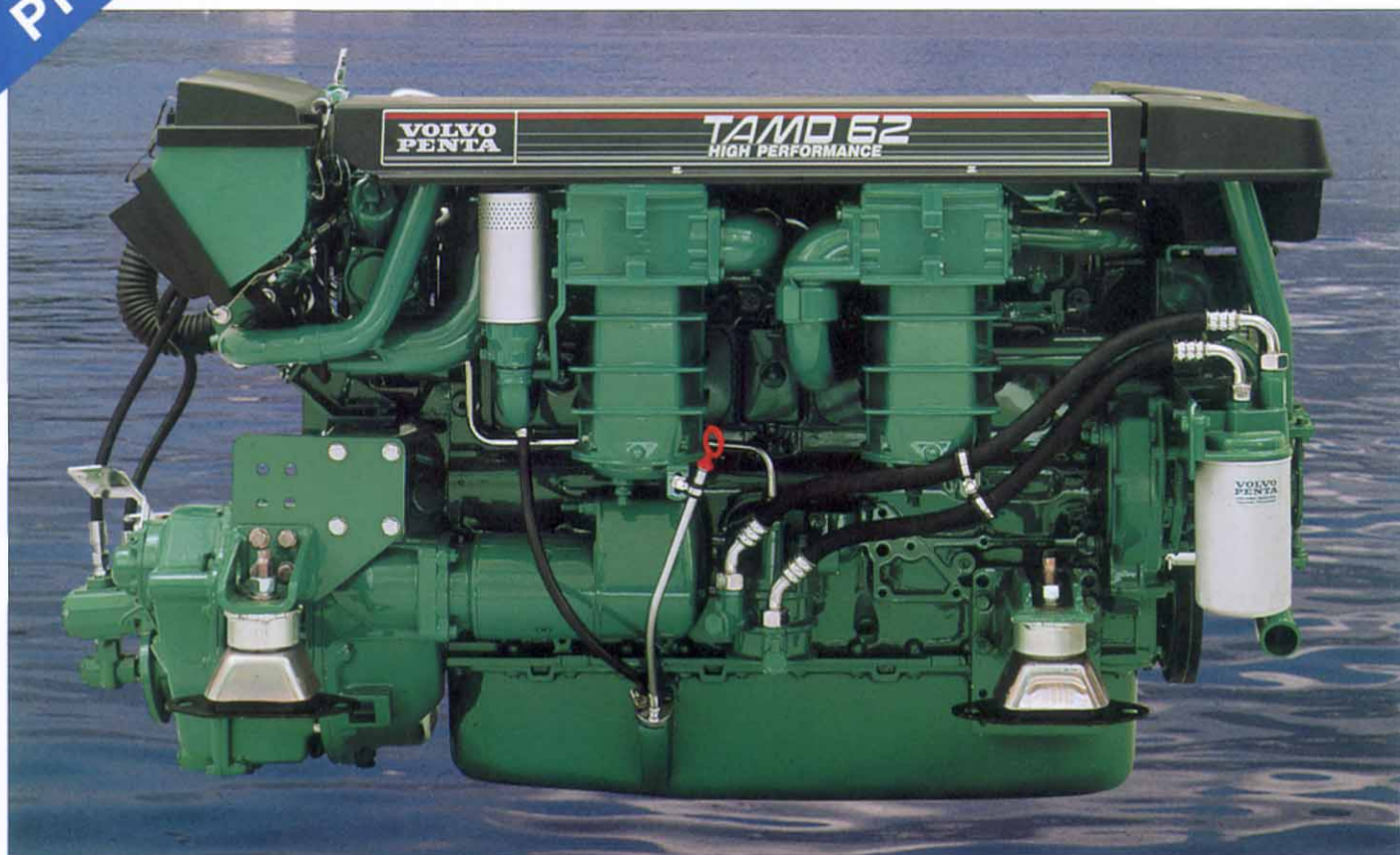


**NEW
PRODUCT**

The new TAMD 62



More performance

Volvo Penta's TAMD 62 has been specially developed to combine top performance with minimum fuel consumption.

Powerful, reliable and economical, the new TAMD 62 offers the perfect match for fast planing and semi-planing pleasure craft of up to 40 feet.

The TAMD 62 is completely in line with Volvo Penta's overall concept, that of producing marine diesel engines that develop high torque throughout the register to give the highest possible standards of comfort, reliability and fuel economy, and features direct fuel injection, turbocharging and aftercooling.

The in-line six configuration, with its few moving parts and large bearing surfaces makes for balanced running and problem-free operation and servicing. The torsionally rigid engine block and crank movement will cope with many demanding hours of operation.

To maintain a stable temperature in the cylinders and combustion chambers the engine is equipped with freshwater-cooled oil cooler and piston cooling. The low-profile cast aluminium sump means less engine weight, less corrosion, less dirt and less noise.

High torque combined with high power output guarantees top performance, right from the start and up through the whole register.

But more performance is not all the TAMD 62 has to offer. It is backed by Volvo Penta's service network in more than 100 countries, where spare parts, a wide range of accessories and skilled personnel are on hand to guarantee you the extra measure of comfort and peace of mind that is part and parcel of owning a marine diesel from Volvo Penta.



**VOLVO
PENTA**

AB Volvo Penta
S-405 08 Göteborg, Sweden

Technical data

Application Pleasure Craft Duty (PD)

Engine

Type designation.....	TAMD 62
Number of cylinders and configuration	in-line-six
Method of operation:.....	4-stroke, direct injected, turbocharged
.....	diesel engine with aftercooler
Fuel grade	DIN 51601
Bore, mm (in)	98,4 (3,87)
Stroke, mm (in)	120 (4,7)
Displacement, dm ³ (cu in).....	5,48 (333)
Compression ratio	15,0:1
Weight, less water and oil, kg (lb)	760 (1676)
Rated power* kW (hp).....	250 (340)
Crankshaft power** kW (hp)	243 (330)
at crankshaft speed, rpm.....	2800

Reverse gear

Type designation	IRM 220 A-1
Gear ratios.....	1,53:1
.....	2,04:1

Engine with reverse gear***

Propeller shaft power** kW (hp).....	235 (320)
at crankshaft speed, rpm.....	2800
Weight, less water and oil, IRM 220 A-1, kg (lb).....	829 (1826)

*ISO 3046. Fuel temp 25°C.

**ISO 8665 (=SAE J1228=ICOMIA 28-83)

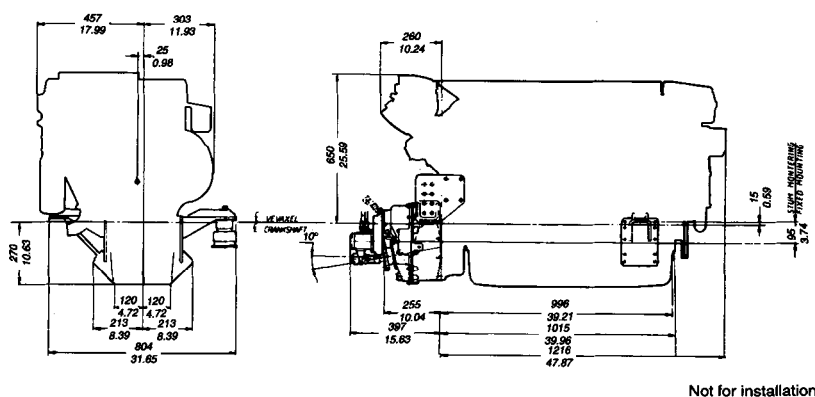
***Ratings apply at the first reverse gear specified under "reverse gear" and the first specified ratio. Propeller shaft power and weight can differ for other reverse gears and ratios.

The power, torque and fuel consumption ratings are based on an engine that has been run in according to the ISO standard atmospheric conditions, 25°, 100 kPa and 30% relative humidity. For practical purposes this data also applies to DIN 6271 and BS 5514, but the lower heat value of the fuel is 42,700 kJ/kg and its density is 840 g/litre.

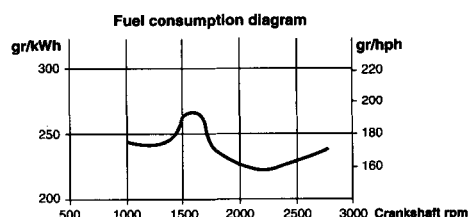
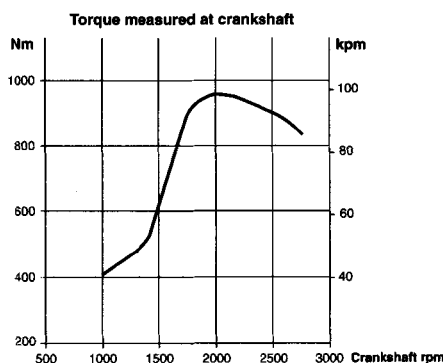
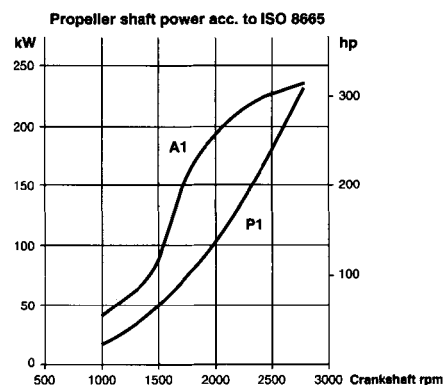
Definition of types of operation: PD = Pleasure Craft Duty

Engines with this power setting are intended exclusively for use in pleasure craft. Normal pleasure craft operation means that the boat is used by the owner for recreation purposes only.

Dimensions TAMD 62 with reverse gear IRM 220 A-1



Propeller shaft power, Torque and Fuel consumption graphs



Propeller shaft curves according to ISO 8665

A1 = Full load power curve

Estimated propeller load curves for fixed propeller

P1 = exponent 2,5 (planing boats)

The curve on the fuel consumption diagram corresponds to the full load power curve.

More features

- Cylinder block and cylinder heads made of cast iron alloy
- Replaceable cylinder liners and valve seats
- Nitrocarburized crankshaft, seven bearings
- Two cylinder heads
- Oil-cooled forged aluminium pistons
- Three piston rings. Upper ring of keystone type
- Oil pressure and coolant temperature sensors
- Seawater-cooled charge air cooler
- Injection pump with centrifugal governor and smoke limiter
- Seawater-cooled heat exchanger with expansion tank
- Front-mounted spin-on oil filter
- 12 V or 24 V electrical system
- AC alternator, 12 V 60 A or 24 V 60 A
- Terminal box with automatic fuses
- Electrical air preheating
- Electrical stop device
- Fuel supply pump
- Twin fine filters
- Freshwater-cooled turbocharger
- Freshwater-cooled oil cooler
- Freshwater-cooled exhaust manifold
- Charge air bypass valve, to reduce white smoke emissions during start and low load operation

The engine illustrated is not entirely identical to production standard engines.