

D9-500

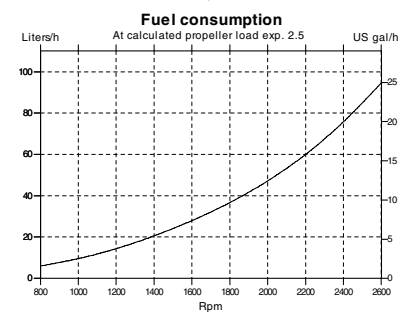
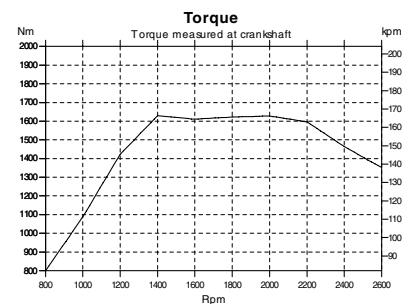
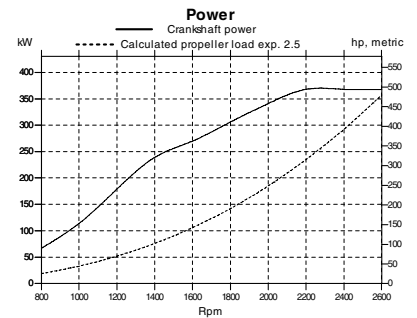


Technical Data

Engine designation	D9-500
No. of cylinders and configuration	in-line 6
Method of operation	4-stroke, direct-injected, turbocharged diesel engine with aftercooler
Bore/stroke, mm (in.)	120/138 (4.72/5.43)
Displacement, l (in ³)	9.4 (571)
Compression ratio	17.4:1
Dry weight bobtail, kg (lb)	1075 (2370)
Dry weight with reverse gear MG5075A-E, kg (lb)	1205 (2657)
Crankshaft power, kW (hp) @ 2600 rpm	368 (500)
Max. torque, Nm (lbf.ft) @ 1400 rpm	1630 (1202)
Emission compliance	IMO NO _x , EU RCD, US EPA Tier 2
Rating	R5*
Recommended fuel to conform to	ASTM-D975 1-D & 2-D, EN 590 or JIS KK 2204
Specific fuel consumption, g/kWh (lb/hph) @ 2600 rpm	214 (0.347)
Flywheel housing/SAE size	11.5"/SAE2

Technical data according to ISO 8665. With fuel having an LHV of 42700 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.

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



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D9-500

Technical description:

Engine and block

- Cylinder block and cylinder head made of cast-iron
- One-piece cast-iron cylinder head
- Ladder frame fitted to engine block
- Replaceable wet cylinder liners and valve seats/guides
- Drop forged crankshaft with induction hardened bearing surfaces and fillets with seven main bearings
- Four valve per cylinder layout with overhead camshaft
- Each cylinder features cross-flow inlet and exhaust ducts
- Gallery oil-cooled cast aluminum alloy pistons with three piston rings
- Rear-end transmission

Engine mounting

- Flexible engine mounting (option)

Lubrication system

- Integrated oil cooler in cylinder block
- Symmetrically positioned twin full flow oil filter of spin-on type and by-pass filter

Fuel system

- Electronic Unit Injectors, one per cylinder, vertically positioned at the center in between the four valves
- 6-hole high pressure injector nozzles
- Gear-driven fuel pump, driven by timing gear
- Electronically controlled central processing system (EMS – Engine Management System)
- Electronically controlled injection timing
- Single fine fuel filter of spin-on type, with water separator and water alarm

Air inlet and exhaust system

- Air filter with replaceable inserts
- Wet exhaust elbow (option)
- Mid-positioned twin entry turbocharger with aftercooler

Cooling system

- Seawater-cooled tubular heat exchanger
- Coolant system prepared for hot water outlet
- Easily accessible seawater impeller pump in rear end

Electrical system

- 12V/115A or 24V/80A alternator

Instruments/controls

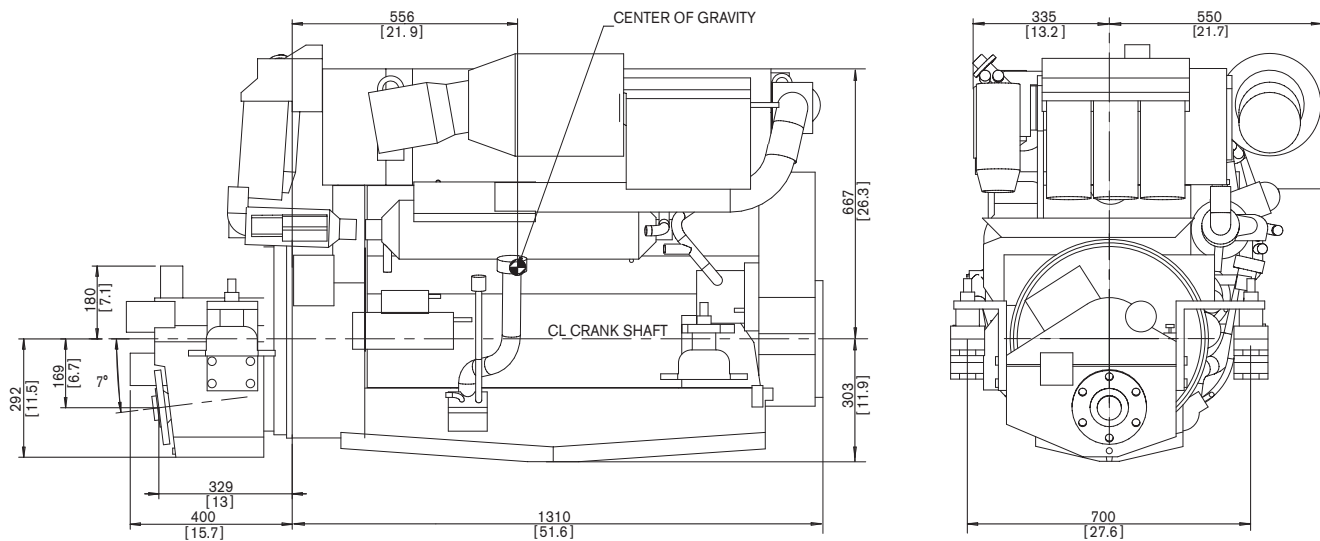
- Complete instrumentation/display packages, including key switch
- Electronic remote control for throttle and shift
- Plug-in connectors

Reverse gear

- MG5075A-E, electronically shifted. Low speed available as option.

Dimensions D9-500 with MG5075A-E

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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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.