D4-300



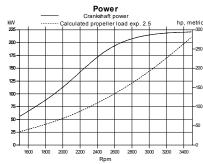
Technical Data

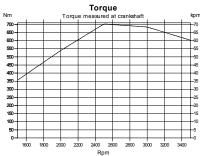
Engine designation	D4-300 I
Crankshaft power, kW (hp)	221 (300)
Propeller shaft power, kW (hp)	212 (288)
Engine speed, rpm	3500
Displacement, I (in ³)	3.7 (224)
Number of cylinders	4
Bore/stroke, mm (in.)	103/110 (4.05/4.33)
Compression ratio	17.5:1
Dry weight with HS63AE, kg (lb)	559 (1232)
Ratio HS63AE	2.04:1, 1.56:1
Ratio HS63IVE	2.48:1, 1.99:1, 1.56:1
Ratio HS80AE	2.5:1
Emission compliance	IMO NOx, EU RCD, US EPA Tier 3
Rating	R5*

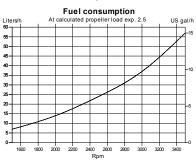
Technical data according to ISO 8665. With fuel having an LHV of 42700 kJ/kg and density of 840 g/liter at 15 $^{\circ}$ C (60 $^{\circ}$ F).

Merchant fuel may differ from this specification which will influence engine power output and fuel consumption.

*RATING 5. For pleasure craft applications, and can be used for high speed planing crafts in commercial applications









D4-300

Technical description:

Engine block and head

- Cylinder block and cylinder head made of cast-iron
- · Combined ladder frame and balance shafts
- 4-valve technology with hydraulic lash adjusters
- Double overhead camshafts
- Oil-cooled pistons with two compression rings and one oil scraper ring
- · Integrated cylinder liners
- · Replaceable valve seats
- Five-bearing crankshaft
- Rear-end transmission

Engine mounting

· Flexible engine mounting

Lubrication system

- Easily replaceable separate full-flow and bypass oil filter
- · Seawater-cooled tubular oil cooler

Fuel system

- · Common rail fuel injection system
- · Control unit for processing the injection
- · Fine filter with water separator and alarm

Air inlet and exhaust system

- · Air filter with replaceable insert
- Crankcase gases vented into the air inlet
- · Exhaust elbow or exhaust riser
- · Freshwater-cooled turbocharger
- · Loss of sea water alarm

Cooling system

- Thermostatically regulated freshwater cooling
- Tubular heat exchanger with separate large volume expansion tank
- Coolant system prepared for hot water outlet
- · Easily accessible seawater impeller pump

Electrical system

- 12V two-pole electrical system
- 115A marine alternator with Zener-diodes to protect the system from peak voltage, and integrated charging regulator with battery sensor cable for maximum use of alternator
- · Fuses with automatic reset
- Auxiliary stop button

Instruments/control

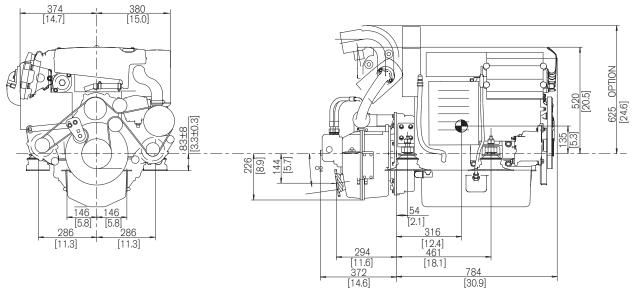
- Complete instrumentation/display packages, including e-key, the electronic key from Volvo Penta.
- · Electronic shift and throttle
- Plug-in connections

Reverse gear

- Reverse gear with matched drop center and 8° down angle for compact installation and minimum propeller shaft angle. V-drives and in-line reverse gears available.
- Bevel gears which results in smooth running at all speeds
- Hydraulically operated clutch for smooth shifting
- Electrical shifting performed by electromagnetic valves
- When under sail propeller shaft can rotate24 hours without engine start
- · Seawater-cooled oilcooler
- Low Speed as option

Dimensions D4-300/HS63AE

Not for installation



More information

Contact your nearest Volvo Penta dealer for more information about Volvo Penta engines and optional equipment/accessories or go to www.volvopenta.com





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