

Pleasure craft duty flywheel output (B)			Light commercial duty flywheel output (C1)			Displacement		Compression- ratio	Dry weight with- out reverse gear	
kW	hp	r/min	kW	hp	r/min	dm ³	in ³		kg	lb
184	250	2800	154	210	2500	5,48	335	16:1	680	1500

★ Flywheel output at sea level. Atmospheric pressure 1.01 bar (14.6 p.si). Temperature 15°C (59°F).

Powerful. Smooth-running. Fuel-thrifty.

The TAMD60C is a four-stroke, in-line, six-cylinder marine diesel with direct injection, turbocharging and aftercooler. Designed right from the very start for operation in both pleasure craft and fast workboats.

Good performance. Efficient turbocharging in combination with aftercooler has made it possible to attain a weight/output ratio of only 2.7 kg/hp. Good speed resources and compact installed volume.

Low specific fuel consumption. At an engine speed of 2200 r/min, consumption is 156 grams/hp/h, a figure that is considerably lower than those for most competitor engines in the same output class and operation mode.

- **Excellent dependability, long operational lifetime.** The TAMD60C has been developed on the basis of the Volvo Penta in-line six, a design that has clearly shown its reliability and long lifetime in thousands of pleasure craft and workboats all over the world.
- **Smooth and vibration-free running.** Well-balanced design with sturdy crankshaft support. Low noise levels.
- **Easy to install.** Compact. Low profile. In order to facilitate installation, all cables terminate in an electrical connector box where the cable harness to the instrument panel is attached by means of bayonet connectors.

TAMD 60 C

Specification

= Ordered separately (not included in the standard specification) (For details see Group 4)

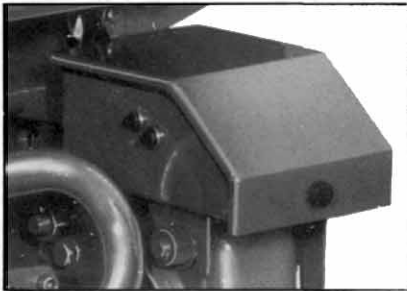
Engine body

Cylinder block and cylinder heads are made from a special alloy cast iron
Replaceable wet cylinder liners
Replaceable valve seats
Two cylinder heads
Brackets on engine for rigid installation

Flexible mounting for engine

Electrical system - 12V

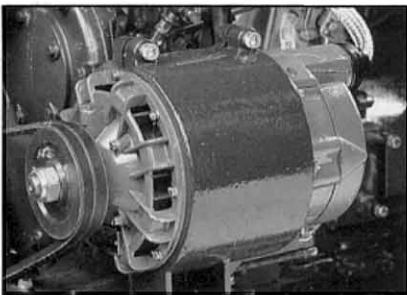
Starter motor 12V
Stop solenoid
Sender for tachometer
Sender + switch for oil pressure
Sender + switch for temperature
Electrical terminal board with two automatic fuses
 Charging alternator 50A



To facilitate installation work, all cables terminate in an electrical connector box where the cable harness to the instrument panel is attached by means of bayonet connectors.

Electrical system - 24V

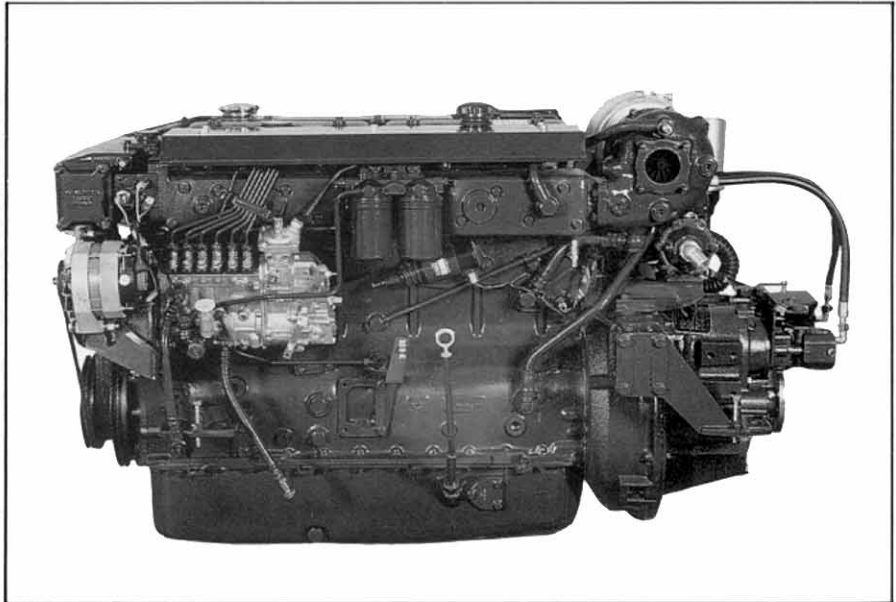
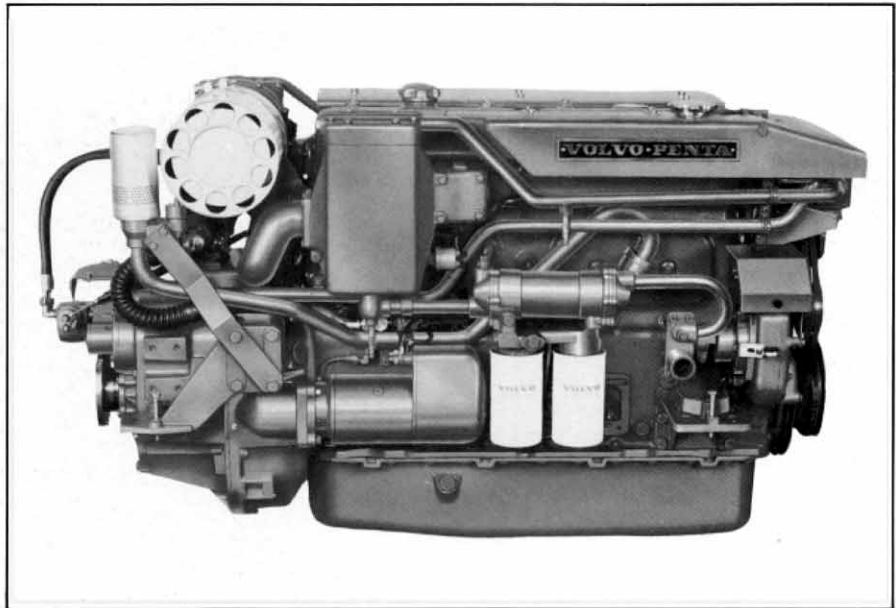
Starter motor 24V
Stop solenoid
Electrical terminal board with two automatic fuses
Charging alternator 55A 60A



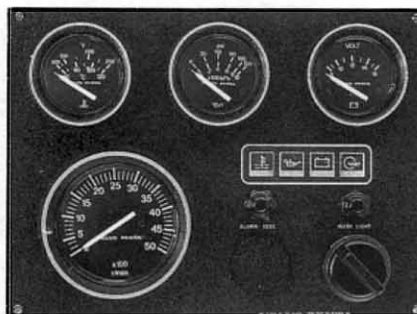
Four alternative generators are available for the TAMD60C: 14 V/50 A, 28 V/55 A and enclosed heavy duty generators with ratings of 28 V and 25 A/60 A.

Basic instrument panel including:

Tachometer
Temperature gauge
Oil pressure gauge
Voltmeter
Warning lamps for oil pressure, engine temp and charging
Push button for instrument lighting
Push button for alarm test



Key switch for start and stop, with starter motor protection
Alarm for high engine temp and low oil pressure



The instrument panel has clearly marked ISO symbols for temperature, oil pressure and charging. Double cover glass over instrument to prevent condensation. Key switch with starting and stopping functions and built-in starter motor protection.

Instrument panel for a second control station including:
Tachometer

Warning lamps for oil pressure, engine temp and charging
Key switch for start and stop of engine
Push button for instrument lighting
Push button for alarm test
Alarm for high engine temp and low oil pressure

Extra instrument panel including:
Oil pressure gauge (reverse gear)
Boost pressure gauge (turbocharger)

Cable harnesses

Cable harness 3 m (9.8 ft)
 Cable harness 5 m (16.4 ft)
 Cable harness 7 m (23.0 ft)
 T-connection for "second control station"

Reverse gear

Reverse gear TDMG 502 Not for keel-cooling. Output limitations see page 4.

Ratio 1,5:1 2:1 2,5:1
Weight incl. mounting kit 75 kg (165 lb)

TAMD 60 C

Reverse gear TDMG 506 Output limitations see page 4.

Ratio 1,5:1 2:1 3:1
 Weight incl. mounting kit (2:1) 105 kg (232 lb)

Reverse gear TDMG 507 Output limitations see page 4.

Ratio 1:1 1,5:1
 2:1 3:1
 Weight incl. mounting kit 165 kg (364 lb)

Power take offs

Crankshaft pulley

Bilge pump

1" direct driven, for sep mounting
 Ejector

Lubricating system

Double oil filter, spin-on type
 Water cooled oil cooler
 Oil separating filter for crankcase ventilation
 Hose connection for crankcase ventilation

Oil scavenging pump

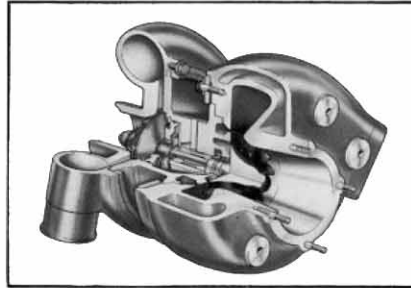
Mechanical Electric

Fuel system

Injection pump with centrifugal governor
 Feed pump
 Twin fine filters
 Flexible fuel pipes with connection for suction and return lines
 Twin fuel filter type Racor
 Single fuel filter type Racor

Turbocharging system

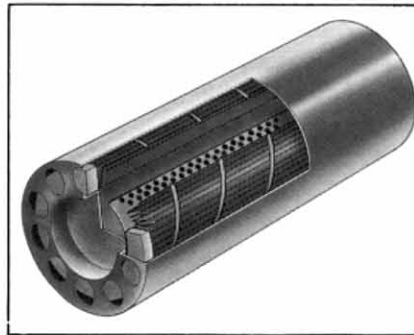
Turbocharger driven by exhaust gases, water-cooled
 Water cooled aftercooler
 Air cleaner with paper element



The turbo unit with a fresh-water cooled turbine housing. Turbocharging contributes to high output in relation to fuel consumption, low weight and compact installed dimensions.

Exhaust system

Fresh-water cooled exhaust manifold
 Flexible exhaust compensator hose, length 590 mm (23,2") with connecting flanges



An air cleaner with a paper cartridge for effective filtration and damping of the high-frequency intake sound.

- Silencer dry
- Compensator 85 mm (3,35")
- Compensator 185 mm (7,28")
- Exhaust rubber hose

Cooling system

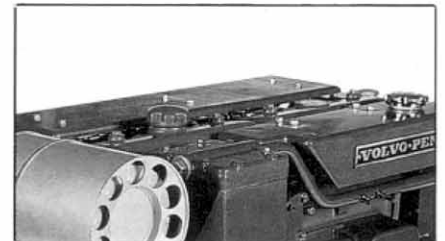
Plate heat exchanger and 1" sea water pump
 Keel cooling incl expansion tank
 Cooling water intake
 Fresh water filter "Perry"
 Sea water strainer

Controls

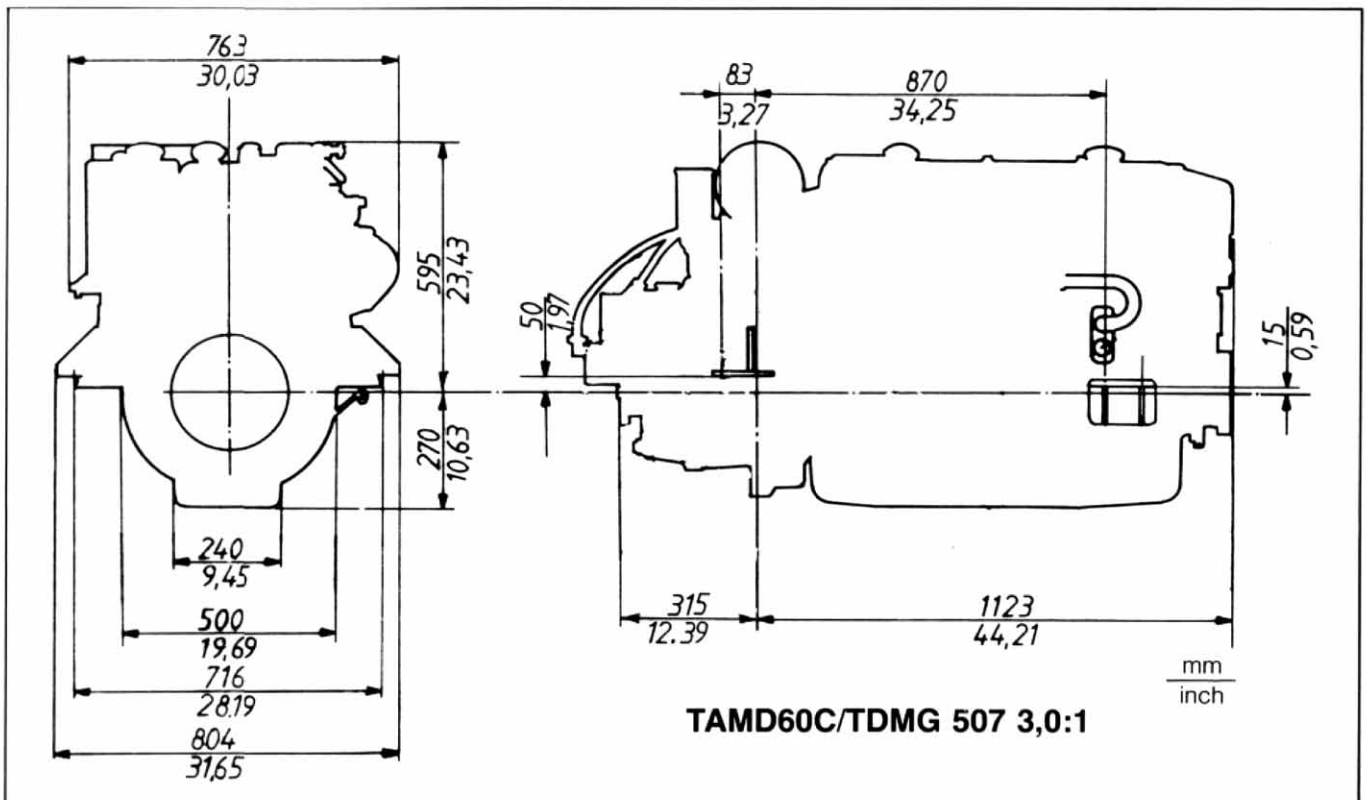
Control model S for operating of engine speed
 Control cables
 DS unit

Miscellaneous

Spare parts kit for engine
 Tool kit
 Propeller shaft coupling
 Propellers
 Oils
 Paints
 Anti-freeze
 Rustproofing
 Charging distributor for charging 2-battery system



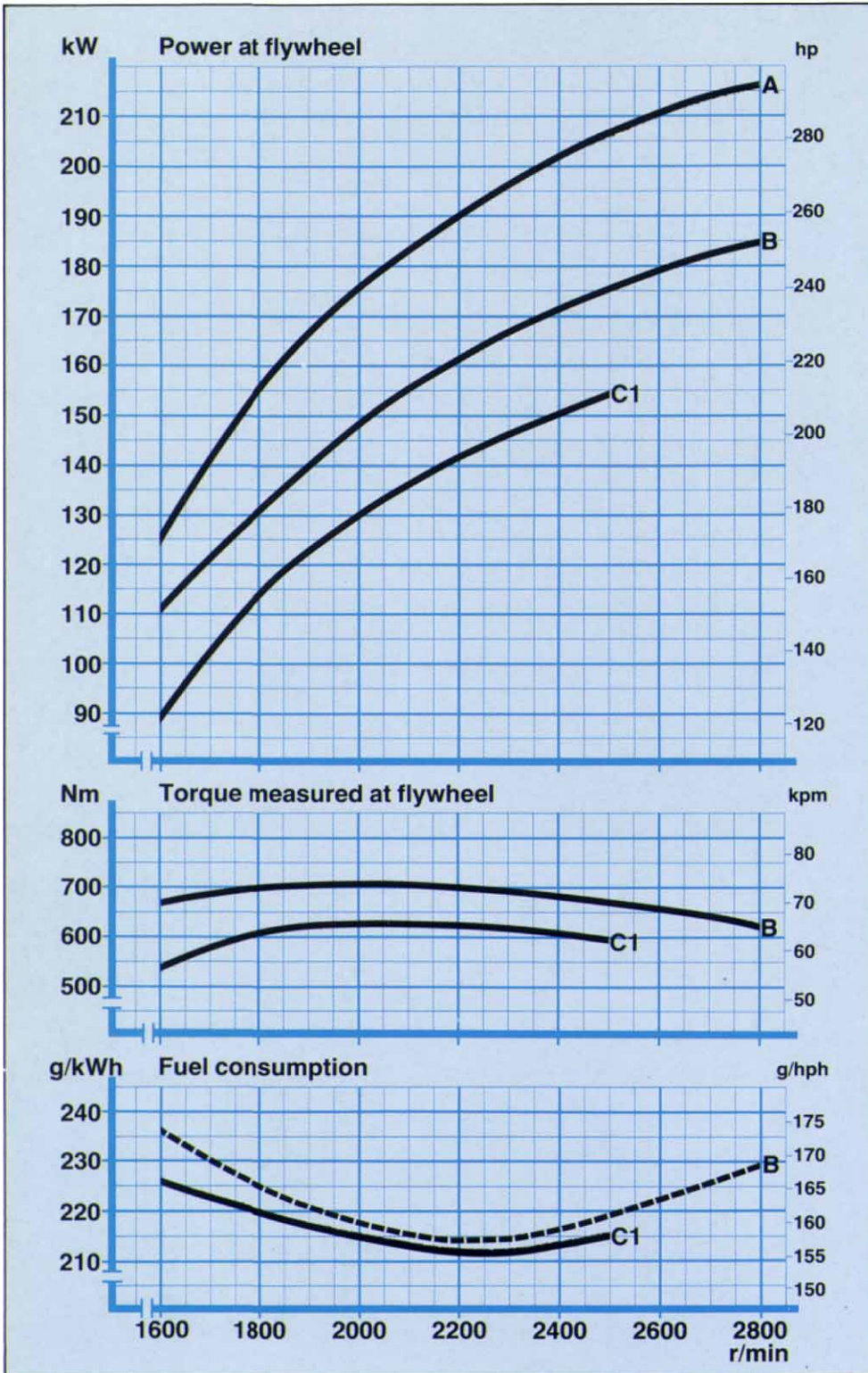
One practical feature is a protection plate over the fuel delivery pipes.



TAMD 60 C

**VOLVO
PENTA**

S-405 08 Göteborg, Sweden.



Curve A: Testroom operation.
Highest flywheel output obtainable in the test room without thermal overload. This output corresponds to DIN 6270 "Höchstleistung". It is intended only to demonstrate the margin beyond the output which the engine can perform as delivered.

Curve B: Pleasure craft duty.
Flywheel output for pleasure craft duty according to DIN 6270 Leistung B.

Curve C1: Light commercial duty. Intermittent flywheel output according to DIN 6270 Leistung B. Highest power may be utilized only a few hours per day. Total operating time must not exceed 2000 hours per year. Under these circumstances the curve applies to semi-planing and planing hulls, e.g. passenger boats, patrol boats, light fishing boats, rescue boats etc.

Mentioned outputs are flywheel outputs. The propeller shaft output is approx 4 % lower. Otherwise see table below.

**Reverse gear limitations.
Maximum propeller shaft output.**

	TDMG 502	TDMG 506	TDMG 507
Pleasure craft duty	163 kW (221 hp)	176 kW (240 hp)	—
Light commercial duty	Ratio 1.5:1 and 2:1 135 kW (184 hp)	135 kW (184 hp)	148 kW (202 hp)

Density of diesel fuel: 830 g/litre.
Conversion from g/kWh and g/hph to litre/h:

$$\frac{\text{g/kWh} \times \text{kW}}{830} = \text{litre/h}$$

Your Volvo Penta representative:

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