

**EASIER DOCKING. LOWER EMISSIONS.  
HIGHER COMFORT.**

EVC ACCESSORIES THAT IMPROVE YOUR BOATING



**VOLVO  
PENTA**

## YOUR PASSPORT TO SMARTER BOATING

A Volvo Penta engine with EVC – Electronic Vessel Control – gives you the opportunity to upgrade with software for safer, greener and more enjoyable boating.

This brochure explains the options you have, the benefits you get and how the system works. For more information, sales and installation, contact your boat dealer or Volvo Penta service dealer.

Enjoy your boating!

## TRIP COMPUTER THE INFORMATION YOU NEED – WHERE YOU WANT IT

The trip computer helps you plan your driving. “Instant fuel economy” lets you see the most economical speed and trim attitude to reduce fuel consumption and CO<sub>2</sub> emissions. “Estimated remaining distance” tells you when you need to fill up – before it is too late. All data are available in one instrument for easy and safe access.

### Available data:

- Instant fuel economy (volume/distance)
- Average fuel economy
- Instant fuel rate (volume/distance)
- Average fuel rate
- Estimated remaining distance
- Trip distance
- Trip time
- Trip fuel

### EVC main panel

With the turning knob it is easy to navigate the info display, make personal settings and adjust functions.



Tachometer with info display



EVC main panel



EVC display

Information available in trip computer depends on engine model and sensors.

# POWERTRIM ASSISTANT OPTIMIZE PERFORMANCE, SAVE FUEL AND REDUCE EMISSIONS

The Powertrim assistant takes full advantage of your Volvo Penta Aquamatic. The drive automatically trims your boat to the perfect running attitude. You can focus fully on driving, which gives you maximum safety.

## You will get:

- Fast and safe onto the plane
- Low fuel consumption that results in low emissions at cruising speed
- Excellent performance and high top speed
- A smooth ride for high onboard comfort

## HOW IT WORKS

The Powertrim assistant trims your drive angle automatically depending on engine rpm. The drive is trimmed in during acceleration to get the boat quickly onto the plane. It is then gradually trimmed out at higher engine rpm to give a perfect running attitude.

The system is delivered with standard settings that are easy to adjust for personal preference. Manual override is allowed at any time.





## LOW-SPEED MODE EASY MANEUVERING AND SAFE DOCKING

Drive as slow as you want – forward and reverse. Low-speed mode gives you seamless control over boat speed, from standstill to full speed.

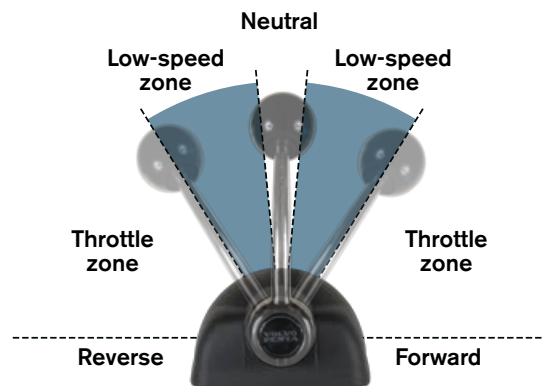
### Low-speed enables:

- Easy maneuvering in canals, locks and other tight quarters
- Safe and easy docking
- Perfect control when fishing
- Integrated in standard controls

### HOW IT WORKS

Low-speed mode works through a slip coupling in the reverse gear. When engaging gear with the control lever, propulsion is reduced 50–75%. When the lever

is moved forward, propulsion power is gradually increased for higher boat speed. Once the gear is fully engaged, the lever controls engine rpm in a normal way. This means the driver gets seamless operation with the standard lever.







## TROLLING MODE FISHING LIKE THE PROS

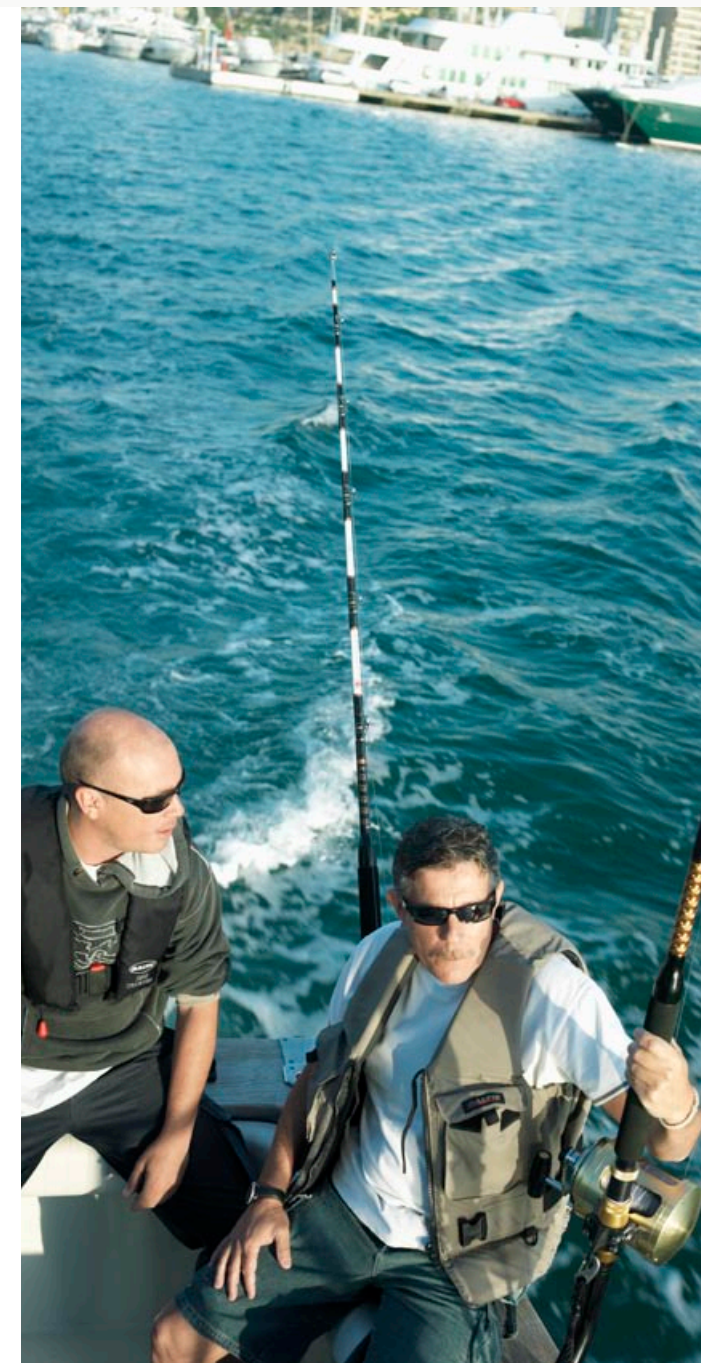
The trolling mode works just like on commercial fishing boats. It lets you control boat speed and engine rpm with two separate levers. This makes it possible to drive very slowly, while maintaining sufficient engine rpm to power auxiliary equipment or to cope with high waves.

### Fishing in trolling mode:

- Improved low-speed control – perfect for trolling
- Safe and easy docking
- Separate control of boat speed and engine rpm

### HOW IT WORKS

Trolling mode uses a slip coupling in the reverse gear, which is controlled via a separate lever. Regardless of engine speed, the driver can control boat speed by controlling the slip in the gearbox.





# JOYSTICK MAGICAL DOCKING

The joystick option makes the impossible possible. It takes the fear factor out of docking and you don't have to be a professional to look like one! Simply move the joystick in the direction you want the boat to move: forward, reverse, sideways, spin around. All without the help of bow and stern thrusters! Up to four joystick stations can be installed.



## Docking station

Now you can also have the joystick "standalone", without controls and steering wheel. This means a joystick can be placed where you have the best view. It adds security and makes short-handed boating much easier.

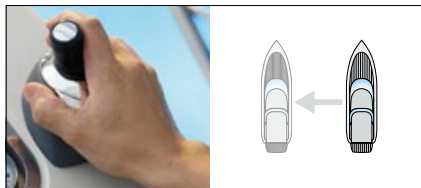
## Docking with the joystick:

- Easy and logical one-hand maneuvering
- Move in any direction
- Massive maneuvering power
- No bow or stern thrusters needed
- No time limit
- Up to four joystick stations can be installed
- Option for all Volvo Penta IPS-powered boats, also as retrofit

## HOW IT WORKS

The secret behind the amazing moves is the Volvo Penta IPS system with its individually steerable drive units.

Sophisticated software in the EVC-system transforms the driver's joystick movements into steering angles, gear shifts and throttle positions.



Push the joystick to port or starboard and your boat goes sideways. Even "impossible" berths are now accessible.



Twist the top to rotate. Combine it with any other move to compensate for wind or current.



You can do all your slow-speed driving with the joystick. Much easier than the traditional way!

## SPORTFISH MODE FOLLOW THE FISH

Sportfish mode is dedicated to big game fishing. It lets the driver maneuver rapidly and turn the stern in the direction of the fish.

### Sportfish mode:

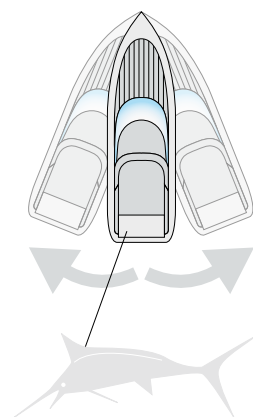
- Unparalleled turning capacity
- Traditional twin lever maneuvering

### HOW IT WORKS

In "sportfish mode" the pods face "toe out". With one engine forward and the other in reverse, the boat turns much more rapidly than with conventional inboard shafts.

### Single lever

As an additional benefit, twin engines can be controlled with one lever for added security and comfort.



## ACTIVE CORROSION PROTECTION TRIPLE DEFENCE

Intelligent and adaptive corrosion protection system totally integrated in the EVC system.



### Corrosion protection:

- Efficient corrosion protection from triple protection
- No periodic anode maintenance
- Status can be monitored in the EVC display

### HOW IT WORKS

Active Corrosion Protection works by precision controlling a DC current through platinum-coated titanium anodes below the waterline. This current eliminates galvanic corrosion. In case of low battery, secondary protection is intelligent current control of a sacrificial anode. The third level of protection comes from a conventional anode.

## AUTOPILOT INTERFACE EASY AND RELIABLE

The autopilot interface lets you install a totally integrated autopilot. Since the autopilot is exclusively designed for Volvo Penta IPS with its electrical throttle and steering, function and reliability are far better than with traditional autopilots.

### An integrated autopilot

- Very accurate and reliable
- Easy to operate
- Simple installation – no service requirements

### HOW IT WORKS

The autopilot interface lets you install an autopilot from one of the certified manufacturers. This autopilot integrates with the EVC system, control throttle and steering completely electronically.





## THE VOLVO PENTA GREEN COMMITMENT

Reducing environmental impact is a global challenge. As industry leaders in leisure boat power, our commitment includes:

- State-of-the-art engines that deliver more performance and less environmental impact.
- Revolutionary propulsion systems that offer a better boating experience and a dramatic cut in CO<sub>2</sub> emissions.
- Smart accessories that enable eco-driving.
- Manufacturing in environmentally certified world-class production facilities.

The Volvo Penta green commitment is a benefit to you and to the environment.



VOLVO  
OCEAN  
RACE  
2008-2009

## FUNCTION COMBINATION CHART

Function	Engine	Transmission	EVC Generation	Hardware Kit	Software needed
Low-speed	D12	ZF325A, Z325IV, ZF311A	C, C2	•	•
	D9	ZF286A, ZF286IV, ZF280A, ZF280IV	C, C2	•	•
	D6	HS80A, HS85A, HS80IV, HS85IV	C, C2	•	•
	D4	HS63 AE, HS63 IV			
Trolling mode	D12	ZF325A, ZF325IV, ZF311A	C, C2	•	•
	D9	ZF286A, ZF286IV, ZF280A, ZF280IV	C, C2	•	•
Powertrim assistant	D6	DPH, DPR,	C, C2		•
	D4	DPH	C, C2		•
	D3	SX, DPS, XDP	C, C2		•
	Gasoline engines with EVC	SX, DPS, XDP	C, C2		•
Trip computer	D12, D11, D9, D6, D4, D3		C, C2		•
	Gasoline engines with EVC		C, C2		•
NMEA 2000 Interface	All EVC engines		B2, C, C2	Connection box	
Volvo Penta IPS Joystick	IPS350/400/450/500/600/500G/550G		B2, C, C2	•	•
Autopilot interface	IPS350/400/450/500/600/500G/550G		B2, C, C2	Connection box	
Sportfish mode	IPS350/400/450/500/600/500G/550G		C2		

### How to identify the generation of your current control unit:

EVC generation	EVC control unit design
B2	EVC box in composite
C, C2	EVC box in composite, marked with a "C" or "C2"

These functions can be installed at the boat builder or as a retrofit at a Volvo Penta Dealer who has a VODIA TOOL and Partner Network system. Please contact your local Volvo Penta Dealer.

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[www.volvopenta.com](http://www.volvopenta.com)