D4-300



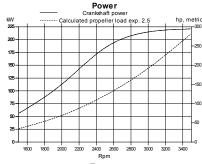
Technical Data

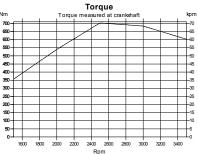
| Engine designation | D4-300 I |
|------------------------------------|--------------------------------|
| Crankshaft power, kW (hp) | 221 (300) |
| Propeller shaft power, kW (hp) | 212 (288) |
| Engine speed, rpm | 3500 |
| Displacement, I (in ³) | 3.7 (224) |
| Number of cylinders | 4 |
| Bore/stroke, mm (in.) | 103/110 (4.05/4.33) |
| Compression ratio | 17.5:1 |
| Dry weight with HS63AE, kg (lb) | 559 (1232) |
| Ratio HS63AE | 2.04:1, 1.56:1 |
| Ratio HS63IVE | 2.48:1, 1.99:1, 1.56:1 |
| Ratio HS80AE | 2.5:1 |
| Emission compliance | IMO NOx, EU RCD, US EPA Tier 3 |
| Rating | R5* |

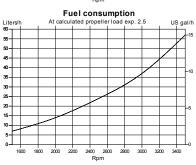
Technical data according to ISO 8665. With fuel having an LHV of 42700 kJ/kg and density of 840 g/liter at 15 $^{\circ}$ C (60 $^{\circ}$ F).

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









D4-300

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 ad-
- 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 bypass 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 cool-
- Tubular heat exchanger with separate large volume expansion tank
- Coolant system prepared for hot water out-
- · 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

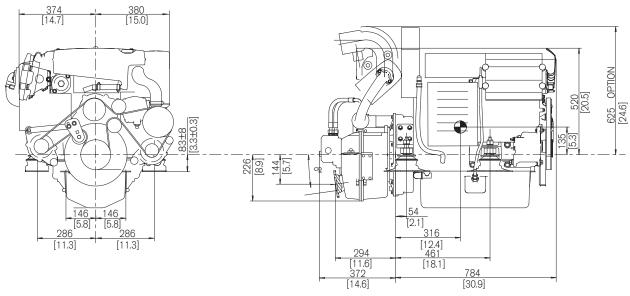
Instruments/control

- Complete instrumentation/display packages, including e-key, the electronic key from Volvo
- 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
- 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

Dimensions D4-300/HS63AE



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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