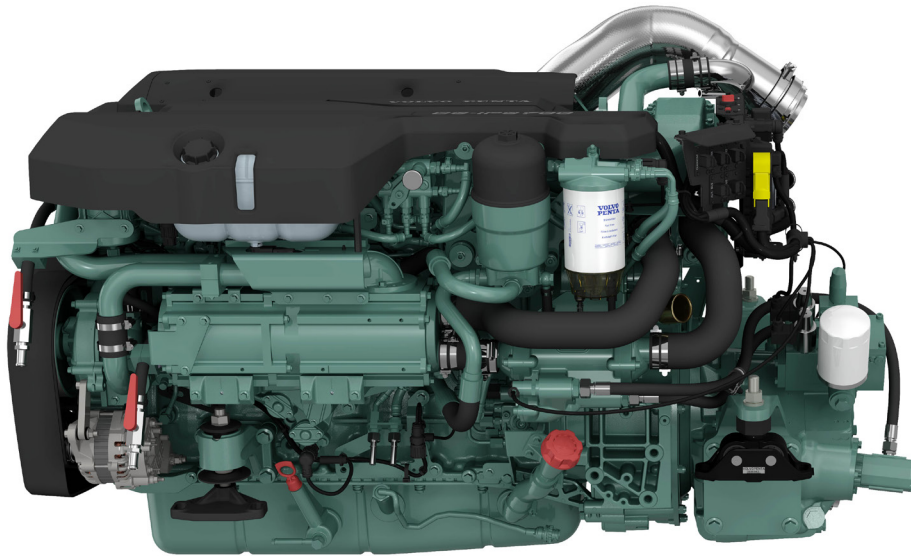


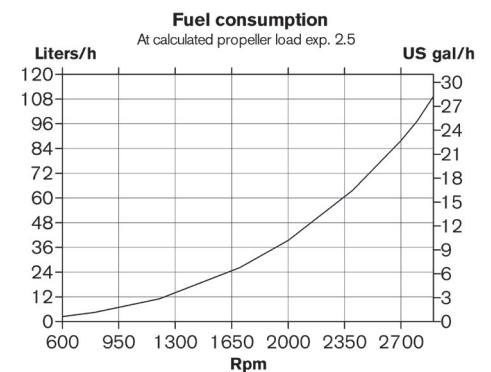
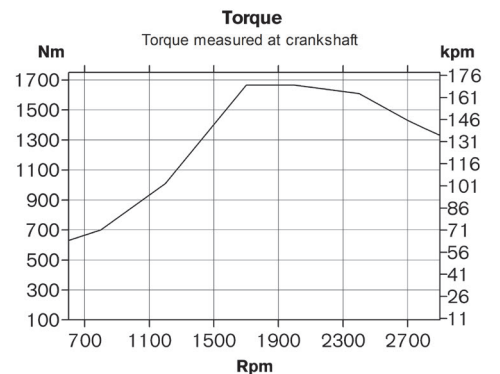
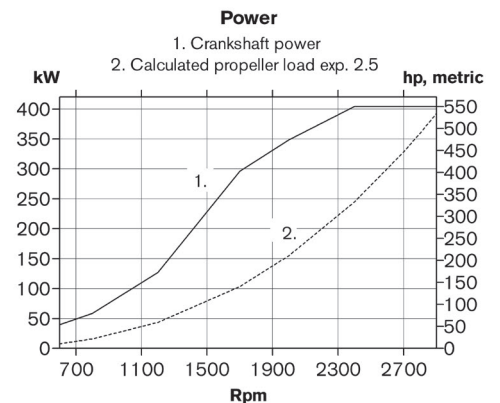
# D8-550

**NEW!**

## Technical data

|  |  |
|--|--|
| Engine designation                                   | D8-550   |
| Configuration and no. of cylinders                   | in-line 6  |
| Method of operation                                  | 4-stroke, direct-injected, turbocharged diesel engine with aftercooler |
| Bore/stroke, mm (in.)                                | 110/135 (4.33/5.31)  |
| Displacement, l (in <sup>3</sup> )                   | 7.7 (469.7)  |
| Compression ratio                                    | 16.5:1   |
| Dry weight bobtail, kg (lb)                          | 840 (1852)   |
| Crankshaft power, kW (hp) @ 2900 rpm                 | 405 (550)  |
| Max. torque, Nm (lbf.ft) @ 1700 rpm                  | 1665 (1228)  |
| Emission compliance                                  | IMO NOx, EU RCD Stage II, US EPA Tier 3                                |
| 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) @ 2400 rpm | 205 (0.332)  |
| Flywheel housing/SAE size                            | 11.5"/SAE 2  |

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.

**VOLVO  
PENTA**

# D8-550

## Technical description:

### Engine and block

- Cylinder block made of cast iron
- One-piece cast-iron cylinder head
- Ladder frame fitted to engine block
- Replaceable dry 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

- Seawater-cooled tubular oil cooler
- Single cartridge type oil filter, easy to replace, with no spillage

### Fuel system

- Common rail fuel injection system
- Gear-driven fuel pump and injection timing
- Electronically controlled central processing system (EMS – Engine Management System)
- Single fine fuel filter of spin-on type, with water separator and water alarm

### Air inlet and exhaust system

- Mid-positioned twin entry turbocharger with aftercooler
- Air filter with replaceable inserts
- Wet exhaust elbow (option)
- Loss of sea water alarm

### Cooling system

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

### Electrical system

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



### Electronic Vessel Control (EVC)

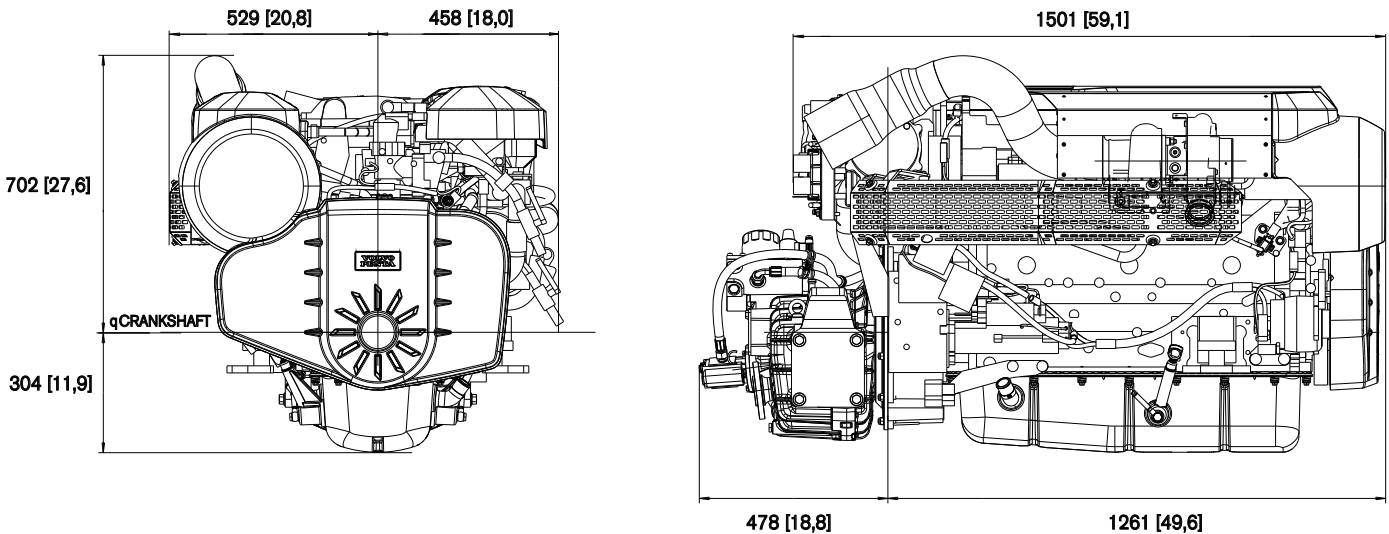
- Fully integrates the engines, electronics and the unique set of EVC features; Joystick Docking (available for twin engine installations), Glass Cockpit and more

### Reverse gear

- ZF reverse gears, with low speed as option, electronically shifted
- Connection kits for Twin disc available

## Dimensions D8-550 with ZF286A

Not for installation, mm [in.]



## More information

For more information on engine, options, EVC features and more, please contact your Volvo Penta dealer or go to [www.volvopenta.com](http://www.volvopenta.com). Scan the QR code for Volvo Penta Dealer Locator app.



IOS



Android

# VOLVO PENTA

**AB Volvo Penta**

SE-405 08 Göteborg, Sweden  
[www.volvopenta.com](http://www.volvopenta.com)

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.