

## VOLVO PENTA GENSET ENGINE

# TAD1641GE

484 kW (658 hp) at 1500 rpm, 565 kW (768 hp) at 1800 rpm, acc. to ISO 3046

The TAD1641GE is a powerful, reliable and economical Generating Set Diesel Engine built on the dependable in-line six design.

### Durability & low noise

Designed for easiest, fastest and most economical installation. Well-balanced to produce smooth and vibration-free operation with low noise level.

To maintain a controlled working temperature in cylinders and combustion chambers, the engine is equipped with piston cooling. The engine is also fitted with replaceable cylinder liners and valve seats/guides to ensure maximum durability and service life of the engine.

### Low exhaust emission

The state of the art, high-tech injection and charging system with low internal losses contributes to excellent combustion and low fuel consumption.

The TAD1641GE complies with EU Stage 2 exhaust emission regulations.

### Easy service & maintenance

Easily accessible service and maintenance points contribute to the ease of service of the engine.

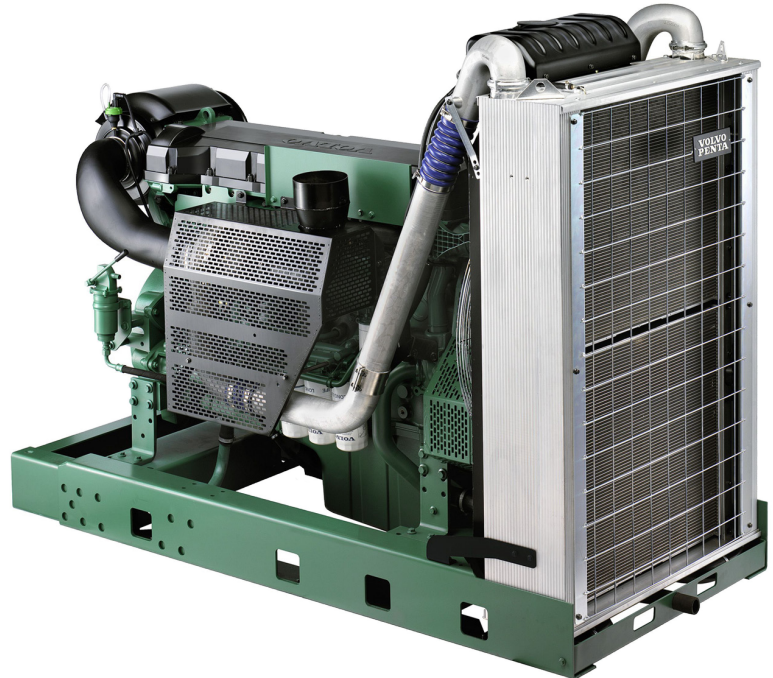
### Technical description

#### Engine and block

- Optimized cast iron cylinder block with optimum distribution of forces without the block being unnecessary heavy.
- Wet, replaceable cylinder liners
- Piston cooling for low thermal load on pistons and reduced ring temperature
- Tapered connecting rods to reduce risk of piston cracking
- Crankshaft induction hardened bearing surfaces and fillets with seven main bearings for moderate load on main and big-end bearings
- Nitrocarburized transmission gears for heavy duty operation
- Keystone top compression rings for long service life
- Viscous type crankshaft vibration damper
- Replaceable valve guides and valve seats
- Over head camshaft and four valves per cylinder equipped with camshaft damper to reduce noise and vibrations.

#### Lubrication system

- Full flow oil cooler
- Full flow disposable spin-on oil filters, for extra high filtration
- The lubricating oil level can be measured during operation (Standard dipstick only)
- Gear type lubricating oil pump, gear driven by the transmission



### Features

- Fully electronic with Volvo Penta EMS 2
- Dual frequency switch (between 1500 rpm and 1800 rpm)
- High power density
- Emission compliant
- Low noise levels
- Gen Pac configuration

### Fuel system

- Self de-aerating system. When replacing filters all fuel stays in the engine.
- Non-return fuel valve
- Electronic unit injectors
- Fuel prefilter with water separator and water-in-fuel indicator / alarm
- Gear driven low-pressure fuel pump
- Fine fuel filter with manual feed pump and fuel pressure switch
- Fuel shut-off valve, electrically operated

### Cooling system

- Efficient cooling with accurate coolant control through a water distribution duct in the cylinder block. Reliable sleeve thermostat with minimum pressure drop
- Belt driven, maintenance-free coolant pump with high degree of efficiency

### Turbo charger

- Efficient and reliable turbo charger
- Extra oil filter for the turbo charger

### Electrical system

- Engine Management System 2 (EMS 2), an electronically controlled processing system which optimizes engine performance. It also includes advanced facilities for diagnostics and fault tracing
- The instruments and controls connect to the engine via the CAN SAE J1939 interface, either through the Control Interface Unit (CIU) or the Digital Control Unit (DCU). The CIU converts the digital CAN bus signal to an analog signal, making it possible to connect a variety of instruments. The DCU is a control panel with display, engine control, monitoring, alarm, parameter setting and diagnostic functions. The DCU also presents error codes in clear text.
- Sensors for oil pressure, oil temp, boost pressure, boost temp, coolant temp, fuel temp, water in fuel, fuel pressure and two speed sensors. Crank case pressure, piston cooling pressure, oil level and air filter pressure drop sensors.
- Alternator 24V / 80A

**VOLVO  
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# TAD1641GE

## Technical Data

### General

|  |               |  |
|--|---------------|--|
| Engine designation .....                 | TAD1641 GE    |  |
| No. of cylinders and configuration ..... | in-line 6     |  |
| Method of operation .....                | 4-stroke      |  |
| Bore, mm (in.) .....                     | 144 (5.67)    |  |
| Stroke, mm (in.) .....                   | 165 (6.50)    |  |
| Displacement, l (in <sup>3</sup> ) ..... | 16.12 (983.7) |  |
| Compression ratio .....                  | 16.5:1        |  |
| Dry weight, kg (lb) .....                | 1480 (3263)   |  |
| Dry weight with Gen Pac, kg (lb) .....   | 1910 (4211)   |  |
| Wet weight, kg (lb) .....                | 1550 (3417)   |  |
| Wet weight with Gen Pac, kg (lb) .....   | 2020 (4453)   |  |

|                       |                 |                 |
|-----------------------|-----------------|-----------------|
| <b>Performance</b>    | <b>1500 rpm</b> | <b>1800 rpm</b> |
| with fan, kW (hp) at: |                 |                 |
| Prime Power           | 430 (585)       | 485 (660)       |
| Max Standby Power     | 473 (643)       | 546 (743)       |

|   |                 |                 |
|---|-----------------|-----------------|
| <b>Lubrication system</b>                     | <b>1500 rpm</b> | <b>1800 rpm</b> |
| Oil consumption, liter/h (US gal/h) at:       |                 |                 |
| Prime Power                                   | 0.10 (0.026)    | 0.11 (0.029)    |
| Max Standby Power                             | 0.10 (0.026)    | 0.12 (0.032)    |
| Oil system capacity incl filters, liter ..... | 42              |                 |

|                                   |                 |                 |
|-----------------------------------|-----------------|-----------------|
| <b>Fuel system</b>                | <b>1500 rpm</b> | <b>1800 rpm</b> |
| Specific fuel consumption at:     |                 |                 |
| Prime Power, g/kWh (lb/hph)       |                 |                 |
| 25 %                              | 216 (0.350)     | 228 (0.369)     |
| 50 %                              | 199 (0.322)     | 204 (0.331)     |
| 75 %                              | 196 (0.318)     | 202 (0.328)     |
| 100 %                             | 199 (0.322)     | 206 (0.334)     |
| Max Standby Power, g/kWh (lb/hph) |                 |                 |
| 25 %                              | 217 (0.351)     | 233 (0.370)     |
| 50 %                              | 197 (0.320)     | 205 (0.332)     |
| 75 %                              | 196 (0.318)     | 203 (0.330)     |
| 100 %                             | 200 (0.324)     | 210 (0.340)     |

|  |                 |                 |
|--|-----------------|-----------------|
| <b>Intake and exhaust system</b>                         | <b>1500 rpm</b> | <b>1800 rpm</b> |
| Air consumption, m <sup>3</sup> /min (cfm) at:           |                 |                 |
| Prime Power  | 35.5 (1254)     | 44.0 (1554)     |
| Max Standby Power  | 38.0 (1342)     | 45.8 (1617)     |
| Max allowable air intake restriction, kPa (In wc)        | 5 (20.1)        | 5 (20.1)        |
| Heat rejection to exhaust, kW (BTU/min) at:              |                 |                 |
| Prime Power  | 326 (18539)     | 373 (21212)     |
| Max Standby Power  | 356 (20245)     | 442 (25136)     |
| Exhaust gas temperature after turbine, °C (°F) at:       |                 |                 |
| Prime Power  | 443 (829)       | 436 (817)       |
| Max Standby Power  | 455 (851)       | 479 (893)       |
| Max allowable back-pressure in exhaust line, kPa (In wc) | 10 (40.2)       | 10 (40.2)       |
| Exhaust gas flow, m <sup>3</sup> /min (cfm) at:          |                 |                 |
| Prime power  | 85.0 (3002)     | 100.6 (3553)    |
| Max Standby Power  | 92.0 (3249)     | 110.4 (3899)    |

|  |                 |                 |
|--|-----------------|-----------------|
| <b>Cooling system</b>                                  | <b>1500 rpm</b> | <b>1800 rpm</b> |
| Heat rejection radiation from engine, kW (BTU/min) at: |                 |                 |
| Prime Power  | 18 (1024)       | 22 (1251)       |
| Max Standby Power                                      | 20 (1137)       | 24 (1365)       |
| Heat rejection to coolant kW (BTU/min) at:             |                 |                 |
| Prime Power  | 170 (9668)      | 212 (12056)     |
| Max Standby Power                                      | 184 (10464)     | 231 (13137)     |
| Fan power consumption, kW (hp)                         | 11 (15)         | 19 (26)         |

Note! 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.

### Power Standards

The engine performance corresponds to ISO 3046, BS 5514 and DIN 6271. The technical data applies to an engine without cooling fan and operating on a fuel with calorific value of 42.7 MJ/kg (18360 BTU/lb) and a density of 0.84 kg/liter (7.01 lb/US gal), also where this involves a deviation from the standards. Power output guaranteed within 0 to +2% at rated ambient conditions at delivery. Ratings are based on ISO 8528. Engine speed governing in accordance with ISO 3046/IV, class A1 and ISO 8528-5 class G3

### Exhaust emissions

The engine complies with EU stage 2 emission legislation according to the Non Road Directive EU 97/68/EEC. The engine also complies with TA-luft -50% exhaust emission regulations.

### Rating Guidelines

PRIME POWER rating corresponds to ISO Standard Power for continuous operation. It is applicable for supplying electrical power at variable load for an unlimited number of hours instead of commercially purchased power. A10 % overload capability for governing purpose is available for this rating. MAXIMUM STANDBY POWER rating corresponds to ISO Standard Fuel Stop Power. It is applicable for supplying standby electrical power at variable load in areas with well established electrical networks in the event of normal utility power failure. No overload capability is available for this rating. 1 hp = 1 kW x 1.36

### Information

For more technical data and information, please look in the Generating Set Engines Sales Guide.

## Standard equipment

### Engine

Automatic belt tensioner  
Lift eyelets

### Flywheel

Flywheel housing with conn. acc. to SAE 1  
Flywheel for 14" flex. plate and flexible coupling  
Vibration dampers

### Engine suspension

Fixed front suspension

### Lubrication system

Oil dipstick  
Full-flow oil filter of spin-on type  
By-pass oil filter of spin-on type  
Oil cooler, side mounted  
Low noise oil sump

### Fuel system

Fuel filters of disposable type  
Electronic unit injectors  
Pre-filter with water separator

### Intake and exhaust system

Air filter with replaceable paper insert  
Air restriction indicator  
Air cooled exhaust manifold  
Connecting flange for exhaust pipe  
Exhaust flange with v-clamp  
Turbo charger, low right side

### Cooling system

Radiator incl intercooler  
Belt driven coolant pump  
Fan hub  
Thrust fan  
Fan guard  
Belt guard

### Control system

Engine Management System (EMS) with CAN-bus interface SAE J1939  
CIU, Control Interface Unit

### Alternator

Alternator 80A / 24V

### Starting system

Starter motor, 7.0kW, 24V  
Connection facility for extra starter motor

### Instruments and senders

Temp.- and oil pressure for automatic stop/alarm 103°C

### Other equipment

Expandable base frame

### Engine Packing

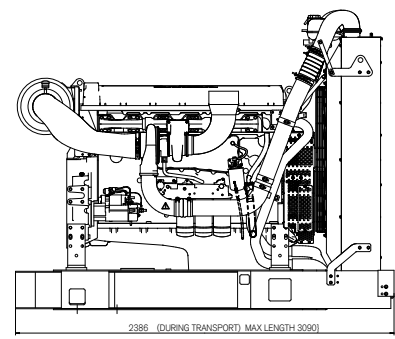
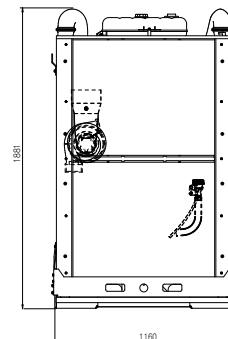
Plastic wrapping

<sup>1)</sup> must be ordered, see order specification  
- optional equipment or not applicable  
• included in standard specification

Engine Gen Pac

## Dimensions TAD1641GE

Not for installation



**VOLVO PENTA**

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