



Volvo Buses. Driving quality of life

VOLVO D5K

Euro 6



OPTIMISED AND FUEL EFFICIENT

The Volvo D5K is an in-line four-cylinder common-rail 5.1-litre engine with an overhead camshaft and four valves per cylinder. It is available with power outputs of 240 hp. The engine meets EU exhaust emission requirements according to the Euro 6 standards.

Highly efficient engine

The Volvo D5K is a very fuel-efficient engine with low emissions, high capacity and low weight. As a result, it is perfectly suited for demanding city applications where performance and fuel economy are crucial factors.

Advanced after-treatment for Euro 6

The Volvo D5K is a low-emission engine in terms of both exhaust gases and noise. The engine is approved for the Euro 6 emission standard. The low emissions are achieved by after-treatment of the exhaust gases using:

- SCR (Selective Catalytic Reduction)
- EGR (Exhaust Gas Recirculation)
- DPF (Diesel Particulate Filter)
- DOC (Diesel Oxidation Catalyst)

The after-treatment components are integrated in a one box muffler design.

Electrical fan drive

The D5K features an electrical fan drive which contributes to lower energy consumption and safer function.

Heavy-duty alternators

New alternators with balance feature that evenly distributes the load offer longer lifetime and enhanced fuel efficiency (not existing on hybrid applications). They can withstand approx. 15–20°C higher ambient temperature, which also increases the alternators' service life.



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Fuel-efficient with good driveability

The Volvo D5K is equipped with common-rail that permit high injection pressure. The combustion chamber and air intake are designed for optimum combustion. The gas-fill ratio is high, which contributes to the high efficiency rating. This design provides fuel-efficiency with low emissions, high power and considerable torque within a wide rev range. As a result, the Volvo D5K engine offers extremely good driveability and an extended economical rev range.

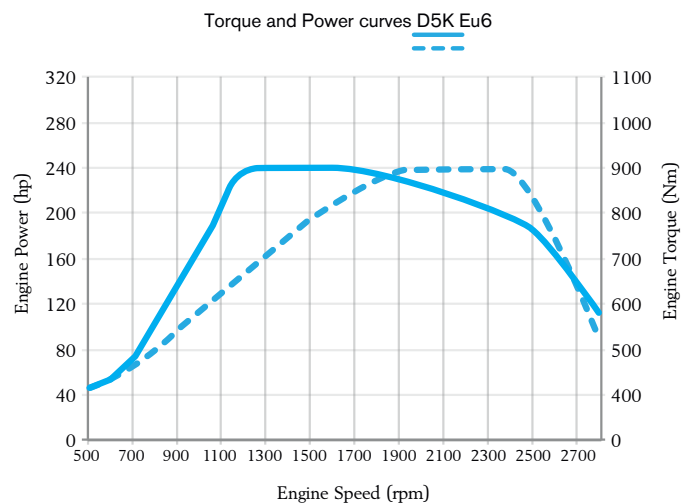
Low noise emission when idling

The crankshaft and camshaft feature rubber vibration dampers, which minimise noise and vibrations. Fuel pre-injection is used to further dampen noise when idling.

Closed crankcase ventilation

The Volvo D5K features closed crankcase ventilation. The crankcase gases in the valve cover are led back to the turbocharger via an oil separator with a centrifuge. Reusing the crankcase gases results in a very clean and environmentally optimised engine.

Type designation	Volvo D5K240 EU6
Max. output at 2200 rpm	240 hp (177 kW)
Max. revs	2650 rpm
Max. torque at 1200–1600 rpm	918 Nm
No. of cylinders	4
Bore	110 mm
Stroke	132 mm
Displacement	5.1 dm ³
Compression ratio	17.5:1
Exhaust brake effect (only flap) at 2800 rpm	80 kW
Economy rev range	1000–1400 rpm
Optimum rev range	1200–1350 rpm
Oil-change volume, including oil filters	approx. 18.7 L
No. of oil filters	1 full-flow
Cooling system, total volume	approx. 36 L
Dry weight (base engine)	approx. 560 kg



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