

VOLVO PENTA INDUSTRIAL DIESEL

TAD943VE

280 kW (380 hp) crankshaft power acc. to ISO 3046

The TAD943VE is a powerful, reliable and economical Versatile Diesel Engine built on the dependable Volvo in-line six design.

Durability & low noise

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

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.

Operational economy and Low exhaust emission

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

The TAD943VE complies with EU stage II 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 has 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
- Overhead 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
- The lubricating oil level can be measured during operation (Standard dipstick only)
- Gear type lubricating oil pump, gear driven by the transmission

Fuel system

- Non-return fuel valve
- Electronic Unit Injectors
- Fuel pre-filter with water separator and water-in-fuel indicator / alarm
- Gear driven low-pressure fuel pump
- Fuel pressure switch
- Self de-aerating system. When replacing filters all fuel stays in the engine.

Turbocharger

- Efficient and reliable turbo charger

Cooling system

- Air to air intercooler
- Belt driven, maintenance-free coolant pump with high degree of efficiency
- Fan hub
- Fan & belt guard
- Efficient cooling with accurate coolant control through a water distribution duct in the cylinder block. Reliable sleeve thermostat with minimum pressure drop
- Tropical radiator
- Radiator guard

- Suction type fan, 750 mm or 890 mm

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 customer connects his controls and instruments to the engine via the CAN SAE J1939 interface, using either 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.
- Sensors for oil pressure, oil temp, boost pressure, boost temp, coolant temp, water in fuel, fuel pressure and two speed sensors. Crankcase pressure, piston cooling pressure, oil level and air filter pressure droop sensors
- Alternator 24V / 80A



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Standard and Optional Equipment

	Engine	Power Pac		
Engine				
Automatic belt tensioner	•	•	Connecting flange for exhaust pipe	•
Lift eyelets	•	•	Exhaust flange with v-clamp	•
Flywheel housing with conn. acc. to SAE 1	•	•	Turbo charger, high right side	•
Flywheel for 14" flex. plate and flexible coupling	•	•	Crankcase ventilation	•
Vibration dampers	•	•	Cooling system	
Engine suspension			Tropical radiator incl. intercooler	-
Fixed front and rear suspension	•	•	Belt driven coolant pump	•
Lubrication system			Fan hub	-
Oil dipstick	•	•	Thrust fan	-
Full-flow oil filter of spin-on type	•	•	Fan guard	-
By-pass oil filter of spin-on type	•	•	Belt guard	-
Oil cooler, side mounted	•	•	Control system	
Low noise oil sump	•	•	Engine Management System 2(EMS 2) with CAN-bus interface SAE J1939	•
Fuel system			Alternator	
Fuel filters of disposable type	•	•	Alternator 80A / 24V	•
Electronic unit injectors	•	•	Starting system	
Pre-filter with water separator and water-in-fuel indicator/alarm	•	•	Starter motor, 5.5kW, 24V	•
Intake and exhaust system			Connection facility for extra starter motor	•
Air filter without rain cover	-	•	Instruments and senders	
Air filter with replaceable paper insert	-	•	Temp. and oil pressure for automatic stop/alarm	•
Air restriction indicator	-	•	Engine Packing	
Engine mounted silencer	-	-	Plastic wrapping	•

- optional equipment or not applicable,
• included in standard specification

Technical Data

General

Engine designation	TAD943VE
No. of cylinders and configuration.....	in-line 6
Method of operation.....	4-stroke
Bore, mm (in.).....	120 (4.72)
Stroke, mm (in.).....	138 (5.43)
Displacement, l (in ³).....	9.36 (571)
Compression ratio.....	20.2:1
Dry weight, kg (lb).....	1015 (2238)
Wet weight, kg (lb).....	1065 (2348)
Dry weight, Power Pac, kg (lb).....	1354 (2986)
Wet weight, Power Pac, kg (lb).....	1404 (3096)

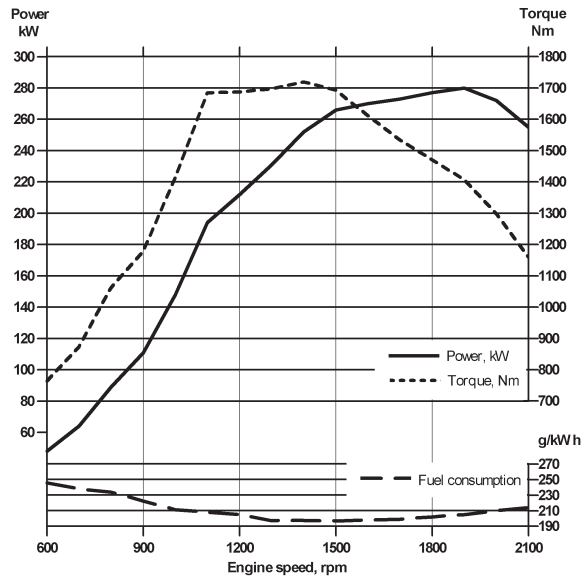
Performance

IFN Power, without fan, at 2100 rpm, kW (hp)	255 (347)
IFN Power, with fan Ø890mm, at 2100 rpm, kW (hp)	236 (321)
ICFN Power, without fan, at 1800 rpm, kW (hp).....	279 (379)
ICFN Power, with fan Ø890mm, at 1800 rpm, kW (hp).....	267 (363)
Max torque at 1400 rpm, Nm (lbf ft).....	1719 (1268)

Lubrication system

Oil system capacity incl filters, liter (US gal).....	33 (8.72)
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For details see Technical data



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/litre (7.01 lb/US gal, 8.42 lb/Imp gal), also where this involves a deviation from the standards.

Rating Guideline

IFN Power rating corresponds to ISO Overload Power. It is intended for applications where intermittent power is utilized less than 1 hour within any period of 12 hours of continuous operation. The average load factor must not exceed the continuous rating. ICFN Power rating corresponds to ISO Standard Power for con-

tinuous operation. It is intended for constant load applications with uninterrupted service at full load for extended periods of time. The average load factor must not exceed 70% of the continuous rating when operating at continuous speed and load.

Derating

The engine will operate up to 1000 m altitude and 40°C without derating. For operation at higher altitudes the power will be derated according to the following factors:

Altitude derating factor up to 3000 m	7% / 500 m
Altitude derating factor over 3000 m	5% / 500 m
Ambient temperature derating factor	No derating
Humidity	No derating

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