VOLVO PENTA INBOARD DIESEL

TAMD74A

6-cylinder, 4-stroke, direct-injected, turbocharged marine diesel engine with aftercooler – crankshaft power* 154–257 kW (209–350 hp)

Reliable and powerful
The TAMD74A is a powerful, reliable and economical marine diesel built on the dependable in-line six design.

Developed for Medium and Heavy duty operation for displacement, semi-planing and planing craft.

Durability and low noise levels
Designed for easiest, fastest and most economical installation.

Well-balanced to produce smooth and vibration-free operation with low noise level.

Comprehensive program of factory-fitted equipment for perfect matching to specific customer requirements, e.g., reverse gears, PTO’s, cooling systems, electrical systems.

To maintain a controlled working temperature in cylinders and combustion chambers, the engine is equipped with piston cooling and freshwater-cooled oil cooler. 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 levels
The state of the art, high-tech injection and charging system with low internal losses contributes to excellent combustion and low fuel consumption. The TAMD74A is certified according to IMO – the R2 (257 kW) according to IMO US/EPA.

Ease of service and maintenance
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
- Replaceable wet cylinder liners and valve seats/guides
- Nitrocarburized crankshaft with seven main bearings

Lubrication system
- Oil-cooled forged aluminum pistons
- Three piston rings, upper of keystone type

Fuel system
- Fuel injection pump with centrifugal governor, and fuel feed pump
- High pressure fuel lines
- Twin fine fuel filters of spin-on type
- Fuel shut-off valve, electrically operated
- 7-hole injectors

Turbocharger
- Freshwater-cooled turbocharger

Cooling system
- Tubular heat exchanger with integrated expansion tank or adapted for 1- and 2-circuit keel cooling
- Seawater-cooled tubular aftercooler
- Belt-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

*T Power rating – see Technical Data

TAMD74A with MG5091DC
**TAMD74A**

**Technical Data**

- **Engine designation**: TAMD74A
- **No. of cylinders and configuration**: in-line 6
- **Method of operation**: 4-stroke, direct-injected, turbcharged diesel engine with aftercooler
- **Bore, mm (in.)**: 107 (4.21)
- **Stroke, mm (in.)**: 135 (5.31)
- **Displacement, l (in³)**: 7.28 (444)
- **Compression ratio**: 17:2:1
- **Dry weight, kg (lb)**: 860 (1896)
- **Weight with reverse gear MG5075A, excl. water and oil, kg (lb)**: 1045 (2304)
- **Crankshaft power**
  - Rating 2, kW (hp): 2200 rpm* 257 (350)
  - Rating 2, kW (hp): 2200 rpm 210 (287)
  - Rating 1, kW (hp): 2100 rpm 184 (250)
  - Rating 1, kW (hp): 2000 rpm 160 (218)
  - Rating 1, kW (hp): 1800 rpm 154 (209)
- **Torque**
  - Rating 2, Nm (lbf.ft): 2200 rpm 1117 (824)
  - Rating 2, Nm (lbf.ft): 2200 rpm 912 (673)
  - Rating 1, Nm (lbf.ft): 2100 rpm 836 (617)
  - Rating 1, Nm (lbf.ft): 2000 rpm 765 (564)
  - Rating 1, Nm (lbf.ft): 1800 rpm 819 (604)
- **Recommended fuel to conform to**: ASTM-D975 1-D & 2-D, EN 590 or JIS KK 2204
- **Specific fuel consumption**
  - R 2, g/kWh (lb/hph): 2200 rpm 229 (0.371)
  - R 2, g/kWh (lb/hph): 2200 rpm 222 (0.360)
  - R 1, g/kWh (lb/hph): 2100 rpm 222 (0.360)
  - R 1, g/kWh (lb/hph): 2000 rpm 222 (0.360)
  - R 1, g/kWh (lb/hph): 1800 rpm 209 (0.339)

Fuel temperature 40°C (104°F)

Technical data according to ISO 3046 Fuel Stop Power and ISO 8665. With fuel having an LHV of 42,700 kJ/kg and density of 840 g/liter at 15°C (60°F). Merchant fuel may differ from this specification which will influence engine power output and fuel consumption. N.B. The product can also be used in an application with a higher rated than stated, e.g. R2 can be used for R3, R4 or R5.

This engine is certified according to IMO. * R2 (257 kW) is certified according to IMD US/EPA.

**Optional equipment:**

- **Engine**
  - Flexible suspension for engine and reverse gear

**Dimensions TAMD74A with 5091SC/DC**

Not for installation

---

**Lubrication system**

- Electrically and manually operated oil drain pump
- Remounted full-flow oil filters of spin-on type
- Shallow oil sump
- Classifiable oil system

**Fuel system**

- Single or twin fuel filters/water separators
- Classifiable fuel system

**Exhaust system**

- Exhaust elbow, wet or dry
- Exhaust riser, wet
- Exhaust boot, wet
- 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

**Power transmission**

- PTO crankshaft front end, type stub
- Classifiable electric equipment acc. to IP44

**Reverse gear**

- MG5075SC and MG5091SC/DC
- Belt guard
- Hydraulic pump for steering and other duties
- Flexible compensator, dry

**Electrical system**

- 12V 130A or 24V 100A extra alternators
- Various instrument panels
- Cable harness in different lengths

**Power transmission**

- PTO crankshaft front end, type stub
- Classifiable electric equipment acc. to IP44

**Reverse gear**

- MG5075SC and MG5091SC/DC
- Belt guard
- Hydraulic pump for steering and other duties
- Flexible compensator, dry

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.