

VOLVO PENTA INBOARD DIESEL TAMD73P EDC

6-cylinder, 4-stroke, direct-injected, turbocharged marine diesel engine
with aftercooler – crankshaft power* 316 kW (430 hp)

* Power rating – see Technical Data

Compact performance

The TAMD73P EDC is a powerful, reliable and economical marine diesel engine, specially developed for fast planing and semi-planing craft. The installation volume is approx. 30% less than that of the preceding engine.

EDC – innovative technology in diesel control and monitoring

Equipped with EDC (Electronic Diesel Control) – an electronically controlled processing system which optimizes engine performance. The system determines the precise quantity of fuel required at any given moment, taking full account of variation in operating temperatures, air pressure and other contributing factors.

The engine is turbocharged and after-cooled, with superior torque characteristics, low fuel consumption, excellent acceleration and load variation response.

Higher on-board comfort

The Volvo Penta in-line six cylinder engine is a traditional well-balanced unit with powerfully dimensioned crankshaft bearings. This ensures smooth, vibration-free operation and low noise levels.

The EDC system gives improved engine response with lower and more stable idling.

The electrical control levers are operated more smoothly and precisely, requiring much less force.

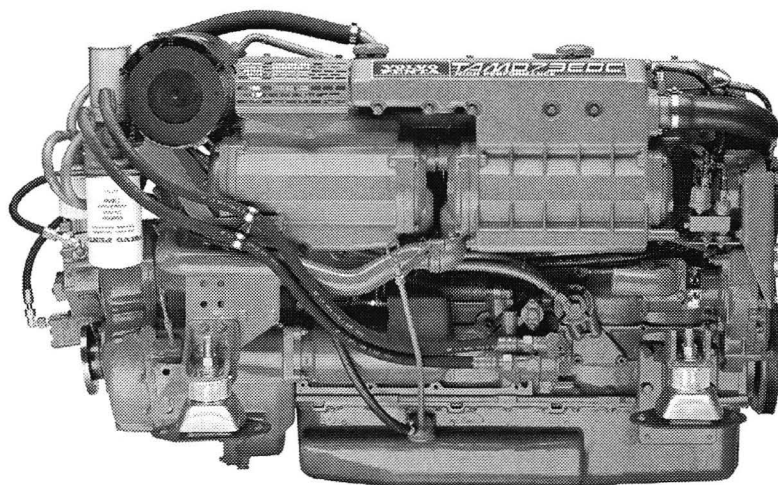
Automatic twin engine synchronization reduces noise and vibration level.

High-pressure injection in combination with the EDC system optimizes fuel-air mixture. This greatly contributes to more efficient combustion with higher power and reduced noxious exhaust emissions.

Combined, these features provide the highest level of onboard comfort.

Easy installation and maintenance

Plug-in electrical connectors instead of conventional cabling. The EDC system



TAMD73P EDC with
MG507A-E reverse gear

makes planning and performing multistation installations easy.

The EDC system includes a self-diagnostic facility. Easily accessible service and maintenance points contribute to the ease of service of the engine.

Comprehensive service network

Volvo Penta has a well-established network of authorized service dealers in more than 100 countries throughout the world. These service centers offer Genuine Volvo Penta Parts as well as skilled personnel to ensure the best possible service.

Technical description:

Engine and block

- Cylinder block and cylinder heads made of cast iron alloy
- Two cylinder heads. A flame barrier protects the cylinder head gasket.
- Replaceable wet cylinder liners and valve seats/guides
- Nitrocarburized crankshaft with seven main bearings
- Oil-cooled forged aluminum pistons
- Three piston rings, upper of keystone type

Lubrication system

- Freshwater-cooled oil cooler
- Side-mounted full-flow and by-pass filter of spin-on type

Fuel system

- Fuel injection pump incl. fuel feed pump and electronically controlled actuator
- Electronically controlled central processing system (EDC – Electronic Diesel Control) with integrated stop function
- Compensation to allow max output at fuel temperatures of 5–55°C (41–131°F)
- Five-hole injectors
- Twin fine fuel filters of spin-on type

Turbocharger

- Freshwater-cooled turbocharger with wastegate

Cooling system

- Tubular heat exchanger or 2-circuit keel cooling
- Seawater-cooled tubular aftercooler
- Gear-driven seawater pump

Electrical system

- 12 V or 24 V electrical system incl. alternator (60A) with charging sensor
- Rubber suspended electrical terminal box with semi-automatic fuses

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TAMD73P EDC

Technical Data

Engine designation TAMD73P EDC
 No. of cylinders and configuration in-line 6
 Method of operation 4-stroke, wet
 direct-injected, turbocharged
 diesel engine with aftercooler
 Bore, mm (in.) 104.7 (4.12)
 Stroke, mm (in.) 130 (5.12)
 Displacement, l (cu.in.) 6.73 (411)
 Compression ratio 15.6:1
 Dry weight, kg (lb) 850 (1873)
 Dry weight with reverse gear MG507A-E,
 kg (lb) 1029 (2267)
 Crankshaft power,
 R5-4, kW (hp) 2600 rpm 316 (430)
 Torque,
 R5-4, Nm (ft.lb) 2600 rpm 1161 (856)
 Recommended fuel to
 conform to ASTM-D975 1-D & 2-D
 EN 590
 JIS KK 2204

Specific fuel consumption,
 R5-4, g/kWh (lb/hph) 2600 rpm 250.5 (0.406)

Technical data according to ISO 3046 Fuel Stop Power.
 Fuel with lower calorific value of 42,700 kJ/kg
 and density of 840 g/liter at 15°C (60°F)
 Fuel temperature 5–55°C (41–131°F)
 Rating: 5–4 (R5–R4)

Optional equipment:

Engine

- Flexible mountings

Lubrication system

- Electrically operated oil drain pump
- Rear-mounted full-flow and by-pass oil filters of spin-on types

Fuel system

- Single or twin fuel filters/water separators

Exhaust system

- Exhaust elbow, wet
- Exhaust riser, wet
- Exhaust boot, wet
- Exhaust elbow, dry
- Silencer, dry
- Flexible compensator, dry

Cooling system

- Seawater strainer
- Hot water outlet
- Separate expansion tank

Electrical system

- 12V 130A or 24V 100A extra alternators
- Various instrument panels
- Cable harness in different lengths
- EDC Monitoring panels
- Multistation unit
- Electrical control lever

Power transmission

- PTO crankshaft front end, type stub shaft incl. universal bracket
- Hydraulic pump for steering and other duties

Reverse gear

- MG507-E, 507A-E, 5061A-E, 5062V-E, IRM301A-EB and 302V-LD-EB reverse gear, electrically shifted

Other equipment

- Belt guard
- White-painted engine and reverse gear

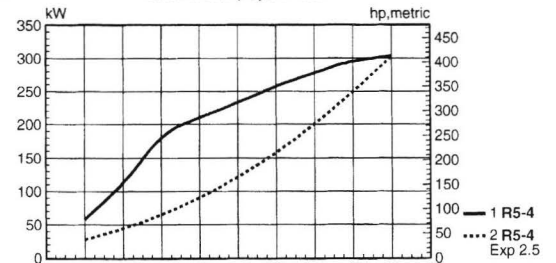
Contact your local Volvo Penta dealer for further information.

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.

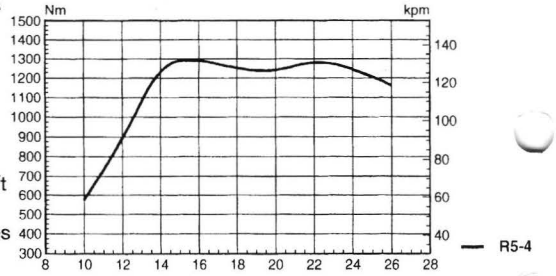
TAMD73P EDC Power

1. Propeller shaft power
 2. Calculated propeller load



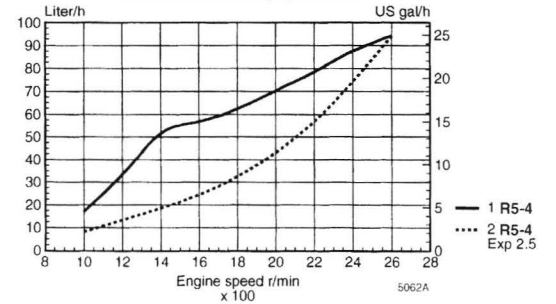
TAMD73P EDC Torque

Torque measured at crankshaft



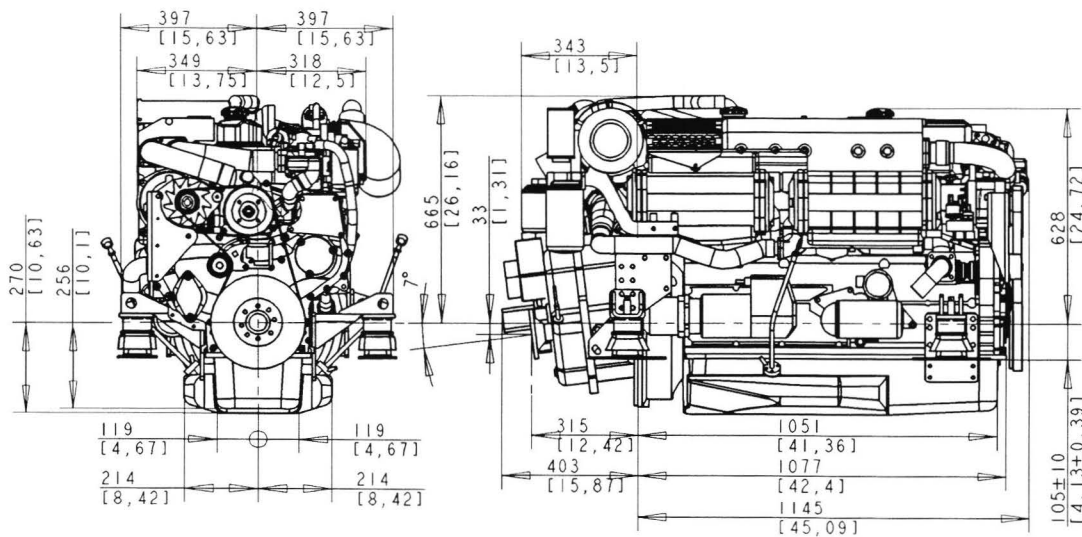
TAMD73P EDC Fuel consumption

1. At full load
 2. Based on calculated propeller load



Dimensions TAMD73P EDC with MG507A-E

Not for installation



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