

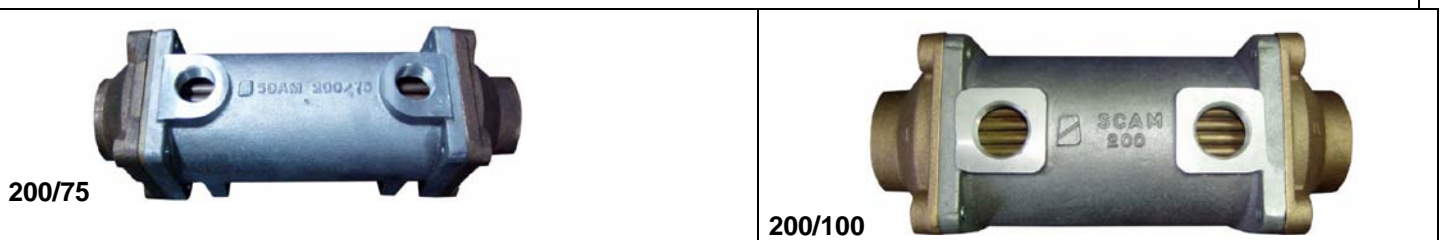
Complete range of models made of high quality materials with cooling surface from 0.1 to 2.64 m<sup>2</sup>. Suitable for use as heat exchanger and as oil cooler for engine and marine gearbox oil. The tube stacks have double seals to prevent from leaking.

To achieve the cooling performance given underneath, a fresh water flow of 60 – 65 ltr./min. per 100 HP diesel engine power is required. At the same time the fresh water temperature should not exceed 25°C.

Type	Max. HP of diesel engine when used as heat exchanger	Length of housing	Length of end cover	Total length	Diameter	Oil / water connection BSP	Fresh water connection	Cooling surface m <sup>2</sup>	Max. pressure [bar]
<b>150/55</b>	<b>17</b>	150	30	210	73	3/8" or 1/2"	1"	0.10	5
<b>200/55</b>	<b>22</b>	200	30	260	73	1/2"	1"	0.13	5
<b>300/55</b>	<b>35</b>	300	30	360	73	1/2"	1"	0.20	5
<b>200/75</b>	<b>40</b>	200	51	302	96	3/4" or 1"	1"	0.24	5
<b>200/100</b>	<b>70</b>	200	54	308	124	1" or 1 1/4"	1"	0.40	5
<b>300/100</b>	<b>105</b>	300	54	408	124	1" or 1 1/4"	1"	0.60	5

The housings of the **55 and 75** series coolers are made of cast aluminium and the end covers are made of heat-resistant synthetic material. The Cupro-Nickel cooling tubes are Ø 7 mm. in diameter.

The housings of the **100** series coolers are made of cast aluminium and the end covers are made of seawater-resistant bronze. The end covers also have zinc anodes mounted internally. The Cupro-Nickel cooling tubes have a Ø 7 mm diameter.



All **SCAM** heat exchangers are certified by **DNV** and **CRS** !



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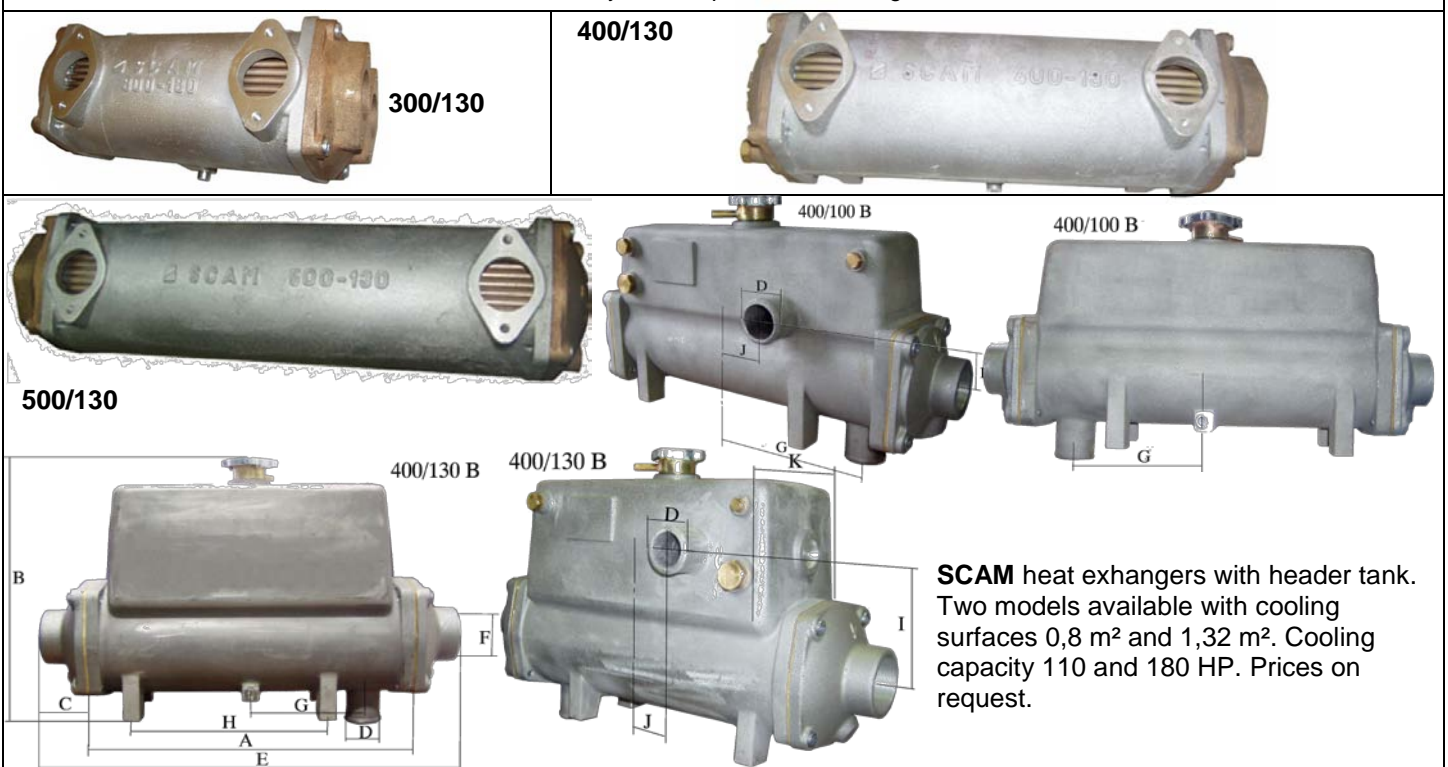


**Complete range of models made of high quality materials with cooling surface from 0.1 to 2.64 m<sup>2</sup>. Suitable for use as heat exchanger and as oil cooler for engine and marine gearbox oil. The cooling elements have double seals which makes leaking impossible.**

To achieve the cooling performance given underneath a fresh water flow of 60 – 65 ltr./min. per 100 HP diesel engine power is required. At the same time the fresh water temperature should not exceed 25°C.

Type	Max. HP of diesel engine when used as heat exchanger	Length of housing in mm.	Length of end cover in mm.	Total length in mm.	Diameter in mm.	Ø oil / coolant connection	Ø Fresh water connection	Cooling surface m <sup>2</sup>	Max. pressure [bar]
<b>300/130</b>	<b>170</b>	200	47	394	150	<b>46</b>	<b>46</b>	0.99	5
<b>400/130</b>	<b>225</b>	300	47	494	150	<b>46</b>	<b>46</b>	1.32	5
<b>500/130</b>	<b>280</b>	400	47	594	150	<b>46</b>	<b>46</b>	1.65	5
<b>600/130</b>	<b>350</b>	500	47	694	150	<b>46</b>	<b>46</b>	1.98	5
<b>800/130</b>	<b>450</b>	800	47	894	150	<b>46</b>	<b>46</b>	2.64	5

The housings of the **130** series coolers are made of cast aluminium and the end covers are made of seawater-resistant bronze. The end covers also have zinc anodes mounted internally. The Cupro-Nickel cooling tubes are Ø 7 mm. in diameter.



A large variety of connections is available, both for the fresh water circuit side as well as for the oil/coolant side (hose connections, flanges, hose bends and threaded connections). Prices on request.

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