# **D4-260**

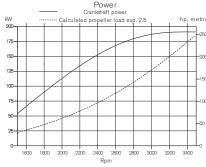


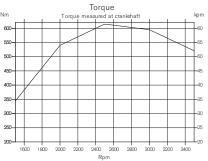
# **Technical Data**

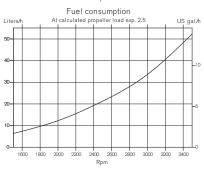
Engine designation	D4-260 I
Crankshaft power, kW (hp)	191 (260)
Propeller shaft power, kW (hp)	186 (253)
Engine speed, rpm	3500
Displacement, I (in <sup>3</sup> )	3.7 (224)
Number of cylinders	4
Bore/stroke, mm (in.)	103/110 (4.05/4.33)
Compression ratio	17.5:1
Dry weight with HS63AE, kg (lb)	558 (1230)
Ratio HS63AE	2.52:1, 2.04:1, 1.56:1
Ratio HS63IVE	2.48:1, 1.99:1, 1.56:1
Ratio ZF63	2.78:1
Emission compliance	IMO NOx, EU RCD Stage II, US EPA Tier 3
Rating	R5*

Technical data according to ISO 8665. With fuel having an LHV of 42700 kJ/kg and density of 840 g/liter at  $15\,^{\circ}$ C (60°F). Merchant fuel may differ from this specification which will influence engine power output and fuel consumption.

\*RATING 5. For pleasure craft applications, and can be used for high speed planing crafts in commercial applications









# D4-260

### **Technical description:**

#### Engine block and head

- Cylinder block and cylinder head made of cast-iron
- · Combined ladder frame and balance shafts
- 4-valve technology with hydraulic lash adjusters
- · Double overhead camshafts
- Oil-cooled pistons with two compression rings and one oil scraper ring
- Integrated cylinder liners
- · Replaceable valve seats
- Five-bearing crankshaft
- · Rear-end transmission

#### **Engine mounting**

Flexible engine mounting

#### Lubrication system

- Easily replaceable separate full-flow and by-pass oil filter
- · Seawater-cooled tubular oil cooler

#### Fuel system

- Common rail fuel injection system
- Control unit for processing the injection
- · Fine filter with water separator and alarm

#### Air inlet and exhaust system

- Air filter with replaceable insert
- Crankcase gases vented into the air inlet
- · Exhaust elbow or exhaust riser
- · Freshwater-cooled turbocharger
- · Loss of sea water alarm

# Cooling system

- Thermostatically regulated freshwater cooling
- Tubular heat exchanger with separate large volume expansion tank
- Coolant system prepared for hot water outlet
- · Easily accessible seawater impeller pump

#### **Electrical system**

- 12V two-pole electrical system
- 115A marine alternator with Zener-diodes to protect the system from peak voltage, and integrated charging regulator with battery sensor cable for maximum use of alternator
- · Fuses with automatic reset
- Auxiliary stop button

#### Instruments/control

- Complete instrumentation/display packages, including e-key, the electronic key from Volvo Penta
- · Electronic shift and throttle
- Plug-in connections

# Reverse gear

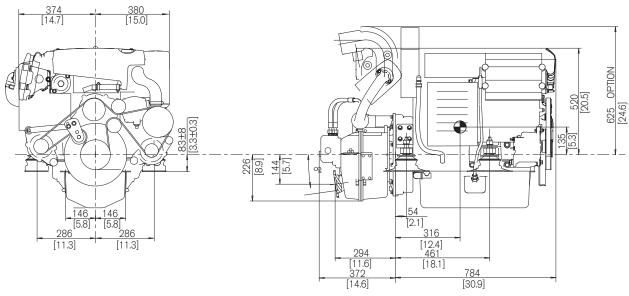
- Reverse gear with matched drop center and 8° down angle for compact installation and minimum propeller shaft angle. V-drives and in-line reverse gears available.
- Bevel gears which results in smooth running at all speeds
- Hydraulically operated clutch for smooth shifting
- Electrical shifting performed by electromagnetic valves
- When under sail propeller shaft can rotate
  24 hours without engine start
- · Seawater-cooled oilcooler
- Low Speed as option for HS63IVE

#### Option

U.S.C.G./MED (SOLAS) kit available.

# **Dimensions D4-260/HS63AE**

Not for installation



#### More information

Contact your nearest Volvo Penta dealer for more information about Volvo Penta engines and optional equipment/accessories or go to www.volvopenta.com





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