



This all new power plant will enter the marine market without any immediate competitor, given its truly athletic construction and a dry weight (excl. transmission) of only 325 kgs. Compared with other marine diesel engines of similar output, the weight advantage will be far over 100 kgs per engine, while the running characteristics of TDI 265-6 will further contribute to put it into a class of its own:

The V-6 base engine with a capacity of 3 litres is one of latest designs in the engine portfolio of Volkswagen group, and otherwise found in luxury cars like Audi A 6, Audi A8, Q7 or the highly successful Volkswagen SUV "Touareg" and "Phaeton". This origin explains the extreme refinement of the engine at any power setting, made possible by its piezo controlled 3rd generation common rail injection system. The TDI 265-6 will deliver its 265 hp at 4.200 rpm, and produce 550 newtonmetres of torque at only 2.000 rpm, ideal to accelerate even heavier powerboats onto the plane.

An additional advantage of the new engine will be its extremely compact dimensions, especially its length of only 812 millimetres sets it apart from other marine diesels which are, in this performance class, mainly inline engines. Boat builders installing Volkswagen Marine TDI 265-6 will gain a big opportunity to use more space for storage or accommodation. The engine will initially be offered in sterndrive configurations with Mercruiser Bravo 1 and Mercruiser Bravo III.

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