

VOLVO PENTA INBOARD DIESEL TAMD162C

6-cylinder, 4-stroke, direct-injected, turbocharged marine diesel engine with aftercooler – crankshaft power* 375 kW (510 hp)

* Power rating – see Technical Data

Top technology for extreme demands

Dimensioned for high outputs. Built on the dependable in-line six with four valves per cylinder.

Designed for workboat operation in demanding environments and displacement workboats in Heavy Duty operation (Rating 1).

Particularly suitable for workboat applications due to high torque across a wide speed range.

Fulfills high demands on operational reliability and service life.

Built for effective turbocharging with well matched injection system, thus having good cold starting ability and load acceptance. The engine is also designed for long periods of low load idling.

Extremely well-balanced engine design combined with latest construction technique result in steady and vibrationfree running for highest possible degree of boat comfort.

Comprehensive, well developed modular system for factory-fitted equipment gives perfect matching to specific customer requirements, e.g. reverse gears, PTO's, cooling systems, electrical systems.

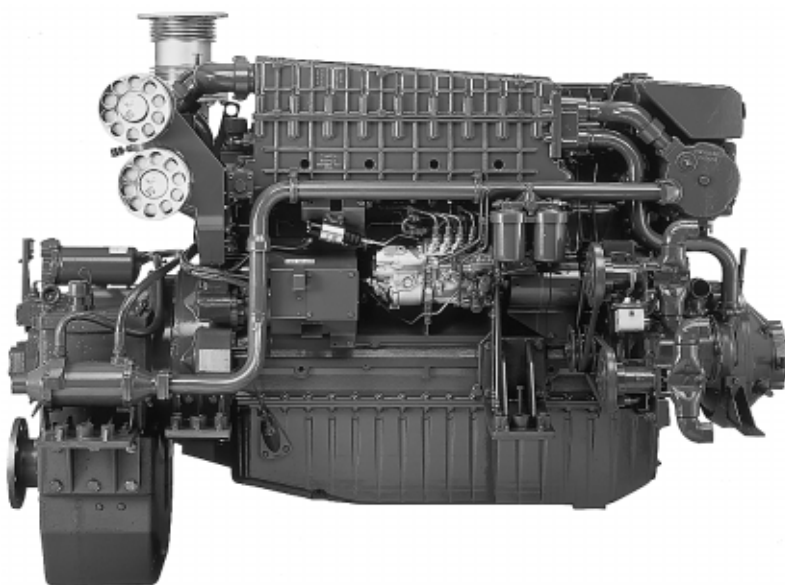
Easily adaptable to comply with the demands of the classification societies and marine authorities concerning operation in unmanned engine rooms.

The TAMD162C complies with the IMO emission regulations.

Large oil volume and easy to service construction for lowest service and maintenance costs.

Well-established service network in more than 100 countries using Genuine Volvo Penta Parts and skilled personnel minimizes non-operational time and costs.

TAMD162C with
MG516 reverse gear



Technical description:

Engine and block

- Cylinder block and cylinder heads made of special cast iron alloy
- Flywheel housing with connection acc. to SAE 1
- Double vibration dampers
- Separate cylinder heads and gasketless sealing
- Replaceable cylinder liners and valve seats/guides. Four valves per cylinder and a centrally located injector provide effective combustion leading to lower fuel consumption.
- Seven-bearing nitrocarburized rigid crankshaft with generously dimensioned bearing surfaces
- Tough, high located, seven-bearing camshaft of special steel. Short stiff push rods, strong valve springs, and roller cam followers
- Piston cooling for minimum carbon deposits and increased piston and liner service life
- Piston rings of keystone type

Lubrication system

- Deep oil sump with inspection covers
- Twin oil filters of spin-on type, plus by-pass oil filter

- Freshwater-cooled oil cooler
- Oil filler pipe in oil sump

Fuel system

- Fuel injection pump with centrifugal governor, smoke limiter and fuel feed pump
- Fuel shut-off valve 24V, electrically operated
- Twin fine fuel filters of spin-on type

Turbocharger

- Freshwater-cooled turbocharger and exhaust manifold

Cooling system

- Seawater-cooled aftercooler
- Tubular heat exchanger or 1-circuit keel cooling
- Cooling pipes in copper/nickel give greater resistance to corrosion and longer service life
- Gear-driven freshwater pump
- Freshwater filter with anti-corrosive agent

Electrical system

- 24V 2-pole electrical system incl. 60A alternator with integrated charging sensor
- Rubber-suspended electrical terminal box

VOLVO PENTA

TAMD162C

Technical Data

Engine designation	TAMD162C
No. of cylinders and configuration	in-line 6
Method of operation	4-stroke, direct-injected, turbocharged diesel engine with aftercooler
Bore, mm (in.)	144 (5.67)
Stroke, mm (in.)	165 (6.5)
Displacement, l (in ³)	16.12 (983.6)
Compression ratio	15:1
Dry weight, kg (lb)	1740 (3836)
Crankshaft power, kW (hp) 1800 rpm	375 (510)
Torque, Nm (ft.lb) 1800 rpm	1990 (1468)
Specific fuel consumption, g/kWh (lb/hph) 1800 rpm	225 (0.365)
Torque, Nm (ft.lb) 1800 rpm	1840 (1357)
Specific fuel consumption, g/kWh (lb/hph) 1800 rpm	215 (0.348)
Recommended fuel to conform to	ASTM-D975 1-D & 2-D, EN 590 or JIS KK 2204

Rating 1.

Fuel temperature 40°C (104°F).

Technical data according to ISO 3046 Fuel Stop Power and ISO 8665. Fuel with a lower calorific value of 42700 kJ/kg and density of 840 g/litre at 15 °C (60 °F).

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

N.B. The product can also be used in an application with a higher rating than stated, e.g. R1 can be used for R2, R3, R4 or R5.

The engine complies with the IMO emission regulations.

- Twin fuel filter/water separator with shift valve
- Jacketed fuel pipes

Exhaust system

- Exhaust elbow, dry or wet
- Silencer, dry
- Flexible compensator, dry

Cooling system

- Seawater strainer
- Adapter for connection of extra expansion tank

Electrical system

- 24V/100A extra alternator
- Various instrument panels
- Cable harness in different lengths
- Classifiable electrical equipment acc. to IP44

Power transmission

- Disengageable PTOs, 11.5" crankshaft front end, and 14" crankshaft rear end
- Auxiliary drive
- Extra pulley for crankshaft
- Hydraulic pump for steering and other duties

Reverse gear

- MG516

Other equipment

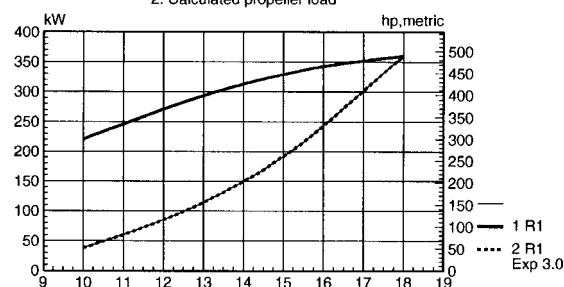
- 2" bilge/flush pump
- Belt guard
- White-painted engine and reverse gear
- Autostop equipment acc. to IP44
- Engine heater 2000 W, separately fitted

Contact your local Volvo Penta dealer for further information.

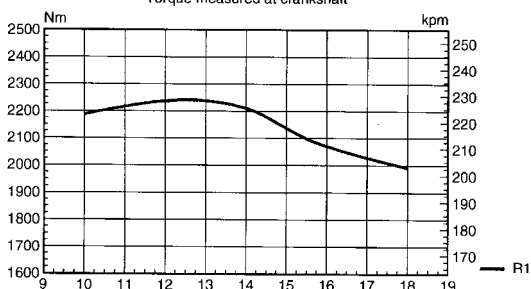
Not all models, standard equipment and accessories are available in all countries. All specifications are subject to change without notice.

The engine illustrated may not be entirely identical to production standard engines.

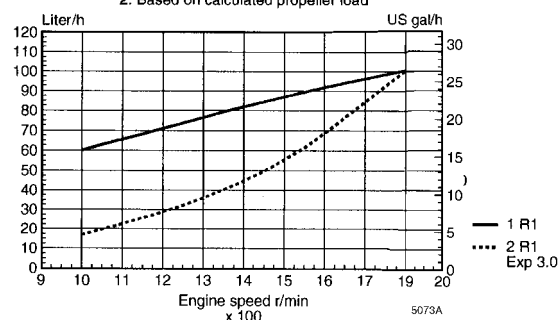
TAMD162C Power
1. Propeller shaft power
2. Calculated propeller load



TAMD162C Torque
Torque measured at crankshaft



TAMD162C Fuel consumption
1. At full load
2. Based on calculated propeller load



Optional equipment:

Lubrication system

- Manual oil drain pump, engine-mounted
- Extra oil dipstick
- Shallow oil sump
- Twin oil filter with shift valve

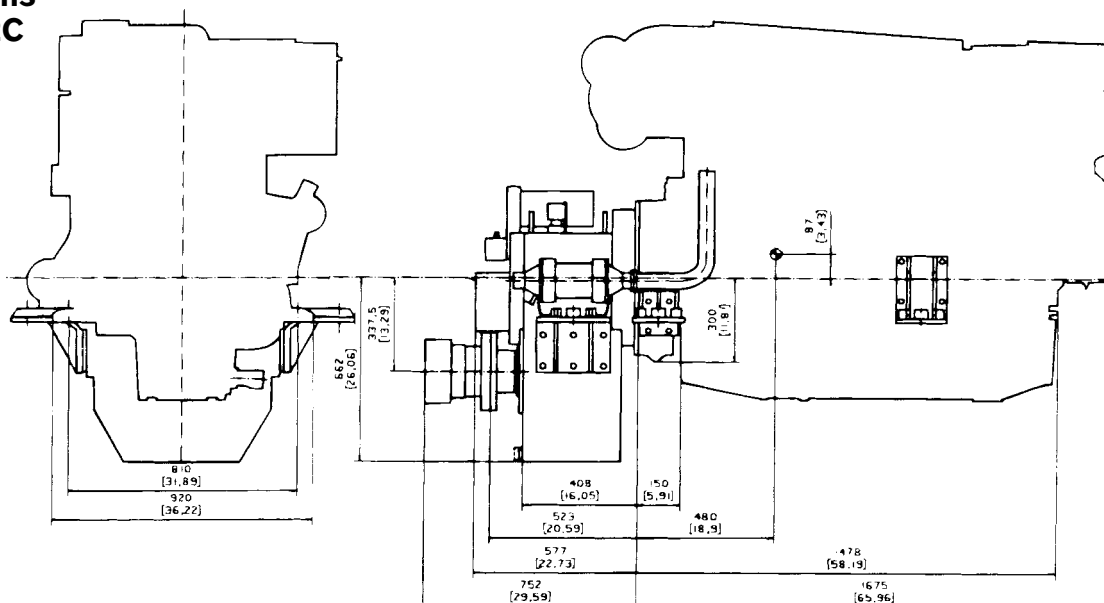
Fuel system

- Shift valve for fuel filter

Dimensions

TAMD162C

Not for installation.



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