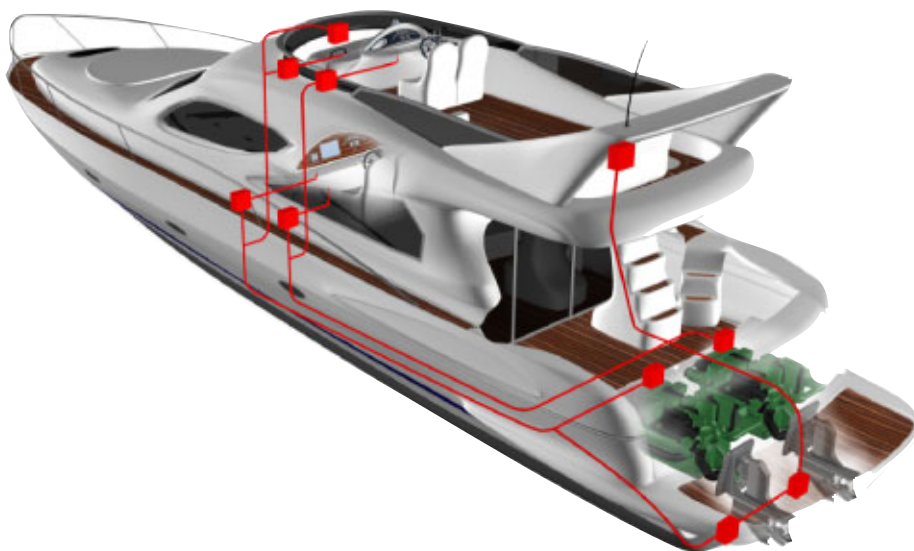


# VOLVO PENTA Electronic Vessel Control

# EVC/EC (Electrical Shift & Throttle)

## Plug and Go

Volvo Penta's EVC/EC system will bring new technology to your boat. Boats can now be built the same way a modern car or truck is built. With this new distributed control system instrumentation, engine control and accessories are integrated into one CAN Bus based system. All commands and instrumentation data are distributed on one backbone cable (CAN Bus). This means that all data is available to any Electronic Control Unit (ECU) connected to the cable.



### Distributed electronic control system

In a basic EVC/EC system there are two ECU's: one PCU (Power train Control Unit) in the engine room to interface the engine and transmission, and one HCU (Helm Control Unit) at the helm to interface gauges, key, controls etc. Adding another helm, e.g. on the flybridge, is very easy since all information is already available on the CAN Bus; just put a Y-connector into the CAN Bus and add one more HCU.

### New generation of engines

EVC/EC is designed to work perfectly together with the new generation of Volvo Penta engines where electrical shift and throttle is required. EVC will ensure standardized installations and diagnostics regardless of engine.

### Improved quality and reliability

With EVC we reduce the number of connectors, and at the same time we introduce a new type of connectors which are completely waterproof, even submersible, to improve quality and increase reliability.

### Scalable to fit any installation

The whole philosophy behind distributed electronic systems is that each function or group of functions will carry its own cost, but by using/sharing information on

the CAN Bus this is much more cost-effective than a stand-alone function. This makes the EVC system both scalable and up-gradable.

### A completely new instrumentation

EVC works with the new generation of gauges – serial gauges – which eliminates the old instrumentation cable harness.

The gauges are equipped with one female and one male connector; just connect one gauge to the next in a chain ("daisy chain"), and you are done. Volvo Penta now offers gauges with black or white face, flush mount, black or chrome bezel mounting options, and US or metric reading to enable a perfect fit for every boat.

As an option you can use the large LCD screen (110x110 mm), which shows all data needed to monitor the engine including error messages in full text. If your dashboard space is extremely limited, you can accommodate data from two engines in one LCD display.

### A complete package fully matched, tested and supported by one company

One of the most important things to achieve trouble-free boating is to use a package fully matched and tested by one company. And a company capable

of supporting you, if something should happen.

### Open interface

Interfacing to other equipment, different gauges etc. is simple with EVC, as we have open interfaces for everything but the main CAN Bus, which contains mission critical signals e.g. shift and throttle commands.

### Easy installation and maintenance

The hallmark for Volvo Penta is ease of installation, and EVC is no exception. If you choose to use components from Volvo Penta, a standard installation is just a matter of plug and go. If you need to tailor the installation, just use our Installation/service tool VODIA.

### Comprehensive service network

Volvo Penta has a well-established network of authorized dealers in more than 100 countries throughout the world. These service centers offer genuine Volvo Penta parts as well as skilled personnel to ensure that you enjoy the best possible service.

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Contact your local Volvo Penta dealer  
for further information.

The equipment illustrated may not be  
entirely identical to production stand-  
ard equipment.

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