

D8 FOR IPS

D8IPS

END-USER BENEFITS

- **Joy of driving**
 - Excellent maneuverability in all speeds
 - Joystick driving and docking, DPS-system etc
 - Powerful acceleration
- **World class on-board comfort**
 - Low noise & vibrations
 - Virtually no exhaust smell
 - More accommodation
- **Optimal propulsion efficiency**
 - Environmental concern
 - Extended cruising range, low fuel consumption
 - Higher top speed
- **Improved safety & redundancy**
 - Robust package design
including single engine maneuverability
 - Minimized risk for leakage in case of accident
- **Hassle free ownership**
 - World wide aftermarket support



D8 ENGINE WITH A NEW IPS DRIVE



D8 IPS800 – 600hp @ 3000 rpm

D8 IPS700 – 550hp @ 2900 rpm

Common rail, turbo charger and supercharger

Twin & Triple installation

20-40 knots

EPA Tier 3 & RCD Stage II

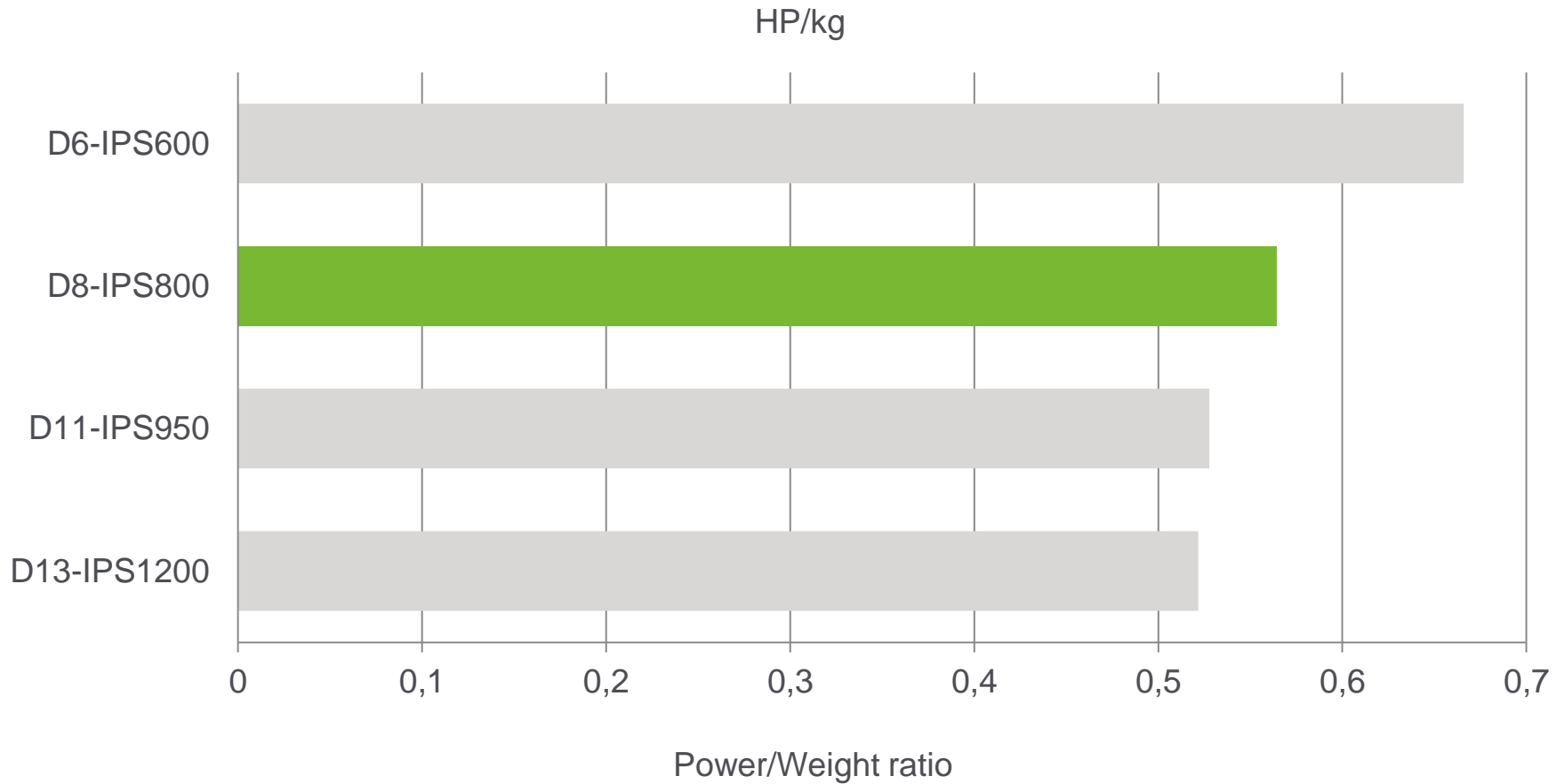
	WEIGHT KG	WEIGHT LBS
IPS engine dry	880	1940
IPS engine wet	933	2057
IPS 15 drive dry	427	941
IPS 15 drive wet	447	985

Tier 3 – IPS Range



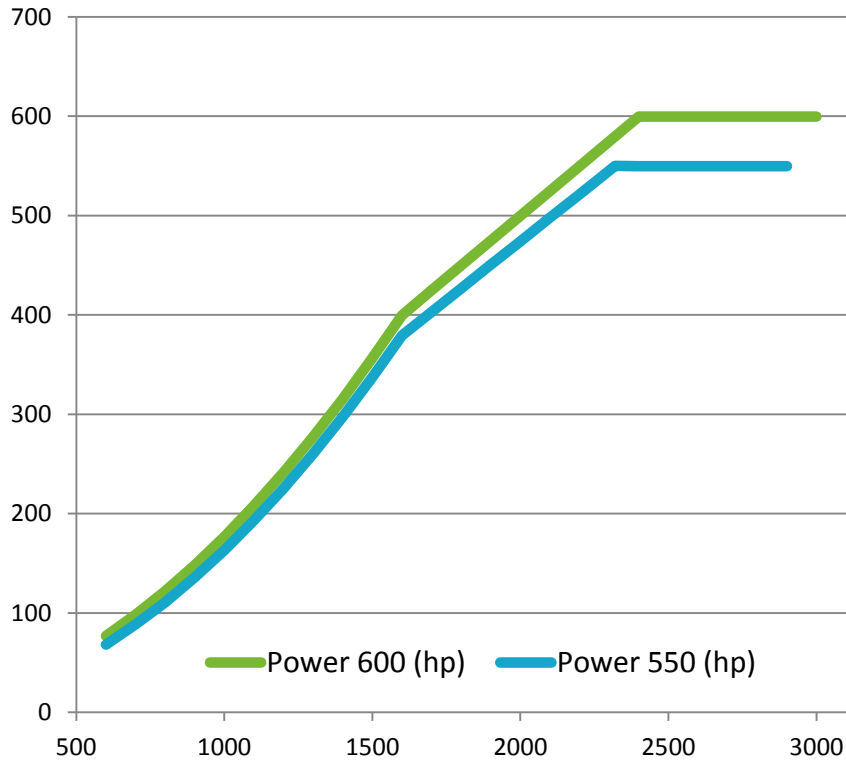
High power to weight ratio

IPS installation (dry, incl prop)

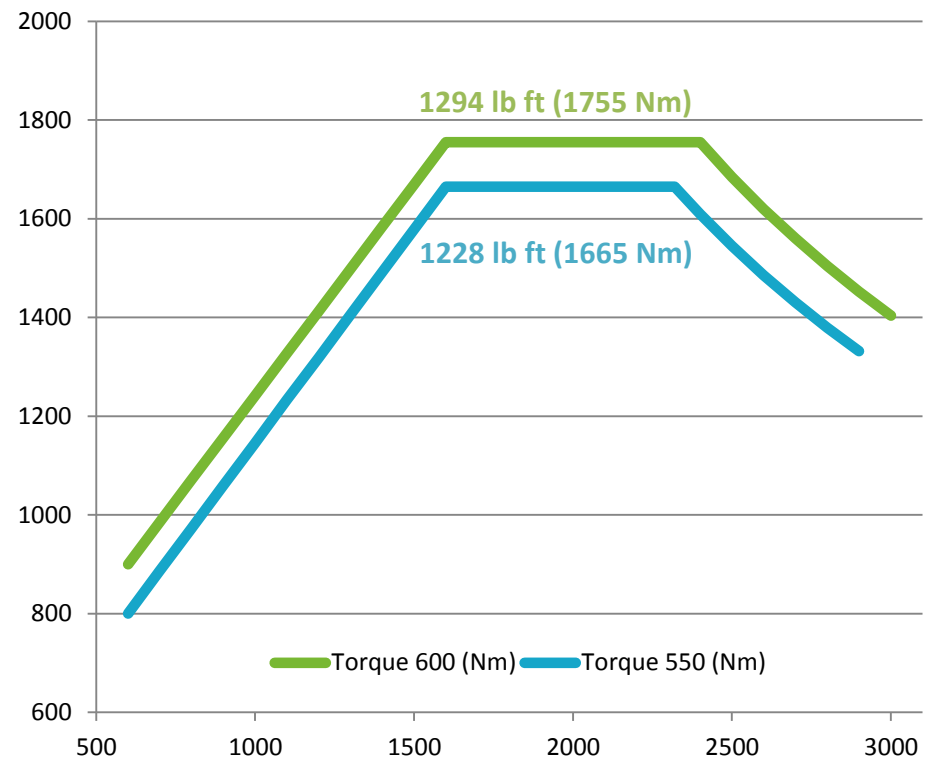


D8 IPS power & torque

Power IPS

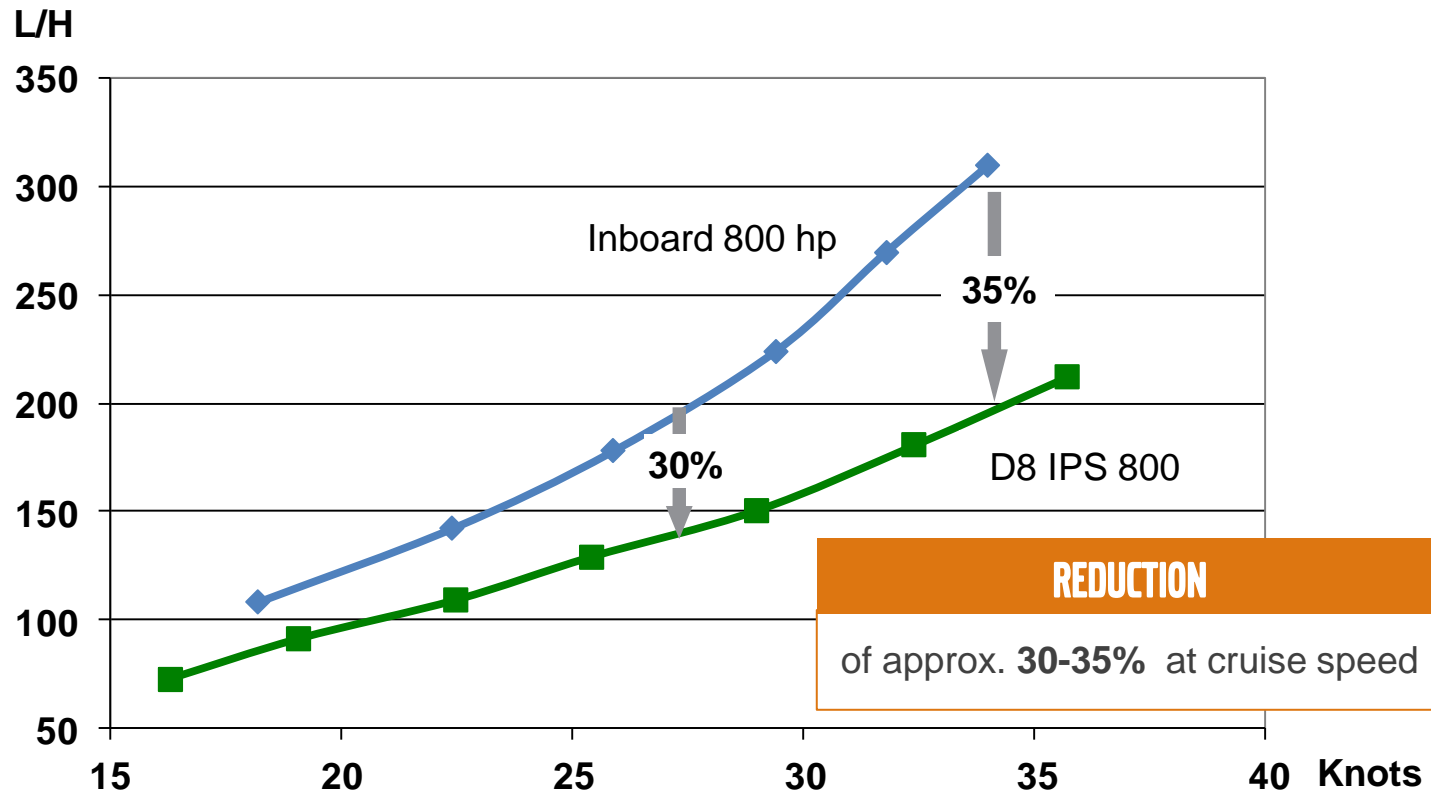


Torque IPS

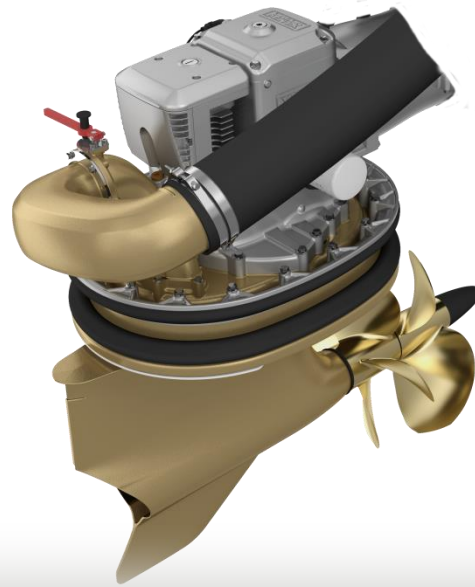


- Exceptionally low end torque – good manoeuvrability at low speed
- 25% torque rise – gives exceptionally good acceleration
- Wide range of max torque – less sensitive to boat load

Propulsion efficiency – IPS



WORLD CLASS IN FUEL EFFICIENCY AND CRUISE RANGE

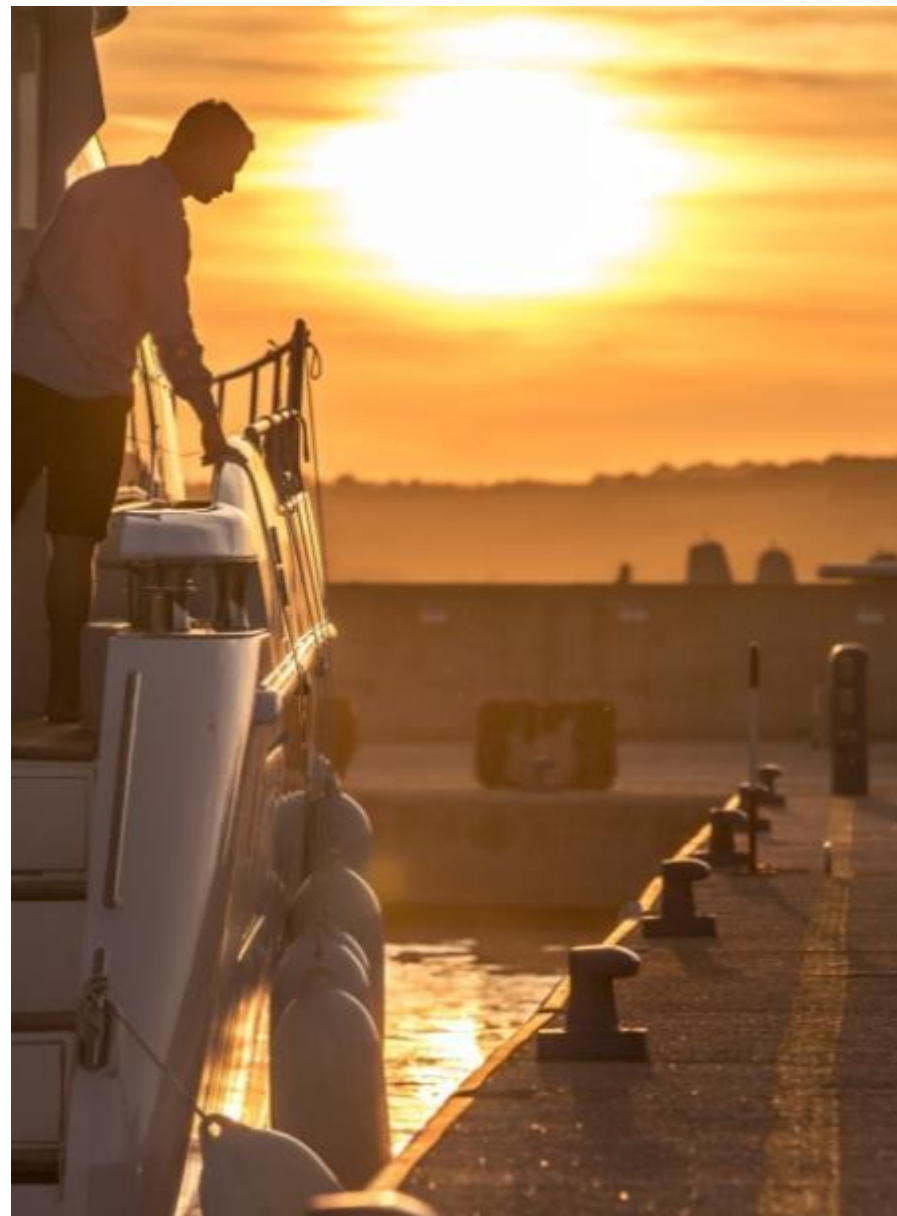


IPS15 – NEW IPS DRIVE

IPS 15

■ END-USER BENEFITS

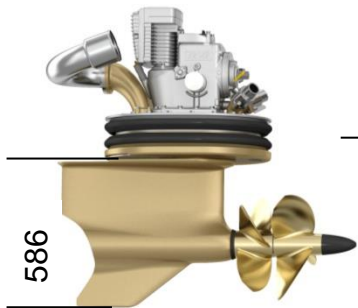
- IPS enables world class maneuverability – when you need it the most
 - With IPS15 it's further improved with an increased steering angle below 1000 rpm
- Low speed mode as standard



NEW IPS DRIVE

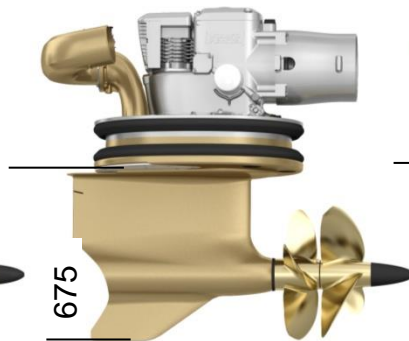
in the PRODUCT FAMILY

IPS 10



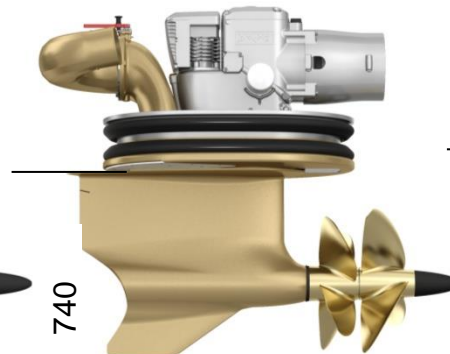
435hp / 3600 rpm

IPS 15



600hp / 3000 rpm

IPS 20



725hp / 2500 rpm

IPS 30



900hp / 2300 rpm

Technical highlights of IPS 15

ROBUST DESIGN

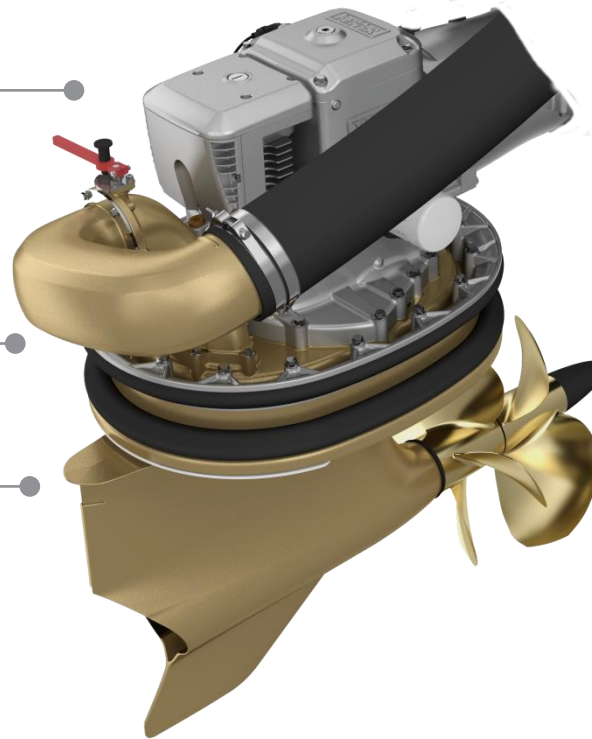
Upper gear and SUS are common with IPS2 and IPS3. Intermediate and lower gear housing with same design concept as IPS3

OPTIMIZED BACKPRESSURE

With 6" exhaust system

REDUCED WEIGHT & HYDRODYNAMIC RESISTANCE

With new intermediate housing and lower gear



IMPROVED MANOEUVRABILITY

With increased steering angle at low speed

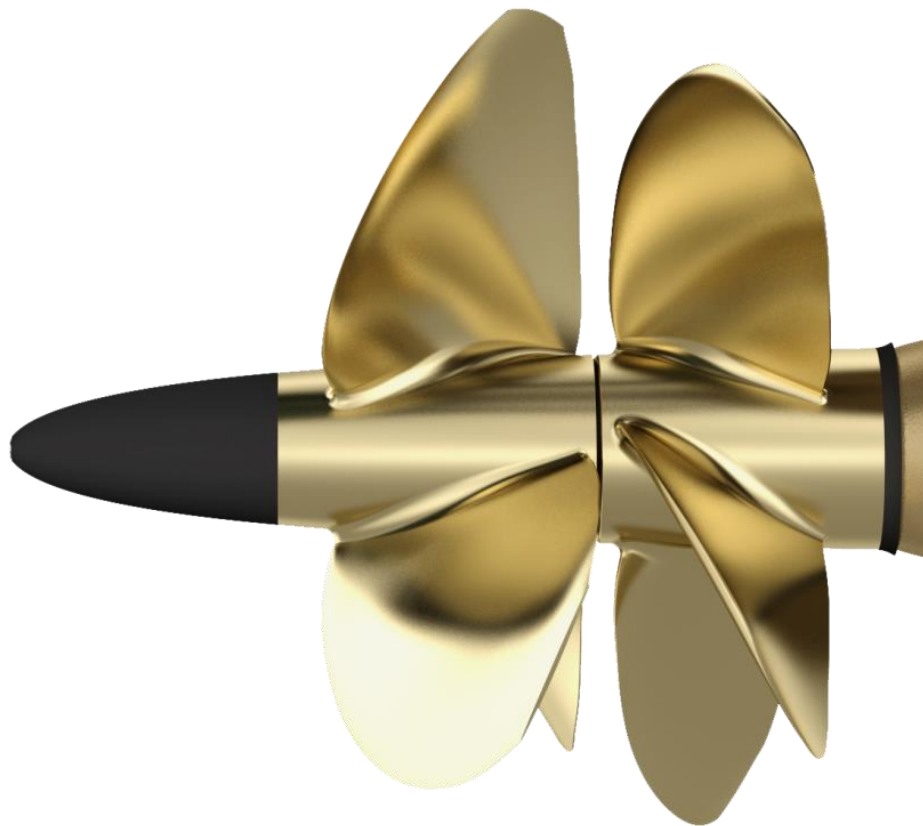
ONE DRIVE

Same drive for all ratings

NEW PROPELLER SERIES N

Optimized for D8 IPS15

N-propeller series



1 | Speed range 20-40 knots

2 | Optimized for a speed
30-33 knots

3 | Line cutters as standard

SUMMARY



High performance when needed

Silent – Low noise level for excellent comfort

World class maneuverability and drivability

Low emissions with good fuel economy

Great power to weight ratio