

VOLVO PENTA INBOARD DIESEL

D6-280

206 kW (280 hp) crankshaft power acc. to ISO 8665

Diesel performance for marine use

Volvo Penta's 6-cylinder D6-280 is developed from the latest design in modern diesel technology. The engine has common rail fuel injection system, double overhead camshafts, 4 valves per cylinder, turbocharger and aftercooler. Together with a large swept volume and the EVC system (Electronic Vessel Control), this results in world-class diesel performance, combined with low emissions.



D6-280 with HS63AE reverse gear

World-class performance

The common rail fuel injection system, controlled by EVC, in combination with a large swept volume, ensures outstanding torque during the acceleration, with virtually no sign of smoke. This matched with the engine's high load carrying capability creates a sporty feeling and power, when needed.

Compact and robust

The engine is lightweight and extremely compact for its large swept volume and high output. With the rear-end transmission, driving the high-pressure injection pump and the camshafts, a high degree of integrated systems, a high-efficiency aftercooler, a marinization performed with very few hoses, and a fully symmetric engine, the package simply gets that compact.

The rigid cast-iron cylinder block and head, ladder frame, and exactly controlled (up to three steps) fuel injection gives excellent onboard comfort with low noise and vibration levels.

EVC-EC - Plug and go

EVC, Electronic Vessel Control, is the proven propulsion and boat management system that is used for the D3-D16 range of diesel engines. It offers a higher level of integration in your boat: electronic shift and throttle for smooth and safe control, and a complete range of easy to read data link gauges and display options including the new 7" color display (not type approved).

EVC makes boating easier and safer with twin engine synchronization and new software functions such as Volvo Penta Low Speed (option), which significantly reduces boat speed at idle to simplify maneuvering in tight quarters.

EVC is scalable from one station up to four, from a classic dashboard up to an advanced driver information system. 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. The system is built on the latest automotive technology with waterproof connectors, so it's just plug and go.

A propulsion package fully matched, tested and supported by one company

Volvo Penta's hydraulically shifted reverse gear has been specially developed with a view to increasing the standard of comfort on board.

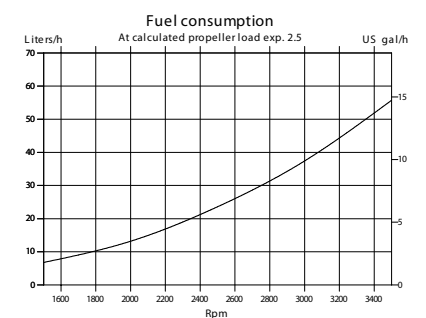
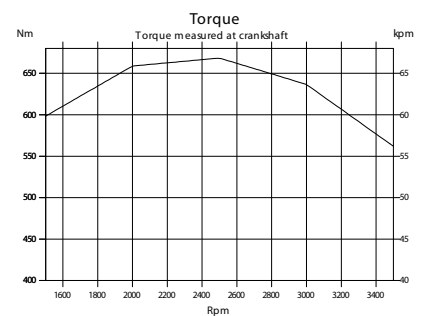
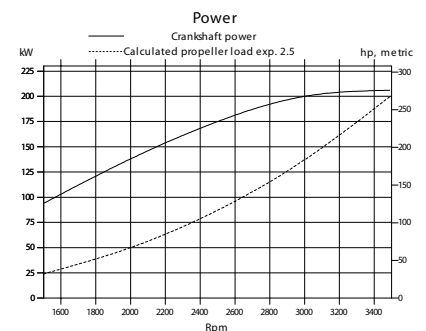
Matched with the characteristics of the D6 engine, the hydraulic shifting mechanism and a gear technology that uses bevel gears throughout the gear train, we have developed a complete package for high torque, operational reliability and reduction of engine noise and vibrations.

The combination of 8° down angle, large drop center and small dimensions provides for optimized installations. V-drives are also available.

In order to get full benefit of the EVC system the reverse gear is equipped with electric shifting valve.

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 IMO NOx limits and the comprehensive emission requirements US EPA Tier 2.



**VOLVO
PENTA**

