WEST·MARINE

THE RIGHT SOLUTIONS SINCE 1969

The OXE Diesel is the world's first high performance diesel outboard engine built and designed for the demanding commercial user. It is designed for those who use their boat every day no matter the conditions. Endurance, Reliability, Power and Control – all significant attributes for the OXE Diesel.

OXE DIESEL KEY FEATURES BROCHURE 21 03-2000

OXEMARINE

ENGINEERING THE FUTURE

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OXE DIESEL

OXE DIESEL KEY FEATURES

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OXE DIESEL KEY FEATURES

The OXE is built on a reliable modular concept consisting of three main modules: the engine, the primary system, and the lower housing which contains the gearbox and the belt transmission. Each module is individually replaceable .

As the OXE Diesel is designed as an outboard package, it is interchangable . Service and overhauls can thereby be performed away from the boat, and the power unit can simply be replaced in the meantime. This minimizes the downtime and increases the uptime for the boat.

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OXE DIESEL

ENGINE

LOW EMISSIONS

The highly refined automotive engine in combination with a hydrodynamical design under water leads to low emissions.

LONG RANGE

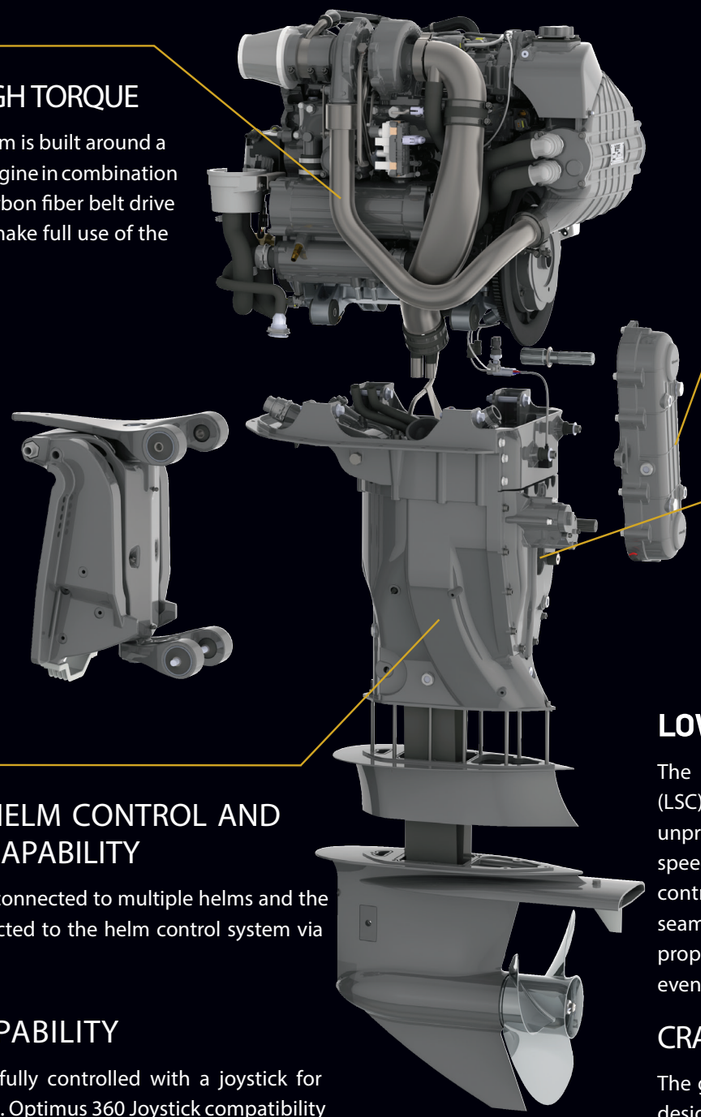
The OXE Diesel has great fuel economy and uses 40% less fuel than a modern 4-stroke gasoline outboard. This equates to an unprecedented range and a greatly increased operational runtime. The fact that it is a diesel engine also gives the user the ability to refuel from larger diesel-powered vessels or marine-based platforms.

GREAT FUEL ECONOMY

Low fuel consumption and great range, in combination with diesel being an inexpensive fuel, means the OXE Diesel has a great fuel economy.

POWERFUL HIGH TORQUE

The OXE Diesel system is built around a high torque diesel engine in combination with a poly-chain carbon fiber belt drive that is designed to make full use of the high torque.



LOWER HOUSING

LOW DRAG PROPULSION HOUSING

The positioning of the gearbox above the waterline allows the lower housing to be slimmed down and more hydrodynamic below the waterline than traditional systems. This reduces drag and increases the performance of the system throughout.

DUAL ROTATIONAL DIRECTION

As most OXE Diesels can rotate both clockwise and counterclockwise, the user is free to place the engine on any side of the stern, thus reducing the need for spare engines.

CAN BASED HELM CONTROL AND DUAL HELM CAPABILITY

The engines can be connected to multiple helms and the helms can be connected to the helm control system via CAN bus

JOYSTICK CAPABILITY

The system can be fully controlled with a joystick for precise maneuvering. Optimus 360 Joystick compatibility with Twin OXE Diesel 125-200 series engines. Dometic and OXE Marine have jointly developed this capability based on customer demand. Industry leading SeaStation (GPS anchor) and SeaWays (autopilot) are compatible with the OXE Diesel engines

PRIMARY TRANSMISSION

INTERCHANGEABLE GEAR RATIOS

Depending on the needs of the operator, high torque or high-speed can be selected for OXE125-200. It's designed as a separate unit that is easily reversible. By switching orientation of the primary transmission housing, the user can change the gear ratio between 1.73:1 and 2.17:1. The OXE300 comes with a fixed gear ratio of 1:39:1 .

GEAR BOX

HEAVY DUTY MULTIPLE PLATE GEAR BOX

The gearbox, although part of the lower housing, deserves special recognition. It is a robust state-of-the-art electro-hydraulically operated system with two multi-plate clutch packages that allow for high torque and power transfer, as well as Low Speed Control (LSC) and Trolling Mode (TM). This ensures smooth shifting between neutral, forward and reverse.

LOW SPEED CONTROL (LSC)

The OXE features Low Speed Control (LSC), a revolutionary system that enables unprecedented control while mooring or low speed maneuvering. LSC features sensor-controlled propeller speed, allowing for a seamless transition from zero to maximum propeller rpm. The boat is fully operable even below 3-4 knots.

CRASH STOP SURVIVABILITY

The gearbox sits above the waterline and is designed to withstand crash stops. It operates both clockwise and counterclockwise to allow the user to mount or even transfer the OXE Diesels on any boat and between different configurations. Propeller rotation is simply selected from the display settings.

TROLLING MODE (TM)

The OXE Diesel also allows for trolling. When engaging Trolling Mode (TM) the full throttle range represents 20% of normal throttle range. This enables a higher resolution of the throttle maneuvering, thus giving the operator a more precise control in demanding situations.

QUICK SHIFT CAPABILITY (QSC)

The quick shifting allows the user to run the engine in forward gear and throw it directly into reverse without breaking the gearbox. The engine will electronically and automatically rev down to a certain level before it switches to reverse, reducing the need for evasive maneuvers that risk hurting the crew, the boat or tearing the gearbox apart.