



SCANIA POWER

INDUSTRIAL DIESELS





Finnish Vammas PSB 5500H, high-speed runway clearing unit for airports. Twin charge cooled Scania 14-litre V8 engines.



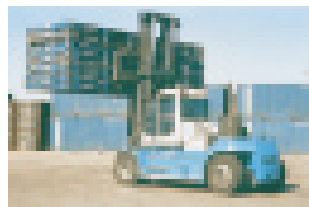
German Windhoff has delivered several of these contact wire installation units to KHRC Railways in Korea. Scania DC14 engines.



Swedish mobile crane produced by Indupart AB. Lifting capacity 15 t with a 10 m boom. Engine Scania D14.



German Mannesmann Demag Gottwald produces large numbers of automated guided vehicles (AGV:s) for computerised container handling. DC9 engines.



Swedish SMV forklift trucks have Scania power as standard.



A large number of London type Routemaster buses have been repowered with new 9-litre Scania engines.



Prinoth snow groomer with charge cooled DC9 engine. Italy.



Spanish armoured defence vehicle with Scania D9 engine.



Italian Belotti install 9-litre Scania engines in their reach stackers for container handling.



Erjo wood chipping machine with a charge cooled 11-litre engine. Sweden.



Interesting Australian tree stump machine with a 380 hp Scania engine.



Swedish CV 90 combat vehicle with a special type D114 engine.

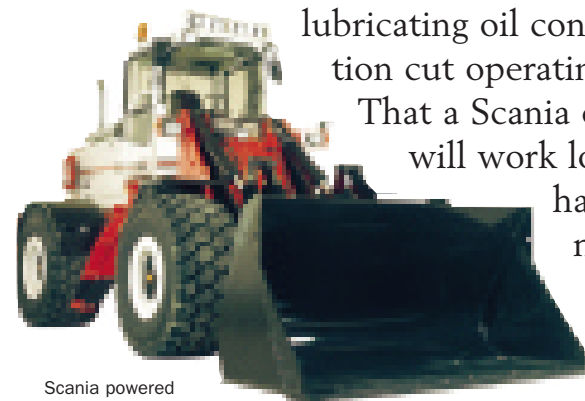
The moment of truth.

Mobile equipment is designed to do a specific job; whether it is lifting, moving or transporting. In many cases it has to do several different operations at the same time.

So when it comes to engine selection, Scania diesels are often the first choice. But not because of power alone.

Machine designers and operators appreciate that high torque is readily available at any engine speed, from idling to maximum revs. That minimal service and repair requirements reduce downtime. That low specific fuel and lubricating oil consumption cut operating costs.

That a Scania engine will work long and hard, with minimal tiring vibration.



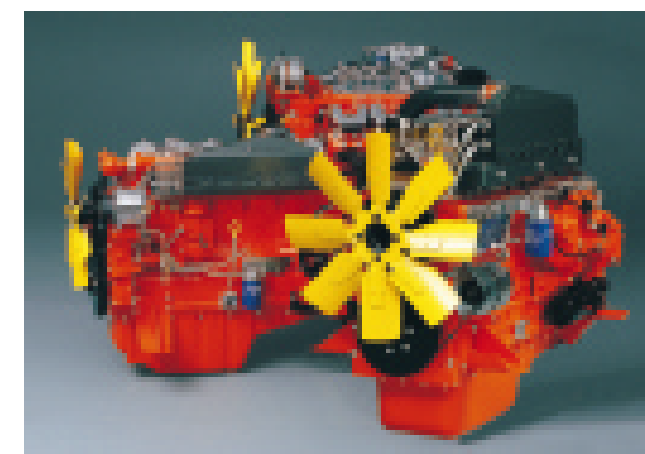
Scania powered 20 t wheel loader from Swedish Ljungby Maskin. D19 low emission engine.



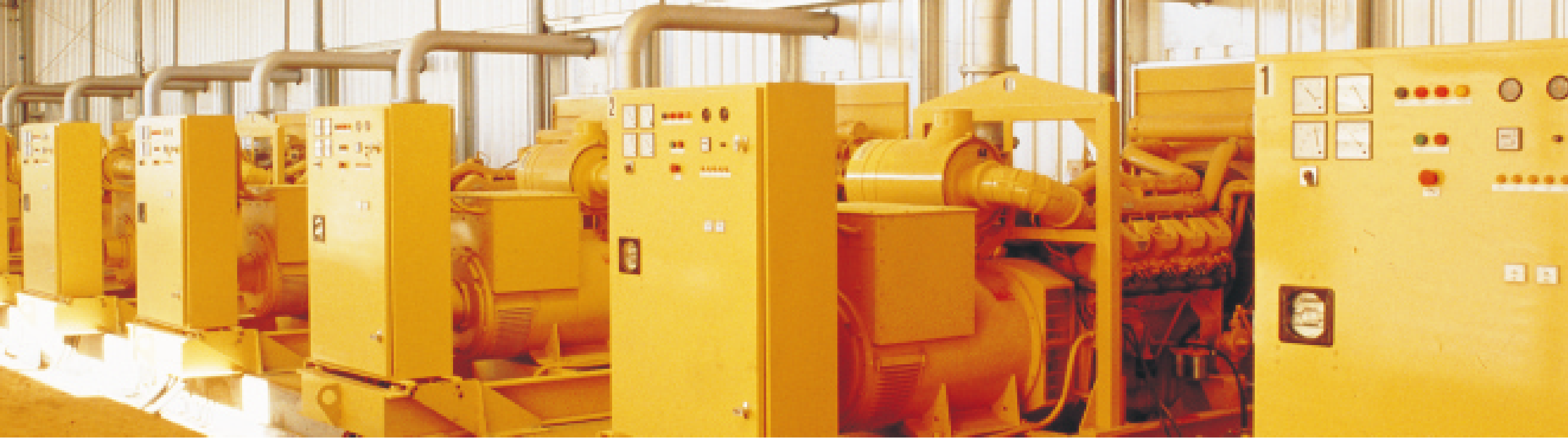
Moxy was first to install the new DI12 engine in their MT36 articulated dump truck. Scania is standard equipment in all Moxy trucks.

And that it will also help to sell the equipment.

In fact, when the going gets really tough, only a Scania engine will do.



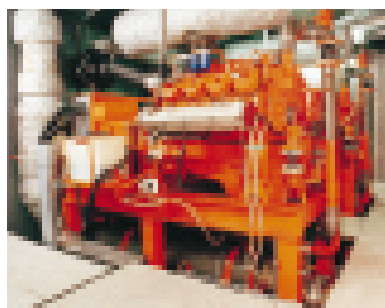
Scania's three engine families cover ratings from 150 to 375 kW in industrial applications.



One of several power stations, owned and run by KPS in western Australia and supplying prime power for gold mines. Charge cooled DC14 engines.



Reggiane in Italy use 9- and 14-litre Scania engines in their production of harbour cranes.



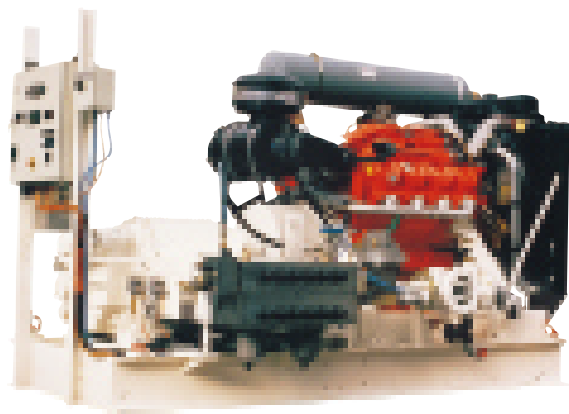
Power for Belgian Rosarium greenhouse in Brussels supplied by two Scania powered gensets.



Noell Hafentechnik in Langenhagen near Hanover produce huge Scania powered straddle carriers for container ports.



High speed Bucher Schörfling runway sweeper for airports. Charge cooled 353 kW DC14 engine. Germany.



Scania powered Uraca RS627D high pressure pump. Engine DC14. Germany.



A Scania powered Obermann C30 drilling rig at well-known Brandenburger Tor in Berlin. 9-litre engine.

Power to depend on.



German Kleemann & Reiner specialises in heavy duty crushing equipment powered by Scania.

In stationary and semi-stationary equipment, such as shredders, gensets and stone crushers, engine effectiveness is

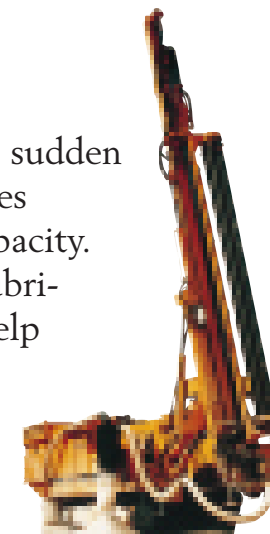
essential, and reliability and economy a must.

The same applies to recycling and high pressure water jetting equipment, which is becoming increasingly important with growing environmental awareness.

With an ability to deliver power from low revs, to respond to quick load

changes and to withstand sudden shock loads, Scania engines increase the operating capacity. And their low fuel and lubricating oil consumption help to reduce operating costs.

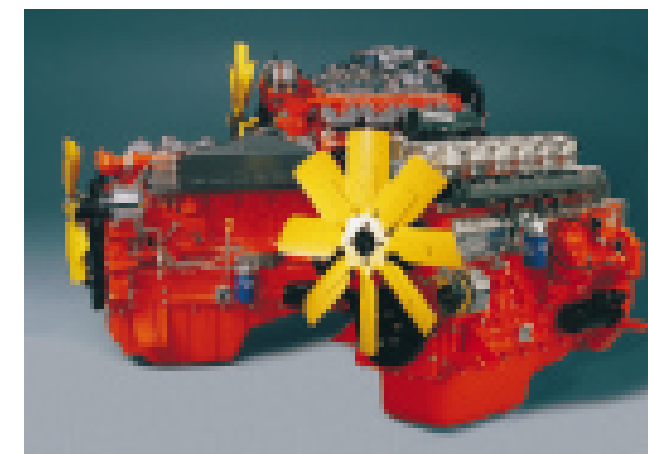
Scania provides working power you can depend on, whatever the application.



Scania powered drill rig produced by BTD Bohrtechnik, Germany.



Tecniwell high pressure jet grouting pump unit with a Scania V8 engine. Italy.



The engine program covers ratings from 150 to 375 kW for industrial applications and 145 to 460 kW for power generation purposes.



It is Scania policy to care for the environment, to design and build engines that have low fuel consumption, respond to quick load changes and perform well year after year.



The cold inlet/injection sides and the hot exhaust sides of the engines are separated to maintain a consistent fuel-air mixture. This improves fuel consumption and emission control, otherwise affected by temperature variations.



All engines feature individual cylinder heads for each cylinder. Separate cylinder heads allow easier and quicker service repairs without workshop facilities. This one-man service concept is important in all off-road applications.

Expect a little more. And a little less.

Some people consider Scania diesels to be the perfect choice; with a reputation for performance, reliability and economy. With basic qualities inherited from thousands of engines for heavy trucks, Scania industrial diesels also feature many refinements of their own.

THE MOST REWARDING FEATURE OF ALL.

Environmental protection has finally become a global concern. And the key issue for all engine applications is exhaust emission. To Scania this is not enough. For many years our engine research and development has focused on mastering the balance between emission levels, economy and performance.

All charge cooled Scania industrial engines for non-road mobile applications comply with the European 97/68/EC and US exhaust emission

regulations, both based on ISO 8178. Plus limits to come... For power generation Scania meets regulations such as German "TA Luft". With its well known background, Scania can naturally supply trucks and buses meeting the stringent Euro standards.



Scania diesels are clean. The unique saver ring prevents bore polishing and coke build-up on piston top land, while the Keystone type piston ring helps keep the lube oil consumption as low as 0.3 g/kWh. Few, if any, other engines can match that.



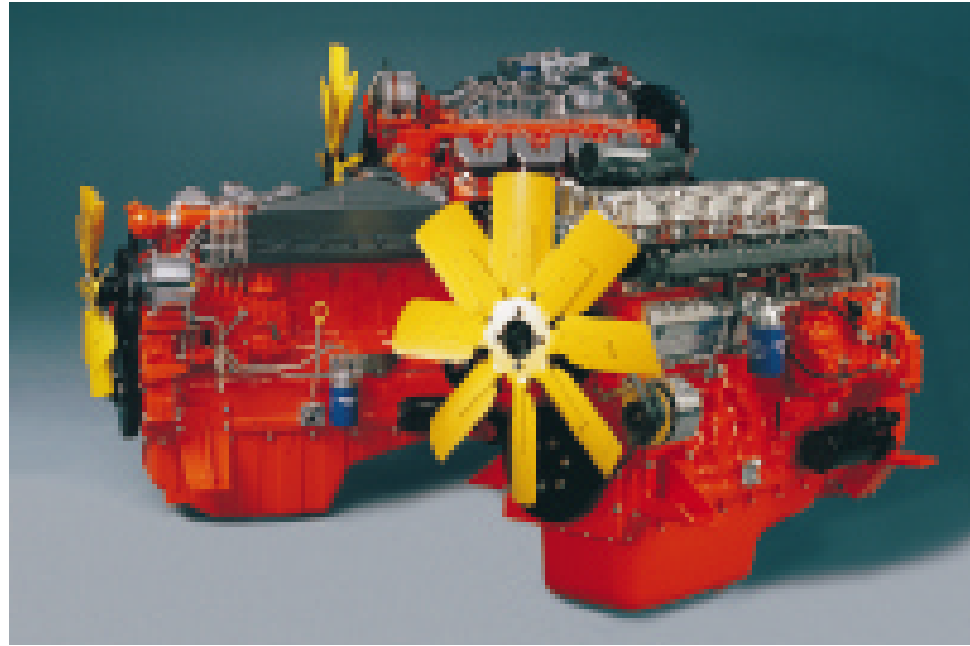
Clean oil means everything in any engine. Scania engines have a two-stage lube oil cleaning process. It provides complete protection of the engine, comprising a centrifugal cleaner in combination with a cyclone cleaner or a full flow paper element filter. The highly effective centrifuge removes tiny particles and carbon that build up between oil changes.



While controlling the engine, Scania's DEC2 digital electronic control system is constantly monitoring running conditions that may lead to damage. The system can also provide for multiple torque maps and communication CAN-links to transmission, operator panel or other systems in a vehicle. DEC2 features integral diagnostic capabilities.



On land or at sea, every Scania feature is beneficial for the economy. And every engine is tailor-made to suit its specific application.



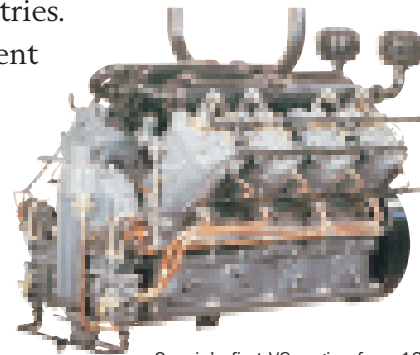
Scania's Engine History

The Scania history of engine development dates back to 1897, when Gustaf Erikson designed the engine for Sweden's first motor vehicle.

Since then the company has grown to become one of the world's most experienced engine designers and manufacturers – as well as being a leading manufacturer of heavy trucks and buses.

Scania engines are used throughout the world for industrial, marine and generating set applications. In fact, 97% of the production is absorbed by markets outside Sweden and supported by a Scania network with operations in some 100 countries.

Highly respected for long life and excellent economy, a Scania engine is profitable to own and operate. We, and our customers, would not be satisfied with anything less.



Scania's first V8 engine from 1916.

ISO 9001 and 14001 accredited

A further commitment to guarantee high quality and striving for a better environment.

