

Advertised Power, HP	500
Peak Power, HP	515
Peak torque, lb-ft@rpm	1650@1100

Governed rpm	2000
Recommended cruise speed range, rpm	1300-1500
Start engagement torque, lb-ft@rpm	1000@800

## SPECIFICATIONS

<b>Performance:</b>	Power: 450-600 HP Torque: 1650-2050 lb-ft
Base Engine Configuration	4 cycle / Inline Six
2007 Emissions	Cooled Exhaust Gas Recirculation
Aftertreatment	Diesel Particulate Filter with Oxidation Catalyst
Aspiration	Sliding Nozzle Variable Geometry Turbocharger
Cam / Valve Configuration	SOHC / 4 valves per cylinder
Cylinder Head	One Piece Rigid Deck Cylinder Head
Injection System	Dual Solenoid Electronic Unit Injectors
Electronic Management System	Volvo VECTRO
Rating Upratability	Software Only, Throughout Range
Displacement, cu. in. (L)	984 (16.1L)
Compression Ratio	16.0:1
Bore & Stroke, in. (mm)	5.67 x 6.50 (144 x 165)
Cylinder Spacing, in. (mm)	7.32 (186)
Full Dress Dry Weight, lb. (kg)	3047 (1382) VNL; 3091 (1402) VT
<b>Fuel and Lubrication:</b>	
Fuel Specification	Ultra Low Sulfur Diesel, 15 ppm
Fuel Filters	Primary plus Secondary
Total Lube Oil Capacity, qts. (L)	44 (42) VNL; 55 (52) VT
Oil Filtration	Two Full Flow, One Bypass
Oil Specification	Volvo VDS-4
<b>Engine Equipment:</b>	
Air Compressor, CFM	Twin Cylinder, 31.8
I-VEB Engine Brake	Standard
Engine Brake Rating at 2200 rpm	600 hp @ 2200 rpm
Engine Brake Rating at 1500 rpm	420 hp @ 1500 rpm
Engine Brake Weight, lbs (kg)	25 (12)
Fuel Filter with Elec. Water Indication & Drain	Standard
Electronic Oil Level Indicator	Standard
Preheater, Electrical	Optional





# VOLVO D16

500 / 1650

## FEATURE

## BENEFIT

High Efficiency Cooled Exhaust Gas Recirculation (EGR) to control NOx

Proven over billions of miles for high reliability and long life

Particulate control via Catalyzed Diesel Particulate Filter (DPF) with integrated oxidation catalyst and 'Primarily Passive' regeneration

Reducing active regenerations means greater fuel mileage

Volvo D11, D13, and D16 share common design platform

More thorough component development assures better design and evaluation

Ultra-high 35,000 psi fuel injection pressure

Meeting US'07 emissions with maximum fuel economy

Damper on camshaft  
Cam driven from flywheel with rear gear train

Reduced injection system generated torsional vibration and high frequency 'buzz' for longer component life

Sliding nozzle variable geometry turbocharger

Fewer parts in hot stream for long service life

Electronic turbocharger actuator

Faster and more accurate for better fuel consumption

Oil-cooled EGR valve with precise response

Consistent temperature for high reliability and accurate flow

Precision Flow Cooled Exhaust Gas Recirculation with Delta-P pressure sensor for accurate EGR measurement

Together with accurate turbocharger and EGR valve, this closed-loop system is tuned to give just the EGR needed, no more, no less, for optimum fuel consumption

Standard I-VEB - strongest in class engine brake at cruise rpm

Exceptional retardation at the rpm you drive

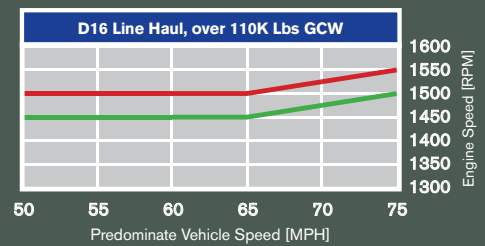
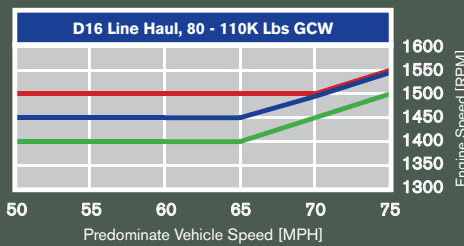
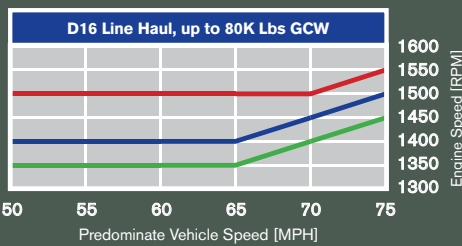
I-VEB intelligently modulates the engine brake power for "downhill cruise" to maintain a steady vehicle speed

Greater driver satisfaction, improved safety

'Performance Bonus Guide' software helps the driver operate in the most fuel efficient zone

By altering the driver's behavior through incentives, fuel savings can be significant and driver retention can be increased

## VOLVO D16 DRIVETRAIN RECOMMENDATIONS



— Maximum Performance  
— Maximum Fuel Economy 1650 Lb-ft  
— Maximum Fuel Economy 1750-2050 Lb-ft

— Maximum Performance  
— Maximum Fuel Economy 1650-1750 Lb-ft  
— Maximum Fuel Economy 1850-2050 Lb-ft

— Maximum Performance  
— Maximum Fuel Economy 1850-2250 Lb-ft

For example, with 80k lbs GCW, 1850 lb-ft torque, 295/75R22.5 drive tires and 0.73 transmission top gear ratio, a 3.36 axle ratio would come closest to the 1350 rpm at 65 mph recommendation.

For your truck specifications, ask your salesman to help you choose a rear axle ratio which comes closest to that engine speed. A low engine cruise speed also helps to keep DPF regenerations to a minimum. Never specify a truck for a cruise speed above 1600 rpm.

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Volvo Trucks North America  
P.O. Box 26115  
Greensboro, NC 27402

Volvo Trucks Canada  
5600A Cancross Court  
Mississauga, ON L5R 3E9

www.volvotrucks.us.com  
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