VOLVO PENTA INDUSTRIAL DIESEL

420 kW (571 hp) crankshaft power acc. to ISO 3046

The TAD1641VE is a powerful, reliable and economical Versatile Diesel Engine built on the dependable Volvo in-line six design.

Durability & low noise

Designed for the easiest, fastest and most economical installation. Well balanced to produce smooth and vibrationfree operation with low noise level, featured with high torque.

To maintain a controlled working temperature in cylinders and combustion chambers, the engine is equipped with piston cooling. The engine is also fitted with replaceable cylinder liners and valve seats / guides to ensure maximum durability and service life of the engine.

Operational economy and Low exhaust emission

The state of the art, high-tech injection and air charging system with low internal losses contributes to excellent combustion and low fuel consumption.

The TAD1641VE complies with EPA / CARB Tier 2 and EU stage II exhaust emission regulations.

Easy service & maintenance

Easily accessible service and maintenance points contribute to the ease of service of the engine.

Technical description:

Engine and block

- Optimized cast iron cylinder block with optimum distribution of forces without the block being unnecessary heavy.
- Wet, replaceable cylinder liners
- Piston cooling for low thermal load on pistons and reduced ring temperature
- Tapered connecting rods to reduce risk of piston cracking
- Crankshaft has induction hardened bearing surfaces and fillets with seven main bearings for moderate load on main and big-end bearings
- Nitrocarburized transmission gears for heavy duty operation
- Keystone top compression rings for long service life
- Viscous type crankshaft vibration damper
- Replaceable valve guides and valve seats
 Overhead camshaft and four valves per
- cylinder equipped with camshaft damper to reduce noise and vibrations.

Lubrication system - Full flow oil cooler

Full flow disposable spin-on oil filters



Features

- High torque
- Air to air intercooler
- Fully electronic with Volvo Penta EMS 2
- High power density
- EPA / CARB Tier II / EU stage II emission compliant
- Low noise levels
- The lubricating oil level can be measured during operation (Standard dipstick only)
- Gear type lubricating oil pump, gear driven by the transmission

Fuel system

- Self de-aerating system. When replacing filters all fuel stays in the engine.
- Non-return fuel valve
- Electronic Unit Injectors
- Fuel prefilter with water separator and waterin-fuel indicator / alarm
- Gear driven low-pressure fuel pump
- Fuel pressure switch

Turbocharger

- Efficient and reliable turbo charger

Cooling system

- Air to air intercooler
- Belt driven, maintenance-free coolant pump with high degree of efficiency
- Tropical radiatorRadiator guard
- Efficient cooling with accurate coolant control through a water distribution duct in the
- cylinder block. Reliable sleeve thermostat with minimum pressure drop
- Fan hub

- Suction type fan, 890 mm
- Fan & belt guard

Electrical system

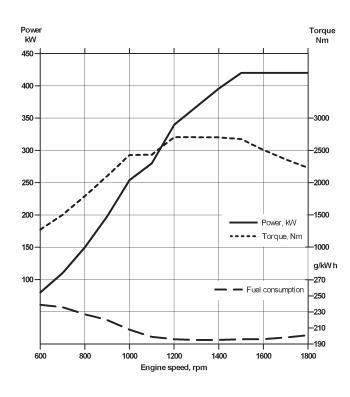
- Engine Management System 2 (EMS 2), an electronically controlled processing system which optimizes engine performance. It also includes advanced facilities for diagnostics and fault tracing
- The instruments and controls connects to the engine via the CAN SAE J1939 interface, either through the Control Interface Unit (CIU) or the Digital Control Unit (DCU). The CIU converts the digital CAN bus signal to an anolog signal, making it possible to connect a variety of instruments. The DCU is a control panel with display, engine control, monitoring, alarm, parameter setting and diagnostic functions. The DCU also presents error codes.
- Sensors for oil pressure, oil temp, boost pressure, boost temp, coolant temp, water in fuel, fuel pressure and two speed sensors. Crank case pressure, piston cooling pressure, oil level and air filter pressure drop sensors.
- Alternator 24V / 80A



TAD1641 VE

Technical Data

General	
Engine designation	TAD1641VE
No. of cylinders and configuration	in-line 6
Method of operation	
Bore, mm (in.)	
Stroke, mm (in.)	165 (6.50)
Displacement, I (in ³)	16.12 (984)
Compression ratio	17.5:1
Dry weight, kg (lb)	1440 (3175)
With Power Pac, kg (lb)1	890 (4167)
Wet weight, kg (lb)	1510 (3329)
With Power Pac, kg (lb)2	2000 (4409)
Performance	
ICFN Power, without fan, at 1800 rpm, kW (hp)	
ICFN Power, with fan Ø890mm, at 1800 rpm, kW (hp)	406 (552)
Mean piston speed at 1800 rpm, m/s (ft/s)	
Effective mean pressure at 1800 rpm, MPa (psi)	
Max combustion pressure at 1800 rpm, MPa (psi)	
Lubrication system	1800 rpm
Oil consumption at max rpm, I/h (US gal/h)	
Oil system capacity incl filters, liter (US gal)	48 (12.7)
Oil change intervals at specification	
VDS-2, h	
VDS, ACEA E3, h	
ACEA E2, API CF, CF-4, CG-4, h	
Intake and exhaust system	1800 rpm
Air consumption, m³/min (cfm)	
Max allowable air intake restriction, kPa (In wc)	
Exhaust gas temperature after turbine, °C (°F)	
Max allowable back-pressure in exhaust line, kPa (In wc)	
Exhaust gas smoke, Bosch units	0.12



Standard Equipment	Engine	Power Pac
Engine Automatic belt tensioner		
Lift eyelets		•
Flywheel housing with conn. acc. to SAE 1		•
Flywheel for 14" flex. plate and flexible coupling		•
Vibration dampers		•
	•	·
Engine suspension		
Fixed front suspension	•	•
Lubrication system		
Oil dipstick	•	•
Full-flow oil filter of spin-on type	•	•
By-pass oil filter of spin-on type	•	•
Oil cooler, side mounted	•	•
Low noise oil sump	•	•
Fuel system		
Fuel filters of disposable type	•	•
Electronic unit injectors	•	•
Pre-filter with water separator	•	•
Intake and exhaust system		
Air filter without rain cover	•	•
Air filter with replaceable paper insert	•	•
Air restriction indicator	•	•
Air cooled exhaust manifold	•	•
Connecting flange for exhaust pipe	•	•
Exhaust flange with v-clamp	•	•
Turbo charger, low right side	•	•
Crankcase ventilation	•	•
Cooling system		
Radiator 1,3 m ² incl intercooler	•	•
Belt driven coolant pump	•	•
Fan hub	•	•
Suction fan	_	•
Fan guard	-	•
Belt guard	_	•
Control system		
Engine Management System 2 (EMS 2) with		
CAN-bus interface SAE J1939	•	•
Digital Control Unit (DCU)	_	•
Alternator		
Alternator 80A / 24 V	•	•
Starting system		
Starter motor, 7.0kW, 24 V	•	•
Connection facility for extra starter motor	•	
Instruments and senders	-	-
Temp and oil pressure for automatic stop/alarm	•	•
Other equipment	-	-
Expandable base frame	_	
	-	•
Engine Packing	•	
Plastic wrapping	•	•

- optional equipment or not applicable

• included in standard specification

Note! Not all models, standard equipment and accessories are available in all countries. All specifications are subject to change without notice. The engine illustrated may not be entirely identical to production standard engines.

Power Standards

The engine performance corresponds to ISO 3046, BS 5514 and DIN 6271. The technical data applies to an engine without cooling fan and operating on a fuel with calorific value of 42.7 MJ/kg (18360 BTU/lb) and a density of 0.84 kg/litre (7.01 lb/US gal, 8.42 lb/lmp gal), also where this involves a deviation from the standards. **Rating Guideline**

IFN Power rating corresponds to ISO Overload Power. It is intended for applications where intermittent power is

utilized less than 1 hour within any period of 12 hours of continuous operation. The average load factor must not exceed the continuous rating.

ICFN Power rating corresponds to ISO Standard Power for continuous operation. It is intended for constant load applications with uninterrupted service at full load for extended periods of time. The average load factor must not exceed 70% of the continuous rating, when operating at continuous speed and load.



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