

6-cylinder, 4-stroke, direct injected, turbocharged marine diesel engine with aftercooler and Duoprop-drive – crankshaft power* 147 kW (200 hp)

* Power rating – see Technical Data

Reliable marine engine

AD41 is a reliable and economic marine engine with considerable power resources and is specially developed for planing craft. With its compact dimensions, it is ideal for twin installation.

Turbocharging

The engine is turbocharged for efficient operation with high power/fuel consumption ratio. The turbocharging contributes to reduced exhaust emission levels. The turbocharger also acts as an additional silencer on both induction and exhaust sides of the engine.

Direct injection

Direct injection (DI) results in low thermal load and low fuel consumption compared to swirl chamber engines (IDI) of the same cylinder volume. Direct injected engines also have a longer service life.

Aftercooler

The aftercooler cools the compressed and heated air, thus raising its oxygen content. This enables the engine to use the fuel more efficiently.

Low exhaust emission levels

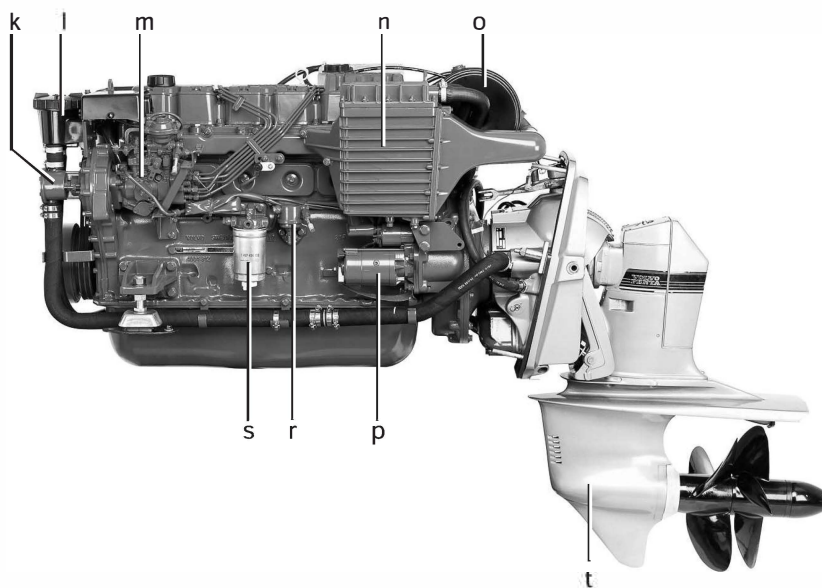
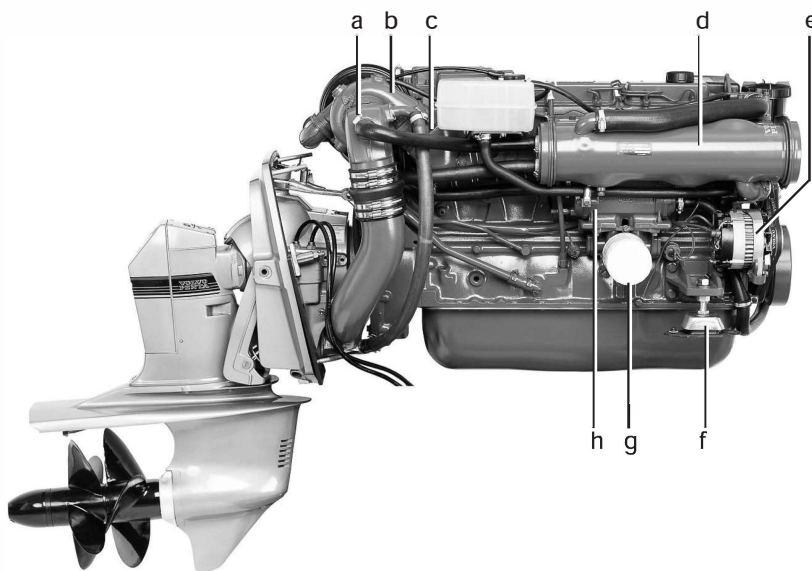
The advanced combustion system minimizes noxious exhaust emissions. AD41P is certified for use on lake Constance – where exhaust emission regulations are probably the toughest in the world.

DP drive

The DP drive with its twin counter-rotating propellers produces a harmonious drive unit with unbeatable characteristics in terms of speed, acceleration and fuel economy. It also produces less noise and vibrations, better steering and manoeuvring characteristics, better grip in the water and a shorter time to planing compared with single propeller systems.

Comprehensive service network

Volvo Penta has a well established network of authorized service agents in more than 100 countries throughout the world. These service centers offer Original Volvo Penta parts as well as skilled personnel to ensure the best possible service.



The engine shown may vary from the standard unit.

- | | | |
|--|-----------------------------------|---------------------------------|
| a. Exhaust elbow, wet type | f. Flexible front engine mounting | n. Sea water cooled aftercooler |
| b. Turbocharger | g. Oil filter | o. Air filter |
| c. Fresh water cooled exhaust manifold | h. Oil cooler | p. Starter motor 3.0 kW |
| d. Heat exchanger | k. Sea water pump | r. Feed pump |
| e. Alternator 14 V/60 A | l. Sea water filter | s. Fuel filter |
| | m. Injection pump | t. DP drive |

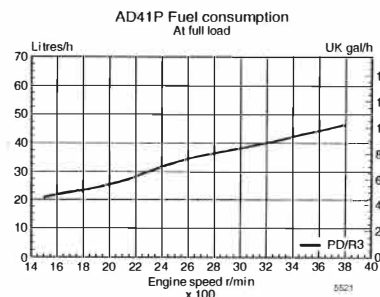
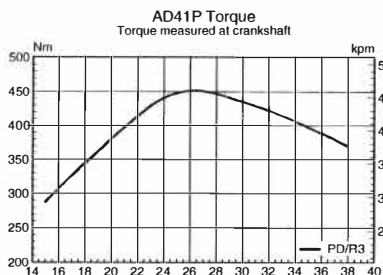
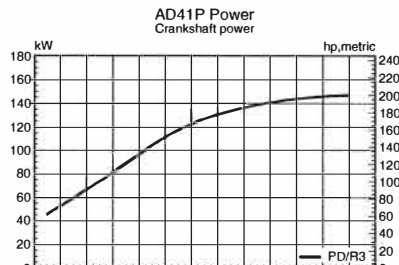
AD41P

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General data

Type designation	AD41P (PD/R3)
No of cylinders	6
Configuration	4-stroke, direct injected, turbocharged, aftercooled, diesel engine
Fuel grade EN590	1D or 2D
Bore, mm (in)	92 (3.62)
Stroke, mm (in)	90 (3.54)
Displacement, litres (in ³)	3.59 (219)
Compression ratio	17.5:1
Crankshaft power ¹⁾	
PD/R3 (3800 r/min) kW (hp)	147 (200)
Propeller shaft power ¹⁾	
PD/R3 (3800 r/min) kW (hp)	138 (188)
Outboard drive DP-E ratio	1.78:1
Dry weight with DP drive, kg (lb)	538 (1186)

1) Technical data in accordance with ISO 8665 and ISO 3046 Standard Fuel Stop power. Fuel temp 40°C (104°F), lower calorific value of 42700 kJ/kg and density of 840 g/litre.



Engine equipped with

Fresh water cooled turbocharger
 Fresh water cooling, thermostat-controlled tubular heat exchanger
 Sea water filter
 Sea water pump with rubber impeller
 Sea water cooled tubular oil cooler
 Prewired el.system for connection to instrument panel
 Alternator 12 V/60 A
 Starter motor 12 V/3.0 kW
 Engine brackets in front
 Flexible engine mounts
 Flywheel housing, rear AQ type
 Exhaust elbow, wet type

Technical description

Engine and block

- Cylinder block and cylinder head are made of cast iron alloy for good corrosion resistance and long service life.
- Replaceable valve seatings and cylinder linings.
- Oil-cooled, forged aluminium pistons with two compression rings and one oil scraper ring.
- Nitrocarbonized crankshaft with seven bearings.

Fuel system

- Rotor-type injection pump with a mechanical governor and smoke limiter.
- Fuel feed pump with hand primer.
- Fine fuel filter with water separator.
- Electrically operated stopping device.

Cooling system

- Thermostatically controlled fresh water cooling, prepared for hot water outlet.
- Tubular heat exchanger with separate transparent expansion tank.
- Gear-driven sea water pump with rubber impeller.

Lubrication system

- Pressure lubrication system with easily replaced full-flow oil filter on the side of the engine.
- Tubular, cleanable oil cooler.

Inlet system

- Inlet silencer with replaceable filter.
- Fresh water cooled turbocharger and sea water-cooler charge air cooler.

Exhaust system

- Sea water-cooled exhaust elbow, made of cast iron with stainless steel insert. Complete connection for exhaust outlet through the drive.

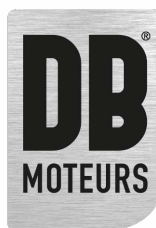
Electrical system

- 12 V corrosion-protected electrical system, complete with instrumentation and 14 V/60 A marine alternator. The alternator is prepared for a bulkhead-mounted double-diode set which automatically distributes the charge current to two separate battery circuits.
- Charging regulator with battery sensor for voltage drop compensation.
- Automatic 40 A fuse with reset button.
- Starter motor power 3.0 kW.

Drive

- Transom shield with power trim and installation components. The drive can be tilted up by 42°.
- Protective zinc anodes prevent corrosion.
- Cooling water intake at the front of the drive for reliable cooling water supply.
- Built-in kick-up function to reduce possible damage, in the event the drive strikes an underwater object.

AD41P



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R3 = Rating 3
 Application definitions, see page 4