

POWER FOR MARINE PROFESSIONALS

PRODUCT GUIDE



**VOLVO
PENTA**

AT THE LEADING EDGE IN MARINE DIESELS

Volvo Penta is a solid partner in providing marine power systems. The combined financial and technological resources provided by the Volvo Group, coupled with our tradition of innovative marine engineering, enable us to design and deliver diesel performance for a broad range of marine applications – and to provide service and support all over the world.

Prepared for future emission standards

Our focus in product development and renewal is on achieving even greater reliability, performance and fuel-efficiency. Continuous progress in environmental performance ensures that our power range will meet the emission standards introduced in the future.

Engines and complete drive systems for marine professionals

- Extensive product range developed for a broad range of marine applications
- 3–16 litre diesel engines with drive, control and monitoring systems to match
- Type approved engines delivered tested and ready for installation
- Customised parts kits and efficient parts supply through the extensive network of qualified and well equipped service dealers

Ready for a Greener Future

Together with safety and quality, the environment is one of Volvo's core values. "The Volvo Penta Green Commitment" is the comprehensive theme for all our efforts in this field.



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MARINE ENGINES

RATING 1

RATING 1

(Heavy Duty Commercial)

For commercial vessels with displacement hulls in heavy operation. Load and speed could be constant, and full power can be used without interruption.

| RANGE MARINE ENGINES RATING 1 | | | | | |
|-------------------------------|-----|-----|------|-------------|------|
| Engine | kW* | hp* | rpm | Regulations | Page |
| D5A TA | 89 | 121 | 1900 | 1,2,3,4 | 20 |
| D5A TA | 102 | 139 | 2300 | 1,2,3,4 | 20 |
| D7A TA | 130 | 177 | 1900 | 1,2,3,4 | 21 |
| D7A TA | 148 | 201 | 2300 | 1,2,3,4 | 21 |
| D7C TA | 146 | 199 | 1900 | 1,2,3,4 | 22 |
| D7C TA | 166 | 226 | 2300 | 1,2,3,4 | 22 |
| D9 MH | 221 | 300 | 1800 | 1,2,3,4 | 23 |
| D9 MH | 261 | 355 | 1800 | 1,2,3,4 | 23 |
| D9 MH | 261 | 355 | 2200 | 1,2,3,4 | 23 |
| D12 MH | 216 | 294 | 1800 | 1,3,4 | 24 |
| D12 MH | 256 | 348 | 1800 | 1,3,4 | 24 |
| D12 MH | 294 | 400 | 1800 | 1,2,3,4 | 24 |
| D12 MH | 331 | 450 | 1800 | 1,2,3,4 | 24 |
| D16 MH | 368 | 501 | 1800 | 1,3,4 | 26 |
| D16 MH | 405 | 551 | 1800 | 1,3,4 | 26 |
| D16 MH | 442 | 601 | 1800 | 1,3,4 | 26 |
| D16 MH | 479 | 651 | 1800 | 1,2,3,4 | 26 |

* Crankshaft power

Technical data according to ISO 3046, fuel temp. 40°C.
All data present net performance with standard accessories
under the conditions of 100kPa barometric pressure,
25°C ambient temperature and 30% relative humidity

All specifications are subject to change without notice.

Regulations:

- 1 IMO NOx family certificate, contact Volvo Penta for specific flag state requirements and individual certificates
- 2 EPA Tier 2 Marine Commercial compliance, contact Volvo Penta for detailed information
- 3 EU IWW certificate, contact Volvo Penta for for detailed information regarding approval status.
- 4 Type approved, contact Volvo Penta for detailed information, select type approved transmissions
- 5 The engine is approved for life and rescue boats according to MED (SOLAS), contact Volvo Penta for detailed information

MARINE ENGINES

RATING 2

RATING 2

(Medium Duty Commercial)

For commercial vessels with semiplaning or displacement hulls in cyclical operation. Full power could be utilized max 4 h per 12 h operation period. Between full load operation periods, engine speed should be reduced at least 10 % from the obtained full load engine speed.

| RANGE MARINE ENGINES RATING 2 | | | | | |
|-------------------------------|-----|-----|------|-------------|------|
| Engine | kW* | hp* | rpm | Regulations | Page |
| D5A TA | 118 | 160 | 2300 | 1,2,3,4 | 20 |
| D7A TA | 174 | 237 | 2300 | 1,2,3,4 | 21 |
| D7C TA | 195 | 265 | 2300 | 1,2,3,4 | 22 |
| D9 MH | 313 | 425 | 2200 | 1,2,3,4 | 23 |
| D12 MH | 367 | 499 | 1800 | 1,2,3,4 | 24 |
| D12 MH | 405 | 551 | 1900 | 1,2,3,4 | 24 |
| D16 MH | 552 | 751 | 1900 | 1,2,3,4 | 26 |

* Crankshaft power

Technical data according to ISO 3046, fuel temp. 40°C.
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25°C ambient temperature and 30% relative humidity

All specifications are subject to change without notice.

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- 2 EPA Tier 2 Marine Commercial compliance, contact Volvo Penta for detailed information
- 3 EU IWW certificate, contact Volvo Penta for for detailed information regarding approval status.
- 4 Type approved, contact Volvo Penta for detailed information, select type approved transmissions
- 5 The engine is approved for life and rescue boats according to MED (SOLAS), contact Volvo Penta for detailed information

MARINE ENGINES

RATING 3

RATING 3

(Light Duty Commercial)

For commercial vessels or craft with high demands on speed and acceleration, planing or semi-planing hulls in cyclical operation. Full power could be utilized maximum 2 h per 12 h operation period. Between full load periods, engine speed should be reduced at least 10% from the obtained full load engine speed.

| RANGE MARINE ENGINES RATING 3 | | | | | |
|-------------------------------|-----|-----|------|-------------|------|
| Engine | kW* | hp* | rpm | Regulations | Page |
| D9-425 | 313 | 425 | 2200 | 1,2,3,4 | 23 |
| D12-650 | 478 | 650 | 2300 | 1,4 | 24 |
| D13-700 | 515 | 700 | 2300 | 1,2,3,4 | 25 |

* Crankshaft power

Technical data according to ISO 3046, fuel temp. 40°C.
All data present net performance with standard accessories
under the conditions of 100kPa barometric pressure,
25°C ambient temperature and 30% relative humidity

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Regulations:

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- 3 EU IWW certificate, contact Volvo Penta for for detailed information regarding approval status.
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- 5 The engine is approved for life and rescue boats according to MED (SOLAS), contact Volvo Penta for detailed information

MARINE ENGINES

RATING 4 (5*)

RATING 4

(Special Light Duty Commercial)

For light planing craft in commercial operation. Recommended speed at cruising = 25 knots. Full power could be utilized max 1h per 12 operation period. Between full load operation periods, engine speed should be reduced at least 10 % from the obtained full load engine speed.

* RATING 5

This power is intended for pleasure craft applications, and can be used for high speed planing crafts in commercial applications with special limited warranty, see warranty handbook.

RANGE MARINE ENGINES RATING 4 (5*)

| Engine | kW** | hp** | rpm | Regulations | Page |
|----------|------|------|------|-------------|------|
| D3-110* | 81 | 110 | 3000 | 1,5 | 16 |
| D3-150* | 110 | 150 | 3000 | 1,5 | 16 |
| D3-170* | 125 | 170 | 4000 | 1,5 | 16 |
| D3-200* | 147 | 200 | 4000 | 1,5 | 16 |
| D3-220* | 162 | 220 | 4000 | 1,5 | 16 |
| D4-180 | 132 | 180 | 2800 | 1,5 | 17 |
| D4-225 | 165 | 225 | 3500 | 1,2,4,5 | 17 |
| D4-260 | 191 | 260 | 3500 | 1,4,5 | 17 |
| D4-300* | 221 | 300 | 3500 | 1,4 | 17 |
| D6-280 | 206 | 280 | 3500 | 1,2,4,5 | 18 |
| D6-310 | 228 | 310 | 3500 | 1,2,4,5 | 18 |
| D6-330 | 243 | 330 | 3500 | 1,2,5 | 18 |
| D6-370 | 272 | 370 | 3500 | 1,5 | 18 |
| D6-435* | 320 | 435 | 3500 | 1,5 | 18 |
| D9-500 | 368 | 500 | 2600 | 1,2,3,4 | 23 |
| D9-575* | 422 | 575 | 2500 | 1,4 | 23 |
| D12-675 | 496 | 675 | 2300 | 1,4 | 24 |
| D12-715* | 525 | 715 | 2300 | 1,4 | 24 |
| D13-800 | 588 | 800 | 2300 | 1,2,3,4 | 25 |
| D13-900* | 662 | 900 | 2300 | 1,4 | 25 |

** Crankshaft power

Technical data according to ISO 3046, fuel temp. 40°C.

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MARINE AUXILIARY ENGINES

50 HZ 1500 RPM

PRIME POWER

(Genset and Auxiliary engines with constant speed ratings)

For continuous service - overloadable by 10% for one hour within an operating period of 12 hours.

| | HE | | RC | | KC | | | |
|--------|-----|-----|-----|-----|-----|-----|-------------|------|
| Engine | kW* | Hp* | kW* | Hp* | kW* | Hp* | Regulations | Page |
| D5A T | 77 | 105 | 73 | 99 | 77 | 105 | 1,4 | 20 |
| D5A TA | 92 | 125 | - | - | 92 | 125 | 1,2,3,4 | 20 |
| D7A T | 116 | 158 | 112 | 152 | 116 | 158 | 1,4 | 21 |
| D7A TA | 139 | 189 | - | - | 139 | 189 | 1,2,3,4 | 21 |
| D9 MG | 239 | 325 | 227 | 309 | 239 | 325 | 1,2,3,4 | 23 |
| D12 MG | 310 | 422 | 292 | 397 | 310 | 422 | 1,2,3,4 | 24 |
| D16 MG | 450 | 612 | 433 | 589 | 450 | 612 | 1,2,3,4 | 26 |

* Crankshaft power

Technical data according to ISO 3046, fuel temp. 40°C.
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25°C ambient temperature and 30% relative humidity

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- 5 The engine is approved for life and rescue boats according to MED (SOLAS), contact Volvo Penta for detailed information

MARINE AUXILIARY ENGINES

60 HZ 1800 RPM

PRIME POWER

(Genset and Auxiliary engines with constant speed ratings)

For continuous service - overloadable by 10% for one hour within an operating period of 12 hours.

| Engine | HE | | RC | | KC | | Regulations | Page |
|--------|-----|-----|-----|-----|-----|-----|-------------|------|
| | kW* | Hp* | kW* | Hp* | kW* | Hp* | | |
| D5A T | 81 | 110 | 74 | 101 | 81 | 110 | 1,4 | 20 |
| D5A TA | 100 | 136 | - | - | 100 | 136 | 1,2,3,4 | 20 |
| D7A T | 122 | 166 | 115 | 156 | 122 | 166 | 1,4 | 21 |
| D7A TA | 148 | 201 | - | - | 148 | 201 | 1,2,3,4 | 21 |
| D9 MG | 265 | 360 | 244 | 332 | 265 | 360 | 1,2,3,4 | 23 |
| D12 MG | 370 | 503 | 339 | 461 | 370 | 503 | 1,2,3,4 | 24 |
| D16 MG | 500 | 680 | 470 | 639 | 500 | 680 | 1,2,3,4 | 26 |

* Crankshaft power

Technical data according to ISO 3046, fuel temp. 40°C.

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DIESEL AQUAMATIC

RATING 4 (5*)

RATING 4

(Special Light Duty Commercial)

For light planing craft in commercial operation. Recommended speed at cruising = 25 knots. Full power could be utilized max 1h per 12 operation period. Between full load operation periods, engine speed should be reduced at least 10 % from the obtained full load engine speed.

* RATING 5

This power is intended for pleasure craft applications, and can be used for high speed planing crafts in commercial applications with special limited warranty, see warranty handbook.

RANGE DIESEL AQUAMATIC RATING 4 (5*)

| Engine | Prop. shaft power kW/hp | Crank shaft power kW/hp | rpm | Regulations | Page |
|-------------|----------------------------|----------------------------|------|-------------|------|
| D3-140* | 103 | 140 | 4000 | 1,5 | 29 |
| D3-170* | 125 | 170 | 4000 | 1,5 | 29 |
| D3-200* | 147 | 200 | 4000 | 1,5 | 29 |
| D3-220* | 162 | 220 | 4000 | 1,5 | 29 |
| D4-225/DPH | 158/215 | 165/225 | 3500 | 1,2,4,5 | 30 |
| D4-260/DPH | 184/250 | 191/260 | 3500 | 1,5 | 30 |
| D4-300/DPH* | 214/291 | 221/300 | 3500 | 1 | 30 |
| D4-300/DPR* | 214/291 | 221/300 | 3500 | 1 | 30 |
| D6-280/DPH | 198/269 | 206/280 | 3500 | 1,2,4,5 | 31 |
| D6-310/DPH | 219/298 | 228/310 | 3500 | 1,2,4,5 | 31 |
| D6-330/DPH | 233/317 | 243/330 | 3500 | 1,2,5 | 31 |
| D6-370/DPH* | 261/355 | 272/370 | 3500 | 1,5 | 31 |
| D6-370/DPR* | 261/355 | 272/370 | 3500 | 1,5 | 31 |

Technical data according to ISO 3046, fuel temp. 40°C.

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VOLVO PENTA IPS

RATING 4 (5*)

RATING 4

(Special Light Duty Commercial)

For light planing craft in commercial operation. Recommended speed at cruising = 25 knots. Full power could be utilized max 1 h per 12 operation period. Between full load operation periods, engine speed should be reduced at least 10 % from the obtained full load engine speed.

* RATING 5

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RANGE INBOARD PERFORMANCE SYSTEM

| Complete Propulsion System | Prop. shaft power kW/hp | Crank shaft power kW/hp | rpm | Regulations | Page |
|----------------------------|-------------------------|-------------------------|------|-------------|------|
| IPS 400MC | 217/295 | 228/310 | 3500 | 1,2,4 | 35 |
| IPS 450 | 230/314 | 243/330 | 3500 | 1,2 | 35 |
| IPS 800 | 417/567 | 441/600 | 2300 | 1,2,4 | 35 |
| IPS 1050 | 556/756 | 588/800 | 2300 | 1,2,4 | 35 |

Technical data according to ISO 3046, fuel temp. 40°C.

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- 2 EPA Tier 2 Marine Commercial compliance, contact Volvo Penta for detailed information
- 3 EU IWW certificate, contact Volvo Penta for for detailed information regarding approval status.
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- 5 The engine is approved for life and rescue boats according to MED (SOLAS), contact Volvo Penta for detailed information

MARINE GENSETS

50 HZ 1500 RPM

PRIME POWER

(Gensets and Auxiliary engines with constant speed ratings)

For continuous service - overloadable by 10% for one hour within an operating period of 12 hours.

| | HE | RC | KC | | |
|--------|---------|---------|---------|-------------|------|
| Genset | kWe* | kWe* | kWe* | Regulations | Page |
| D5A T | 62-70 | 62 | 62-70 | 1,4 | 39 |
| D5A TA | 86 | - | 86 | 1,2,3,4 | 40 |
| D7A T | 90-108 | 70-104 | 90-108 | 1,4 | 41 |
| D7A TA | 119-130 | - | 119-130 | 1,2,3,4 | 42 |
| D9 MG | 168-225 | 136-214 | 168-225 | 1,2,3,4 | 43 |
| D12 MG | 248-294 | 248-277 | 248-294 | 1,2,,4 | 44 |
| D16 MG | 332-420 | 332-414 | 332-420 | 1,2,3,4 | 45 |

* Power output based on temperature rise class F and 400V for 50Hz series star connection

Technical data according to ISO 3046, fuel temp. 40°C.

All data present net performance with standard accessories under the conditions of 100kPa barometric pressure, 25°C ambient temperature and 30% relative humidity

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- 3 EU IWW certificate, contact Volvo Penta for for detailed information regarding approval status.
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- 5 The engine is approved for life and rescue boats according to MED (SOLAS), contact Volvo Penta for detailed information

MARINE GENSETS

60 HZ 1800 RPM

PRIME POWER

(Gensets and Auxiliary engines with constant speed ratings)

For continuous service - overloadable by 10% for one hour within an operating period of 12 hours.

| | HE | RC | KC | | |
|--------|---------|---------|---------|-------------|------|
| Genset | kWe* | kWe* | kWe* | Regulations | Page |
| D5A T | 74 | 68 | 74 | 1,4 | 39 |
| D5A TA | 88-93 | - | 88-93 | 1,2,3,4 | 40 |
| D7A T | 105-114 | 88-107 | 105-114 | 1,4 | 41 |
| D7A TA | 125-139 | - | 125-139 | 1,2,3,4 | 42 |
| D9 MG | 170-250 | 170-230 | 170-250 | 1,2,3,4 | 43 |
| D12 MG | 300-350 | 300-321 | 300-350 | 1,2,3,4 | 44 |
| D16 MG | 390-477 | 390-448 | 390-477 | 1,2,3,4 | 45 |

* Power output based on temperature rise class F and 400V for 50Hz series star connection

Technical data according to ISO 3046, fuel temp. 40°C.

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- 2 EPA Tier 2 Marine Commercial compliance, contact Volvo Penta for detailed information
- 3 EU IWW certificate, contact Volvo Penta for for detailed information regarding approval status.
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MARINE ENGINES

Power for displacement craft

The heavy-duty range has been developed for extreme reliability.

These marine diesels are designed to keep running, year in and year out.

The basic design features robust engine blocks manufactured from high-strength castings, large bearing surfaces, powerful crankshafts with all components engineered to withstand the toughest conditions.

Low fuel consumption is high-priority as are low maintenance costs, exhaust and noise emissions and that it is simple to service - properties that are vitally important for the crew as well as the environment

Power for planing craft

Volvo Penta diesel technology delivers performance without sacrificing reliability. Whether electronically controlled or mechanically governed, all marine diesels in the range provide the necessary performance for applications requiring fast acceleration and high top speed. The Volvo Penta range today offers combinations of high power, low weight, low fuel consumption and emissions that only a few years ago were inconceivable.

Auxiliary engines

Diesel inboard rating 1, rating 2 and marine genset engines can be used also for various auxiliary applications.



D3 MARINE ENGINE



5-cylinder, 4-stroke, direct-injected
turbocharged aftercooled marine
diesel engine.

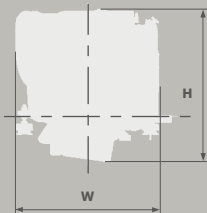
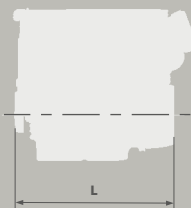
Bore x Stroke (mm): 81 x 93

Displacement (l): 2.4

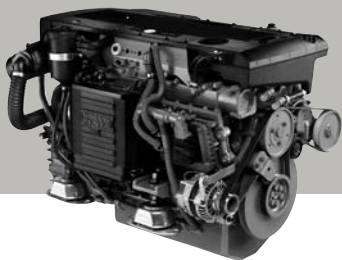
| PROPULSION ENGINE | | | | | | |
|-------------------|--------|-----|-----|------|--------|---------|
| ENGINE | Rating | kW | hp | rpm | g/kWh* | lb/hph* |
| D3-110 | 5 | 81 | 110 | 3000 | 219 | 0,355 |
| D3-150 | 5 | 110 | 150 | 3000 | 221 | 0,358 |
| D3-170 | 5 | 125 | 170 | 4000 | 241 | 0,39 |
| D3-200 | 5 | 147 | 200 | 4000 | 235 | 0,381 |
| D3-220 | 5 | 162 | 220 | 4000 | 239 | 0,387 |

| DIMENSIONS AND WEIGHTS** | | | | | |
|--------------------------|--------|--------|--------|-----|-----|
| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
| D3-110 | 702 | 718 | 750 | 260 | 573 |
| D3-150 | 702 | 718 | 750 | 260 | 573 |
| D3-170 | 702 | 718 | 750 | 260 | 573 |
| D3-200 | 702 | 718 | 750 | 260 | 573 |
| D3-220 | 702 | 718 | 750 | 260 | 573 |

* Fuel consumption at rated power and speed.
** Dimensions and weights based on bobtail engines.



D4 MARINE ENGINE



4-cylinder, 4-stroke, direct-injected
turbocharged aftercooled marine
diesel engine.

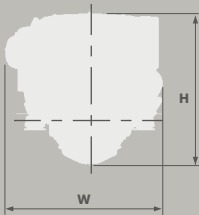
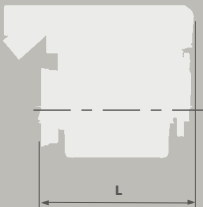
Bore x Stroke (mm): 103 x 110

Displacement (l): 3.67

| PROPULSION ENGINE | | | | | | |
|-------------------|--------|-----|-----|------|--------|---------|
| ENGINE | Rating | kW | hp | rpm | g/kWh* | lb/hph* |
| D4-180 | 4 | 132 | 180 | 2800 | 215 | 0.347 |
| D4-225 | 4 | 165 | 225 | 3500 | 235 | 0.381 |
| D4-260 | 5 | 191 | 260 | 3500 | 231 | 0.374 |
| D4-300 | 5 | 221 | 300 | 3500 | 218 | 0.353 |

| DIMENSIONS AND WEIGHTS** | | | | | |
|--------------------------|--------|--------|--------|-----|------|
| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
| D4-180 | 784 | 820 | 780 | 482 | 1063 |
| D4-225 | 784 | 820 | 780 | 482 | 1063 |
| D4-260 | 784 | 820 | 780 | 482 | 1063 |
| D4-300 | 784 | 820 | 780 | 483 | 1065 |

* Fuel consumption at rated power and speed.
** Dimensions and weights based on bobtail engines.



D6 MARINE ENGINE



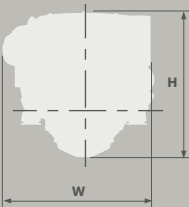
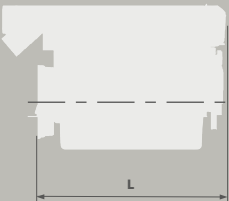
6-cylinder, 4-stroke, direct-injected
turbocharged aftercooled marine
diesel engine.

Bore x Stroke (mm): 103 x 110
Displacement (l): 5.5

| PROPULSION ENGINE | | | | | | |
|-------------------|--------|-----|-----|------|--------|---------|
| ENGINE | Rating | kW | hp | rpm | g/kWh* | lb/hph* |
| D6-280 | 4 | 206 | 280 | 3500 | 228 | 0.369 |
| D6-310 | 4 | 228 | 310 | 3500 | 235 | 0.381 |
| D6-330 | 4 | 243 | 330 | 3500 | 230 | 0.373 |
| D6-370 | 5 | 272 | 370 | 3500 | 230 | 0.373 |
| D6-435 | 5 | 320 | 435 | 3500 | 216 | 0.350 |

| DIMENSIONS AND WEIGHTS** | | | | | |
|--------------------------|--------|--------|--------|-----|------|
| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
| D6-280 | 1020 | 820 | 780 | 580 | 1279 |
| D6-310 | 1020 | 820 | 780 | 580 | 1279 |
| D6-330 | 1020 | 820 | 780 | 580 | 1279 |
| D6-370 | 1020 | 820 | 780 | 580 | 1279 |
| D6-435 | 1037 | 839 | 780 | 594 | 1310 |

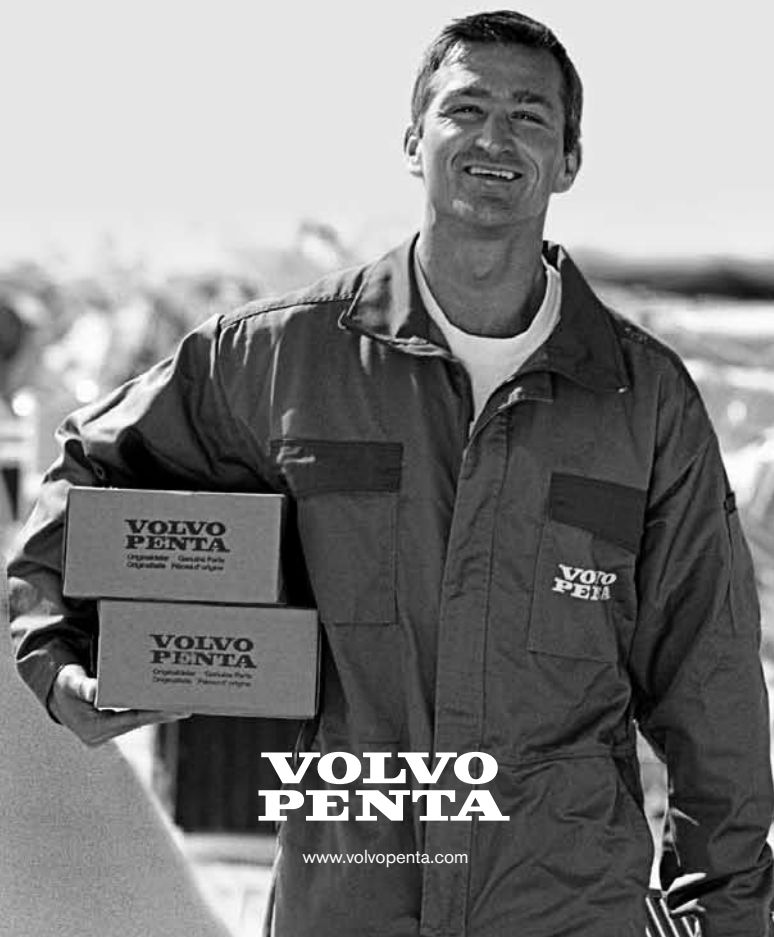
* Fuel consumption at rated power and speed.
** Dimensions and weights based on bobtail engines.



DO YOU PROTECT YOUR INVESTMENT?

With Genuine Volvo Penta Parts, you can be assured that your engine stays 100% Volvo Penta through and through. Fitted by an authorised Volvo Penta dealer your investment is secured.

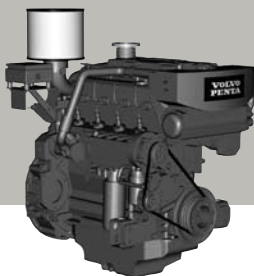
You can always trust Genuine Volvo Penta Parts.



VOLVO PENTA

www.volvopenta.com

D5A T/TA MARINE ENGINE



4-cylinder, 4-stroke, direct-injected,
turbocharged aftercooled
(TA version) marine diesel engine.

Bore x Stroke (mm): 108 x 130

Displacement (l): 4.76

PROPULSION ENGINE

| ENGINE | Rating | kW | hp | rpm | g/kWh* | lb/hph* |
|--------|--------|-----|-----|------|--------|---------|
| D5A TA | 1 | 89 | 121 | 1900 | 207 | 0.335 |
| D5A TA | 1 | 102 | 139 | 2300 | 227 | 0.368 |
| D5A TA | 2 | 118 | 160 | 2300 | 227 | 0.368 |

AUXILIARY ENGINE

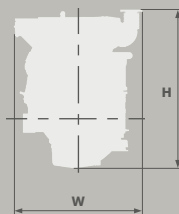
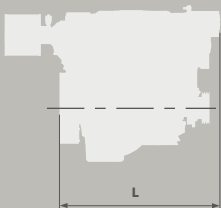
| ENGINE | Hz | kW | hp | rpm | g/kWh* | lb/hph* |
|-------------|----|-----|-----|------|--------|---------|
| D5A T (HE) | 50 | 77 | 105 | 1500 | 222 | 0.360 |
| D5A T (RC) | 50 | 73 | 99 | 1500 | 222 | 0.360 |
| D5A T (KC) | 50 | 77 | 105 | 1500 | 222 | 0.360 |
| D5A T (HE) | 60 | 81 | 110 | 1800 | 222 | 0.360 |
| D5A T (RC) | 60 | 74 | 100 | 1800 | 222 | 0.360 |
| D5A T (KC) | 60 | 81 | 110 | 1800 | 222 | 0.360 |
| D5A TA (HE) | 50 | 92 | 125 | 1500 | 208 | 0.336 |
| D5A TA (KC) | 50 | 92 | 125 | 1500 | 208 | 0.336 |
| D5A TA (HE) | 60 | 100 | 136 | 1800 | 206 | 0.334 |
| D5A TA (KC) | 60 | 100 | 136 | 1800 | 206 | 0.334 |

DIMENSIONS AND WEIGHTS**

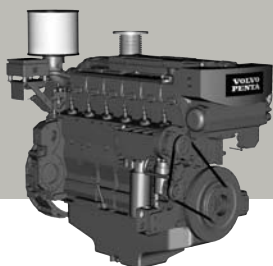
| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
|--------|--------|--------|--------|-----|------|
| D5A T | 1018 | 813 | 959 | 580 | 1279 |
| D5A TA | 1018 | 813 | 959 | 580 | 1279 |

* Fuel consumption at rated power and speed.

** Dimensions and weights based on bobtail heat exchanger cooled engines.



D7A T/TA MARINE ENGINE



6-cylinder, 4-stroke, direct-injected,
turbocharged aftercooled
(TA version) marine diesel engine.

Bore x Stroke (mm): 108 x 130

Displacement (l): 7.15

PROPULSION ENGINE

| ENGINE | Rating | kW | hp | rpm | g/kWh* | lb/hph* |
|--------|--------|-----|-----|------|--------|---------|
| D7A TA | 1 | 130 | 177 | 1900 | 205 | 0.332 |
| D7A TA | 1 | 148 | 201 | 2300 | 216 | 0.350 |
| D7A TA | 2 | 174 | 237 | 2300 | 216 | 0.350 |

AUXILIARY ENGINE

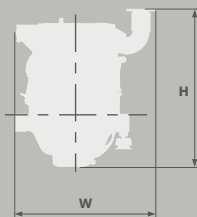
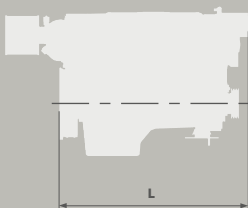
| ENGINE | Hz | kW | hp | rpm | g/kWh* | lb/hph* |
|-------------|----|-----|-----|------|--------|---------|
| D7A T (HE) | 50 | 116 | 158 | 1500 | 219 | 0.355 |
| D7A T (RC) | 50 | 112 | 152 | 1500 | 215 | 0.348 |
| D7A T (KC) | 50 | 116 | 158 | 1500 | 219 | 0.355 |
| D7A T (HE) | 60 | 122 | 166 | 1800 | 215 | 0.348 |
| D7A T (RC) | 60 | 115 | 156 | 1800 | 215 | 0.348 |
| D7A T (KC) | 60 | 122 | 166 | 1800 | 215 | 0.348 |
| D7A TA (HE) | 50 | 139 | 189 | 1500 | 207 | 0.335 |
| D7A TA (KC) | 50 | 139 | 189 | 1500 | 207 | 0.335 |
| D7A TA (HE) | 60 | 148 | 201 | 1800 | 206 | 0.334 |
| D7A TA (KC) | 60 | 148 | 201 | 1800 | 206 | 0.334 |

DIMENSIONS AND WEIGHTS**

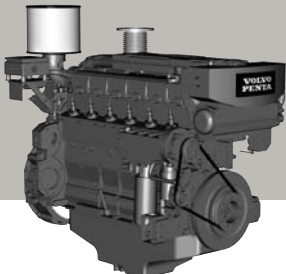
| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
|--------|--------|--------|--------|-----|------|
| D7A T | 1280 | 948 | 1060 | 760 | 1676 |
| D7A TA | 1280 | 948 | 1060 | 760 | 1676 |

* Fuel consumption at rated power and speed.

** Dimensions and weights based on bobtail heat exchanger cooled engines.



D7C TA MARINE ENGINE



6-cylinder, 4-stroke, direct-injected, turbocharged aftercooled marine diesel engine.

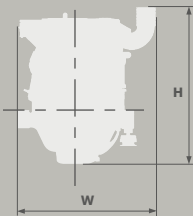
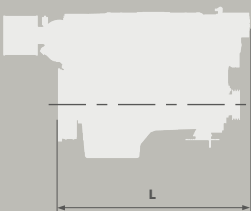
Bore x Stroke (mm): 108 x 130

Displacement (l): 7.15

| PROPULSION ENGINE | | | | | | |
|-------------------|--------|-----|-----|------|--------|---------|
| ENGINE | Rating | kW | hp | rpm | g/kWh* | lb/hph* |
| D7C TA | 1 | 146 | 199 | 1900 | 204 | 0.330 |
| D7C TA | 1 | 166 | 226 | 2300 | 213 | 0.345 |
| D7C TA | 2 | 195 | 265 | 2300 | 216 | 0.350 |

| DIMENSIONS AND WEIGHTS | | | | | |
|------------------------|--------|--------|--------|------|------|
| ENGINE | L (mm) | W (mm) | H (mm) | kg** | lb** |
| D7C TA | 1282 | 929 | 1070 | 760 | 1676 |

* Fuel consumption at rated power and speed.
** Dimensions and weights based on bobtail heat exchanger cooled engines.



D9 MARINE ENGINE



6-cylinder, 4-stroke, direct-injected,
turbocharged aftercooled marine
diesel engine.

Bore x Stroke (mm): 120 x 138

Displacement (l): 9.4

PROPULSION ENGINE

| ENGINE | Rating | kW | hp | rpm | g/kWh* | lb/hph* |
|--------|--------|-----|-----|------|--------|---------|
| D9 MH | 1 | 221 | 300 | 1800 | 205 | 0.332 |
| D9 MH | 1 | 261 | 355 | 1800 | 205 | 0.332 |
| D9 MH | 1 | 261 | 355 | 2200 | 219 | 0.355 |
| D9 MH | 2 | 313 | 425 | 2200 | 222 | 0.360 |
| D9-425 | 3 | 313 | 425 | 2200 | 222 | 0.360 |
| D9-500 | 4 | 368 | 500 | 2600 | 217 | 0.352 |
| D9-575 | 5 | 422 | 575 | 2500 | 217 | 0.352 |

AUXILIARY ENGINE

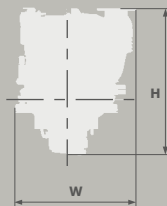
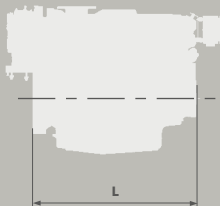
| ENGINE | Hz | kW | hp | rpm | g/kWh* | lb/hph* |
|------------|----|-----|-----|------|--------|---------|
| D9 MG (HE) | 50 | 239 | 325 | 1500 | 204 | 0.331 |
| D9 MG (RC) | 50 | 227 | 309 | 1500 | 204 | 0.331 |
| D9 MG (KC) | 50 | 239 | 325 | 1500 | 204 | 0.331 |
| D9 MG (HE) | 60 | 265 | 360 | 1800 | 206 | 0.334 |
| D9 MG (RC) | 60 | 244 | 332 | 1800 | 206 | 0.334 |
| D9 MG (KC) | 60 | 265 | 360 | 1800 | 206 | 0.334 |

DIMENSIONS AND WEIGHTS**

| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
|--------|--------|--------|--------|------|------|
| D9 MH | 1488 | 1056 | 1035 | 1150 | 2535 |
| D9-425 | 1310 | 948 | 1029 | 1075 | 2370 |
| D9-500 | 1310 | 948 | 1029 | 1075 | 2370 |
| D9-575 | 1310 | 948 | 1029 | 1075 | 2370 |

* Fuel consumption at rated power and speed (100% load).

** Dimensions and weights based on bobtail heat exchanger cooled engines (dry weight).



D12 MARINE ENGINE



6-cylinder, 4-stroke, direct-injected,
turbocharged aftercooled marine
diesel engine.

Bore x Stroke (mm): 131 x 150

Displacement (l): 12.13

PROPULSION ENGINE

| ENGINE | Rating | kW | hp | rpm | g/kWh* | lb/hph* |
|---------|--------|-----|-----|------|--------|---------|
| D12 MH | 1 | 216 | 294 | 1800 | 209 | 0.338 |
| D12 MH | 1 | 256 | 348 | 1800 | 210 | 0.340 |
| D12 MH | 1 | 294 | 400 | 1800 | 207 | 0.335 |
| D12 MH | 1 | 331 | 450 | 1800 | 207 | 0.335 |
| D12 MH | 2 | 367 | 499 | 1800 | 217 | 0.352 |
| D12 MH | 2 | 405 | 550 | 1900 | 226 | 0.366 |
| D12-650 | 3 | 478 | 650 | 2300 | 217 | 0.352 |
| D12-675 | 4 | 496 | 675 | 2300 | 210 | 0.340 |
| D12-715 | 5 | 526 | 715 | 2300 | 213 | 0.345 |

AUXILIARY ENGINE

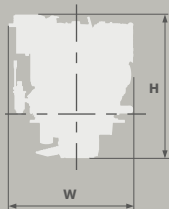
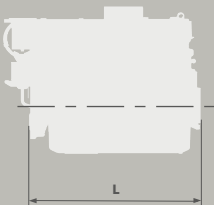
| ENGINE | Hz | kW | hp | rpm | g/kWh* | lb/hph* |
|-------------|----|-----|-----|------|--------|---------|
| D12 MG (HE) | 50 | 310 | 422 | 1500 | 198 | 0.322 |
| D12 MG (RC) | 50 | 292 | 397 | 1500 | 198 | 0.322 |
| D12 MG (KC) | 50 | 310 | 422 | 1500 | 198 | 0.322 |
| D12 MG (HE) | 60 | 370 | 503 | 1800 | 218 | 0.353 |
| D12 MG (RC) | 60 | 339 | 461 | 1800 | 212 | 0.344 |
| D12 MG (KC) | 60 | 370 | 503 | 1800 | 218 | 0.353 |

DIMENSIONS AND WEIGHTS**

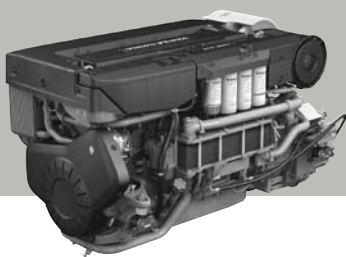
| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
|---------|--------|--------|--------|------|------|
| D12 MH | 1411 | 1030 | 1380 | 1400 | 3086 |
| D12-650 | 1428 | 1027 | 1067 | 1400 | 3086 |
| D12-675 | 1428 | 1027 | 1067 | 1400 | 3086 |
| D12-715 | 1411 | 983 | 1135 | 1400 | 3086 |

* Fuel consumption at rated power and speed.

** Based on bobtail heat exchanger cooled engines.



D13 MARINE ENGINE



6-cylinder, 4-stroke, direct-injected,
Twin entry turbo charge marine
diesel engine.

Bore x Stroke (mm): 131 x 158

Displacement (l): 12.78

PROPULSION ENGINE

| ENGINE | Rating | kW | hp | rpm | g/kWh* | lb/hph* |
|-------------|--------|-----|-----|------|--------|---------|
| D13-700 | 3 | 515 | 700 | 2300 | 212 | 0,343 |
| D13-800 *** | 4 | 588 | 800 | 2300 | 210 | 0,34 |
| D13-900 *** | 5 | 662 | 900 | 2300 | 209 | 0,339 |

DIMENSIONS AND WEIGHTS**

| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
|-------------|--------|--------|--------|------|------|
| D13-700 | 1420 | 1062 | 1053 | 1450 | 3197 |
| D13-800 *** | 1420 | 1089 | 1220 | 1560 | 3439 |
| D13-900 *** | 1420 | 1089 | 1220 | 1560 | 3439 |

* Fuel consumption at rated power and speed.

** Based on bobtail heat exchanger cooled engines.

*** D13-800 rating 4 and D13-900 rating 5 has DST (Dual Stage Turbo)

D16 MARINE ENGINE



6-cylinder, 4-stroke, direct-injected,
turbocharged aftercooled marine
diesel engine.

Bore x Stroke (mm): 144 x 165

Displacement (l): 16.12

PROPULSION ENGINE

| ENGINE | Rating | kW | hp | rpm | g/kWh* | lb/hph* |
|--------|--------|-----|-----|------|--------|---------|
| D16 MH | 1 | 368 | 501 | 1800 | 209 | 0.338 |
| D16 MH | 1 | 405 | 551 | 1800 | 209 | 0.338 |
| D16 MH | 1 | 442 | 601 | 1800 | 209 | 0.338 |
| D16 MH | 1 | 478 | 650 | 1800 | 210 | 0.341 |
| D16 MH | 2 | 551 | 750 | 1900 | 215 | 0.348 |

AUXILIARY ENGINE

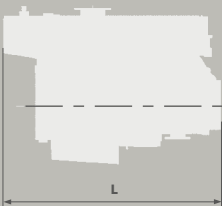
| ENGINE | Hz | kW | hp | rpm | g/kWh* | lb/hph* |
|-------------|----|-----|-----|------|--------|---------|
| D16 MG (HE) | 50 | 450 | 612 | 1500 | 206 | 0.333 |
| D16 MG (RC) | 50 | 433 | 589 | 1500 | 206 | 0.334 |
| D16 MG (KC) | 50 | 450 | 612 | 1500 | 206 | 0.333 |
| D16 MG (HE) | 60 | 500 | 680 | 1800 | 213 | 0.345 |
| D16 MG (RC) | 60 | 470 | 639 | 1800 | 213 | 0.345 |
| D16 MG (KC) | 60 | 500 | 680 | 1800 | 213 | 0.345 |

DIMENSIONS AND WEIGHTS**

| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
|--------|--------|--------|--------|------|------|
| D16 MH | 1548 | 1117 | 1303 | 1750 | 3858 |

* Fuel consumption at rated power and speed.

** Dimensions and weights based on bobtail heat exchanger cooled engines.



DIESEL AQUAMATIC DRIVES

The Duoprop drive

Duoprop is Volvo Penta's revolutionary sterndrive that introduced a new era in marine propulsion. By placing two counter-rotating propellers on a single axis, Duoprop technology provides superior handling by eliminating the torque steer common to all single-prop systems. The counter-rotating aft prop reverse the swirl loss generated by the front propeller and converts it to additional thrust. All of which helps deliver up to 15% more power, 20% better acceleration, and 15% better fuel efficiency over single propeller sterndrives. Duoprop also minimizes cavitation, improves handling at slow speeds, and reduces steering force, hull roll and vibration.

DPH Duoprop

Exclusively developed to handle the tremendous torque and power of the D4 and D6 diesel engines. External hydraulic steering cylinders, patented X-act steering and patented nickel-aluminium-bronze propellers give optimum driving safety and performance.

DPR high-speed Duoprop

High-speed version of the DPH drive for the D6, delivering perfect control for boats with top speeds in excess of 45 knots.

DPS Duoprop

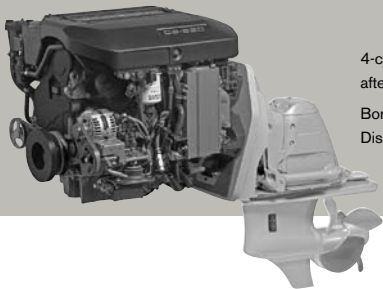
For the D3 engines providing amazing driving feel and safety. With hydrodynamically improved design for higher speed and better performance, lower weight and reduced maintenance need.

SX single prop

Perfect reliability and performance with all the Volvo Penta Aquamatic benefits. Hydrodynamically improved design for better speed and performance, lower weight and reduced maintenance. For the D3 engines.



D3 AQUAMATIC



4-cylinder, 4-stroke, direct-injected,
aftercooled marine diesel engine.

Bore x Stroke (mm): 103 x 110

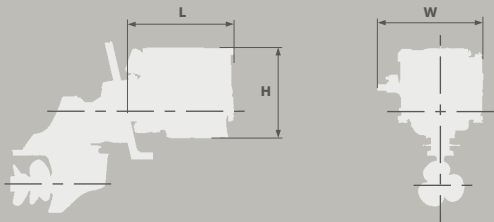
Displacement (l): 3.7

| PROPULSION | | | | | | |
|------------|--------|----------------------------|----------------------------|------|--------|---------|
| ENGINE | Rating | Prop. shaft power kW/hp | Crank shaft power kW/hp | rpm | g/kWh* | lb/hph* |
| D3-140 SX | 5 | 98/133 | 103/140 | 4000 | 238 | 0,386 |
| D3-140 DPS | 5 | 98/133 | 103/140 | 4000 | 238 | 0,386 |
| D3-170 SX | 5 | 119/162 | 125/170 | 4000 | 241 | 0,39 |
| D3-170 DPS | 5 | 119/162 | 125/170 | 4000 | 241 | 0,39 |
| D3-200 DPS | 5 | 140/190 | 147/200 | 4000 | 235 | 0,381 |
| D3-220 DPS | 5 | 154/209 | 162/220 | 4000 | 239 | 0,387 |

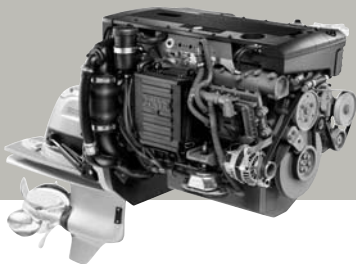
| DIMENSIONS AND WEIGHTS | | | | | |
|------------------------|--------|--------|--------|------|------|
| ENGINE | L (mm) | W (mm) | H (mm) | kg** | lb** |
| D3-140 SX | 853 | 710 | 750 | 358 | 789 |
| D3-140 DPS | 853 | 710 | 750 | 363 | 800 |
| D3-170 SX | 853 | 710 | 750 | 358 | 789 |
| D3-170 DPS | 853 | 710 | 750 | 363 | 800 |
| D3-200 DPS | 853 | 710 | 750 | 363 | 800 |
| D3-220 DPS | 853 | 710 | 750 | 363 | 800 |

* Fuel consumption measured at rated power and speed.

** Dry weight including drive excluding propeller.



D4 AQUAMATIC



4-cylinder, 4-stroke, direct-injected, aftercooled marine diesel engine.

Bore x Stroke (mm): 103 x 110

Displacement (l): 3.7

PROPULSION

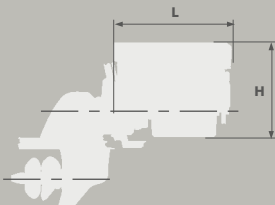
| ENGINE | Rating | Prop. shaft power kW/hp | Crank shaft power kW/hp | rpm | g/kWh* | lb/hph* |
|------------|--------|-------------------------|-------------------------|------|--------|---------|
| D4-225/DPH | 4 | 158/215 | 165/225 | 3500 | 235 | 0.381 |
| D4-260/DPH | 5 | 184/250 | 191/260 | 3500 | 231 | 0.374 |
| D4-300/DPH | 5 | 214/291 | 221/300 | 3500 | 218 | 0.353 |
| D4-300/DPR | 5 | 214/291 | 221/300 | 3500 | 218 | 0.353 |

DIMENSIONS AND WEIGHTS

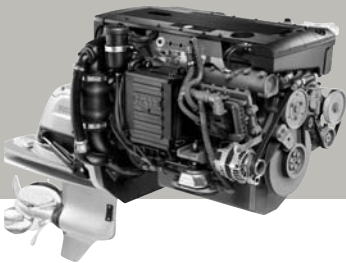
| ENGINE | L (mm) | W (mm) | H (mm) | kg** | lb** |
|------------|--------|--------|--------|------|------|
| D4-225/DPH | 982 | 845 | 780 | 644 | 1420 |
| D4-260/DPH | 982 | 845 | 780 | 660 | 1455 |
| D4-300/DPH | 982 | 845 | 780 | 663 | 1462 |
| D4-300/DPR | 982 | 845 | 780 | 663 | 1462 |

* Fuel consumption measured at rated power and speed.

** Dry weight including drive and propeller.



D6 AQUAMATIC



6-cylinder, 4-stroke, direct-injected, aftercooled marine diesel engine.

Bore x Stroke (mm): 103 x 110
Displacement (l): 5.5

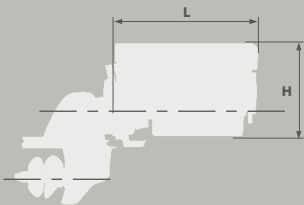
PROPULSION

| ENGINE | Rating | Prop. shaft power kW/hp | Crank shaft power kW/hp | rpm | g/kWh* | lb/hph* |
|------------|--------|-------------------------|-------------------------|------|--------|---------|
| D6-280/DPH | 4 | 198/269 | 206/280 | 3500 | 228 | 0.369 |
| D6-310/DPH | 4 | 219/298 | 228/310 | 3500 | 235 | 0.381 |
| D6-330/DPH | 4 | 233/317 | 243/330 | 3500 | 230 | 0.373 |
| D6-370/DPH | 5 | 261/355 | 272/370 | 3500 | 230 | 0.373 |
| D6-370/DPR | 5 | 261/355 | 272/370 | 3500 | 230 | 0.373 |

DIMENSIONS AND WEIGHTS

| ENGINE | L (mm) | W (mm) | H (mm) | kg** | lb** |
|------------|--------|--------|--------|------|------|
| D6-280/DPH | 1218 | 845 | 780 | 750 | 1653 |
| D6-310/DPH | 1218 | 845 | 780 | 750 | 1653 |
| D6-330/DPH | 1218 | 845 | 780 | 750 | 1653 |
| D6-370/DPH | 1218 | 845 | 780 | 770 | 1698 |
| D6-370/DPR | 1218 | 845 | 780 | 770 | 1698 |

* Fuel consumption measured at rated power and speed.
** Dry weight including drive and propeller.



POWER FOR MARINE PROFESSIONALS

GREEN

PERFORMANCE



Volvo Penta's D3, D4 and D6 common rail diesel engines. State-of-the-art for workboats, lifeboats and rescue boats:

- Outstanding fuel efficiency for minimal CO₂ and overall emissions.
- Duoprop sterndrive deliver optimum efficiency and low fuel consumption.
- Massive torque directly from low revs gives fast acceleration.
- Full SOLAS certified range.



FUEL EFFICIENT, LOW EMISSION ENGINES.
ANOTHER EXAMPLE OF THE
VOLVO PENTA GREEN COMMITMENT.

VOLVO

PENTA

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VOLVO PENTA IPS

A revolutionary marine propulsion system
Volvo Penta IPS – Inboard Performance System
– offers dramatically increased efficiency compared to inboard shafts. The patented, counter-rotating propellers working in undisturbed water produce a completely horizontal thrust, resulting in 15% faster acceleration and 20% higher top speed. And thanks to the significantly reduced fuel consumption, cruising range is also greatly improved (30%).

Joystick manoeuvring

The new optional joystick makes docking and slow speed manoeuvring easier than ever before! Simply move the joystick in the direction you want the boat to move, and the boat reacts to your intentions. All without the help of bow and stern thrusters!

The secret behind the amazing moves possible is the Volvo Penta IPS system with its individually steerable drive units. All controlled by sophisticated and specially developed software in the EVC system. The joystick is available for all Volvo Penta IPS powered boats, also as retrofit.

Easy manoeuvring, powerful handling

Steerable propulsion units, instead of fixed propellers and rudders, means that Volvo Penta IPS turns and points the entire thrust in the desired direction. The result is 50% better turning radius and car-like manoeuvring for easy docking, as well as predictable handling at higher speeds.

Enhanced comfort

Volvo Penta IPS retains the traditional inboard benefits – such as propellers under the hull plus extensive use of bronze and stainless steel – while reducing vibrations, sound and exhaust fumes to a minimum.

Complete and integrated system

The Volvo Penta IPS has been developed and is manufactured as a complete system with everything included – engine, propulsion unit incl. gear box, propellers, exhaust and seawater system, steering, and controls. The system is always used in twin engine installation configuration.



You can do all your slow-speed driving with the joystick. Much easier than the traditional way!

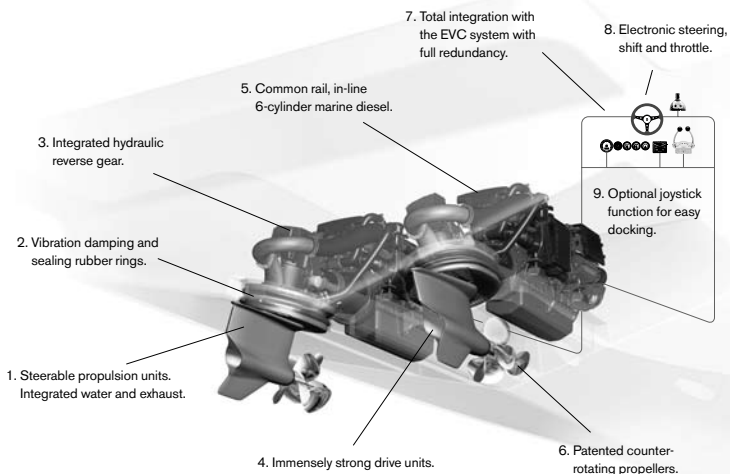
Volvo Penta IPS Joystick puts you in total control and lets you manoeuvre in any direction – sideways, diagonally, forward, backward or rotate – with just one hand!



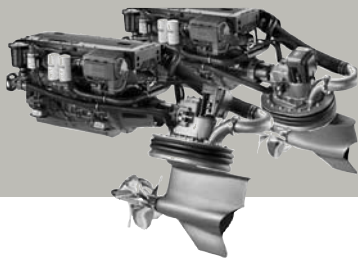
Twist the top to rotate. Combine it with any other move to compensate for wind or current.



Push the joystick to port or starboard and your boat goes sideways. Even "impossible" berths are now accessible.



VOLVO PENTA IPS



PROPULSION SYSTEM

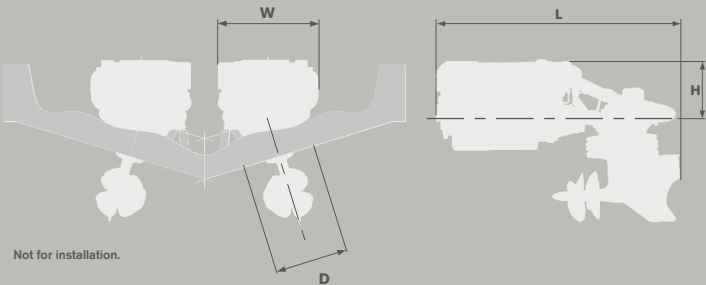
| ENGINE | Rating | Prop. shaft power kW/hp | Crank shaft power kW/hp | rpm |
|--------------|--------|----------------------------|----------------------------|------|
| D6-IPS400MC | 4 | 217/295 | 228/310 | 3500 |
| D6-IPS450 | 4 | 230/314 | 243/330 | 3500 |
| D11-IPS 800 | 4 | 417/567 | 441/600 | 2300 |
| D13-IPS 1050 | 4 | 556/756 | 588/800 | 2300 |

DIMENSIONS AND WEIGHTS

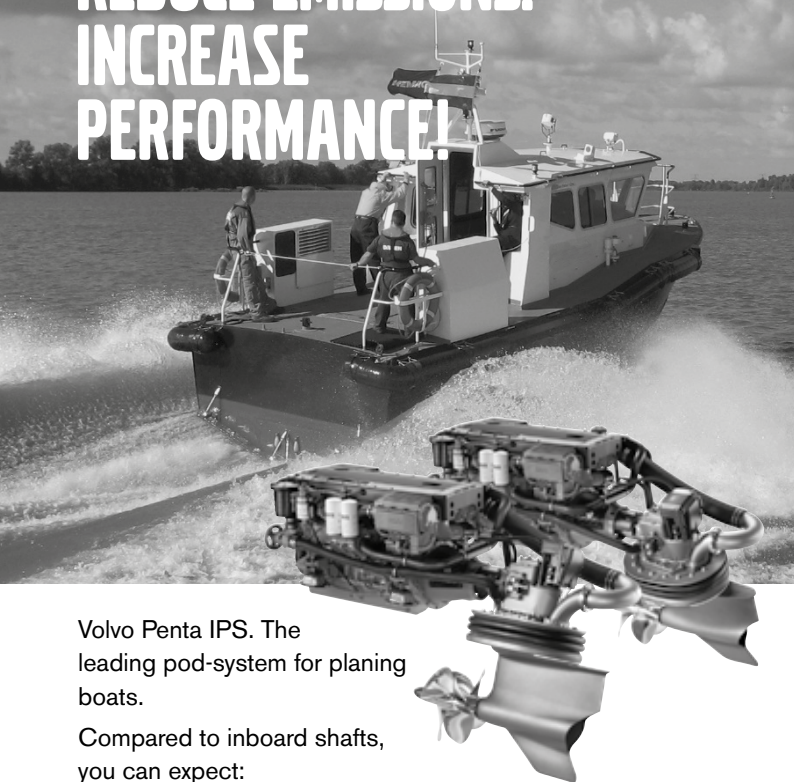
| ENGINE | L (mm) | W (mm) | D (mm) | H (mm) | kg** | lb** |
|--------------|--------|--------|--------|--------|------|------|
| D6-IPS400 | 2185 | 760 | 640 | 518 | 880 | 1940 |
| D6-IPS450 | 2185 | 760 | 640 | 518 | 863 | 1903 |
| D11-IPS 800 | 3102 | 1006 | 737 | 808 | 1800 | 3968 |
| D13-IPS 1050 | 3103 | 1124 | 870 | 842 | 2300 | 5060 |

* Special limited warranty for commercial use.

** Dry weight including drive and propeller.



POWER FOR MARINE PROFESSIONALS REDUCE EMISSIONS. INCREASE PERFORMANCE!



Volvo Penta IPS. The leading pod-system for planing boats.

Compared to inboard shafts, you can expect:

- 30 % lower CO₂ emissions
- 30 % better fuel economy
- Superior performance and handling
- Integrated joystick docking

Volvo Penta IPS. Twin, triple or quad installation.



VOLVO PENTA IPS.
ANOTHER EXAMPLE OF THE
VOLVO PENTA GREEN COMMITMENT.

VOLVO PENTA

www.volvopenta.com

MARINE GENSETS

All Volvo Penta gensets are delivered complete and tested, ready for installation on board.

All equipment and sets are type approved by the major classification societies and can be delivered with certification.

Compact yet easy to service

Engines and gensets that occupy less space in the engine room but still provide good service accessibility have always been a hallmark of Volvo Penta. Our range is designed for fast and trouble-free service operations and most engines support the use of computerised diagnostics tools which facilitate fault-tracing.

Fully compatible monitoring systems

Based on the Modbus protocol and equipped with a large number of hardwire contacts, the Volvo Penta control and monitoring system enables fast and safe integration with most switchboards and power management systems available on the market. The monitoring system and its range of functions – e.g. auto-start, shut-down and alarms – comply with all international standards.

Wide range of options

The range of accessories and extra equipment – including shaft generators, box coolers and sound boxes – ensures that virtually any requirement can be met.

Meeting future emission standards

Our engine range meets the current exhaust emission requirements and many of our engines already comply with the emission standards which come into effect over the next couple of years.

POWER FOR MARINE PROFESSIONALS CLEAN COMPLETE CLASSIFIED



Volvo Penta marine
gensets are ready to go:
Fuel in – electrical power out!

For economy and environment in harmony, the engines
are low on both NOx emissions and fuel consumption.

Volvo Penta. Leaders in high speed marine gensets.

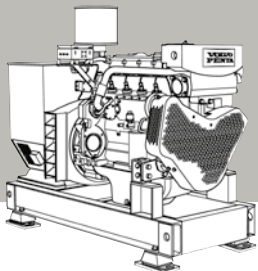


**VOLVO PENTA MARINE GENSETS.
ANOTHER EXAMPLE OF THE
VOLVO PENTA GREEN COMMITMENT.**

VOLVO PENTA

www.volvopenta.com

D5A T MARINE GENSET



4-cylinder, 4-stroke, direct-injected, turbocharged marine diesel engine.

Bore x Stroke (mm): 108 x 130

Displacement (l): 4.76

HEAT EXCHANGER COOLED GENSETS

| ENGINE/GENERATOR | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|------------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D5A T / UCM274C | 78 | 62 | 93 | 74 |
| D5A T / UCM274D | 88 | 70 | - | - |

RADIATOR COOLED GENSETS

| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|-----------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D5A T / UCM274C | 78 | 62 | 85 | 68 |

KEEL COOLED GENSETS

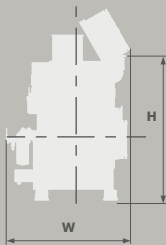
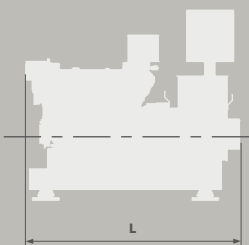
| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|-----------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D5A T / UCM274C | 78 | 62 | 93 | 74 |
| D5A T / UCM274D | 88 | 70 | - | - |

DIMENSIONS AND WEIGHTS**

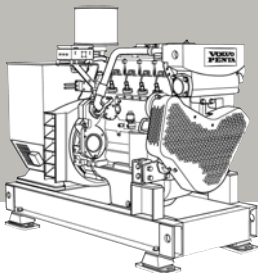
| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
|-------------------|--------|--------|--------|------|------|
| D5A T / UCM274C-1 | 1812 | 1046 | 1224 | 1195 | 2635 |
| D5A T / UCM274D-1 | 1812 | 1046 | 1224 | 1215 | 2679 |

* Power output based on temperature rise class F, 400V for 50Hz and 440V for 60 Hz series star connetion.

** Dimensions and weights based on heat exchanger cooled single bearing Gensets.



D5A TA MARINE GENSET



4-cylinder, 4-stroke, direct-injected, turbocharged aftercooled marine diesel engine.

Bore x Stroke (mm): 108 x 130

Displacement (l): 4.76

HEAT EXCHANGER COOLED GENSETS

| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|----------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D5A TA/UCM274D | - | - | 110 | 88 |
| D5A TA/UCM274E | 107 | 85 | 116 | 93 |

KEEL COOLED GENSETS

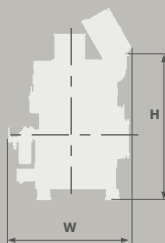
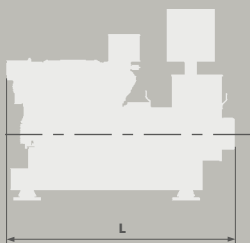
| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|----------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D5A TA/UCM274D | - | - | 110 | 88 |
| D5A TA/UCM274E | 107 | 85 | 116 | 93 |

DIMENSIONS AND WEIGHTS**

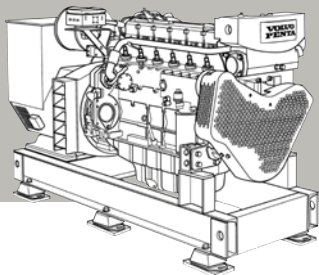
| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
|----------------|--------|--------|--------|------|------|
| D5A TA/UCM274D | 1812 | 1046 | 1224 | 1245 | 2745 |
| D5A TA/UCM274E | 1925 | 1046 | 1224 | 1310 | 2888 |

* Power output based on temperature rise class F, 400V for 50Hz and 440V for 60 Hz series star connection.

** Dimensions and weights based on heat exchanger cooled single bearing Gensets.



D7A T MARINE GENSET



6-cylinder, 4-stroke, direct-injected, turbocharged marine diesel engine.

Bore x Stroke (mm): 108 x 130

Displacement (l): 7.15

HEAT EXCHANGER COOLED GENSETS

| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|---------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D7A T/UCM274E | 113 | 90 | 131 | 105 |
| D7A T/UCM274F | 135 | 108 | 142 | 114 |

RADIATOR COOLED GENSETS

| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|---------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D7A T/UCM274D | 88 | 70 | 110 | 88 |
| D7A T/UCM274F | 130 | 104 | 134 | 107 |

KEEL COOLED GENSETS

| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|---------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D7A T/UCM274E | 113 | 90 | 131 | 105 |
| D7A T/UCM274F | 135 | 108 | 142 | 114 |

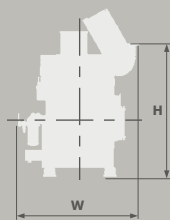
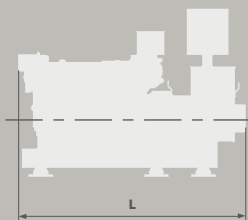
DIMENSIONS AND WEIGHTS**

| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
|------------------|--------|--------|--------|------|------|
| D7A T/UCM274D*** | 2410 | 1157 | 1275 | 1515 | 3340 |
| D7A T/UCM274E | 2191 | 1157 | 1275 | 1485 | 3274 |
| D7A T/UCM274F | 2191 | 1157 | 1275 | 1520 | 3357 |

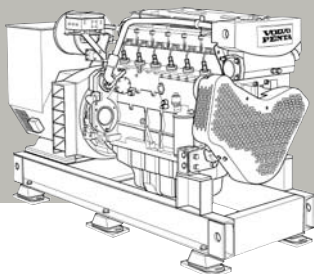
* Power output based on temperature rise class F, 400V for 50Hz and 440V for 60 Hz series star connection.

** Dimensions and weights based on heat exchanger cooled single bearing Gensets.

*** Dimensions and weights based on radiator cooled genset.



D7A TA MARINE GENSET



6-cylinder, 4-stroke, direct-injected, turbocharged aftercooled marine diesel engine.

Bore x Stroke (mm): 108 x 130

Displacement (l): 7.15

HEAT EXCHANGER COOLED GENSETS

| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|----------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D7A TA/UCM274F | - | - | 156 | 125 |
| D7A TA/UCM274G | 149 | 119 | - | - |
| D7A TA/UCM274H | 163 | 130 | 173 | 139 |

KEEL COOLED GENSETS

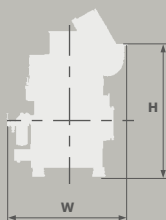
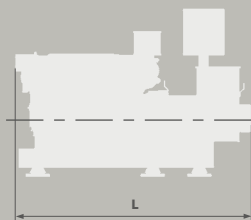
| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|----------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D7A TA/UCM274F | - | - | 156 | 125 |
| D7A TA/UCM274G | 149 | 119 | - | - |
| D7A TA/UCM274H | 163 | 130 | 173 | 139 |

DIMENSIONS AND WEIGHTS

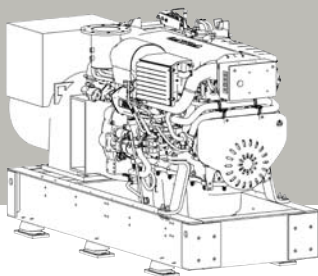
| ENGINE | L (mm) | W (mm) | H (mm) | kg** | lb** |
|----------------|--------|--------|--------|------|------|
| D7A TA/UCM274F | 2191 | 1157 | 1275 | 1560 | 3439 |
| D7A TA/UCM274G | 2239 | 1157 | 1275 | 1610 | 3549 |
| D7A TA/UCM274H | 2275 | 1157 | 1275 | 1660 | 3660 |

* Power output based on temperature rise class F, 400V for 50Hz and 440V for 60 Hz series star connection.

** Dimensions and weights based on heat exchanger cooled single bearing Gensets.



D9 MARINE GENSET



6-cylinder, 4-stroke, direct-injected, turbocharged aftercooled marine diesel engine.

Bore x Stroke (mm): 121 x 140

Displacement (l): 9.6

HEAT EXCHANGER COOLED GENSETS

| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|---------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D9 MG/UCM274H | - | - | 213 | 170 |
| D9 MG/HCM434C | 210 | 168 | 245 | 196 |
| D9 MG/HCM434D | 230 | 184 | 270 | 216 |
| D9 MG/HCM434E | 275 | 220 | 312 | 250 |
| D9 MG/HCM434F | 281 | 225 | - | - |

RADIATOR COOLED GENSETS

| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|---------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D9 MG/UCM274H | 170 | 136 | 213 | 170 |
| D9 MG/HCM434C | 210 | 168 | 245 | 196 |
| D9 MG/HCM434D | 230 | 184 | 270 | 216 |
| D9 MG/HCM434E | 268 | 214 | 288 | 230 |

KEEL COOLED GENSETS

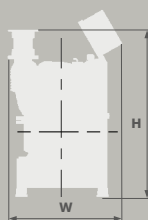
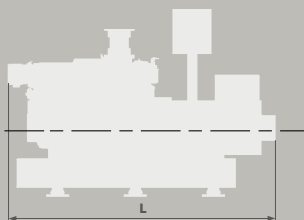
| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|---------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D9 MG/UCM274H | - | - | 213 | 170 |
| D9 MG/HCM434C | 210 | 168 | 245 | 196 |
| D9 MG/HCM434D | 230 | 184 | 270 | 216 |
| D9 MG/HCM434E | 275 | 220 | 312 | 250 |
| D9 MG/HCM434F | 282 | 225 | - | - |

DIMENSIONS AND WEIGHTS**

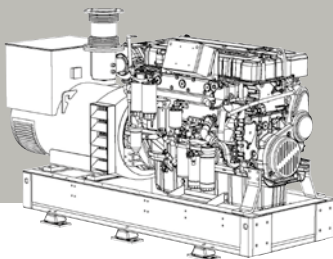
| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
|---------------|--------|--------|--------|------|------|
| D9 MG/UCM274H | 2492 | 1161 | 1712 | 2260 | 4982 |
| D9 MG/HCM434C | 2660 | 1161 | 1712 | 2480 | 5467 |
| D9 MG/HCM434D | 2660 | 1161 | 1712 | 2570 | 5666 |
| D9 MG/HCM434E | 2660 | 1161 | 1712 | 2655 | 5853 |
| D9 MG/HCM434F | 2660 | 1161 | 1712 | 2790 | 6151 |

* Power output based on temperature rise class F, 400V for 50Hz and 440V for 60 Hz series star connection.

** Dimensions and weights based on heat exchanger cooled single bearing Gensets.



D12 MARINE GENSET



6-cylinder, 4-stroke, direct-injected, turbocharged aftercooled marine diesel engine.

Bore x Stroke (mm): 131 x 150

Displacement (l): 12.13

HEAT EXCHANGER COOLED GENSETS

| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|----------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D12 MG/HCM434F | 310 | 248 | 375 | 300 |
| D12 MG/HCM534C | 367 | 294 | 438 | 350 |

RADIATOR COOLED GENSETS

| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|----------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D12 MG/HCM434F | 310 | 248 | 375 | 300 |
| D12 MG/HCM534C | 346 | 277 | 401 | 321 |

KEEL COOLED GENSETS

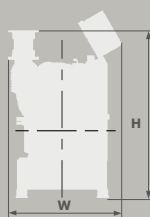
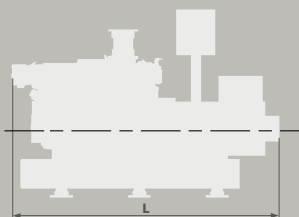
| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|----------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D12 MG/HCM434F | 310 | 248 | 375 | 300 |
| D12 MG/HCM534C | 367 | 294 | 437 | 350 |

DIMENSIONS AND WEIGHTS**

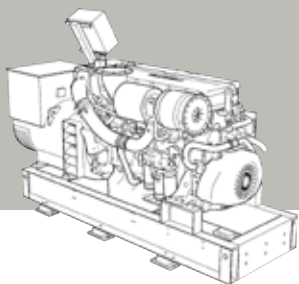
| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
|----------------|--------|--------|--------|------|------|
| D12 MG/HCM434F | 2739 | 1180 | 1725 | 3072 | 6773 |
| D12 MG/HCM534C | 2814 | 1180 | 1725 | 3152 | 6994 |

* Power output based on temperature rise class F, 400V for 50Hz and 440V for 60 Hz series star connection.

** Dimensions and weights based on heat exchanger cooled single bearing Gensets.



D16 MARINE GENSET



6-cylinder, 4-stroke, direct-injected, turbocharged aftercooled marine diesel engine.

Bore x Stroke (mm): 144 x 165

Displacement (l): 16.1

HEAT EXCHANGER COOLED GENSETS

| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|----------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D16 MG/HCM534D | 415 | 332 | 488 | 390 |
| D16 MG/HCM534E | 490 | 392 | 588 | 470 |
| D16 MG/HCM534F | 525 | 420 | 596 | 477 |

RADIATOR COOLED GENSETS

| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|----------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D16 MG/HCM534D | 415 | 332 | 488 | 390 |
| D16 MG/HCM534E | 490 | 392 | 560 | 448 |
| D16 MG/HCM534F | 518 | 414 | - | - |

KEEL COOLED GENSETS

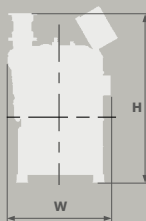
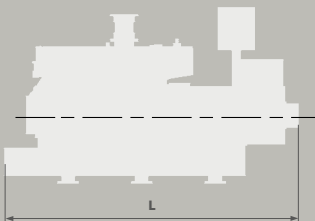
| ENGINE | 50 Hz 1500 rpm | | 60 Hz 1800 rpm | |
|----------------|----------------|------|----------------|------|
| | kVA* | kWe* | kVA* | kWe* |
| D16 MG/HCM534D | 415 | 332 | 488 | 390 |
| D16 MG/HCM534E | 490 | 392 | 588 | 470 |
| D16 MG/HCM534F | 525 | 420 | 596 | 477 |

DIMENSIONS AND WEIGHTS**

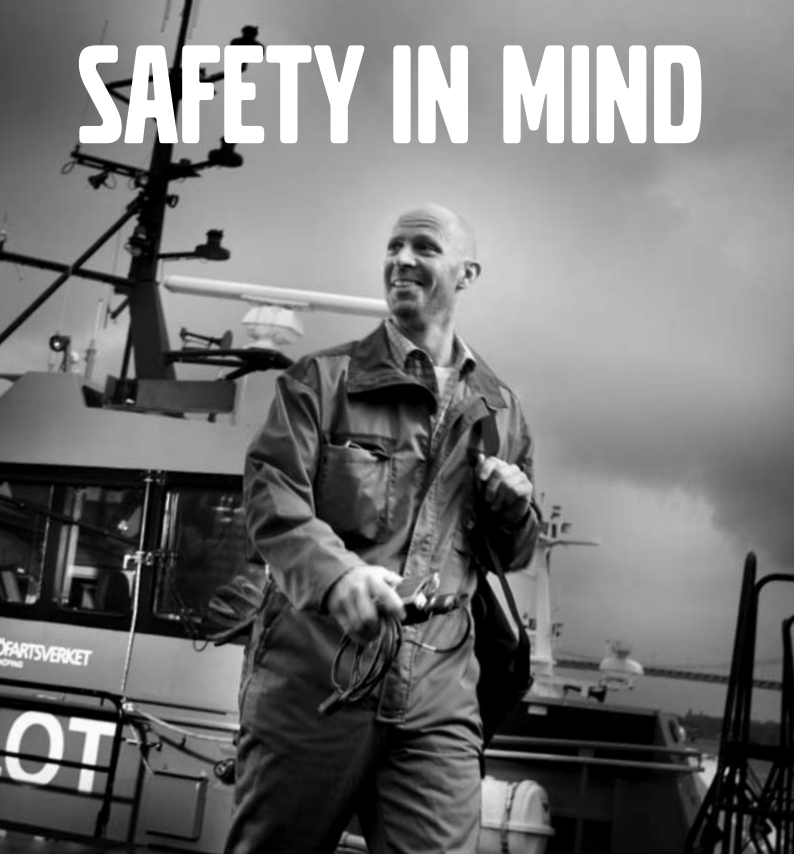
| ENGINE | L (mm) | W (mm) | H (mm) | kg | lb |
|----------------|--------|--------|--------|------|------|
| D16 MG/HCM534D | 3131 | 1192 | 1842 | 3626 | 7994 |
| D16 MG/HCM534E | 3131 | 1192 | 1842 | 3776 | 8325 |
| D16 MG/HCM534F | 3131 | 1192 | 1842 | 4034 | 8633 |

* Power output based on temperature rise class F, 400V for 50Hz and 440V for 60 Hz series star connection.

** Dimensions and weights based on heat exchanger cooled single bearing Gensets.



SAFETY IN MIND



Protect your investment and keep safe and secure at sea!

Always choose Genuine Volvo Penta Parts.

Tested to meet our stringent standards for quality and performance, they are the only parts that keep your engine 100% Volvo Penta. Which not only means safety, but also increased productivity with reduced downtime. Find your nearest dealer on our website.

You can always trust Genuine Volvo Penta Parts.



VOLVO PENTA

www.volvopenta.com

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Notes:

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KNOWLEDGE.
EXPERIENCE.
SERVICE.
SUPPORT.

Operating costs. Keeping them low is how you earn money on your investment in an engine. And this is how we at Volvo Penta help you get as low lifetime cost as possible for your engine:

The right solution for your needs

Based on massive experience and documentation, our computer systems and application engineers help you find the optimal propulsion solution.

An installation that delivers:

- Performance.
- Reliability.
- Low operating cost.
- Long service life.

Installation and application support

Complete support with issues such as:

- Propulsion system integration
- Classification
- Drawings
- Installation instructions
- Comprehensive documentation

Global service network – regional assistance

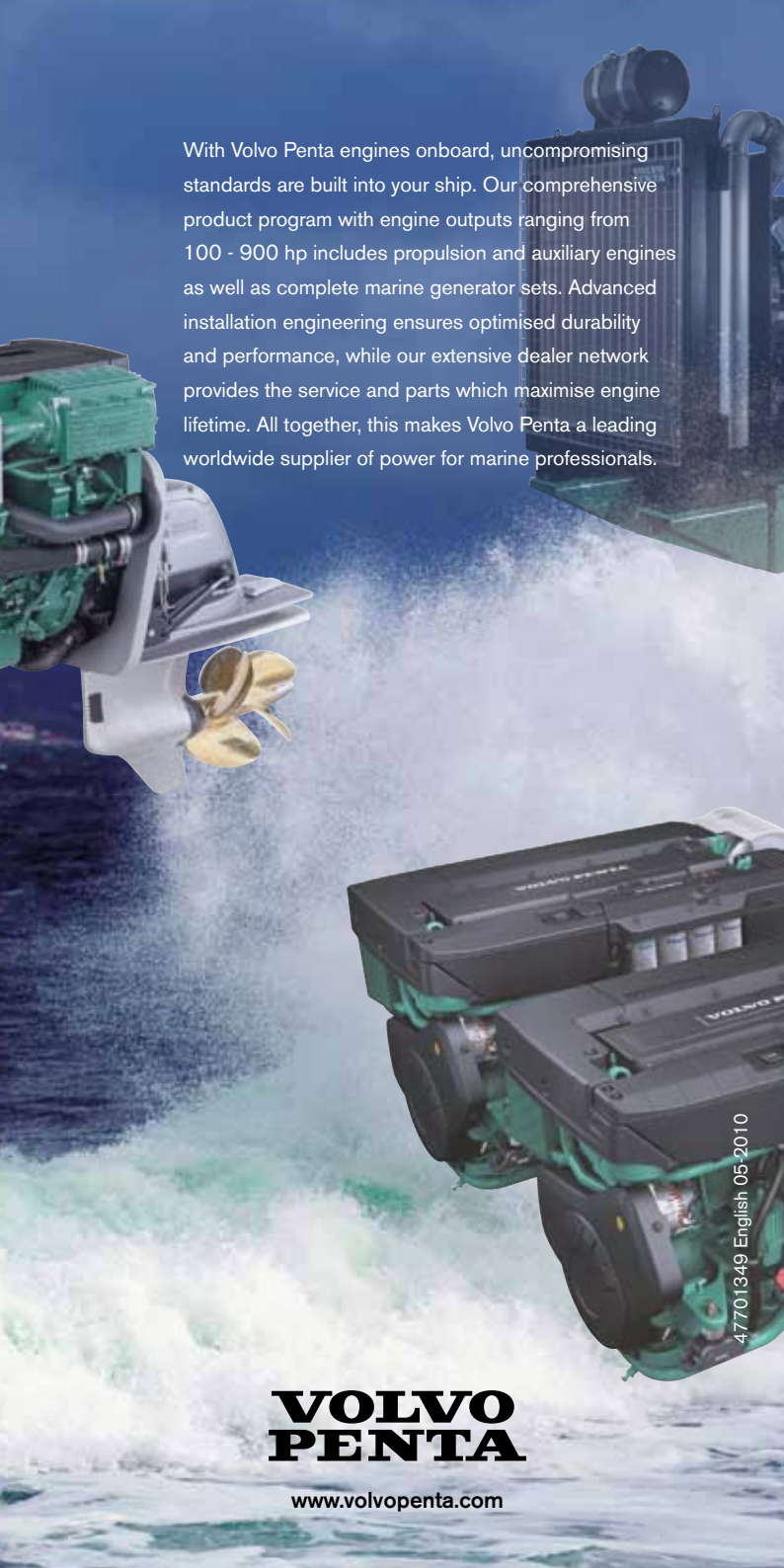
Maximising uptime and reliability.

- Qualified, well equipped marine service dealers in more than 100 countries.
- Tailored service programmes.
- Volvo Penta Action Service. 24-hour emergency service available in Europe and North America.

Genuine Volvo Penta Parts and Accessories

The perfect match for Volvo Penta engines. Easily available thanks to secure global distribution. Why risk your investment with anything else?

Accessories for complete, fully matched installation.

The background of the advertisement features three Volvo Penta marine engines. On the left, a green outboard motor is shown from a side profile, with its yellow propeller visible. On the right, a larger black and green inboard engine is shown from a front-three-quarter view. In the bottom right corner, another black and green inboard engine is shown from a front-three-quarter view, partially submerged in water. The background is a dynamic image of a ship's wake, with white spray and blue water.

With Volvo Penta engines onboard, uncompromising standards are built into your ship. Our comprehensive product program with engine outputs ranging from 100 - 900 hp includes propulsion and auxiliary engines as well as complete marine generator sets. Advanced installation engineering ensures optimised durability and performance, while our extensive dealer network provides the service and parts which maximise engine lifetime. All together, this makes Volvo Penta a leading worldwide supplier of power for marine professionals.

**VOLVO
PENTA**

www.volvopenta.com

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