

VOLVO PENTA AQUAMATIC DUOPROP

D3-130, 160, 190/DPS

96-120-140 kW (130-163-190 hp) crankshaft power acc. to ISO 8665

Power for fun

Volvo Penta's 5-cylinder D3 is developed from the latest design in modern diesel technology. The engine is very lightweight and compact. With features like common rail fuel injection system, double overhead camshafts, 4 valves per cylinder, variable geometry turbocharger, aftercooler and the EVC (Electronic Vessel Control) a world-class diesel performance, combined with low emissions, is achieved.



World-class performance

The common rail fuel injection system, electronically controlled, in combination with the large swept volume and Variable Geometry Turbine (VGT), ensures outstanding torque during acceleration, with virtually no sign of smoke. This matched with the engine's low weight creates a real performer for boating fun.

Low weight

The engine has an extremely low weight for its power output. This thanks to the all aluminum base engine, and a highly efficient marinization. This contributes to a power/weight ratio comparable with a gasoline engine.

The engine is fitted with freshwater cooling as standard for long service life.

Compact and robust

The engine is ultra-compact for its large swept volume. With cast-in grey iron cylinder liners, integrated freshwater pump, a compact marinization, and a fully symmetric engine, the package simply gets that compact.

The rigid aluminum cylinder block and bed plate in wedge structure, and exactly controlled high-pressure fuel injection gives excellent onboard comfort with low noise and vibration levels.

EVC/MC - Plug and go

EVC Electronic Vessel Control is the latest development in instrumentation for marine engines with mechanical shift and throttle.

With EVC/MC you can tailor the instrumentation to fit the boat, from a single EVC system tachometer, where you can read all

engine/boat data, to a dashboard full with standard gauges and an EVC system display, or any combination in between. EVC/MC offers new software functions such as trip computer and power trim assistant that will make boating both safer and easier (option).

The system is built on the latest automotive technology with waterproof connectors, so it's just plug and go. EVC works closely together with the engine management system offering you constant power output regardless of temperature (5-55°C / 41-131°F) and quality of the fuel.

DPS drive

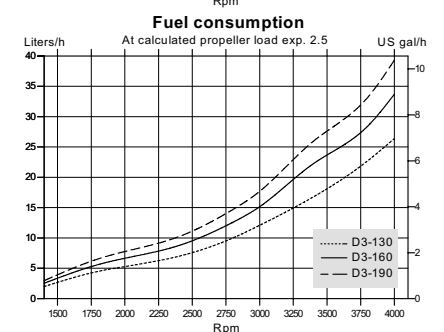
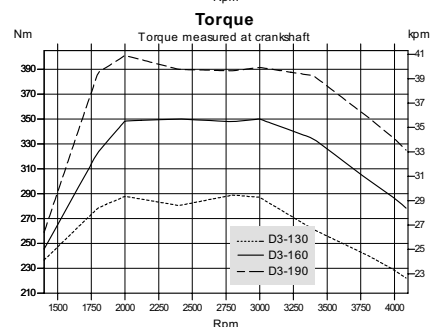
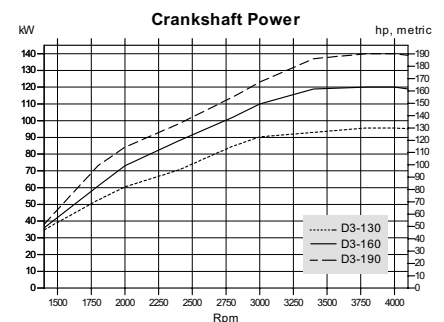
The Duoprop drive with its twin counter-rotating propellers features exhaust outlets through the propeller hub and cavitation plate producing a harmonious drive unit with unbeatable characteristics in the boat in terms of speed, acceleration, steering, maneuvering, fuel economy and less noise and vibration.

The drive is equipped with a cone clutch for easy and smooth shifting, and easily maneuvered hydraulic power trim for obtaining the best running position at different sea and load conditions.

The D3/DPS features standard Power steering for maximum driving comfort.

Meeting new emission standards

The common rail injection system in combination with electronics and an advanced combustion system are setting new standards in minimizing noxious emissions and particulates. The engine complies with the comprehensive emission requirements being introduced in Europe in 2006 and in the US in 2007.



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PENTA**

