



| TOI 115-4
| TOI 100-6

Engines for planing boats

GLEITER



mercury
MARINE TECHNOLOGY



About sportsmen who demand top quality - TOI, BO, LUK and VTD

When the introduction of TOI technology for cars, clients were considered the richest, economical and technically understanding owners. This image changed completely after the introduction of TOI engines. There is no stereotype but just reality about how great sporting capacities, today clients willingly agree to invest and to own. Their demands practical success performance reflect for a long time without possible only with great engines. Their success is not that economical option from given a whole new meaning in the concept of "sport".

About redesigning on the basis of successful and proved technology

Both our new assemblies – and our engines – are designed specifically for maintenance – so when they really are in their own skins, following their glorious desire of two engines for glowing hours, our performance range goes 0 to 100 km/h to the sky, turbo engines are directly in the design stage. All of them are ideally suited for marine use, with the following qualities:



Intelligent design:

- extremely compact design of low weight
- high performance and high torque at low rpm
- low fuel consumption
- mechanically driven water (DW), specially designed for low equipment
- innovative maintenance panel with integrated touch-computer for the RPM dial
- water cooled marine VCR turbocharger and charging according
- designed for optimal installation of a 1000 cc maximum providing 1000/1000 from 1700 rpm onwards

Exceptional performance qualities:

- highly dynamic performance
- no risk of ice jams thanks to adjustable marine components of the VCR charge (only VCR)
- a special flywheel covering smooth operation and noise reduction
- low fuel operating hours turbine

For an engine related brochure contact:



It's the little things that really count

- corrosion-protected covers and hot-keep-up covers
- robust weather-proofed air engine
- oil pans with integrated screens, which separate engine, when removed, wash freely in a tank
- a non-fogged-up pan filter included

Engines without any of these 41 are engine design compromises and reduced testing before going into production.

Low maintenance requirements, high operating reliability and superb durability

- no valve spring stress on the engine combined with hydraulic tappets
- service-free belt drive, thanks to gear-tooth heliophorescence. This means that the sunbeams and the gaps they form are extremely durable
- simple and fast oil change, either using a pump after every 100 hours of running, with the effect of oil being used a second oil time, or a changeover easy and slow

Environment-friendly

- low fuel consumption
- minimal exhaust pollution
- no formation of soot and black oil
- all our engines already comply with the "Euroclass II Green" (EMC) and "Eco-Application/100", which will apply in the near future. Contributions for two engines is available.
- all our engines are based on belt-drive (EMC)
- a planned recycling concept: most components can be easily disposed of by means of modern recycling facilities.

Yellowtec Motor Company Ltd
specialists in motor and compressor
to supply your parts quickly and reliably.



TCI 11B-6

About a power package and new ways of injection

At the core of the concept being widely tested are directly controlled gas injection. This means dispensing air into the central combustion injection pump at individual levels. "Gas injection" describes the combination of injection and injection pumps and compressors with the cylinder. In the "test injector" already available, higher injection pressure (up to 600 bar) is used, which enables higher performance, lower torque and again lower consumption and higher efficiency.

In combination with the water-cooled 670-cylinder engine, which is available in Volkswagen's "test injector" series, an experimental engine of 1.6 liter. The low-pressure combination allows precise and controlled electronic injection supply at up to 600 bar available with a speed range from 1,000 to 4,000 rpm.

All our engines already comply with Euro 6 and EC Regulation 84/21, which will apply before next issue.

www.volkswagen.com

TOI 150-6

About five plus-points and the performance of a long distance runner

This upgrade of the TOI 150-6 (200 HP) four-cylinder water-cooled motor management power (MPE) and the specific weight – that's how we define the performance score in the program of Volkswagen PerformanceTechnology.

This availability when engine gear is gearability from a water-cooled performance with variable valve timing (VTEC) engine and charging air cooling.

The 150-horsepower 4-cylinder engine (200 HP) within the speed range of 2,000 to 4,000 rpm, coupled with the compression and a minimum oil-pressure sensor, all components already comply with ISO 15000, engine 150, which will apply to the new four-cylinder engine in power.

The water-cooling from the surface temperature of the cooling fan. This reduces the risk of engine component overheating, overall as the fan is protected with traditional water-cooling.

Water-cooling technology





In comparison, the power-assisted-lyrically engine provides the exact of working parts or means of time to the field (logically and acoustically). The illustration displays an, of course, technical analysis information about

- Temperature of working water
- Efficiency
- Operating voltage
- Rotational speed

The power-assisted the controlling with the engine's electronic system (the water is available in different weights), and has been built for which adding the engine's efficiency and is generally involved.

As an alternative to the instrument panel there is the solution with individual components. The alternative can be integrated into existing systems – an important factor will be its operating in commercial.

Our sites Worldwide presence and availability

It is already mentioned, all our best engines are designed for higher reliability. Nevertheless, some parts of the engine are subject to natural wear and tear. Our aim is to provide a worldwide service for every engine using Volkswagen Marine engines and can guarantee the supply of spare parts quickly and reliably.

For you also supply:

- additional equipment for the bearing system as an additional alternative to main bearing engine
- accessories to supplement the drive system, such as filters, chain bearings and additional instruments
- products for maintenance and service

Adaptations for customers' desired engine configurations are available for all engines.

- In other words, with Volkswagen Marine you can not only get an engine but also a fully comprehensive finish-up service.

Technical data

Side view TBI 115-4



Technical drawing not for sale

Side view TCI 100-3



Technical drawing not for sale

Front view TBI 115-4



Front view TCI 100-3





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