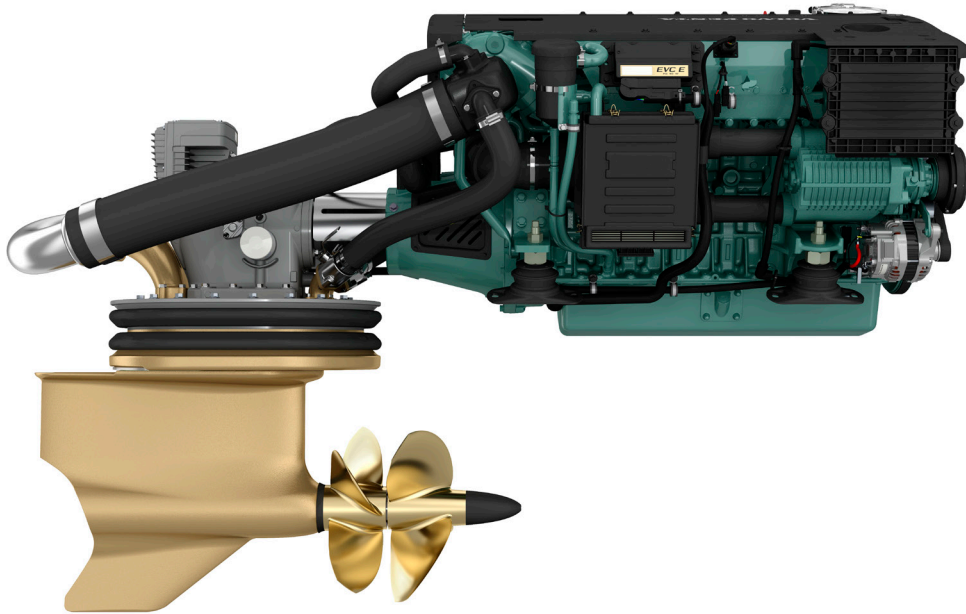


IPS 350/400/450/500/600



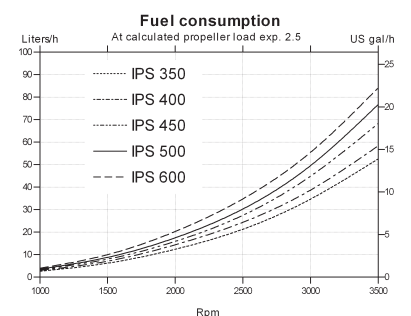
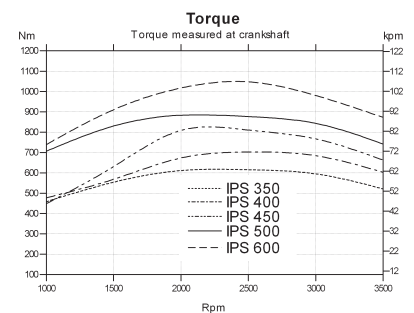
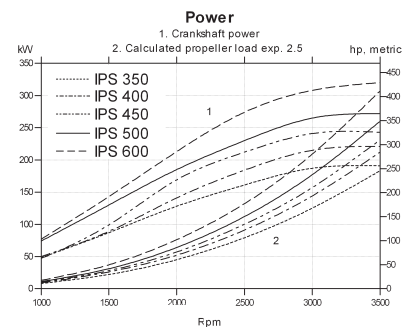
General Data

System designation	IPS350	IPS400	IPS450	IPS500	IPS600
Engine displacement, l (in ³)	3.7 (224)	3.7 (224)	5.5 (336)	5.5 (336)	5.5 (336)
Configuration	in-line 4	in-line 4	in-line 6	in-line 6	in-line 6
Crankshaft power, kW (hp) @ 3500 rpm	191 (260)	221 (300)	243 (330)	272 (370)	320 (435)
Propshaft power, kW (hp) @ 3500 rpm	182 (248)	212 (289)	230 (314)	259 (352)	307 (418)
Aspiration	Turbo, aftercooler, compressor	Turbo, aftercooler, compressor	Turbo, aftercooler, compressor	Turbo, aftercooler, compressor	Turbo, aftercooler, compressor
Rating	R5**	R5**	R4*	R5**	R5**
Package weight, kg (lb)	780 (1720)	780 (1720)	863 (1903)	887 (1955)	901 (1986)
Propeller series	T2-T10, TS3-TS6	T2-T10, TS3-TS6	T2-T10, TS3-TS6	T2-T10, TS3-TS6	T2-T10, TS3-TS6
Voltage	12 V	12 V	12V or 24V	12V or 24V	12V or 24V
Emission compliance	IMO NOx, EU RCD Stage II, US EPA Tier 3				
Application	Twin/multiple engine installation in planing hulls				
Speed range	17 to 45 knots				
Driveshaft	Compact (standard), jackshaft as option				

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.

*RATING 4. For light planing craft in commercial operation

**RATING 5. For pleasure craft applications, and can be used for high speed planing crafts in commercial applications



**VOLVO
PENTA**

IPS 350/400/450/500/600

Engine technical description:

Engine block and head

- Cylinder block and cylinder head made of cast-iron
- Ladder frame fitted to engine block
- 4-valve technology with hydraulic lash adjusters
- Double overhead camshafts
- Integrated cylinder liners
- Seven-bearing crankshaft (five-bearing on the 350 and 400)

Engine mounting

- Flexible engine mounting

Lubrication system

- Easily replaceable separate full-flow and by-pass oil filter
- Seawater-cooled tubular oil cooler

Fuel system

- Common rail fuel injection system
- Control unit for processing the injection
- Fine filter with water separator

Air inlet and exhaust system

- Belt-driven compressor with silencer (no compressor on the 450)
- Air filter with replaceable insert
- Crankcase gases vented into the air inlet
- Exhaust elbow or exhaust riser
- Turbocharger, freshwater-cooled
- Loss of sea water alarm

Cooling system

- Thermostatically regulated freshwater cooling
- Tubular heat exchanger with separate large volume expansion tank
- Connections for hot water outlet
- Seawater strainer and easily accessible impeller pump

Electrical system

- 115A marine alternator with Zener-diodes to protect the system from peak voltage, and integrated charging regulator with battery sensor cable for maximum use of alternator
- Engine reset fuses
- Auxiliary stop button

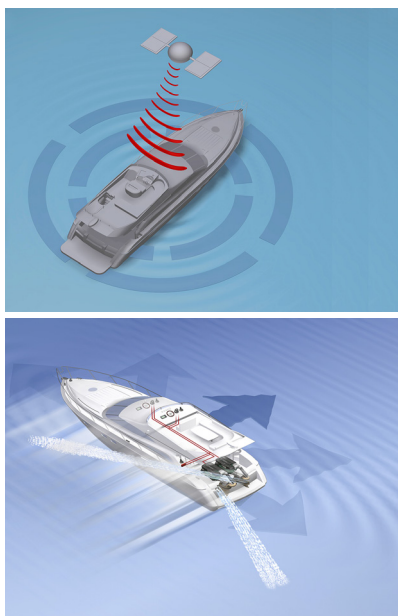


Electronic Vessel Control (EVC)

- 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 seawater and exhaust system
- Hydraulic gear shift system with low speed mode as standard
- Nickel Aluminum Bronze and stainless steel in all main under water components
- Complete range of propellers available, covering boat speeds from 17 to 45 knots
- Several optional jackshaft lengths



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

More information

Contact your local Volvo Penta dealer for more information regarding Volvo Penta engines and optional equipment/accessories or visit www.volvopenta.com



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

VOLVO PENTA

AB Volvo Penta

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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.