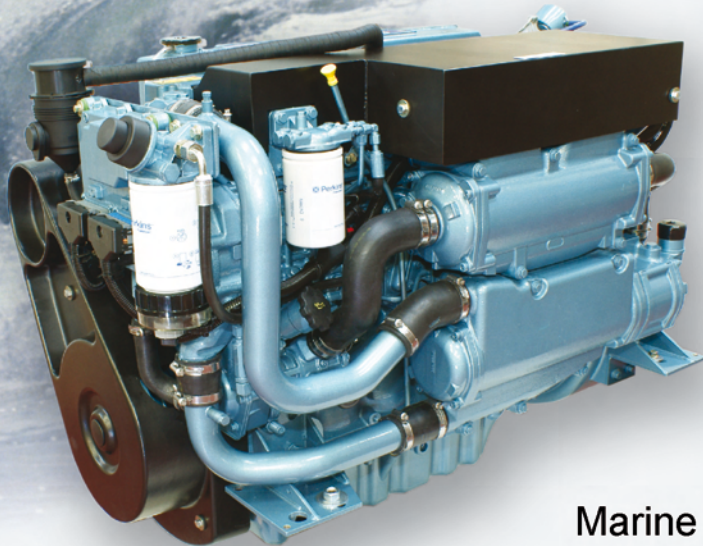




1100 Series



Marine Propulsion Engine from 190 to 300 hp

These are the latest additions to the common platform concept of 1100 Series diesel engines. Assembled on a new high technology production line, these ultra clean engines will provide a superior replacement for all marine six cylinder models. Frequent computerised checks during the production process ensure high build quality excellence is maintained.

The new engines boast considerable increases to delivered power, torque and noise reduction. These have been achieved through changes to combustion areas, turbocharger geometry, increased cylinder displacement and significantly, the inclusion of a high pressure, common rail fuel system.

A complete fuel system, air cleaner and heat exchanger is supplied as standard. Choice is provided to customers through the availability of a large variety of standard specifications incorporating a choice of alternator and front PTO.

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.

State of the Art Design

Provides excellent fuel economy and low heat rejection.

Worldwide Power Solution

They have been designed to be worldwide fuel tolerant, including kerosene, jet aviation fuel and B20 biofuel (RME). Options are available to meet local market needs.

World Class Product Support

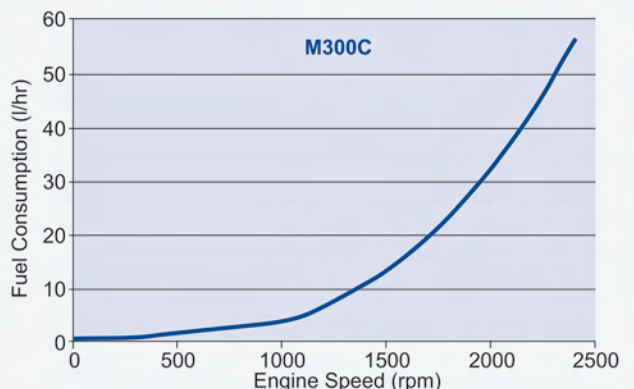
At Perkins we are constantly researching, developing and investing in our products and services. Total worldwide support is provided through a network of 4000 distributors and service outlets, providing access to over 50,000 parts and exchange units 24 hours a day, 365 days a year. This support is enhanced by TIPSS (The Integrated Parts and Service System). TIPSS enables customers to electronically specify and order parts as well as service 1100 engines with online guides and service tools.

Lower Operating Costs

Service intervals are set at 500 hours as standard and Perkins provides comprehensive warranty cover for 2 years (up to 3000 hours), with 3 years on major engine components. Low usage warranty package is also available.

Model	Rating	Torque (Nm)	Rating
M300C	300 hp (225 kW) @ 2400 rpm	1050	LD
M250C	250 hp (186 kW) @ 2400 rpm	986	MD
M216C	216 hp (161 kW) @ 2400 rpm	779	MD
M190C	190 hp (144 kW) @ 2100 rpm	779	HD

Designed to meet EPA Tier 2, IMO, RCD and CCNR.



Features

- Common Rail
- Electronic engine control
- Automatic cold start control
- Multi shot fuel injection
- Optimised combustion
- Gear driven auxiliary and jacket water pumps
- Integral oil cooler
- Heat Exchanger & Keel cooling
- Isolated Timing Case & Sump
- High capacity heat exchanger with cupro-nickel charge cooler

Benefits

- One Source Supply
- Excellent power to weight
- Ease of Installation
- Clean, quiet, smooth operation
- Excellent fuel economy
- Easy to maintain with 500hr Service interval
- Reliability
- Bio Diesel up to B20
- Approved for use with Military fuels

Standard features

- 500 Hour service interval
- CuNi sea water charge air cooler
- Common rail fuel system
- SAE3 Backend
- Primary & Secondary fuel filter, with integrated water in fuel alarm
- Watercooled exhaust manifold, with integral header tank
- Dry wrapped turbocharger
- Electronic governor
- Filtered Crankcase breather
- Oil filter, high level dipstick, and twin oil fillers
- Shallow sump
- Integral oil cooler
- Gear driven self priming auxiliary water pump
- Gear driven centrifugal jacket water pump
- 90 Amp 12 Volt alternator
- 12 Volt starter motor
- J1939 Fault Diagnostics
- Insulated electrics
- US Coast Guard, MCA & RCD approved oil and fuel lines

Optional Equipment

- 24 Volt starting
- 55 & 100 Amp 24 Volt charging alternators
- 175 Amp 12 Volt charging alternator
- Analogue & Digital Marine Displays
- Anti-vibration engine mounts
- Dry & Wet exhaust elbows
- Heat Exchanger & Keel cooling
- Marine transmission adaption kits
- Factory installed marine transmission
- Gearbox oil cooler
- Conversion kit for control cables

General Data

Number of cylinders	Vertical in-line 6 cylinder
Bore and stroke	105 mm x 127 mm
Displacement	6.6 litres
Aspiration	Turbocharged aftercooling (M300C & M250C) Turbocharged (M216C & M190C)
Cycle	4 stroke
Combustion system	Direct injection
Compression ratio	16.2:1
Rotation	Anti-clockwise viewed on flywheel
Cooling system	Water
PTO	Full engine power
Operational angle (max)	20° nose up. Heel 25° constant, 35° intermittent
Dimensions	Length 1328 mm Width 763 mm Height 842 mm
Dry weight	700 kg
Wet weight	738 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. Typical applications could include but are not limited to: Planning/semi-displacement craft such as customs and police launches, sportfish 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

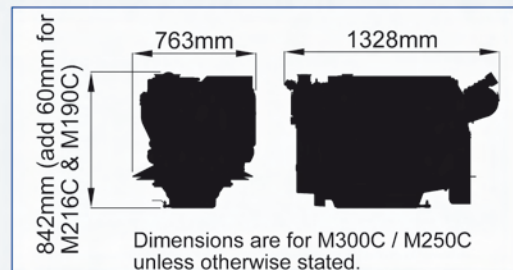
For vessels operating up to 80% load factor. This rating is intended for applications that operate less than 4000 hours a year. Typical applications could include but are not limited to: Semi-displacement/displacement craft such as customs and police launches, high speed commercial fishing, passenger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

For further details on definitions please contact your local Perkins distributor



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