



Perkins

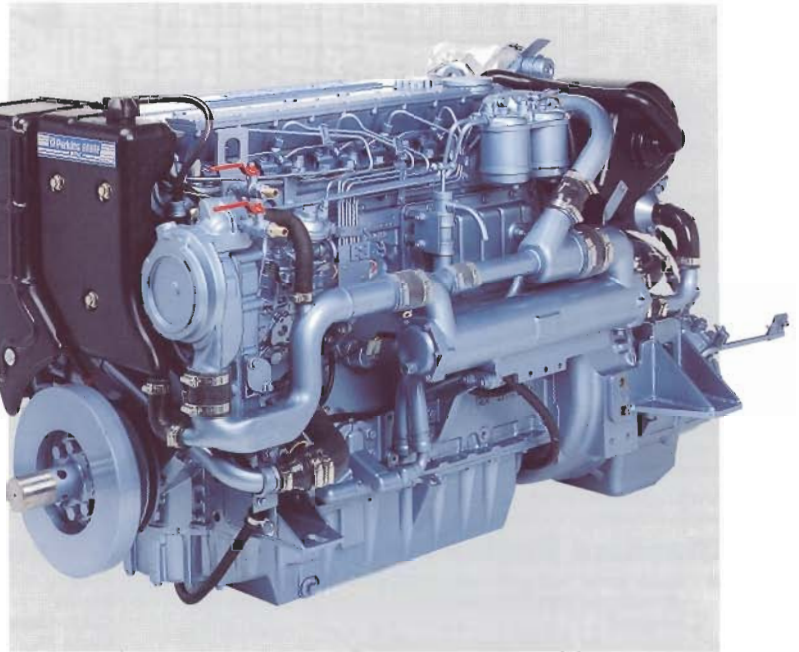
M215C/M185C

158 kW/215 hp

Propulsion Unit – Commercial Applications

Environmentally friendly – Satisfies the requirements of IMO Annex VI, marine legislation.

- **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
- **Most compact package in its class** – Offers boat design flexibility – easier new boat and repower installation



Reliability and Durability

- High capacity heat exchange equipment with cupro-nickel tube stack ensures low component operating temperatures for exceptionally reliable and durable operation
- Developed to meet the arduous demands of the marine environment including worldwide cooling and starting requirements
- 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 Perkins turbocharger wastegate system reduces the maximum cylinder pressure and hence improves reliability and durability

Cost of Ownership

- Operator costs are a vital consideration when deciding which engine to purchase. This is a particularly important factor in commercial craft where operating hours can be significant. Compared with alternative, less efficient competitive engines, the M215C

offers longer service intervals, excellent fuel economy and consistently lower parts prices. The result cannot be ignored – a saving in operator costs after 3-4 years in service **equal to the original engine price** – confirming the proud boast that: **The M215C has the lowest cost of ownership in its class**

Innovative Performance Specification

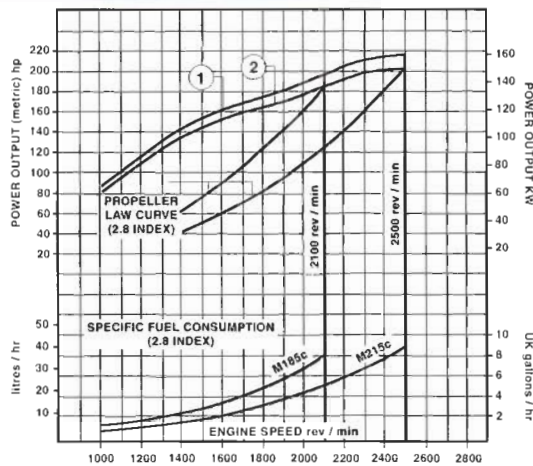
- New 'Fastram' combustion system, the latest Bosch rotary fuel pump, wastegated turbocharger system and air intake silencer offer significant improvements in fuel economy, emissions and noise
- The turbocharger wastegate system optimises low engine speed performance providing smoother and faster boat acceleration at planing speed
- Lightweight materials and the use of computer aided design on cylinder block and head provides an excellent power to weight ratio for enhanced boat performance
- Controlled expansion oil cooled pistons with low friction three ring pack and silicone carbide honed cylinder liners give exceptionally low oil consumption, easier cold starting and extended oil change periods

Ease of Installation

- Easy access to all routine servicing features in either single or twin installations
- Oil and coolant systems developed to permit a wide range of operating angles both for conventional shaft and vee-drive installations
- Support is available from Sabre Engines Ltd and the Perkins distributor network to advise on all aspects of power, performance and installation

Service

- Perkins unrivalled service network with over 4,000 distributors and dealers provides a fast, effective parts and after market support service essential to any commercial operator
- A genuine top quality warranty package offering a twelve month cover as standard (plus second year cover of major components)
- Extended service intervals including a 400 hour or once a season oil change period



Propellers should be matched to achieve 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

Performance Data	M215C	M185C
● Gross flywheel power output without gearbox at maximum production tolerance – Curve 1	158 kW (215 hp)	144 kW (196 hp)
● Nett shaft power output with Newage PRM 1000D gearbox – Curve 2	150.5 kW (205 hp)	136 kW (185 hp)
● Rated engine speed	2500 rev/min	2100 rev/min

M215C – This light duty commercial model is ideally suited for such craft as customs and police launches, hire craft, high speed commercial fishing, patrol boats, pilot cutters, passenger carriers and survey craft. The vessel type and duty cycle will determine the allowable annual usage. Refer to your Sabre Engines Ltd Distributor

M185C – This medium duty commercial model extends the range of craft to include coastal fishing and other high usage applications up to 3000 hours annually (but excluding tugs and barges in continuous operation)

Standard Engine Specification

- 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 water cooled 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
- Thermostat cold start aid
- Manual control adaption parts
- Electric stop solenoid
- Alarm switches and warning siren

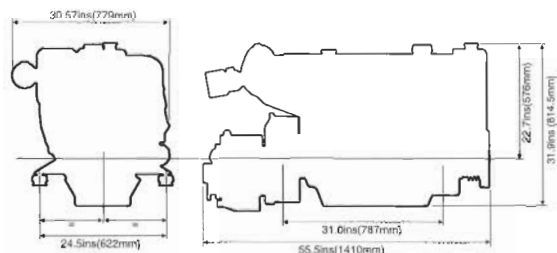
Optional Equipment

- **Backends** – suitable for a range of transmissions
- **Marine 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 high rise 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
- **Mountings**
 - Solid mounting brackets
 - Flexible engine mountings with adjustment shims
- **Miscellaneous**
 - Solid or flexible output couplings
 - Tool kit
 - On board parts kit
 - Engine mounted electro-magnetic bilge pumps
 - Calorifier connections
 - Fuel pre-filter with water alarm
 - Fuel feed and return pipes

General Data

Bore	100mm (3.937 in)
Stroke	127mm (5.00 in)
Cubic Capacity	6.00 litres (365.0 in ³)
Cycle	4 stroke
No. of Cylinders	6 in-line
Aspiration	Wastegated turbocharger, charge air cooled
Combustion System	Fastram direct injection
Engine Rotation	Anti-clockwise viewed from rear
Fuel Pump	Bosch rotary with boost control and electric stop solenoid
Engine Operating Angles	Maximum continuous operating angles: 20° engine front up, 8° engine front down (option kit) 30° sideways
Power Take Off	Available from front end drive (for drive limitations refer to Sabre Engines Ltd)
Weight (Wet)	609 kg (1342 lb) engine only 683 kg (1505 lb) with Hurth HSW 630A 709 kg (1562 lb) with Newage PRM 1000D

Perkins Sabre M215C/M185C with Newage PRM 1000D gearbox



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