

Summer 2010

MARINE TORQUE TALKTM

What's happening on the water from ...

VOLVO PENTA

THE NEW VOLVO PENTA D3- BETTER AT EVERYTHING

The new Volvo Penta D3 super diesel sterndrive is here – compact and filled with ultramodern engine technology. The new D3, in four power classes from 140 to 220 horsepower, is faster, more powerful, cleaner and quieter than its predecessor. And now it is also available with a joystick, with twin installations.

The new D3 is a completely new engine. Like its predecessor, the basic engine comes from the Volvo Car Corporation and is based on a 2.4 litre, 5-cylinder aluminium engine block with the very latest in engine technology.

The new D3 has a common rail fuel injection system with a pressure of 1,800 bar and piezoelectric injectors, which make possible multiple injections per working cycle and thus even more precise fuel quantities.

Advanced and highly efficient cross-flow cooling maintains an even engine temperature. A variable geometry turbocharger gives the engine effective supercharging from even very low rpm up to maximum rpm. This results in powerful torque for rapid acceleration up to planing speed and a higher top speed.

All in all, this gives the new D3 impressive sports performance compared to its predecessor, which was already the best in its class. Output has been increased from 190 to 220 hp at the same time fuel consumption has been lowered, as have sound levels and emissions. The new D3's emissions are in line with the very stringent US EPA Tier 3 regulations, which come into force in 2012.

Electronic shift and throttle

The new D3 is equipped with Volvo Penta's electronic platform EVC as standard, which includes electronic shift and throttle all the way from the controls to the engine and drive. For the boat owner, this means softer, more exact and safer driving with no need for later adjustments.

EVC also makes it simple to install additional accessories and functions such as the automatic Powertrim Assistant, a trip computer, engine data in the chart plotter via NMEA or the new 7" colour display. With EVC, it is possible to have instrumentation, or complete helm stations, in up to four locations on board.

Joystick

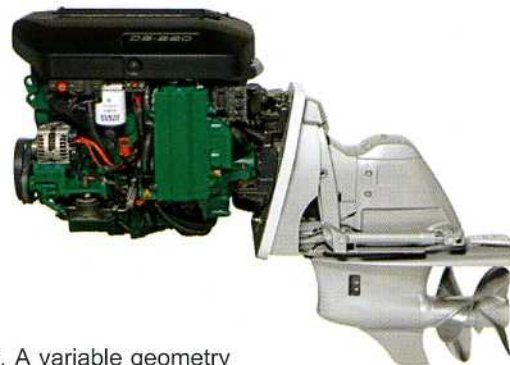
For boats with a twin installation and equipped with the option of electronic steering, there is also the highly appreciated joystick function as an option. This makes it much easier to dock the boat and to maneuver in congested harbours.

Quiet and vibration free

Thanks to common rail and multi fuel injection, the new D3 has a very low noise level. The new and modern designed engine cover helps to reduce the sound further. The new D3 also has the same type of highly effective vibration-damping engine mountings as the larger D4 and D6, which increases onboard comfort further.

Single or Duoprop

The 140 and 170 horsepower models are available with the SX single-propeller drive or the DPS Duoprop. The 200 and 220 horsepower models are only available with the DPS Duoprop. Both these drives are very modern and were launched only 2 years ago.



Technical data

Model designation:	D3-140	D3-170	D3-200	D3-220
Configuration:	In-line 5-cylinder diesel with common rail variable geometry turbo			
Cylinder volume:	2.4 litres			
Weight, incl. DPS drive:	363 kg			
Max. power, hp/rpm:	140/4000	170/4000	200/4000	220/4000
Drive:	SX / DPS	SX / DPS	DPS	DPS
Emissions:	Satisfies EU RCD and US EPA Tier 2.			

Also available in five inboard models with various gear-box options
D3-110 and D3-150 @ 3000 rpm, D3-170, D3-200 and D3-220 HP @4000rpm



THE UNIQUE BENEFITS OF VOLVO PENTA IPS:

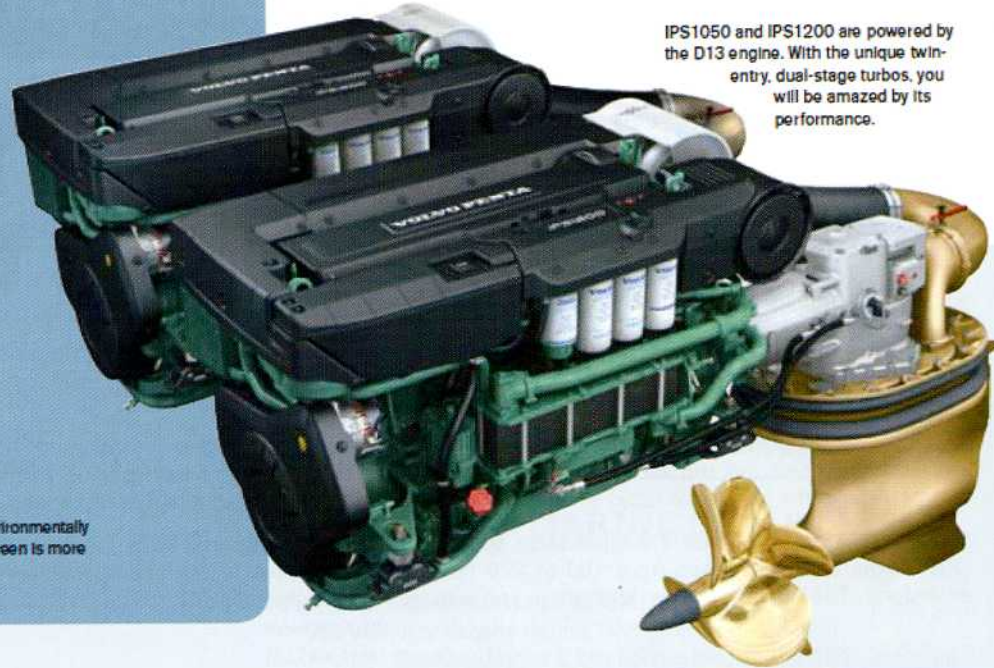
- 40% longer cruising range
- 20% higher top speed
- 30% reduced fuel consumption
- 30% less CO₂ emissions
- 50% lower perceived noise level
- Joystick docking

Compared with inboard shafts at cruising speed, approximate figures. 30% reduction in fuel consumption gives around 40% longer cruising range.

Volvo Penta IPS has been developed as the most environmentally sound inboard propulsion system. For Volvo Penta, green is more than a color. It's a commitment.

FROM A REVOLUTION TO A

Praised by boat owners, the press and boat builders, Volvo Penta IPS has revolutionized the boating industry. Superior to inboard shafts in every vital aspect - handling, onboard comfort and performance.



IPS1050 and IPS1200 are powered by the D13 engine. With the unique twin-entry, dual-stage turbos, you will be amazed by its performance.

VALIENTE

Steve first approached us nearly three years ago concerning a possible re-power of his Vindex, "Valiente", which had a AQAD41A Volvo Penta stern drive that was achieving a top speed of 19 knots and cruise of 15 knots.

After many conversations, quotes and discussions about the best package Steve decided on the D4-300 and re-powered in December 2009.

Steve did a lot of the install himself, overseen by Ovlov Marine, and the extra hours of effort paid off, as he did a great job, and it was certainly a credit to him.

The resulting repower has transformed the vessel allowing him a cruise speed of 24.5 knots and a top speed of 29 knots.

The other major improvement has been the usability of the boat, as there is no smoke in the transom area allowing the guys to enjoy a cold beer out the back at any speed.

Steve's comments were:

"I didn't realise how much of an issue the smoke was" (with the old engine).

"It makes so much more of the boat usable" (new engine D4-300 and DPH drive).



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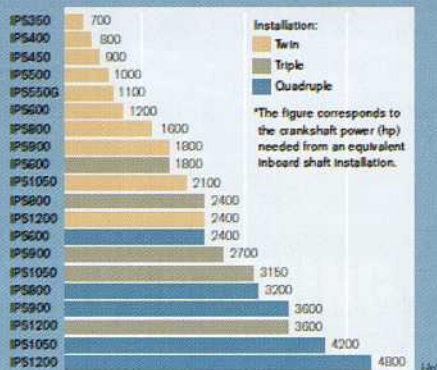
A NEW ERA IN YACHT POWER

PROVEN SUCCESS

Today, more than 10,000 IPS units are installed in more than 250 different boat models worldwide. With the IPS1050 and IPS1200, the unique benefits of forward facing are available for yachts up to 100 feet.



IPS APPLICATION CHART



Volvo Penta IPS offers a complete range for yachts, sport cruisers and sportfishing boats up to 100+ feet. All options are equally easy to drive with standard twin controls and all accessories available.

A COMPLETE LINE FOR A PERFECT MATCH

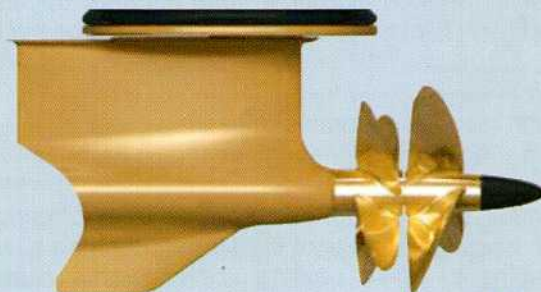
IPS 350/400/450/500/600



IPS 800/900



IPS 1050/1200



Three pod sizes - perfectly matched to each engine's power and torque.

JAS1 - THE COMMERCIAL WHITE POINTER

When Wayne Short decided to upgrade his 25 year old 8 metre fishing vessel he wanted to go faster, have a softer ride, larger working deck and keep running costs at their existing levels.

As he crosses the bar twice daily and regularly works in shallow water a lot of discussion went into the jet unit verses outdrive debate, but the fuel economy of the Volvo Penta D6-330 and DPH Drive out-weighed any higher maintenance cost. Averaging just 10Ltrs per hour and with a 600Ltr full capacity it's a long time between drinks. Back-up is essential to a commercial operation so Volvo Penta and Pacific Coast Marine was an easy choice as this is Wayne's third Volvo and his second from Pacific Coast Marine.

The steering has been redesigned to give a lock-to-lock of less than one full turn of the wheel as maneuverability is a key element to working in confined waters. A two speed hydraulic system was designed to minimize load on the engine and allow full hauler speed at idle.

On initial sea trials JAS1 reached over 35 knots, but since then the prop size has been dropped two sizes to obtain a slower idle speed and to better match the engine rpm to the desired cruise of 25 knots, however JAS1 still tops out at over 30 knots.

This vessel has been a real team effort with White Pointer and Pacific Coast Marine working closely with the owner. The end result is a functional vessel that works, handles well and also looks good. Launched just prior to Christmas JAS1 has just finished a 200 hour "shake down" before the start of a new fishing season.



- Boat Builder : White Pointer
- Design : 9.2 Commercial
- Engine : Volvo Penta D6 330-DPH
- Props : G3-G5
- Technical support : Pacific Coast Marine & Diesel
- Hydraulics & Steering : Pacific Coast Marine & Diesel

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