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DI16 079M. 515 kW (700 hp) IMO Tier II, EU stage IIIA The marine engines from Scania are based on a robust design with a strength optimised cylinder block containing wet cylinder liners that can easily be exchanged. Individual cylinder heads with 4 valves per cylinder promotes repairability and fuel economy. The engines are type approved in all major classification societies. The engine is ...

~~DI16 079M. 515 kW (700 hp) – Scania Group~~

DI16 072M. 515 kW (700 hp) IMO Tier II, EU stage IIIA The marine engines from Scania are based on a robust design with a strength optimised cylinder block containing wet cylinder liners that can easily be exchanged. Individual cylinder heads with 4 valves per cylinder promotes repairability and fuel economy. The engines are type approved in all major classification societies. The engine is ...

~~DI16 072M. 515 kW (700 hp) – Scania Group~~

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DI16 080M. 515 kW (700 hp) Us Tier 3, IMO Tier II, CCNR II The marine engines from Scania are based on a robust design with a strength optimised cylinder block containing wet cylinder liners that can easily be exchanged. Individual cylinder heads with 4 valves per cylinder promotes reparability and fuel economy.

~~DI16 080M. 515 kW (700 hp) – Scania Group~~

DI16 081M. 515 kW (700 hp) Us Tier 3 The marine engines from Scania are based on a robust design with a strength optimised cylinder block containing wet cylinder liners that can easily be exchanged. Individual cylinder heads with 4 valves per cylinder promotes reparability and fuel economy.

~~DI16 081M. 515 kW (700 hp) – Scania Group~~

N13.700 CR3 HD Power at crankshaft 515 kW [700 hp] Engine base Scania Displacement 12.7 l [775 in³] Fuel system Extra High Pressure Injection (XPI) Configuration 6 cylinders in line Air intake Turbocharged with after cooler Operation type 4 stroke Diesel Cooling Closed cooling with heat exchanger and charge air cooler Bore & Stroke 130 x 160 mm [5.1 x 6.3 in] Max mounting angle 12 ° Front down ...

~~Ü í - ë { w y { w N13.700 CR3 HD~~

N13.700 CR3 Power at crankshaft 515 kW [700 hp] Engine base Scania Displacement 12.7 l [775 in³] Fuel system Extra High Pressure Injection (XPI) Configuration 6 cylinders in line Air intake Turbocharged with after cooler Operation type 4 stroke Diesel Cooling Closed cooling

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with heat exchanger and charge air cooler Bore & Stroke 130 x 160 mm [5.1 x 6.3 in] Max mounting angle 12 ° Front down 12 ...

~~Üí-ë{w y{w N13.700 CR3~~

Gross power (kW) IFN 345 490 515 515 Gross power (hp) IFN 469 666 700 700 Gross torque (Nm) IFN 2745 3119 2732 2342 Spec fuel consumption. Full load (g/kWh) 194 195 201 214 Spec fuel consumption. 3/4 load (g/kWh) 195 196 203 221 Spec fuel consumption. 1/2 load (g/kWh) 197 198 206 227 Reductant consumption. Full load (g/kWh) 19 18 21 17 Heat rejection to coolant (kW) 147 176 188 212 IFN ...

~~dC16-077a. 515 kW (700 hp)~~

dC16 074a. 515 kW (700 hp) eu stage ii, China Phase ii and russia stage i Standard equipment

- Scania Engine Management System, EMS
- Unit injectors, PDE
- Turbocharger
- Fuel filter and extra pre-filter with water separator
- Oil filter, full flow
- Centrifugal oil cleaner
- Oil cooler, integrated in block
- Oil filler, in valve cover
- Deep front oil sump
- Oil dipstick ...

~~dC16-074a. 515 kW (700 hp)~~

Gross power (kW) 356 490 515 515 Gross power (hp, metric) 484 666 700 700 Gross torque (Nm) 2830 3119 2732 2342 Spec fuel consumption at full load (g/kWh) 197 196 207 221 Spec fuel consumption at 3/4 load (g/kWh) 196 195 204 234 Spec fuel consumption at 1/2 load (g/kWh) 198 198 209 243 Heat rejection to coolant (kW) 164 171 203 222 Rating: IFN –

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Intermittent service: Rated output available 1 ...

~~DC16-074A. 515 kW (700 hp)~~

hp at: the wheels: the Crank: Drivetrain: Front Wheel Drive: Rear Wheel Drive: All Wheel Drive: Four Wheel Drive: Transmission: Manual: Modern Automatic (5 Speed+) Traditional Automatic (3 Speed) Guestimated Horsepower: 253hp at the crank : This conversion utility was jointly developed between FrozenMist and www.mk5cortinaestate.co.uk to aid you in configuring your vehicle to get the most out ...

~~Wheel Horsepower to Crankshaft Horsepower Guestimator~~

This 515 kw 700 hp crankshaft power acc to iso 8665 high, as one of the most working sellers here will categorically be accompanied by the best options to review. The Panther V in Combat-Bob Carruthers 2013-05-15 The Panther V evidenced a number of problems in combat, and this was the proof of the rushed development programme that?was made obvious from the events at Kursk. However, despite its ...

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515 Kw 700 Hp Crankshaft Power Acc To Iso 8665 High 515 Kw 700 Hp Crankshaft DI16 081M. 515 kW (700 hp) - Mack Boring & Parts Company DI16 081M 515 kW (700 hp) US Tier 3, US IMO The marine engines from Scania are based on a robust design with a strength optimised cylinder block containing wet cylinder liners that can easily be exchanged Individual cylinder heads with 4 valves ... 515 kW (700 ...

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The maximum output of 700 PS (690 hp, 515 kW) at 3,000 rpm. Maximum torque is 1850 Nm (1364.5 ft lbs) at 2,100 rpm. Typical output was 600 PS (592 hp, 441 kW) at 2,500 rpm. The crankcase and block were made of grey cast iron and the cylinder heads from cast iron.

~~Maybach HL230 - Wikipedia~~

Car parts for PORSCHE 911 Coupe (991) 3.8 GT2 RS Petrol (700 HP, year from 2017) Change PORSCHE 911 (991) 3.8 GT2 RS (515 kW / 700 hp) 2017

~~Car parts catalog for PORSCHE 911 Coupe (991) 3.8 GT2 RS ...~~

The end result of all this work is an engine that produces 700 hp (690 bhp /515 kW) and an electronically limited 1,100 Nm (811 lb-ft) of torque. Performance figures for this monster include a...

~~BRABUS G V12 S Biturbo with 700 hp to Bow in Geneva~~

The performance increase is completed with the BRABUS PowerXtra control module for the engine control unit. In addition to a bump in peak torque from 760 Nm to 960 Nm, the rated output jumps by 95 kW/129 hp from 420 kW/571 hp to 515 kW/700 hp. The plug-and-play control unit is adapted to the production electronics.

~~Article - Overview - Tuning - BRABUS~~

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The performance increase is completed with the BRABUS PowerXtra control module for the engine control unit. In addition to a bump in peak torque from 760 Nm to 960 Nm, the rated output jumps by 85 kW/115 hp from 430 kW/585 hp to 515 kW/700 hp. The plug-and-play control unit is adapted to the production electronics. Acceleration 0-100 km/h:

~~Article Overview Tuning BRABUS~~

Each kit consists of a processor-driven auxiliary control module for the engine control unit. In addition to a bump in peak torque from 850 Nm to 950 Nm, the rated output jumps by 65 kW/88 hp from 450 kW/612 hp to 515 kW/700 hp. The plug-and-play control unit is adapted to the production electronics. Acceleration 0-100 km/h:

~~Article Overview Tuning BRABUS~~

Engine type D13 Engine duty rating C4 - Light Duty Commercial Crankshaft power [hp(kW)] 700 (515) Rpm@full load 2300 Cylinders In-line 6 Displacement [L] 12.78 Bore [mm] 131 Stroke [mm] 158 Compression ratio 16.5:1 Injection system Electronic high pressure unit injectors Alternator [V -A] 24V – 110A Electronic engine diagnostic YES Max. torque, NM @ 1200 rpm 2930 Dry Weight Bobtail [kg] 1450 Propulsion system Shaft drive

~~D13-700~~

Experience superior BRABUS power with the BRABUS PowerXtra B40-700 performance kit based on the AMG GT 63S. Each kit consists of a processor-driven auxiliary control module for the engine control unit. In addition to a bump in peak torque from 850 Nm to 950 Nm,

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the rated output jumps by 45 kW/61 hp from 470 kW/639 hp to 515 kW/700 hp.

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