



# Marine Propulsion Engine M215C & M185C

1006 Series

Premium engine features for reliability and durability - Minimising down time and service costs

Lowest cost of ownership in its class - It pays to compare running costs

Unrivalled worldwide parts and service network - Service available wherever you are

Operator and environmentally friendly with low noise, rapid startability and low emissions. This is achieved with the 'FASTRAM' combustion system and fully closed breather system

Competitive engine and parts pricing, extended service intervals and exceptionally low fuel consumption make the M185C & M215C a cost effective choice with significant owner savings over alternative engines

### Powered By Your Needs

These engines offer a choice of standard build configurations to match the needs of customers for a diverse range of applications.

### World Class Product Support

At Perkins we are constantly researching, developing and investing in our products and services. Total worldwide support is provided through a network of over 130 distributors and service outlets in 184 countries, providing access to over 50,000 parts and exchange units 24 hours a day, 365 days a year.

### Lower Operating Costs

Service intervals 500 hours as standard and Perkins provides comprehensive warranty cover for 2 years, with 3 years on major engine components.

### Reliability And Durability

High capacity heat exchanger with cupro-nickel tubestack ensures low operating temperatures for reliable and durable operation. Gear driven engine and raw water pumps with high quality silicone hoses for the ultimate in reliable cooling and leak-free operation.

An integral plate type oil cooler offers compactness, saving installation space and features a by-pass valve for start up safety.

The turbocharger wastegate system reduces the maximum cylinder pressure and hence improves reliability and durability.

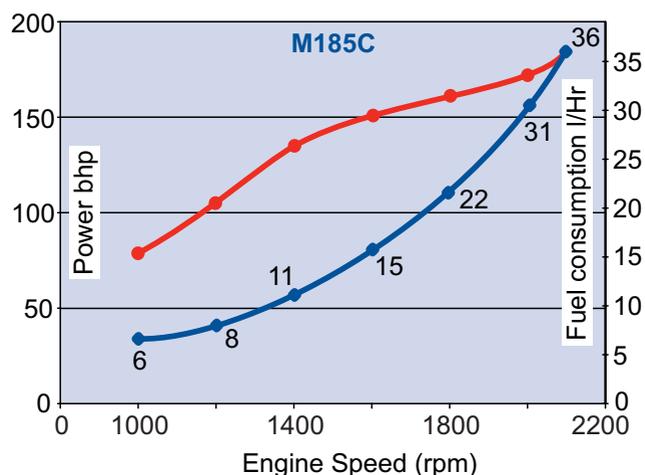
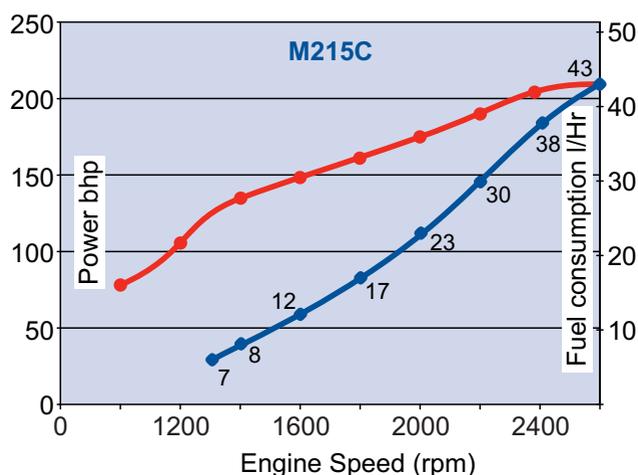
### Innovative Performance Specification

A 'Fastram' combustion system, Bosch rotary fuel pump, wastegated turbocharger and air intake silencer offer improvements in fuel economy, emissions and noise.

The turbocharger wastegate system optimises low engine speed performance providing smoother and faster boat acceleration at planing speed.

Low friction controlled expansion oil cooled pistons, three ring pack and honed cylinder liners give exceptionally low oil consumption, easier cold starting and extended oil change periods.

Model	Rating	Peak Torque (Nm)	Rating
M215C	155 kW @ 2500 rpm	700 @1400rpm	MD
M185C	139 kW @ 2100 rpm	700 @1400rpm	HD



Propeller law consumption (2.8 index).

Propellers should be matched to achieve maximum rated engine speed under fully laden boat conditions. Engine delivered from factory will be set to produce gross (flywheel) power output within manufacturing tolerances and run-in allowance to BS AU141a: 1974 conditions.

## Benefits:

- Excellent power to weight
- Ease of Installation
- Clean, quiet, smooth operation
- Excellent fuel economy
- Easy to maintain with 500hr Service interval
- Reliability

## Standard Features

- Fresh water heat exchanger cooled engine with gear driven self priming raw water and fresh water pumps or keel cooling adaption
- Fresh water cooled exhaust manifold
- Wastegated turbocharger with insulation cover
- Raw watercooled charge air cooler
- Air intake filter with cleaner element
- High inclination engine sump, top access dipstick and engine mounted sump drain pump
- Twin spin-on element lubricating oil filter
- Integral plate engine lubricating oil cooler
- Closed breather system
- High mounted twin element fuel filter
- Thermostart cold start aid
- Manual control adaption parts
- Electric stop solenoid
- Alarm switches and warning siren

## Optional Equipment

- Backends - suitable for a range of transmissions, (standard) Hurth HSW 630A (M215C only) Newage PRM 1000D
- Electrical -12 or 24 volt insulated marine electrics
- Exhaust outlets - variable angle water injected outlets including highrise option
- Dry outlets with flexible bellows instrumentation - single and dual station instrumentation incorporating audible/visual alarms and gauges complete with senders. Switches and varying lengths of interconnecting cables
- Power Take Off - crankshaft PTO extension shaft with pulley drives
- Solid mounting brackets
- Flexible engine mountings with adjustment shims
- Solid or flexible output couplings
- Toolkit
- On board parts kit
- Engine mounted electro-magnetic bilge pumps
- Calorifier connections
- Fuel pre-filter with water alarm
- Fuel feed and return pipes



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## General Data

Number of cylinders	Vertical in-line 6 cylinder
Bore and stroke	100 mm x 127 mm
Displacement	6 litres
Aspiration	Wastegated turbocharger, charge air cooled
Cycle	4 stroke
Combustion system	Direct injection
Compression ratio	16.0:1
Rotation	Anti-clockwise from rear
Cooling system	Water
PTO	Available from front end drive (for drive limitations refer to Perkins)
Operational angle (max)	Maximum continuous operating angles: 20° engine front up, 8° engine front down (option kit) 30° sideways
Dimensions	*Length 1224 mm Width 735 mm Height 803 mm
Dry weight	573 kg
Wet weight	609 kg

Final weight and dimensions will depend on completed specification

## Rating Definitions

### Pleasure Duty

For vessels operating up to 30% load factor. This rating is intended for pleasure/non-revenue generating applications that operate less than 500 hours a year. Typical applications could include but are not limited to: High speed planning craft.

### Light Duty

For vessels operating up to 50% load factor. This rating is intended for applications that operate less than 1500 hours a year in variable load applications where full power is limited to 2 hours out of every 12 hours of operation and reduced power must be at or below 200 rpm of the maximum rated rpm. Typical applications could include but are not limited to: planing / semi displacement craft such as customs and police launches, sport fish charter vessels, passenger carriers, survey craft and long distance cruisers etc.

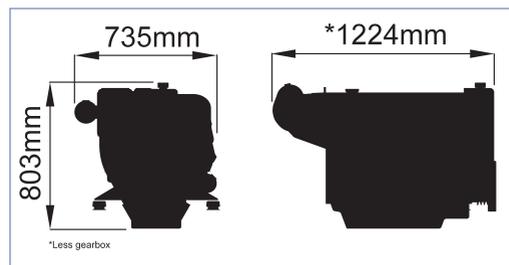
### Medium Duty

For vessels operating up to 60% load factor. This rating is intended for applications that operate less than 4000 hours a year. Typical applications could include but are not limited to: Semi-displacement / displacement craft such as customs and police launches, high speed commercial fishing, passenger carriers, survey craft, ferries and long distance cruisers etc.

### Heavy Duty

For vessels operating up to 80% load factor. This rating is intended for applications that operate less than 4000 hours a year. Typical applications could include but are not limited to: semi-displacement / displacement craft such as customs and police launches, high speed commercial fishing, passenger carriers, survey craft and ferries etc.

For further details on definitions please contact your local Perkins distributor.



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