

# Volvo Penta and Bukh join forces

The Swedish and the Danish manufacturer have entered into a partnership by which Volvo Penta will supply Bukh with diesel engines of up to 161 capacity for new propulsion solutions for lifeboats

The agreement between the two companies enables Bukh to extend its SOLAS engine range, and allows Volvo Penta to extend the use of its products in new applications. Lifeboat manufacturers will benefit by the increase in available power options and leveraging of comprehensive technology offered by the two companies.

Volvo Penta will supply D3, D4, D6, D8, D13 and D16 (diesel) engines to Bukh, in the power range of 110 to 800 hp, which the Danish company will tailor to adhere to SOLAS regulations and the LSA Code. The extensive range of capabilities means that Bukh will have a wider scope of engines to offer customers to be suitable for small, medium and large lifeboats.

Volvo Penta presents its new 81 diesel engine for commercial applications, for the first time to a public audience at SMM. The new D8 broadens the range of engines available for the marine commercial market, providing incredible performance and reliability in a compact design. The division is also showcasing several of its latest engines including a 131 genset, 161 inboard, 61 with Duoprop, as well as the Volvo Penta Inboard Performance System (IPS) pod. The 81 engine is based on the latest is designed for applications that require low weight with high power in order to achieve peak performance the company stated. The D8 is an in-line six-cylinder engine with a



Soren Christiansen (right), CEO of Bukh, and Björn Säljö, VP Product Management at Volvo Penta

Photo: Thomas Wägener

cylinder capacity of 7.7l, twin-entry turbo and sea-water cooled heat exchanger. It has a common rail system working up to 2,000 bars and has a high power to weight ratio, offering excellent torque and fuel efficiency, and low noise and emissions. Volvo Penta has developed three power outputs for the D8 inboard range – of 450, 510 and

550 hp. They are designed to conform to the US EPA Tier 3 emissions standards, as well as IMO II and EU IWW. EPA certificates are expected in January 2017.

Further advancements in marine technology are shown in hall A3, booth 415, including the 131 genset, a 161 inboard engine and a 61 400 hp aquamatic sterndrive. ■

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Hall B3.EG, Booth 101





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