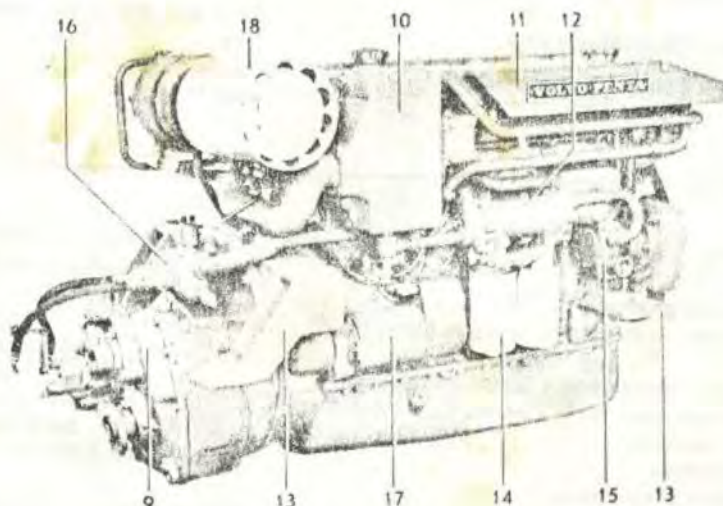
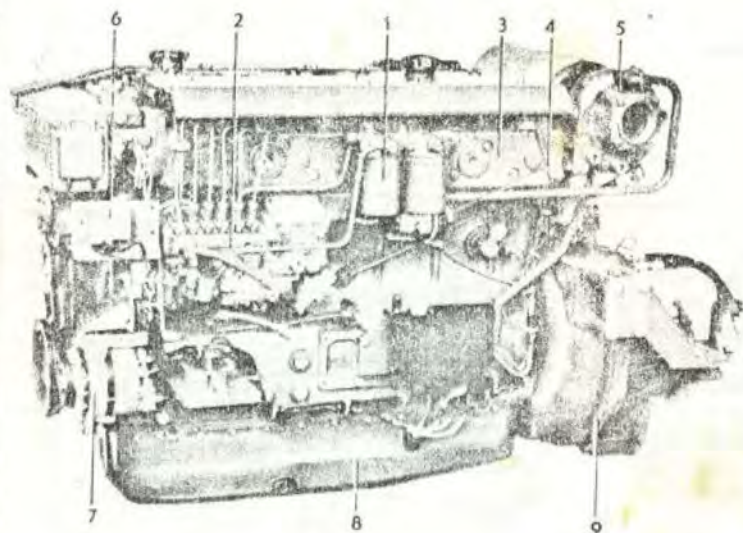


TAMD 60A



6-cylinder, direct-injected 4-stroke diesel engine with turbo-charging and after cooler.

Propeller shaft output 141 kW (192 hp) — pleasure boats, 113 kW (154 hp) — other applications.



STANDARD EQUIPMENT

ENGINE BODY — Cylinder block and cylinder heads of special-alloy cast iron. Double cylinder heads with steel gaskets. Replaceable, wet-type cylinder liners. Pistons of light-alloy with cast iron ring carriers.

Two compression rings and one oil scraper ring. All rings are chromed. Crankshaft and camshaft are journaled in seven bearings and have surface-hardened bearing races. Main- and big-end bearing shells of lead-bronze. The camshaft, drive outputs, sea-water, injection and lubricating oil pumps are gear-driven. Overhead valves with replaceable valve seats.

Tool kit is supplied.

FUEL SYSTEM — Injection pump with centrifugal governor (2) and feed pump as well as flexible hoses with fuel pipe connections for the suction and return lines. Electrically operated stop device (4). Twin fine filters (1).

COOLING SYSTEM — Fresh-water cooling with heat exchanger and expansion tank (11) removable, tubular type insert. 1" sea-water pump (15). The engine temperature is regulated by means of two thermostats.

LUBRICATING SYSTEM — Pressure lubricating system with double lubricating oil filters of spin-on type (14).

Sea-water cooled oil cooler (12). Lubricating oil sump (8).

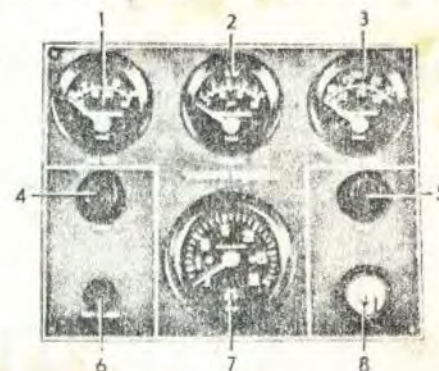
Oil dip-stick on right or left side.

SUPERCHARGING SYSTEM — Exhaust gas driven turbo-compressor for supercharging the intake air (5). Fresh-water cooled turbine housing. Sea-water cooled aftercooler (10) for cooling compressor air, which gives a higher degree of efficiency. Air cleaner with changeable filter (18).

ELECTRICAL SYSTEM — Two-pole 12 V electrical system in marine design, complete instrument panel, 6.5 m (21 ft.) long cable harness with plug-in contacts already fitted. Alternator (7), 12 V/38 A (460 W), with fully transistorized charging regulator (6). Over-voltage protector of 24 V type. Starter motor (17), output 3 kW (4 h.p.).

Instrument panel with:

1. Temperature gauge
2. Oil pressure gauge
3. Voltmeter
4. Start contact
5. Stop contact
6. Switch, instrument lighting
7. Rev counter
8. Key switch



ENGINE MOUNTING — The engine is supplied with engine brackets (13) for fixed mounting.

POWER TRANSMISSION — The engine is supplied with hydraulically operated reverse gear equipped with oil cooler (16) and pre-drilled propeller shaft flange according to the following alternatives:

Alt. 1. TD MG 502 (10° down angle) red. 1.5:1 for L-H and R-H prop. (9)

Alt. 2. TD MG 502 (10° down angle) red. 2:1 for L-H and R-H prop. (9)

Alt. 3. TD MG 502 (10° down angle) red. 2.5:1 for L-H and R-H prop. (9)

Alt. 4. BW 73 CR red. 2:1 for R-H prop.

Alt. 5. BW 73 CR red. 3:1 for L-H prop.

Alt. 6. BW V-drive 10-05 red. 1.5:1 for L-H prop.

EXTRA EQUIPMENT

FUEL SYSTEM

Water-separating fuel filter with glass or metal housing

COOLING SYSTEM

Fresh-water filter
Cooling-water intake complete
Separate expansion tank
Sea-water filter

EXHAUST SYSTEM

Water-cooled exhaust elbow
Exhaust rubber hose for wet exhaust line
Hull through-fitting, complete
Flexible compensator hose, dry
Dry exhaust elbow
Compensator for straight installation
Joint piece (6" to 5") for wet exhaust line

POWER TRANSMISSION

Vee-belt pulley for crankshaft

ELECTRICAL SYSTEM

Alternator, 24 V, 25 A or 60 A
Charging distributor for charging 2-battery system
Master switch
Instrument panel with, among others, hour-meter, warning lamps, warning siren and pressure gauge for reverse gear oil pressure and turbo charging pressure
Instrument panel with rudder indicator and tank gauge
Cable harness extension

ENGINE MOUNTING

Flexible engine mounting

BOAT ACCESSORIES

Hydraulic pump
Oil scavenging pump, electrical
Oils
Paints
Anti-freeze

CONTROLS AND CONTROL SYSTEM

VP single-control lever for both speed and forward-reverse operation, top-mounted or side-mounted. Single or twin installation
S-type control. Top-mounted, only speed regulation
Control cables
Dual station control unit

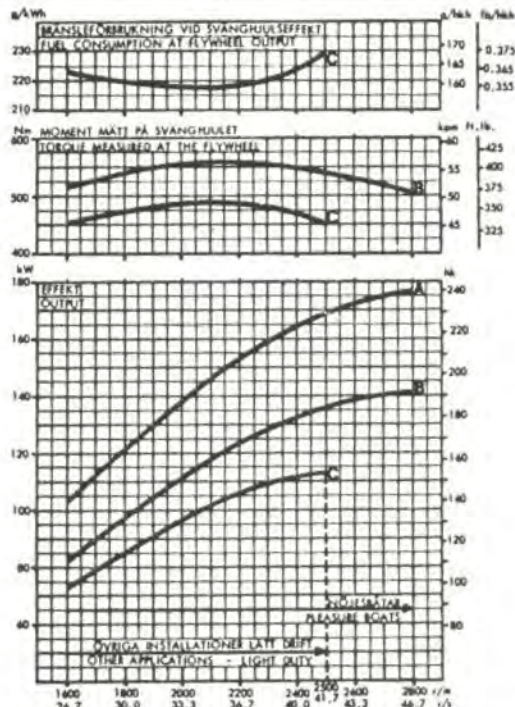
PROPELLER EQUIPMENT

Flexible propeller shaft coupling
Propeller shafts
Propeller shaft sleeves
Propellers

DATA

Type of operation 4-stroke turbo-charged after-cooled diesel with direct injection and overhead valves
Type designation TAMD 60A
Propeller shaft output, pleasure boats ((B)¹) 141 kW at 46.7 r/s (192 h.p. at 2800 r/m)
Propeller shaft output, other installations, light operation (C)¹) 113 kW at 41.7 r/s (154 h.p. at 2500 r/m)
Displacement 5.48 dm³ (334 in³)
Bore/stroke 98.425/120 (3.88/4.72")
Number of cylinders 6
Total weight, engine, compl. with reverse gear TD 502 approx. 750 kg (1655 lb.)

- 1)
A: Max. flywheel output acc. to DIN 6270 Höchstleistung N_H.
B: Intermittent output measured on propeller shaft acc. to DIN 6270 Leistung B (corresponds for practical use also to 1-hour's output acc. to BS 649, 1958). May be taken out max. 1 hour per 12-hour period. On delivery from Volvo Penta, the engine is adjusted acc. to curve B 46.7 r/s (2800 r/m).
C: Continuous output measured on the propeller shaft acc. to DIN 6270 Leistung B für Dauerbetrieb (corresponds for practical use also to continuous output acc. to BS 649, 1958).
The flywheel output for the engine is approx. 4 % higher than the indicated values for B and C curves. All measurements apply to a run-in engine.



DIMENSION DRAWING

