>                                    |       |               |       |          |       |        |        |        |          |                |
| 5. Checking coolant level                                         | ●     |               |       |          |       |        |        |        |          |                |
| 6. Checking the corrosion bars 4)                                 |       |               |       |          | ●5    |        |        |        | ●        |                |
| 7. Checking the sea water pump impeller 4)                        |       |               |       |          | ●5    |        |        |        | ●        |                |
| 8. Checking coolant                                               |       | ●             |       |          |       |        | ●6     |        | ●6       |                |
| 9. Cleaning cooling system                                        |       |               |       |          |       |        | ●1     |        |          | ●              |
| <b>AIR CLEANER, page 38</b>                                       |       |               |       |          |       |        |        |        |          |                |
| 10. Test reading low pressure indicator                           | ●     |               |       |          |       |        |        |        |          |                |
| 11. Cleaning the coarse cleaner                                   |       |               |       | ●1       |       |        |        |        |          | ●              |
| 12. Cleaning or changing filter element                           |       |               |       |          | ●3    |        |        |        |          | ●              |
| 13. Changing safety cartridge                                     |       |               |       |          |       |        | ●      |        |          | ●              |
| <b>FUEL SYSTEM, page 41</b>                                       |       |               |       |          |       |        |        |        |          |                |
| 14. Checking fuel level                                           | ●     | ●             |       |          |       |        |        |        |          |                |
| 15. Changing main filter                                          |       |               |       |          | ●1    |        |        |        |          | ●              |
| 16. Checking injectors                                            |       |               |       |          |       |        | ●      |        | ●        |                |
| <b>ELECTRICAL SYSTEM, page 43</b>                                 |       |               |       |          |       |        |        |        |          |                |
| 17. Checking electrolyte level in batteries                       |       | ●             |       | ●2       |       |        |        |        | ●        |                |
| 18. Checking state of charge in batteries                         |       | ●             |       |          | ●2    |        |        |        | ●        |                |
| 19. Cleaning batteries                                            |       |               |       |          | ●2    |        |        |        | ●        |                |
| 20. Checking coolant level monitor                                |       | ●             |       |          | ●     |        |        |        | ●        |                |
| 21. Checking temperature monitor                                  |       | ●             |       |          | ●     |        |        |        | ●        |                |
| 22. Checking oil pressure monitor                                 |       | ●             |       |          | ●     |        |        |        | ●        |                |
| <b>MISCELLANEOUS, page 47</b>                                     |       |               |       |          |       |        |        |        |          |                |
| 23. Checking drive belt                                           |       | ●             |       |          | ●     |        |        |        | ●        |                |
| 24. Look for leakage, rectify as necessary                        | ●     |               |       |          |       |        |        |        |          |                |
| 25. Checking/adjusting valve clearance                            |       |               | ●     |          |       |        | ●      |        |          |                |
| 26. Changing (or cleaning) valve for closed crankcase ventilation |       |               |       |          |       |        | ●      |        |          |                |

1. More often if required.
2. For engines with few operating hours, see page 24.
3. Earlier if low pressure indicator shows red.
4. Only applies to M engines with sea water pump.
5. Reference value. Varies depending on the composition of the sea water.
6. If inhibitor has not been topped up for five years, the coolant should be changed.

# LUBRICATING OIL SYSTEM

## OIL GRADE

The engine oil must **at least** meet the requirements for one of the following oil classifications:

### -ACEA E3, E4 or E5

- The Total Base Number (TBN) should be *minimum 12-13* (ASTM 2896).
- Check with your oil supplier that the oil meets these requirements.
- The specified oil change intervals apply provided that *the fuel sulphur content does not exceed 0.3% by weight*. If the sulphur content exceeds 0.3 % but is maximum 1.0%, the oil change intervals must be halved (200 h).
- Viscosities as illustrated below.
- For operation at extremely low ambient temperature: Consult your nearest Scania representative on how to avoid starting difficulties.

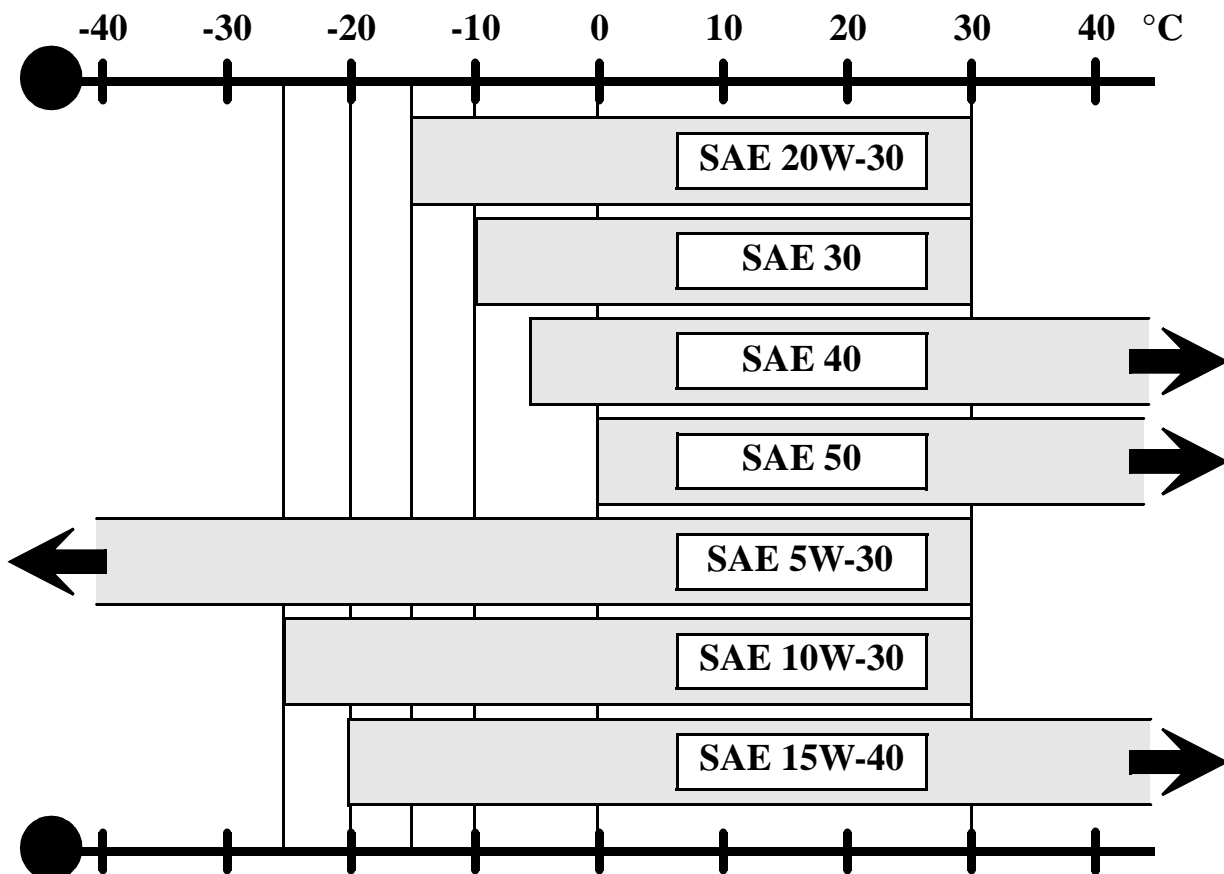
**! Important**  
**Additives must not be used.**  
**The oil should be suitable for all temperature variations until the next oil change.**

### Oil analysis

Some oil companies can offer analysis of the engine oil. Such analysis measures the oil TBN (Total Base Number), TAN (Total Acid Number), fuel dilution, water content, viscosity and the quantity of friction particles and soot in the oil.

The result of a series of analyses is used as the basis for establishing a suitable oil change interval.

If the conditions are changed, a new oil analysis programme must be carried out to establish the new change interval.

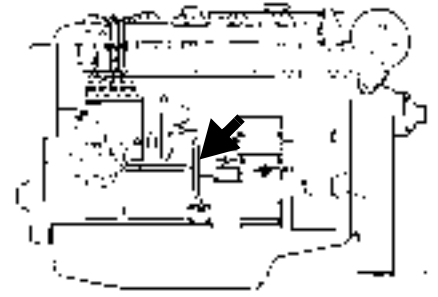


# 1. Daily:

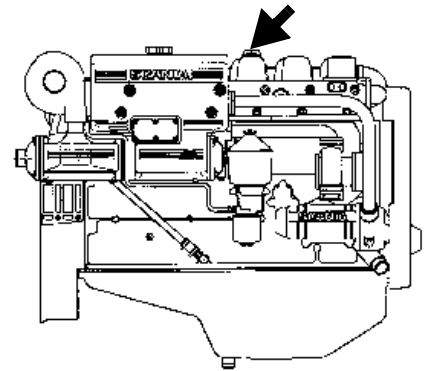
## CHECKING THE OIL LEVEL

**Note** Before checking oil level: Allow the engine to remain stopped for at least 1 minute.

- The correct level is between the marks on the dipstick. Top up when the level is at the lower mark.
- Correct type, see "Oil grade" on page 26.



**Note** Checking of oil level during operation can not be performed on engines with standard oil sump, see picture.



# 2. Every 400 hours:

## OIL CHANGE

**Note** Under extremely severe operating conditions, especially in dusty environment or if the deposits in the centrifugal cleaner are thicker than 20 mm: change oil more frequently.

- Pump out the oil with the oil bilge pump when the engine is warm.
- Fill up with oil.
- Check the level on the dipstick.



Max 25 dm<sup>3</sup>  
Min 20 dm<sup>3</sup>

Max 20 dm<sup>3</sup>  
Min 16 dm<sup>3</sup>

1 dm<sup>3</sup> = 1 litre

1:5678



*Mind the environment!*

Always use a suitable container to avoid spillage when changing oil.  
Dispose of used oil through an authorized waste disposal contractor.



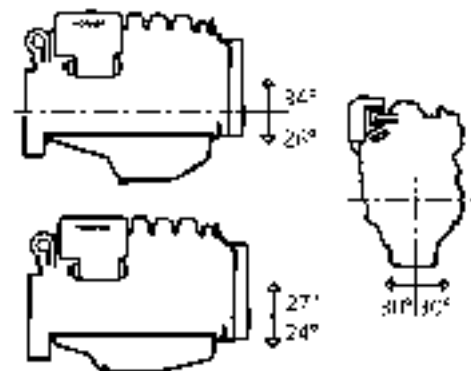
**WARNING**

The oil may be hot.  
Wear protective gloves and goggles

## Maximum angles of inclination during operation

Maximum permissible angles during operation vary, depending on the type of oil sump, see illustration.


**Note** Specified angle may only occur intermittently.



1:5504

### 3. Every 400 hours: CLEANING THE OIL CLEANER (at same time as oil change)

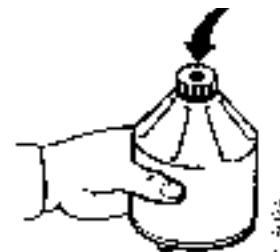
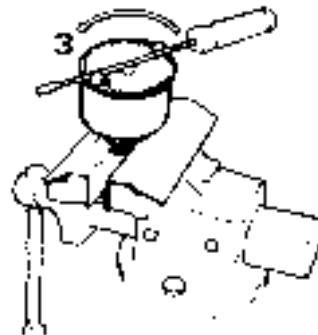
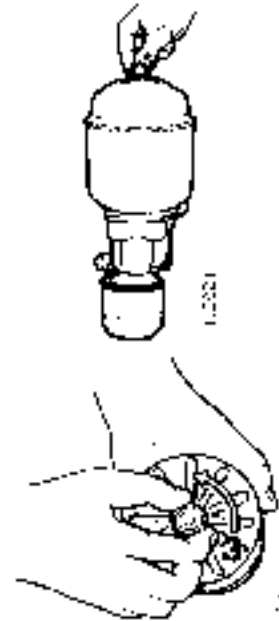
- Unscrew the nut and remove the cover.



**WARNING**

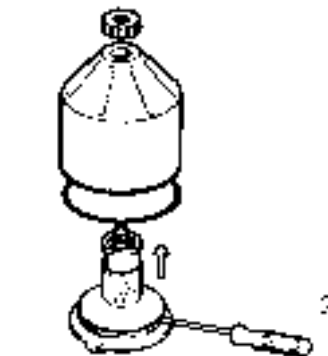
Open the cap carefully. The oil may be hot.

- Lift out the rotor and slacken the rotor bowl retaining nut three turns.
- If the nut is jammed:  
Clamp the nut, *never the rotor*, in a vice and turn the rotor three turns by hand or with a screwdriver.



- Tap the nut lightly with your hand or a plastic hammer, to detach the rotor bowl from the bottom plate.

- Unscrew the nut and remove the rotor bowl.
- Prise carefully to detach the strainer from the bottom plate.



- Scrape off the deposits from the inside of the rotor bowl. If there are no deposits, this indicates that the cleaner is not working properly.
- If the deposits are *thicker than 20 mm: clean more often.*



- Clean all parts in diesel fuel..
- Fit the O-ring in the rotor bowl. **Make sure it is not damaged.** Change if necessary.



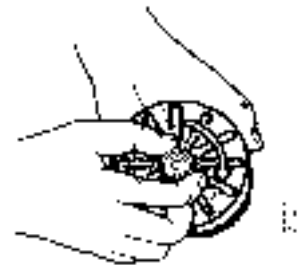
- Assemble the rotor.



- Tighten the rotor nut firmly **by hand**.



- Refit the rotor.
- Make sure that it spins easily.



- Check that the O-ring in the bowl is undamaged. Renew the O-ring if hard or damaged.
- Secure the bowl firmly, tightening the nut **by hand**.



**If the nut is tightened with a tool, the rotor shaft, nut or bowl may be damaged.**

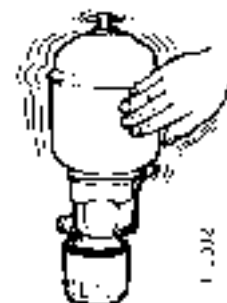
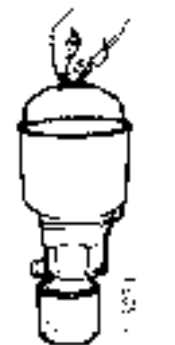
### Functional test

The rotor spins very fast and should continue to rotate when the engine has stopped.

- Stop the engine when it is warm.
- Listen for a whirring sound from the rotor or feel whether the cleaner housing is vibrating.

The rotor normally continues spinning for **30 - 60 seconds** after the engine has stopped.

**If not: Dismantle and inspect.**

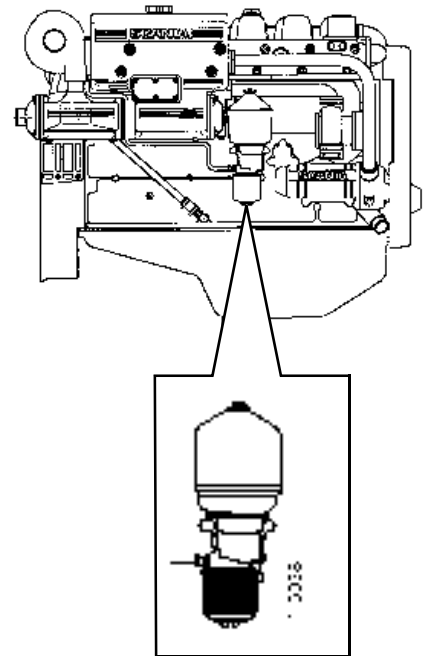


## 4. Every 400 hours: CHANGING THE OIL FILTER

(at same time as an oil change)

- Remove the old filter.
- Oil the rubber gasket and fit a new genuine Scania filter.
- Tighten the filter by hand.  
*Never use a tool for tightening. The filter could be damaged, obstructing circulation.*
- Start the engine and check for leaks.

**Important** *If the deposits in the centrifugal cleaner are thicker than 20 mm the oil filter should be renewed more frequently. This includes cleaning the centrifugal filter and changing oil.*



1:5678



**Mind the environment!**

Always collect oil in a suitable container to avoid spillage when renewing the oil filter. Dispose of used filters through an authorized waste disposal contractor.

## COOLING SYSTEM

### 5. Daily: CHECKING COOLANT LEVEL

- Open the expansion tank filler cap and check the coolant level.
- *Correct level: (integral expansion tank in the heat exchanger)*
  - Cold engine: The coolant level should be 10 - 20 mm under the expansion tank upper inner part.
  - Warm engine: The coolant level should be at the expansion tank upper inner part.
- Other types of expansion tank according to the installer's instructions.
- Top up the coolant as necessary, see point 6.

**Note** **When filling large amounts of coolant:**  
**Never pour cold coolant into a hot engine.**  
**This could cause cracks in the cylinder block and the cylinder head.**



**WARNING**

Carefully open the cap. Hot water and steam may blow out.

**! Important**

Always top up with ready mixed coolant.

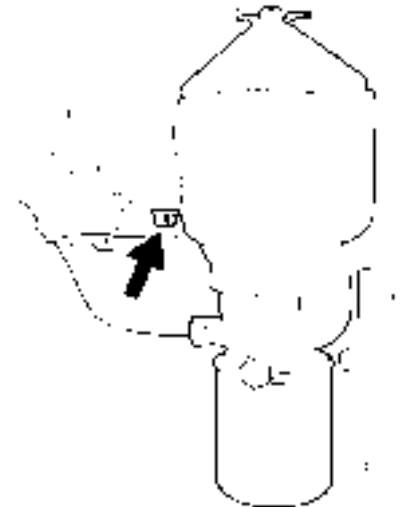
## 6. Every 400 hours:

### CHECKING CORROSION BARS

(Only engines with heat exchanger)

- Empty the sea water circuit and check the corrosion bars (protection anodes). Located as illustrated.
- Scrape off all loose material on the anode.
- Change if less than half the bar is left.  
A new bar is 55 mm long with a diameter of 17 mm.

**Important** *If the corrosion bars are very corroded they need to be checked more often, for example every 200 hours.*



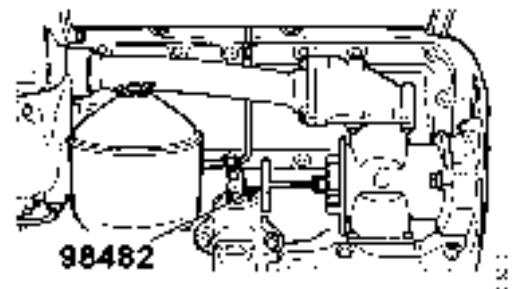
## 7. Every 400 hours:

### CHECKING THE SEA WATER PUMP IMPELLER

(Only engines with heat exchanger)

- Close the bottom valve if the seawater pump is below the water line.
- Empty the sea water circuit.
- Take off the seawater pump cap.
- Check that the impeller vanes are not worn or damaged.

**Important** *If the impeller must be changed frequently, the cleaning of the sea water must be improved.*



#### Changing the impeller

- Pull out the impeller with puller 98 482 (Scania Special Tools).
- Fit new impeller and cap. Check that the cap seal is not hard or damaged.

**Note** A spare impeller should be kept on board.

- The impeller can be deformed at longer periods of inactivity. Change before or remove the impeller before longer periods of stoppage. Also see "Preparations of storage".

## 8. Every 2400 hours: CHECKING THE COOLANT

Coolant should be checked as follows:

- a) Check the appearance of the coolant.
- b) Coolant with glycol: Check the glycol content.
- c) Coolant with *Scania Anti-corrosive*: Check the anti-corrosive content.

The coolant composition is also described under "Starting and running".

### a) Checking the appearance of the coolant

- Fill a receptacle with a little coolant and check that it is clean and clear.
- If the coolant is contaminated or cloudy, consider changing it.
- Water added to the coolant should be clean and free from dirt of any kind.
- Use drinking water with a pH of 6 - 9.

### b) Checking the glycol content

If there is a danger of freezing, use only glycol as an anti-corrosive in the coolant.

- Cooling systems with glycol should contain at least 30% glycol by volume to provide acceptable protection against corrosion.
- A content of 30% glycol by volume protects against freezing down to -16°C. If further protection is needed, refer to the table on the next page for calculating the required amount of glycol.

We recommend only *nitrite-free* anti-freeze glycol with the following supplier designations: **BASF G48 or BASF D542**

- *Always top up the anti-freeze if its glycol content drops below 30% by volume. A glycol content above 60% by volume will not provide greater protection against freezing.*
- The table shows the temperature at which ice starts to form. The engine will freeze and fracture at appreciably lower temperatures, see diagram.
- Ice forming in the coolant often causes malfunctioning without any risk of damage. The engine should not be subjected to heavy loads when ice starts to form.


**Note** Change the coolant when cleaning the cooling system: Every 4800 hours or minimum every 5 years.

**Important** *If a coolant filter is used in the cooling system, it must not contain an inhibitor.*

**Coolant composition:**

**If there is a danger of freezing:**  
 minimum 30% glycol by volume  
 maximum 60% glycol by volume

**If there is no danger of freezing:**  
 7-12% by volume  
*Scania Anti-corrosive*

 **WARNING**

**Ethylene glycol is highly dangerous if ingested and can prove fatal.**  
**Avoid skin contact with glycol.**

**! Important**

**The coolant should be ready mixed when it is poured into the cooling system.**  
**Never top up with only water or only glycol.**

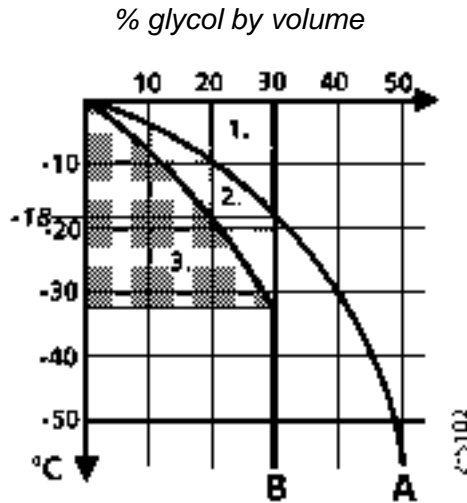
**! Important**

**The recommended glycol must not be mixed with glycol having nitrite-based anti-corrosive.**  
**Risk for build up of sludge and reduced cooling capacity.**



**Properties of glycol at low temperatures:**

- Example with 30% glycol by volume
- Ice slush starts to form at -16°C.
- There is risk for malfunctions at -30°C
- No risk of damage by freezing with a minimum content of 30% glycol by volume



Curve A: Ice build up starts (slush)

Curve B: Temperature at which damage due to freezing can occur

1. Safe range
2. Malfunctions may occur (ice slush)
3. Risk of damage by freezing

**A**

| % glycol by volume              | 15 | 20 | 25  | 30  | 35  | 40  | 45  | 50  | 60  | Cooling system capacity, dm <sup>3</sup> |
|---------------------------------|----|----|-----|-----|-----|-----|-----|-----|-----|------------------------------------------|
| Ice slush starts to form at °C  | -6 | -9 | -12 | -16 | -22 | -27 | -36 | -46 | -55 |                                          |
| Glycol dm <sup>3</sup> (litres) | 5  | 6  | 8   | 9   | 11  | 12  | 14  | 15  | 18  | 30                                       |
|                                 | 6  | 8  | 10  | 12  | 14  | 16  | 18  | 20  | 24  | 40                                       |
|                                 | 8  | 10 | 13  | 15  | 18  | 20  | 23  | 25  | 30  | 50                                       |
|                                 | 9  | 12 | 15  | 18  | 21  | 24  | 27  | 30  | 36  | 60                                       |
|                                 | 11 | 14 | 18  | 21  | 25  | 28  | 32  | 35  | 42  | 70                                       |
|                                 | 12 | 16 | 20  | 24  | 28  | 32  | 36  | 40  | 48  | 80                                       |
|                                 | 14 | 18 | 23  | 27  | 32  | 36  | 41  | 45  | 54  | 90                                       |
|                                 | 15 | 20 | 25  | 30  | 35  | 40  | 45  | 50  | 60  | 100                                      |
|                                 | 17 | 22 | 28  | 33  | 39  | 44  | 50  | 55  | 66  | 110                                      |
|                                 | 18 | 24 | 30  | 36  | 42  | 48  | 54  | 60  | 72  | 120                                      |
|                                 | 20 | 26 | 33  | 39  | 46  | 52  | 59  | 65  | 78  | 130                                      |
|                                 | 21 | 28 | 35  | 42  | 49  | 56  | 63  | 70  | 84  | 140                                      |
|                                 | 23 | 30 | 38  | 45  | 53  | 60  | 68  | 75  | 90  | 150                                      |
|                                 | 24 | 32 | 40  | 48  | 56  | 64  | 72  | 80  | 96  | 160                                      |
|                                 | 26 | 34 | 43  | 51  | 60  | 68  | 77  | 85  | 102 | 170                                      |
|                                 | 27 | 36 | 45  | 54  | 63  | 72  | 81  | 90  | 108 | 180                                      |
| 29                              | 38 | 48 | 57  | 67  | 76  | 86  | 95  | 114 | 190 |                                          |
| 30                              | 40 | 50 | 60  | 70  | 80  | 90  | 100 | 120 | 200 |                                          |

A= Area to be avoided. Only for calculating glycol mix.

*Coolant freezing temperature when ice starts to form at different glycol mixes*

**c) Checking protection against corrosion**

There must always be sufficient corrosive inhibitor in the coolant to protect the cooling system against corrosion.

If there is no danger of freezing, only *Scania Anti-corrosive* should be used.

The inhibitor in *Scania Anti-corrosive* is nitrite-free.

The correct proportion of anti-corrosive is **7-12% by volume**.

- Topping up with 1.0% *Scania Anti-corrosive* by volume should be done after every 2400 hours of operation.
- **Never top up with only water or only anti-corrosive!**  
**Fluid losses must always be replaced with premixed coolant: water + 10% by volume of Scania Anti-corrosive.**

**Note** The coolant should be changed when the cooling system is cleaned: every 4800 hours or minimum every 5 years.



**WARNING**

Corrosion inhibitor, if swallowed can be fatal.  
 Avoid contact with the skin.

**! Important**

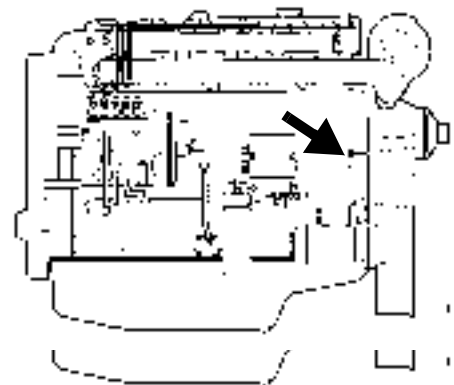
Mixing corrosion inhibitor with glycol or adding too much corrosion inhibitor may cause deposits and reduced cooling capacity.

**! Important**

If a coolant filter has been fitted it must not contain inhibitor.

**Changing the coolant**

1. Remove the filler cap from the expansion tank.
2. The coolant is drained at two points as illustrated:
  - from the underside of the heat exchanger by removing two plugs.
  - through a valve in the unit.
3. Close the valve and refit the plugs.
4. Top up with coolant through the expansion tank filler hole.  
 Mix coolant as described on page 32.



**Mind the environment!**

Always collect fluid in a suitable container to avoid spillage when changing coolant.  
 Dispose of used coolant through an authorized waste disposal contractor.

## 9. Every 4800 hours: CLEANING THE COOLING SYSTEM

**Note** If necessary, the cooling system should be cleaned more often.

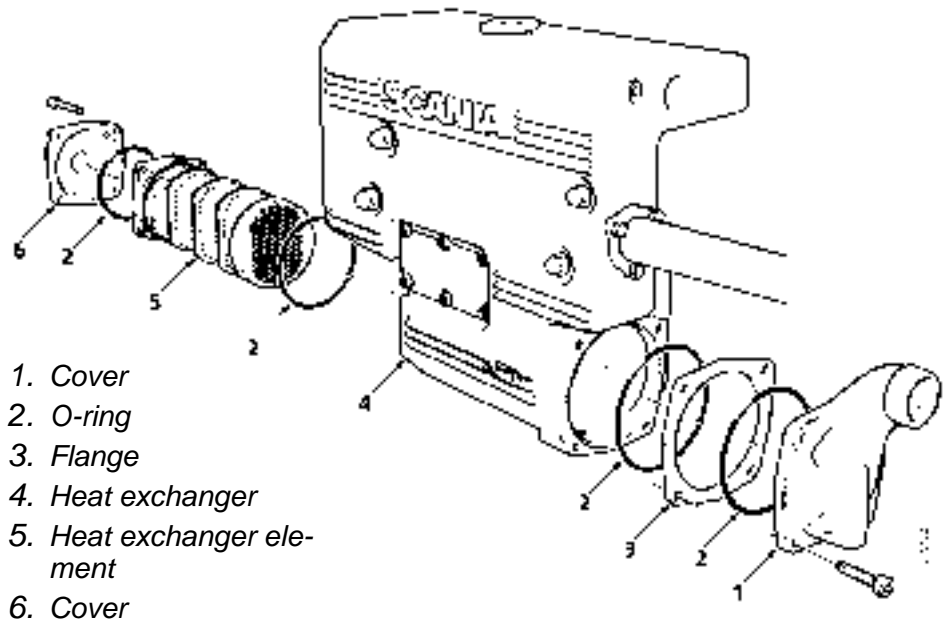
### External cleaning

#### Heat exchanger

1. Drain the coolant from the engine, see “Changing coolant”.
2. Drain the seawater circuit.
3. Detach the heat exchanger hose and pipe connections.
4. Start by removing the charge air cooler and then dismantle the heat exchanger as illustrated.
5. Clean the outside of the element. Use a paraffin-based engine cleaner.
6. Any deposit on the inside of the pipes is removed mechanically using a round file.
7. Change the O-rings and assemble the heat exchanger  
See “Charge air cooler”.
8. Refit hose and pipe connections.
9. Fill the system with coolant as described on page 32.

**! Important**

The cooling system must never be cleaned with caustic soda. There is a risk of damage to aluminium parts.

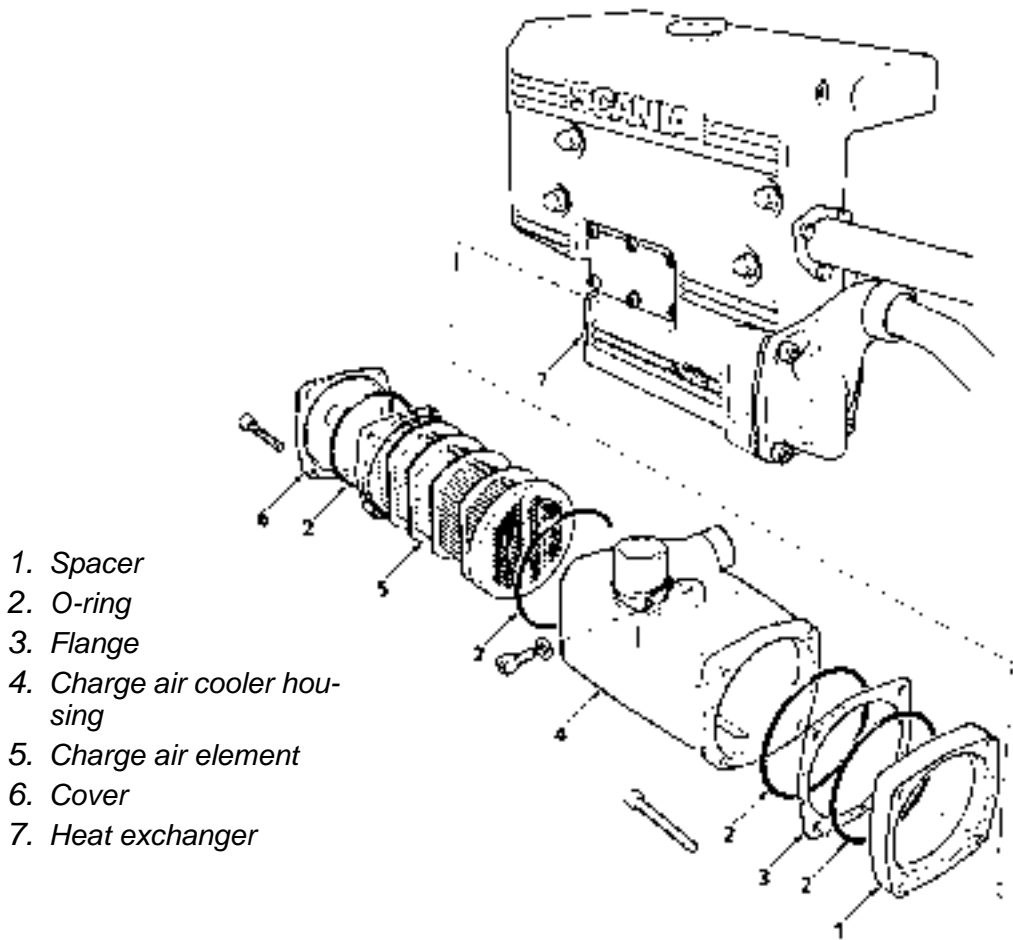


**Charge air cooler**

1. Drain the coolant from the engine, see "Changing the coolant".
2. Drain the seawater circuit.
3. Detach the connections to the turbo and the intake manifold.
4. Detach the water connection from the charge air cooler's outlet.
5. Remove the complete charge air cooler and dismantle it as illustrated.
6. Clean the outside of the element. Use a paraffin-based engine cleaner.
7. Any deposit on the inside of the pipes is removed mechanically using a round file.
8. Change the O-rings and assemble the charge air cooler.
9. Refit the charge air cooler to the heat exchanger.
10. Refit the hose connections to the turbo and intake manifold and the connection to the charge air cooler cover.
11. Fill the system with coolant as described on page 32.
12. Connect the intake manifold from the turbo.

**! Important**

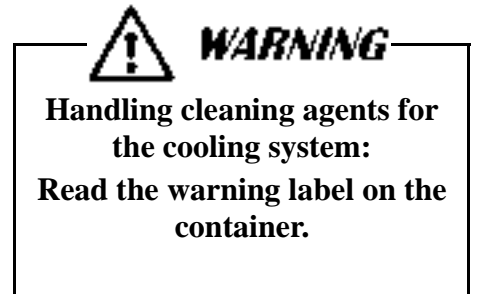
**The cooling system must never be cleaned with caustic soda. There is a risk of damage to aluminium parts.**



## Internal cleaning

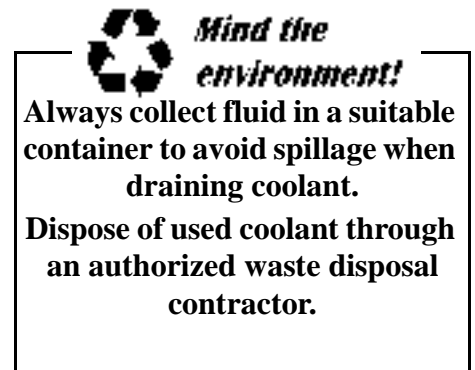
### Removing oils and greases

- If possible, run the engine until it has reached the operating temperature and then drain the cooling system.
- Remove the thermostats.
- Fill the system with clean, hot water mixed with liquid dishwasher detergent designed for household use. Concentration 1% (0.1/10 l).
- Run the engine until it has reached operating temperature for about 20-30 minutes. Do not forget the cab heating system (if fitted).
- Drain the cooling system.
- Fill the system again using clean, hot water and run the engine for about 20-30 minutes.
- Drain the water from the system.
- Refit the thermostats.
- Top up the system with coolant according to the specification on page 32.



### Removing deposits

- If possible, run the engine until it has reached the operating temperature and then drain the cooling system.
- Remove the thermostats.
- Fill the system with clean, hot water mixed with one of the commercially available radiator cleaners based on sulphamic acid and containing dispersing agents. Follow the manufacturer's instructions for mixing proportions and cleaning times.
- Run the engine for the specified time and then drain the cooling system.
- Refill the system with hot water and run the engine for about 20-30 minutes.
- Drain the water from the system.
- Refit the thermostats.
- Top up the system with coolant according to the specification on page 32.



# AIR CLEANER

## 10. Daily:

### READING THE VACUUM INDICATOR

If the entire red plunger of the indicator is visible, renew or clean the air filter element, paragraph 12. This is especially important if the engine is operated under heavy load and at high engine speed.



## 11. Every 200 hours:

### CLEANING THE AIR CLEANER COARSE CLEANER

1. Detach the eccentric catch and remove the coarse cleaner.
2. Remove the plastic cover from the coarse cleaner and clean the parts.
3. Check that the plastic cover is intact and that it makes a seal against the air cleaner housing during assembly.
4. Assemble the air cleaner

**! Viktigt**  
The coarse cleaner should be fitted with the marking "TOP" facing up.

## 12. Every 1200 hours:

### CLEANING OR CHANGING THE FILTER ELEMENT

**Note** Earlier if the low pressure indicator shows red.

#### Disassembly

1. Remove and clean the coarse cleaner, see point 11.
2. Undo the nut securing the filter element and remove it.
3. Change or clean the element.

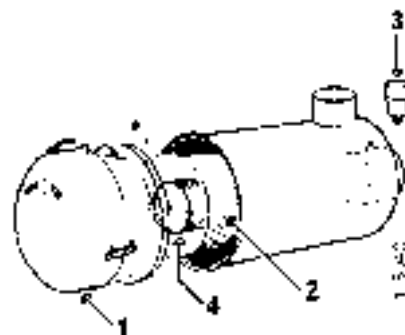
**Note** Cleaning the element always entails a risk of damaging it. The element can only be cleaned a maximum of four times. After cleaning, it has poorer dust capacity than a new element.

4. Mark the filter when it has been cleaned.

#### Cleaning the element

- Carefully blow the filter element clean using dry compressed air from the inside.

**Note** This filter element must not be washed with water.



1. Pre-filter with cover
2. Filter insert
3. Low pressure indicator
4. Safety cartridge

**! Important**  
Only use Scania genuine air filter. Change the filter element if it is damaged.  
Danger of engine damage if the filter element is damaged.

**! WARNING**  
Never start the engine unless the air filter is installed.  
Danger of personal injury or engine damage.

## Checking

- Insert a flashlight into the insert and check from the outside that there are no holes or cracks in the filter paper.
- Change the filter insert if there is any damage at all. Danger of engine damage.



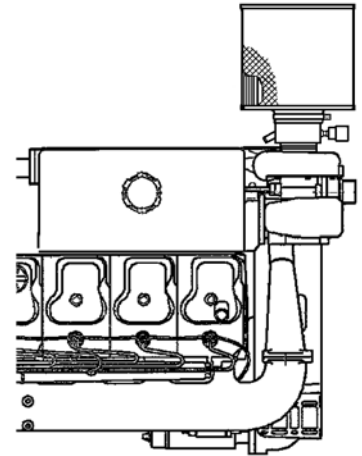
## Assembly

1. Assemble the air cleaner in reverse order.
2. Reset the red plunger in the low pressure indicator by pressing in the button

## Filter with a non-changeable element (unit cleaner)

### Cleaning

- The filter may be cleaned a maximum of 3 times. Mark the filter after each time it has been cleaned.
  - Use a cleaning solution consisting of water mixed with approx. 1% mild detergent.
1. Pour the cleaning solution into the element outlet at the same time as turning the element so that the cleaning solution pours through the element against the direction of the air flow.
  2. Leave the element in the cleaning solution for 5 minutes and then take it out so that all the cleaning solution drains away.
  3. Rinse the element with ca 30 litres clean water at 30 - 40 °C. Pour the rinsing water into the element in the same way as the cleaning solution.
  4. Take out the element and allow the rinsing water to drain off.
  5. Repeat the procedure until the rinsing water is clean.
  6. Leave the element to dry in a warm place for a few days.



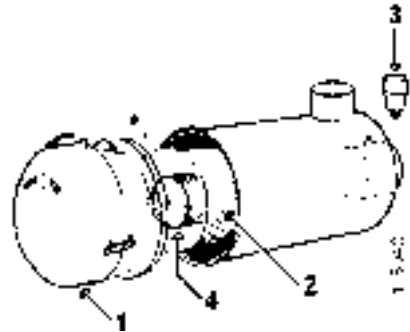
1:5832

**Note** The element must not be dried with compressed air.

### 13. Every 2400 hours: CHANGING SAFETY CARTRIDGE

1. Remove and clean the coarse cleaner, see point 11.
2. Undo the nut securing the filter insert and remove it.
3. Change or clean the filter insert, see point 12.
4. Undo the nut securing the safety cartridge and remove it.
5. Fit a new Scania genuine safety cartridge.
6. Assemble the air cleaner.

**! Important**  
Do not remove the safety cartridge unnecessarily.



1. Pre-filter with cover
2. Filter insert
3. Low pressure indicator
4. Safety cartridge

*Air cleaner with pre-filter*

**! Important**  
Never clean the safety cartridge



# FUEL SYSTEM

## 14. Daily:

### CHECKING FUEL LEVEL

- Top up fuel if necessary.
- If the tank is run dry, bleed the fuel system, see point 15.

Be extremely careful with cleanliness when working on the fuel system.

Malfuncions can easily arise and the injection equipment can be damaged.

## 15. Every 1200 hours:

### CHANGING THE FUEL FILTER

#### Fuel tanks

- Drain any water from the fuel tanks.

#### Main filter

The filter consists of a filter unit.

- Wash the outside of the filter and unscrew it.
- Fit the new filter and tighten it *by hand*.

*Never use a tool for tightening. The filters can be damaged, obstructing circulation.*

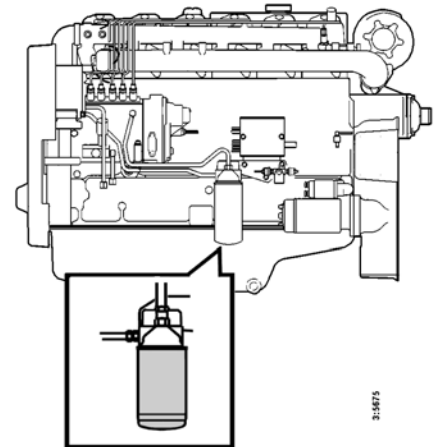
- Bleed the fuel system as described below.
- Start the engine and check for leaks.

#### Bleeding the fuel system

- Turn on the power so that the fuel shut-off valve opens.
- Undo the connection on fuel filter outlet 1 (upwards).
- Pump hand pump 3 until fuel without air bubbles flows out of the opened connection.
- Tighten the connection on the filter.
- Undo the overflow valve 2 at the fuel shut-off valve outlet.
- Pump with the hand pump until the fuel coming out of the open overflow valve is free of air bubbles.
- Tighten the overflow valve and pump the hand pump an additional 10 strokes.

If the engine fails to start after bleeding. . . . .

- Open the overflow valve again and pump the hand pump until fuel without air bubbles flows out.
- Close the overflow valve firmly and start the engine.

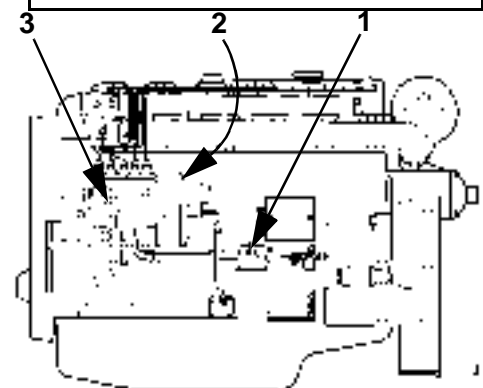


**! Important**

Only use Scania genuine fuel filter.

**♻ Mind the environment!**

Always collect fuel in a suitable container to avoid spillage when bleeding system or renewing components.



## 16. Every 2400 hours: CHECKING INJECTORS

Injectors should be inspected by trained personnel with access to the necessary equipment. Inspection should be carried out at least once a year or every 2400 hours.

### Removal

1. Clean round the injectors and connections, including clamps and brackets.
2. Detach the delivery pipe bundle and leak-off fuel lines.
3. Unscrew the injector.
4. Fit protective plugs on the injector and delivery pipe.
5. Lift up the seal from the bottom of the injector seat if it does not come out together with the injector.
6. Fit a core plug in the injector seat in the cylinder head.
7. Clean the injectors and check/adjust in a nozzle tester.

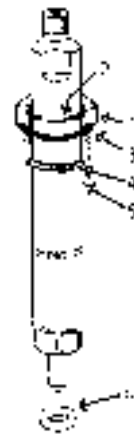
*Correct opening pressure, see Technical data, page 54.*

### Fitting

1. Check that there is no old seal in place and fit a new seal in the bottom of the injector seat.
2. Fit a new O-ring in the threaded socket nut and a new seal under the socket nut.
3. Fit the injector.
4. Tighten the socket nut to 70 Nm (7.0 kpm).
5. Fit the delivery pipe and tighten the cap nut to 20 Nm (2.0 kpm). Fit clamps and brackets.

**Important** *Take care to fit the delivery pipe without tension and make sure that the cone on it is correctly positioned in the connection.*

6. Fit the leak-off fuel line. Tighten the bolts to 11 Nm (1.1 kpm).



1. Socket nut
2. O-ring
3. O-ring
4. Stop ring
5. Guide pin
6. Seal

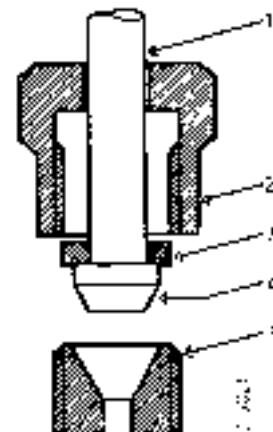
### **! Important**

The delivery pipes must not be bent.  
All clamps must be refitted.



### **WARNING**

Always wear gloves and eye protection when testing injectors.  
Fuel escaping under high pressure can penetrate body tissue and cause serious injury.



1. Delivery pipes
2. Cap nut
3. Washer
4. Cone
5. Connector on injector or injection pump

*Delivery pipe connection*

# ELECTRICAL SYSTEM

## 17. Every 200 hours:

### CHECKING THE ELECTROLYTE LEVEL IN BATTERIES

1. Unscrew the plugs and check the electrolyte level in all cells.
2. Top up with distilled water until the level is 10-15 mm above the plates.



#### WARNING

Do not let open flame or sparks come near the batteries.  
When batteries are charged, they emit highly flammable fumes that can explode.

## 18. Every 1200 hours:

### CHECKING THE STATE OF CHARGE IN BATTERIES

- Check the density with an acid tester.

In a fully-charged battery it should be:

- 1.280 at +20 °C
- 1.294 at 0 °C
- 1.308 at -20 °C

- If the density is below 1.20, the battery must be charged.  
A discharged battery freezes at -5 °C.

*Do not boost charge the batteries. This will damage the battery in the long run.*



#### WARNING

Wear gloves and eye protection when charging and handling batteries.  
Batteries contain a highly corrosive acid.

## 19. Every 1200 hours:

### CLEANING BATTERIES

1. Clean batteries, cables and cable terminals.
2. Check that all cable terminals are firmly tightened.
3. Grease battery terminal posts and cable terminals with vaseline.



#### WARNING

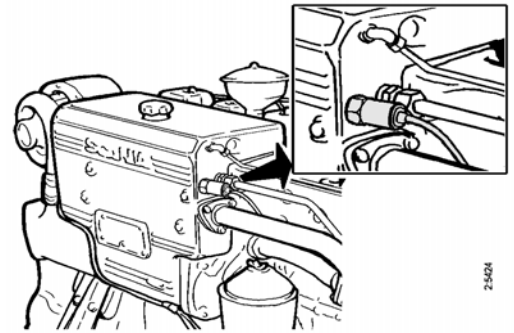
Do not connect the cables to the wrong terminals.  
This could cause serious damage to the electrical system.  
If the terminals are shortcircuited, sparks will be generated.

## 20. Every 1200 hours: CHECKING THE COOLANT LEVEL MONITOR

(optional equipment)

**Note** Check the coolant level monitor when the engine is cold.

1. Loosen the coolant level monitor cable clamps towards the cable cluster and disconnect the connector.
2. Put a container under the heat exchanger and unscrew the monitor. Immediately insert a threaded plug M18x1.5 in the hole for the monitor. *Avoid contact with the skin when handling coolant.*
3. Connect the monitor connector and put the control switch in the "ON" position.
4. Check that the warning lamp remains on and that the buzzer sounds (if fitted).
5. Lower the monitor into a metal container (steel) with liquid. It is important that the monitor body is in contact with the metal.
6. After approximately 2 seconds the warning lamp should go out.
7. Remove the monitor from the liquid. After approximately 7 seconds the warning lamp will come on and the buzzer sound (if fitted).
8. Disconnect the monitor connector and screw on the monitor again.
9. Clamp the monitor cable as before and connect the connector.
10. Top up the system with coolant according to the specification on page 32.



## 21. Every 1200 hours: CHECKING THE TEMPERATURE MONITOR

1. Drain the coolant, allowing the temperature monitor to be removed.
2. Remove the temperature monitor cable(s).
3. Unscrew the monitor.
4. Refit the cable(s) on the monitor.
5. Submerge the monitor sensor body in water. Heat the water slowly (about 1° per minute) with for example an immersion heater.
6. Set the control switch to "ON". Use a thermometer to check that the warning lamp comes on or that an alarm is initiated at the correct temperature.

*The correct temperature is stamped on the hexagonal part of the monitor.*

The temperature tolerance is  $\pm 3^\circ$ .



C = Common connection

1 = Connection C -1 closes at the stamped temperature

2 = Connection C -2 opens at the stamped temperature

2-pole temperature monitor



**Mind the environment!**

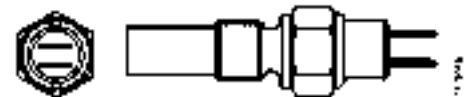
**Always use a suitable container to avoid spillage when draining coolant.**

**Dispose of used coolant through an authorized waste disposal contractor.**

## CHECKING THE TEMPERATURE SENSOR

1. Drain the coolant, allowing the temperature sensor to be removed.
2. Remove the temperature sensor cable(s).
3. Unscrew the sensor.
4. Connect an ohmmeter to the temperature sensor.
5. Submerge the sensor body in water. Heat the water slowly (about 1° per minute) with for example an immersion heater.
6. Check the resistance at the temperatures given below.
7. The sensor should give the following readings:

| At temp. °C | Resistance $\Omega$ | Tolerance °C |
|-------------|---------------------|--------------|
| 60          | 134 $\pm$ 13.5      | $\pm 4$      |
| 90          | 51.2 $\pm$ 4.3      | $\pm 3$      |
| 100         | 38.5 $\pm$ 3        | $\pm 3$      |



2-pole temperature sensor

## 22. Every 1,200 hours:

### CHECKING THE OIL PRESSURE SENSOR/MONITOR

#### Sensor function

Measure the sensor output voltage (pin 3) at different oil pressures. The sensor output voltage shall be as follows:

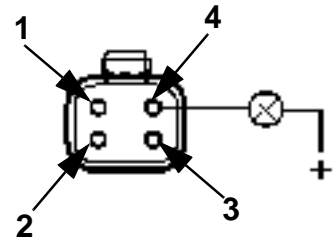
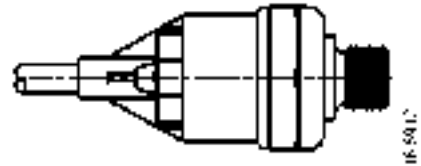
|               |   |           |
|---------------|---|-----------|
| 0.85-1.15 bar | = | 2.45 volt |
| 1.80-2.20 bar | = | 3.70 volt |
| 2.75-3.25 bar | = | 4.50 volt |
| 3.79-4.20 bar | = | 5.20 volt |
| 4.55-5.45 bar | = | 5.70 volt |
| 5.40-6.6 bar  | = | 6.10 volt |

The tolerances apply at +30°C - 110°C. At lower temperatures the tolerance range is wider, e.g. 0°C = x 1.4.

#### Monitor function

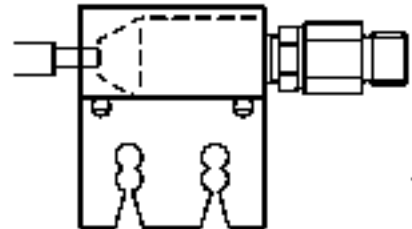
Connect a test lamp to the oil pressure monitor, pin 4 (- ground), and check that the monitor switches on at the correct pressure when the engine is started and stopped. The monitor shall switch on at  $0.7 \pm 0.15 \text{ bar}$  when the engine is stopped.

**Important** *The sensor/monitor must be supplied with voltage during the measurement. Maximum 4 W load from a test lamp.*



### CHECKING THE OIL PRESSURE MONITOR FOR DEC 2

Connect an ohmmeter or a test lamp to the oil pressure monitor and check that the monitor switches off/on at the correct pressure when the engine is started and stopped. The monitor shall switch off at  $1.1 \pm 0.15 \text{ bar}$  when the engine is started and switch on at  $0.7 \pm 0.15 \text{ bar}$  when the engine is stopped.



## CHANGING THE BATTERY

### Removal

1. Disconnect the negative cable (-) from the battery (cable connected to earth).
2. Disconnect the positive cable (+) from the battery (cable connected to starter motor).

### Fitting

1. Connect the positive cable (+) to the battery (cable connected to starter motor).
2. Connect the negative cable (-) to the battery (cable connected to earth).



### WARNING

Do not connect the cables to the wrong terminals. This could cause serious damage to the electrical system. If the terminals are short-circuited, sparks will be generated.



### Mind the environment!

Dispose of used batteries through an authorized waste disposal contractor.

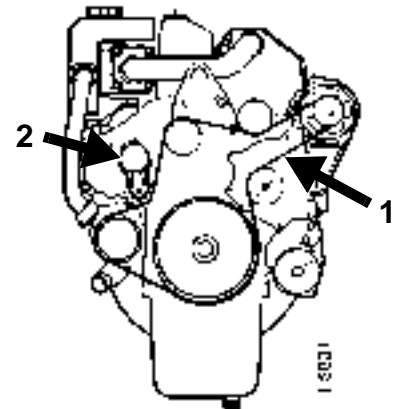
## MISCELLANEOUS

### 23. Every 1200 hours:

### CHECKING THE DRIVE BELT

Replace the drive belt (1) (poly V-belt) if worn or damaged.

Also check that the automatic belt tensioner (2) is working and keeps the drive belt correctly tensioned.



## 24. Daily:

### CHECKING FOR LEAKAGE, RECTIFY AS NECESSARY

- Start the engine.
- Check for oil, coolant, fuel, air and exhaust leakages.
- Tighten or change leaking connections. Check the overflow holes (1) which show whether the O-rings between the cylinder liner and crankcase are leaking, see drawing.
  - a) If coolant is leaking out, the two upper O-rings are leaking.
  - b) If oil is leaking out, the lower O-ring is leaking.

A small amount of leakage from the overflow holes during the engine running-in period is normal. (Seals and O-rings are lubricated with soap or oil when fitted).

This leakage normally stops after a time.



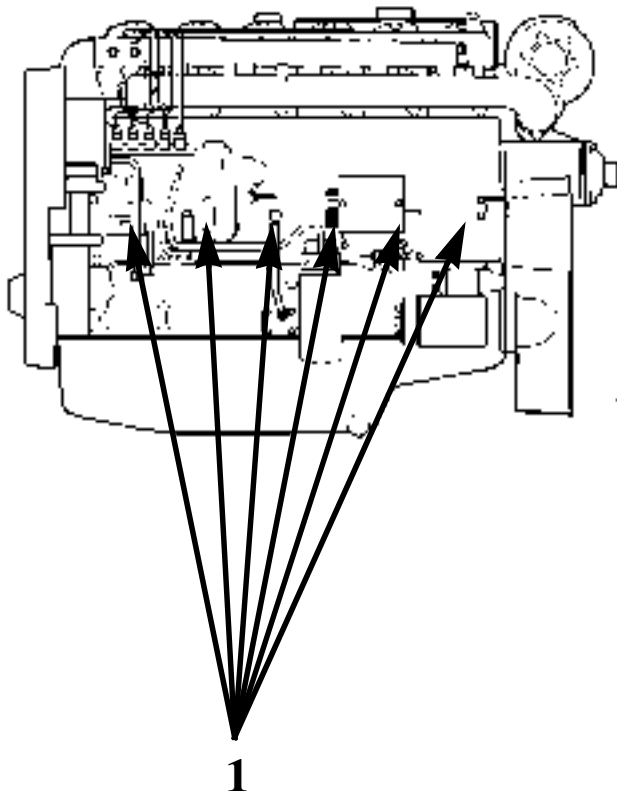
**Mind the environment!**

**Ensure that any leakage does not pollute the environment.**



**Important**

**In case of major leakage, contact the nearest Scania workshop.**





## 25. Every 2400 hours: CHECKING/ADJUSTING VALVE CLEARANCE

**Note** Checking/adjusting valve clearance should also be done after the first 400 hours of operation.

Valves clearances should be adjusted when the engine is cold, at least 30 minutes after running.

Rocker cover gaskets should be changed as necessary. Tightening torque: 25 Nm.

Intake valve clearance: 0.45 mm  
Outlet valve clearance: 0.80 mm.

### Alternative 1

- Set No. 1 cylinder to TDC by turning the engine in its direction of rotation until both valves are closed.
- Adjust the following valves. Correct valve clearance is indicated on the instruction plate on one of the rocker covers:

|            |                    |
|------------|--------------------|
| Cylinder 1 | Intake and exhaust |
| 2          | In                 |
| 3          | Ex                 |
| 4          | In                 |
| 5          | Ex                 |

- Set No. 6 cylinder to TDC by turning the engine one revolution in its direction of rotation.
- Adjust the following valves:

|            |           |
|------------|-----------|
| Cylinder 2 | Ex        |
| 3          | In        |
| 4          | Ex        |
| 5          | In        |
| 6          | In and ex |



Covers for reading  
on flywheel casing

### Note

Readings can either be taken from underneath or from above, depending on which flywheel is used.

The cover not being used is covered with a seal and an instruction plate.



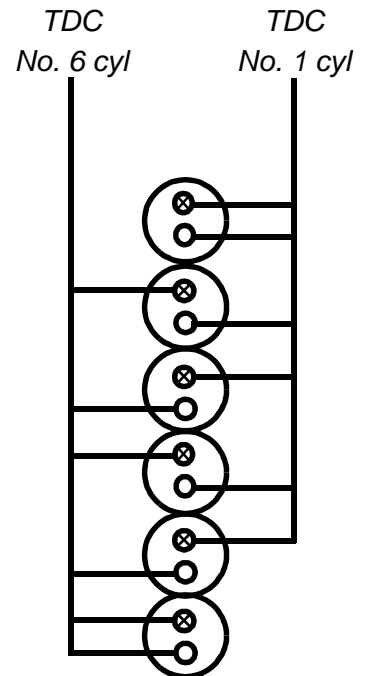
### WARNING

Immobilise the starting device when working on the engine.

If the engine starts out of control, there is a **SERIOUS RISK OF INJURY.**



FLYWHEEL



FLYWHEEL

- Intake valve
- ⊗ Exhaust valve

## Alternative 2

- Set the No. 1 cylinder to TDC by turning the engine in its direction of rotation until both valves are closed.
- Adjust both the valves for the No.1 cylinder. Correct valve clearance is indicated on the instruction plate on one of the rocker covers.
- Repeat this procedure with the remaining cylinders in the order 5 - 3 - 6 - 2 - 4 (firing sequence) by turning the engine 1/3 revolution in its direction of rotation between each adjustment.

## 26. Every 2,400 hours:

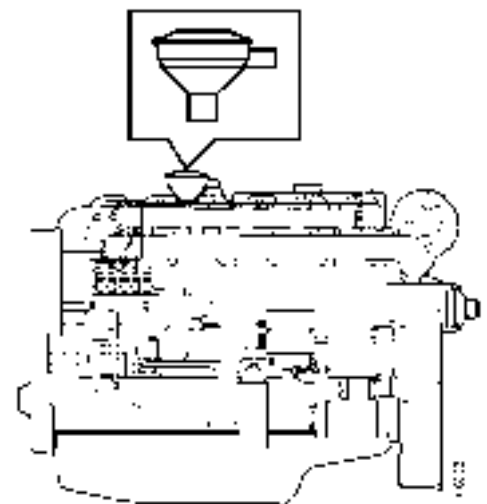
### CHANGING (or CLEANING) THE CLOSED CRANKCASE VENTILATION VALVE

#### Alternative 1:

Change the valve at the specified interval.

#### Alternative 2:

- Remove the valve after the specified interval.
- Clean the valve by placing it in a bath of diesel fuel oil overnight. Then rinse it several times in diesel and allow it to drip dry.
- Refit the valve.
- The valve may be reused (cleaned), *maximum twice* after the initial 2400 hours of operation. Take care to mark the valve after cleaning it.



# LONG-TERM STORAGE

If the engine is not to be used for a lengthy period of time, special measures should be taken to protect the cooling system, fuel system and combustion chamber from corrosion and the exterior from rusting.


The engine can normally stand idle for up to six months. If it remains unused for longer than this the following measures, which provide protection for about four years, should be adopted. An alternative to preparing the engine for long-term storage is to start the engine and warm it up every 6 months.

Preparing the engine for long-term storage means:

- Thoroughly cleaning the engine
- To run the engine for a period of time with preservative fuel, preservative oil and preservative coolant.
- Otherwise preparing the engine for storage (filter changes, lubrication, etc.).

## Preservative coolant

If the engine is to be stored with a full cooling system, use coolant containing 50% glycol by volume. Glycol *without* nitrite-based inhibitor must be used. E.g. **BASF G48** or **BASF D542**.



**WARNING**

**Ethylene glycol, if swallowed can be fatal.**

**Avoid contact with the skin.**

## Preservative fuel

- Use diesel fuel mixed with Lubrizol 560A or equal.
- Mix 1 cm<sup>3</sup> (ml) of Lubrizol 560A with 10 dm<sup>3</sup> (l) of fuel.



**HANDLING LUBRIZOL 560A**

**Hazardous!**

**Contains aromatic hydrocarbons**

Use spot extractors where there is a danger of vapour build-up.  
Wear protective gloves and goggles when handling Lubrizol. Do not use contaminated clothing.

*In case of splashes in the eye: Rinse with moderate water spray (for min. 15 minutes). Seek medical attention.*

*In case of skin contact:* Wash affected areas with soap and water.

*If you inhale it:* Fresh air, rest and warmth

*Flammable:* Fire class 2A. Flash point + 27°.

***In case of fire:*** Extinguish using carbonic acid, powder or foam

*Storage:* In properly sealed container in a dry, cool place. **Keep out of reach of children.**

## Preservative oil

Suitable preservative oil can be supplied by most petroleum companies.

For example: Dinitrol 40 or the equivalent.

## Preparations for storage

- Drain and flush the cooling system. Top up with preservative coolant.
- Warm up the engine on regular fuel. Stop the engine and drain the oil.
- Change the fuel filter and turbo filter.
- Fill the engine with preservative oil up to the minimum level on the dipstick.
- Mix preservative fuel in a can. Detach the fuel pipe at the feed pump suction line and connect a hose from the can.
- Detach the fuel pipe at the overflow valve and connect a return hose to the can.
- Start the engine and run it at about 1000 rpm (not single-speed engines) for 20-25 minutes.
- Stop the engine, remove the hoses and connect the regular fuel lines.
- Oil the valve mechanism generously with preservative oil.
- Remove the injectors and spray preservative oil into each cylinder, **max 30 cm<sup>3</sup> (ml)**.  
Turn the engine over a few times using the starter motor. Spray a **small** amount of oil additionally into each cylinder.  
After this the engine must not be cranked. Refit the injectors.
- Drain the preservative oil from the engine. Fresh engine oil can be filled directly or when the engine is taken out of storage.
- Drain the coolant if the engine is not to be stored with a full cooling system. Plug and tape over all coolant connections (if the cooling system is not completely assembled).
- Air cleaner: Clean or change the filter element.
- Cover air intakes and exhaust pipes.
- Alternator and starter motor:
- Spray with water-repellent anti-corrosive oil, CRC 226, LPS1 or the equivalent.
- Spray the outside of bright engine parts, first with penetrating preservative oil such as Dinitrol 25B and then with Dinitrol 112 or the equivalent.



**Mind the  
environment!**

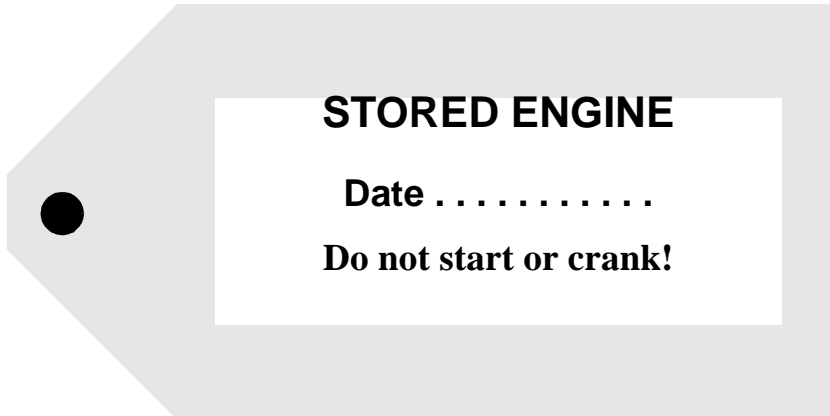
**Always use suitable containers  
to avoid spillage when  
draining oil and coolant.**

**Dispose of used oil and coolant  
through an authorized waste  
disposal contractor.**

## Winter storage

- In order to minimize the risk of condensation water in the fuel tank during a winter stop, it should be filled with fuel.

- Attach a label to the engine showing the date of preservation and clearly stating that it must not be started or cranked.



**Batteries**

Remove the batteries for trickle charging at a charging station. (This does not apply to batteries which, according to the manufacturer, are maintenance free.) The same is applicable for short-term storage if the engine has not been prepared for storage as above.

**Storage**

After the preparations, the engine should be stored in a dry and warm place (room temperature).


**Taking out of storage**

**(Procedure when the engine is to be put into operation)**

- Remove plugs and tape from coolant connections, air intakes and exhaust pipes.
- Fill the system with coolant, see page 18.
- Check the oil level in the engine or top up with new motor oil.
- Turn the engine over a few times with the injectors removed, at the same time copiously oiling the valve mechanism with pushrods and tappets.

**Important** *The engine must be cranked with the injectors removed so that surplus preservative oil will be pressed out of the cylinders.*


- Fit the injectors.
- Empty the fuel system main filter of preservative oil.
- Bleed the fuel system.
- Wash off any externally applied preservative oil, using white spirit.



**WARNING**

**Wear gloves and eye protection when charging and handling batteries.**

**Batteries contain a highly corrosive acid.**



**Mind the environment!**

**Always use suitable containers to avoid spillage when draining oil and coolant.**

**Dispose of used oil and coolant through an authorized waste disposal contractor.**

# TECHNICAL DATA

| <b>GENERAL</b>                                                                                                                            | <b>DI9</b>               |
|-------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Number of cylinders                                                                                                                       | 6 in line                |
| Cylinder bore <span style="float: right;">mm</span>                                                                                       | 115                      |
| Stroke <span style="float: right;">mm</span>                                                                                              | 144                      |
| Displacement <span style="float: right;">dm<sup>3</sup> (litres)</span>                                                                   | 9.0                      |
| Number of main bearings                                                                                                                   | 7                        |
| Firing sequence                                                                                                                           | 1 - 5 - 3 - 6 - 2 - 4    |
| Compression ratio                                                                                                                         | 15:1                     |
| Engine direction of rotation viewed from rear                                                                                             | Anti-clockwise           |
| Fan direction of rotation viewed from the front                                                                                           | Clockwise                |
| Cooling                                                                                                                                   | Fluid                    |
| Valve clearance, cold engine<br>intake valve <span style="float: right;">mm</span><br>exhaust valve <span style="float: right;">mm</span> | 0.45<br>0.80             |
| Weight (without coolant and oil)<br>engine with heat exchanger <span style="float: right;">kg</span>                                      | 905                      |
| Output                                                                                                                                    | see "Engine record card" |
| <b>LUBRICATION SYSTEM</b>                                                                                                                 |                          |
| Max. oil pressure<br>(warm engine at speeds above 800 rpm) <span style="float: right;">bar (kp/cm<sup>2</sup>)</span>                     | 6                        |
| Normal oil pressure<br>(warm engine at operating speed) <span style="float: right;">bar (kp/cm<sup>2</sup>)</span>                        | 3 - 6                    |
| Min. oil pressure<br>(warm engine 800 rpm) <span style="float: right;">bar (kp/cm<sup>2</sup>)</span>                                     | 0.7                      |
| Oil capacity, see page 27                                                                                                                 |                          |
| Crankcase pressure with closed crankcase<br>ventilation <span style="float: right;">mm VP</span>                                          | -55 - +20                |

| <b>FUEL SYSTEM</b>               |                           | <b>DI9</b>                                       |
|----------------------------------|---------------------------|--------------------------------------------------|
| Pump setting BTDC                |                           | See plate on rocker cover                        |
| Injectors, opening pressure      | bar (kp/cm <sup>2</sup> ) | 300                                              |
| Low idle<br>with RSV governor    | rpm                       | 700                                              |
| Maximum full load speed          |                           | See engine card                                  |
| Fuel                             |                           | Diesel fuel oil <sup>1</sup>                     |
| Tightening torques:              |                           |                                                  |
| Socket nut for injectors         | Nm                        | 70                                               |
| Cap nut for delivery pipe        | Nm                        | 20                                               |
| Oil leakage connection           | Nm                        | 11                                               |
| <sup>1</sup> see page 56         |                           |                                                  |
| <b>COOLING SYSTEM</b>            |                           |                                                  |
| Number of thermostats            |                           | 2                                                |
| Thermostat, opening temperature  | °C                        | 79                                               |
| Coolant temperature:             |                           |                                                  |
| system with atmospheric pressure | °C                        | 70 - 93                                          |
| system with positive pressure    | °C                        | 70 - about 100                                   |
| Capacity with heat exchanger     | dm <sup>3</sup> (litre)   | 40                                               |
| <b>ELECTRICAL SYSTEM</b>         |                           |                                                  |
| System voltage                   | V                         | 24                                               |
| Alternator, current              | A                         | 65 or 90                                         |
| Starter motor power              | kW (hp)                   | 4.0 (5.4)                                        |
| Monitors, settings:              |                           |                                                  |
| Oil pressure monitor             | bar (kp/cm <sup>2</sup> ) | 2-pole: 0.7 ± 0.15<br>Stamped on monitor hexagon |
| Temperature monitor              | °C                        |                                                  |

# FUEL

## Diesel fuel

The composition of the diesel fuel is vitally important to the operation and life of the engine and the fuel injection pump. The engine power output and the exhaust emissions are also dependent on the fuel quality.

The requirements and the test standards for the most important properties are described in the workshop manual in sections that can be ordered from your Scania dealer or directly from Scania. The address of Scania is printed on the cover.

The diesel fuel shall comply with the following standard:  
EN 590 (European standard).

The table below shows the requirements for some of the most important properties:

| Property                        | Requirement                        |
|---------------------------------|------------------------------------|
| Viscosity at 40°C               | 2.0 - 4.5 mm <sup>2</sup> /s (cSt) |
| Density at 15°C                 | 0.82 - 0.86 kg/dm <sup>3</sup>     |
| Sulphur (concentration by mass) | max. 0.3%                          |
| Ignitability (CET rating)       | min. 49                            |
| Flashpoint                      | 56°C                               |

## Environmentally favourable fuels (low sulphur fuels)

There are three different grades of so called environmentally favorable fuels (SS15 54 35). Grade 1 is sulphur-free and grade 2 is low in sulphur. Compared with class 3 (normal fuel), these fuels are less dense and this reduces engine power output. Only class 1 fuel should be used with a catalytic converter.

Short term use of fuel with a higher sulphur content than 0.05% by weight will not cause permanent damage to the catalytic converter.

The catalytic converter may, however, require fuel with low sulphur content for some time after this to regain its normal efficiency.



## Temperature dependence of diesel fuel

At temperatures lower than those specified for the diesel fuel, paraffin wax may precipitate from the fuel and block filters and pipes. The engine can then lose power or stop.

The diesel fuel is adapted for use in the specific climate of each country. If a vehicle or an engine is to be operated in a temperature zone with lower temperature than normal, **first identify the temperature properties of the fuel concerned.**

The properties of the fuel when cold can be improved by adopting one of the following measures *before the temperature drops*:

- If the fuel concerned is not intended for the expected temperature and no diesel fuel with the correct temperature properties is available, we recommend that an electric fuel heater be installed **as a preventative measure.**
- The low temperature properties of diesel fuel may be improved by adding kerosene **as a preventative measure.** A maximum of 20% may be added. When refuelling, the kerosene should be added first, so that it mixes thoroughly with the diesel fuel.

**Note: It is prohibited to use kerosene in engine fuel in some countries.**

- To prevent water in the fuel from freezing and forming ice, maximum 0.5-2% alcohol (isopropanol) may be added.

*Drain fuel tanks and drain or renew fuel filters at regular intervals.*



### **WARNING**

**It is not permitted to mix kerosene with diesel fuel that is already adapted for the climate concerned. The injection pump may be damaged. All use of paraffin other than kerosene is forbidden, as it causes engine damage.**



### **Important**

**It is not permissible to mix petrol with diesel fuel. Petrol may cause wear to the fuel injection pump and it may also cause damage to the engine.**

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