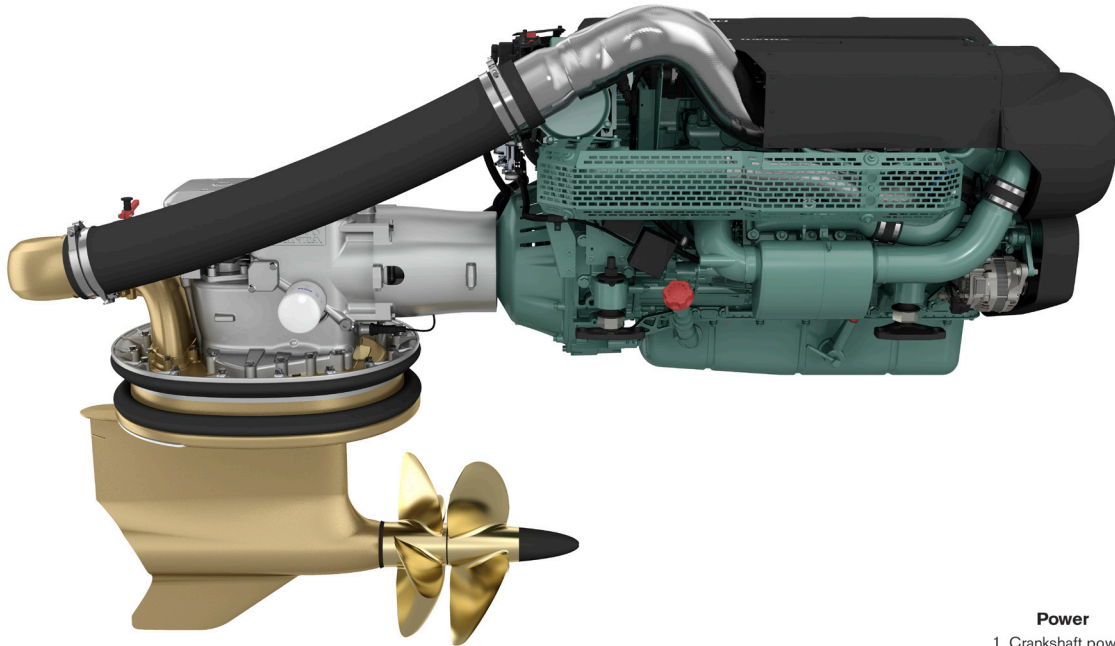


# D8-IPS800

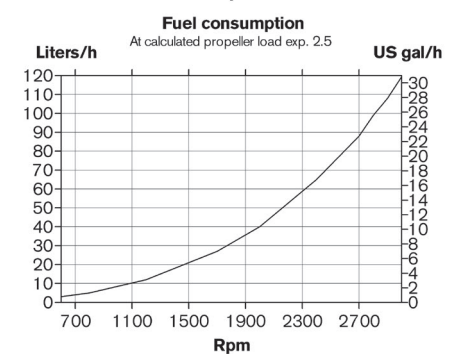
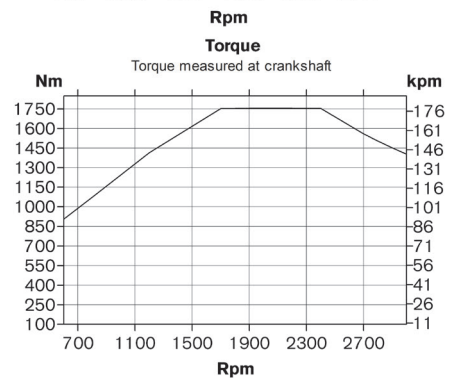
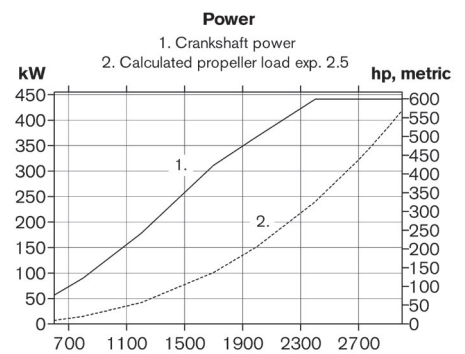
**NEW!**

## Technical data

|   |  |
|---|--|
| System designation                                    | D8-IPS800                                      |
| Engine displacement, l (in <sup>3</sup> )             | 7.7 (469.7)                                    |
| Configuration   | in-line 6                                      |
| Crankshaft power, kW (hp)                             | 441 (600) @ 3000 rpm                           |
| Propshaft power, kW (hp)                              | 419 (570) @ 3000 rpm                           |
| Aspiration  | Twin entry turbo and compressor                |
| Rating  | R5   |
| Package dry weight, incl. propellers, approx. kg (lb) | 1410 (3109)                                    |
| Propeller series                                      | NS4-NS5, N1-N7                                 |
| Voltage   | 24V  |
| Emission compliance                                   | IMO NOx, EU RCD Stage II, US EPA Tier 3        |
| Application   | Twin and triple installations in planing hulls |
| Speed range   | 20 to 40 knots                                 |

Technical data according to ISO 8665. With fuel having an LHV of 42700 kJ/kg and density of 840 g/liter at 15°C (60°F).

Merchant fuel may differ from this specification which will influence engine power output and fuel consumption.

**VOLVO  
PENTA**

# D8-IPS800

## Technical description:

### Engine and block

- Cylinder block made of cast iron
- One-piece cast-iron cylinder head
- Ladder frame fitted to engine block
- Replaceable dry cylinder liners and valve seats/guides
- Drop forged crankshaft with induction hardened bearing surfaces and fillets with seven main bearings
- Four-valve-per-cylinder layout with overhead camshaft.
- Each cylinder features cross-flow inlet and exhaust ducts
- Gallery oil-cooled cast aluminum alloy pistons with three piston rings
- Rear-end transmission

### Engine mounting

- Flexible engine mounting

### Lubrication system

- Seawater-cooled tubular oil cooler
- Single oil filter of cartridge type, easy to replace without spillage

### Fuel system

- Common rail fuel injection system
- Gear-driven fuel pump and injection timing
- Electronically controlled central processing system (EMS – Engine Management System)
- Single fine fuel filter of spin-on type, with water separator and water alarm

### Air inlet and exhaust system

- Mid-positioned twin entry turbocharger with aftercooler
- Belt-driven compressor
- Air filter with replaceable inserts
- Wet exhaust elbow (option)
- Loss of sea water alarm

### Cooling system

- Seawater-cooled tubular heat exchanger
- Coolant system prepared for hot water outlet
- Easily accessible seawater impeller pump in rear end

### Electrical system

- 24V with extra 12V/115A or 24V/110A alternator

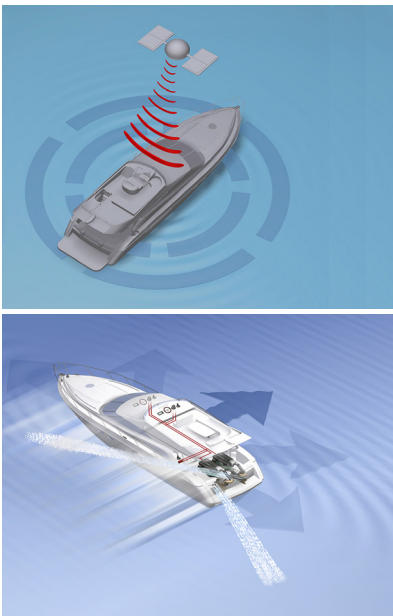


### Electronic Vessel Control (EVC)

- Fully integrates the engines, electronics and the unique set of EVC features, such as Joystick Docking, Dynamic Positioning System, Glass Cockpit and more

### Pod transmission

- Forward-facing, twin counter-rotating propellers
- Electronic steering, enabling features such as joystick maneuvering
- Integrated exhaust system
- Hydraulic gear shift system with low speed mode as standard
- Water in oil sensor
- Oil change from inside the boat
- Nickel Aluminum Bronze and stainless steel in all main under water components
- Complete range of propellers available, covering boat speeds from 20 to 40 knots
- Clear Wake Exhaust System, CWES (optional)
- Several optional jackshaft lengths



Learn more about Volvo Penta IPS and the unique functions the IPS system can be extended with.

## More information

For more information on engine, options, EVC features and more, please contact your Volvo Penta dealer or go to [www.volvopenta.com](http://www.volvopenta.com). Scan the QR code for Volvo Penta dealer locator.



Download the Volvo Penta dealer locator App for your iPhone or Android