

VOLVO PENTA INBOARD DIESEL

D9-575

423 kW (575 hp) crankshaft power acc. to ISO 8665

Excellent Performance and Pleasant Cruising

The D9 in-line 6 diesel is developed from the latest design in modern diesel technology. The engine has a robust block with ladder frame, high pressure unit injector system, 4 valves per cylinder, "twin entry" turbo and aftercooler. Together with a large swept volume and the electronic engine management system, this results in a very smooth running engine with world-class diesel performance, combined with low fuel consumption and emissions.

World-class performance

The high pressure unit injector system, controlled by electronic management, modern engine technology in combination with a large swept volume, and twin entry turbo ensure high power, low fuel consumption, and outstanding torque during 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.

Comfort and high quality

The D9-575 is a further development of the well-proven Volvo Penta D12 in-line six concept with robust block design, rear-end transmission, ladder frame and a one-piece cylinder head with overhead camshaft and 4-valve technology. This contributes to smooth running, high reliability and long-term durability.

The D9-575 is built in the world's most highly automated diesel engine factory line with a robotic machining line with computer controlled audit checks, which ensures the highest quality level.

EVC-D

EVC-D, a new generation of the proven Electronic Vessel Control offers the best driver experience available!

The new ergonomically designed controls engage smoothly and allow for maneuvering with fingertip precision in any situation.



Integrated pushbuttons give easy access to functions such as Low Speed, Cruise Control and Single Lever Control, which allows for safe and easy boating.

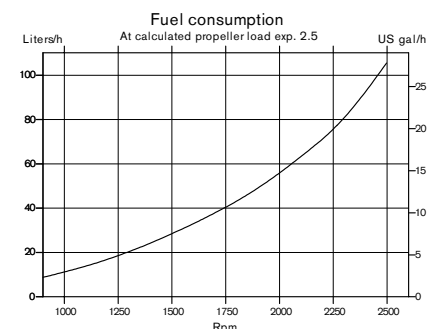
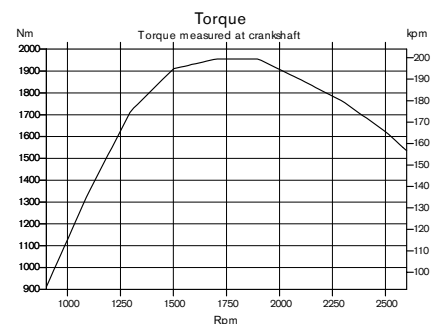
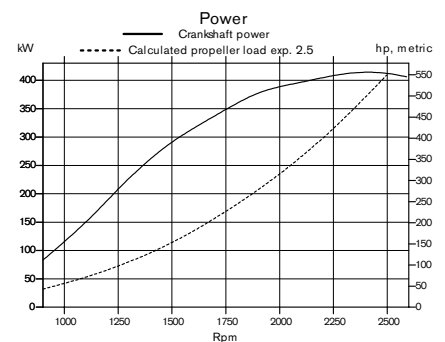
Complete the helm with your choice from the full range of easy to read gauges and displays including the new 7" color display. Add the trip computer function for accurate fuel management and minimized environmental impact. Engine synchronisation is of course standard in twin installations.

Ease of service and maintenance

The EVC system features a self-diagnostic facility, which indicates at the dashboard if a failure should occur. The engine has a compact and clean design, and with all fluid filters symmetrically positioned at the rear end, the engine is easy to service and maintain.

Meeting new emission standards

The high pressure unit injector system in combination with electronics and an advanced combustion system are setting new standards in minimizing noxious emissions and particulates. The engine complies with IMO NOx limits and the comprehensive emission requirements EU RCD and US EPA Tier 2.



**VOLVO
PENTA**

D9-575

Technical description:

Engine and block

- Cylinder block and cylinder head made of cast-iron
- One-piece cast-iron cylinder head
- Ladder frame fitted to engine block
- Replaceable wet 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 (option)

Lubrication system

- Integrated oil cooler in cylinder block
- Symmetrically positioned twin full flow oil filter of spin-on type and by-pass filter

Fuel system

- Electronic Unit Injectors, one per cylinder, vertically positioned at the center in between the four valves
- 6-hole high pressure injector nozzles
- Gear-driven fuel pump, driven by timing gear
- Electronically controlled central processing system (EMS - Engine Management System)
- Electronically controlled injection timing
- Single fine fuel filter of spin-on type, with water separator and water alarm

Air inlet and exhaust system

- Air filter with replaceable inserts
- Wet exhaust elbow (option)
- Mid-positioned twin entry turbocharger with aftercooler

Cooling system

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

Electrical system

- 12V/115A or 24V/80A alternator

Instruments/controls (option)

- Complete instrumentation including key switch and interlocked alarm
- EVC monitoring panels for single or twin installations
- Electronic remote control for throttle and shift
- Plug-in connectors

Reverse gear

- MG5065A-E, MG5075A-E, ZF286IV-E, electronically shifted. Low speed available as option.

Optional equipment

Contact your Volvo Penta representative.

Not all models, standard equipment and accessories are available in all countries. All specifications are subject to change without notice.
The engine illustrated may not be entirely identical to production standard engines.

Technical Data

Engine designation	D9-575
No. of cylinders and configuration.....	in-line 6
Method of operation	4-stroke, direct-injected, turbocharged diesel engine with aftercooler
Bore/stroke, mm (in.)	120/138 (4.72/5.43)
Displacement, l (in ³).....	9.4 (571)
Compression ratio.....	17.4:1
Dry weight bobtail, kg (lb)	1075 (2370)
Crankshaft power, kW (hp) @ 2500rpm	423 (575)
Max. torque, Nm (lb.ft) @ 1700 rpm.....	1955 (1442)
Recommended fuel to conform to.....	ASTM-D975 1-D & 2-D, EN 590 or JIS KK 2204
Specific fuel consumption, g/kWh (lb/hph) @ 2500 rpm	212 (0.344)

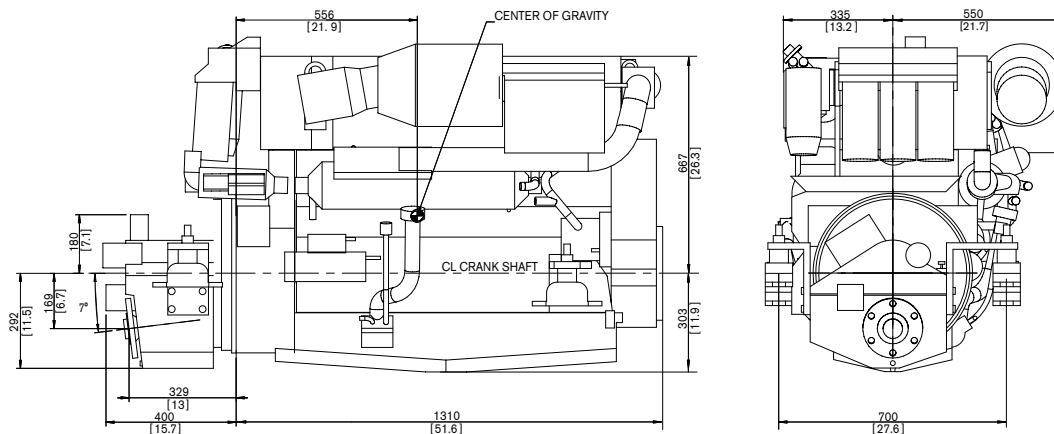
Technical data according to ISO 3046 Fuel Stop Power and ISO 8665. With fuel having an LHV of 42700 kJ/kg and density of 840 g/liter at 15°C (60°F). Merchant fuel may differ from this specification which will influence engine power output and fuel consumption.

Rating: 5

The engine complies with IMO NOx and the comprehensive emission requirements US EPA Tier 2 and EU RCD.

Dimensions D9-575 with MG5065A-E

Not for installation



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