

BARRUS

INLAND WATERWAYS

30 - 330HP

*Canal Boat
Diesel Engines*



SHIRE



JOHN DEERE

HybridMarine
International

TIDESMARINE
international-uk



SIDE-POWER
Thruster Systems

LONCIN

mase
GENERATORS



Talamex
marine products

International

SEAFLO

GLOMEX
The best in motor technology

Amst Race
DARTMOUTH

BEP

SHIRE 30DB

30hp @
3000rpm



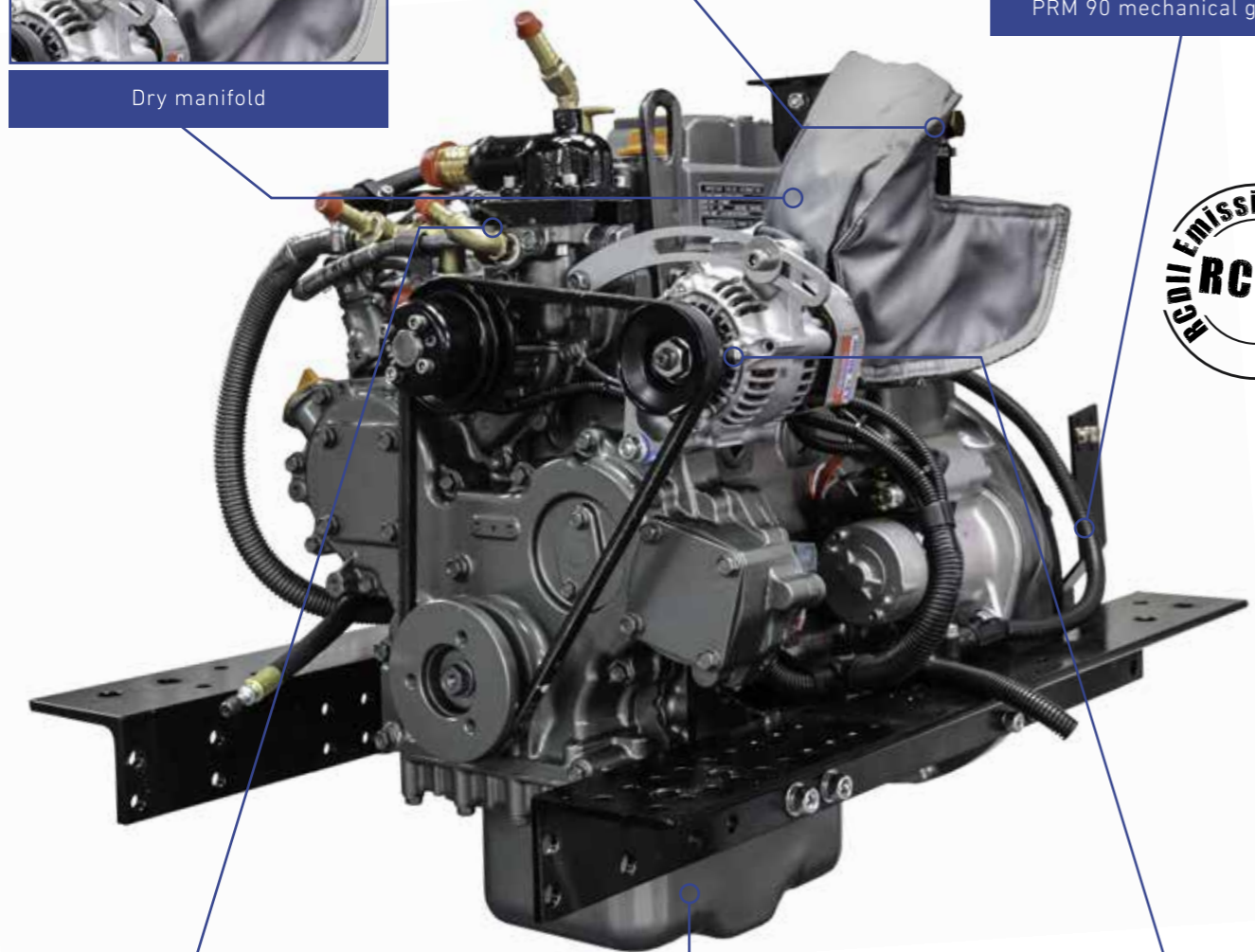
Dry manifold



Fuel filter with
water drain separator



PRM 90 mechanical gearbox



Single thermostat



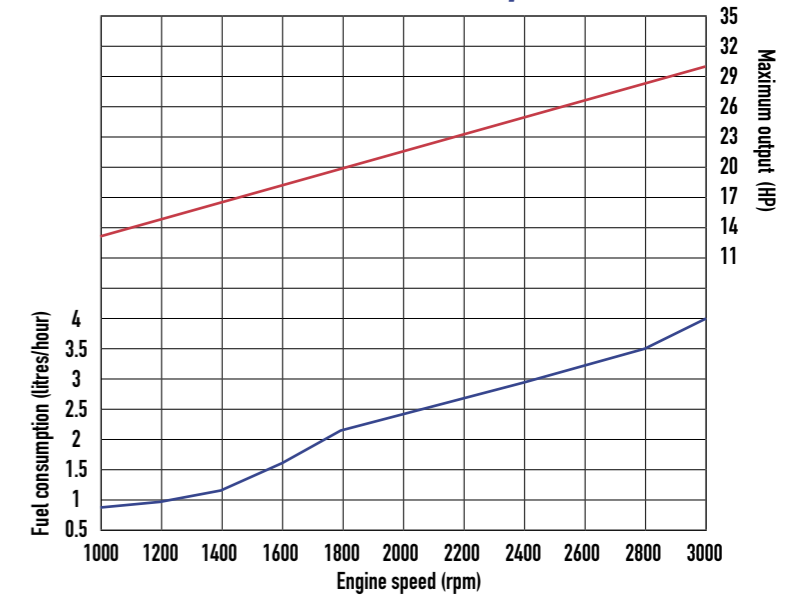
Deep sump



12V 50 Amp alternator

Type	4 stroke water cooled diesel
Number of Cylinders	3
Bore x Stroke	82mm x 84mm
Displacement	1331 cc
Max HP (ISO 3046/1)	30 hp @ 3000rpm
Peak Torque	78lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. single 12V 50 amp alternator
Cooling System	Keel cooled
Lubrication System	Forced lubrication by trochoid pump
Gearbox	PRM 90 Mechanical
Reduction Ratio	2:1
Dry Weight (inc gearbox)	227 kg

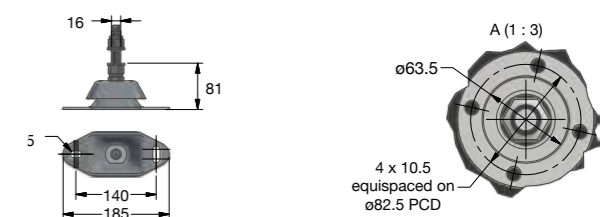
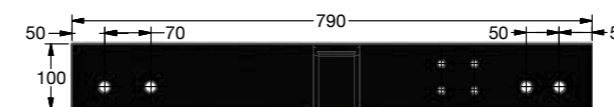
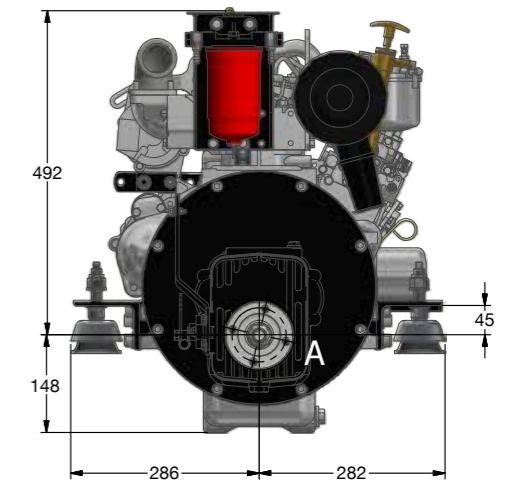
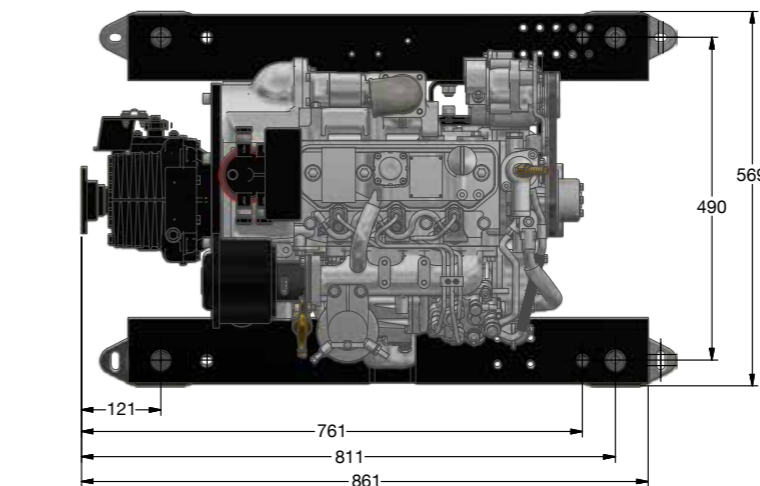
Power Curves / Fuel Consumption



Features & Options

12 volt electric start	Standard
Twin alternators	Optional
Electric stop	Standard
Heavy duty rails & flexible feet	Standard
Morse type cable fitting on speed & gear control	Standard
Centaflex flexible drive coupling	Optional
Low noise air cleaner	Standard
Dry exhaust flange	Standard
Dry exhaust silencer	Optional

Dry Exhaust Hospital Silencer	Optional
Flexible exhaust pipe with heat shield	Optional
Engine oil extraction pump	Standard
Flexible fuel lines to RCD	Standard
Fuel pre filter and water drain	Standard
Standard control panel	Standard
Deluxe control panel	Optional
Deep sump	Standard
350 hour oil change interval	Standard



SHIRE 35

30hp @
3000rpm

SHIRE



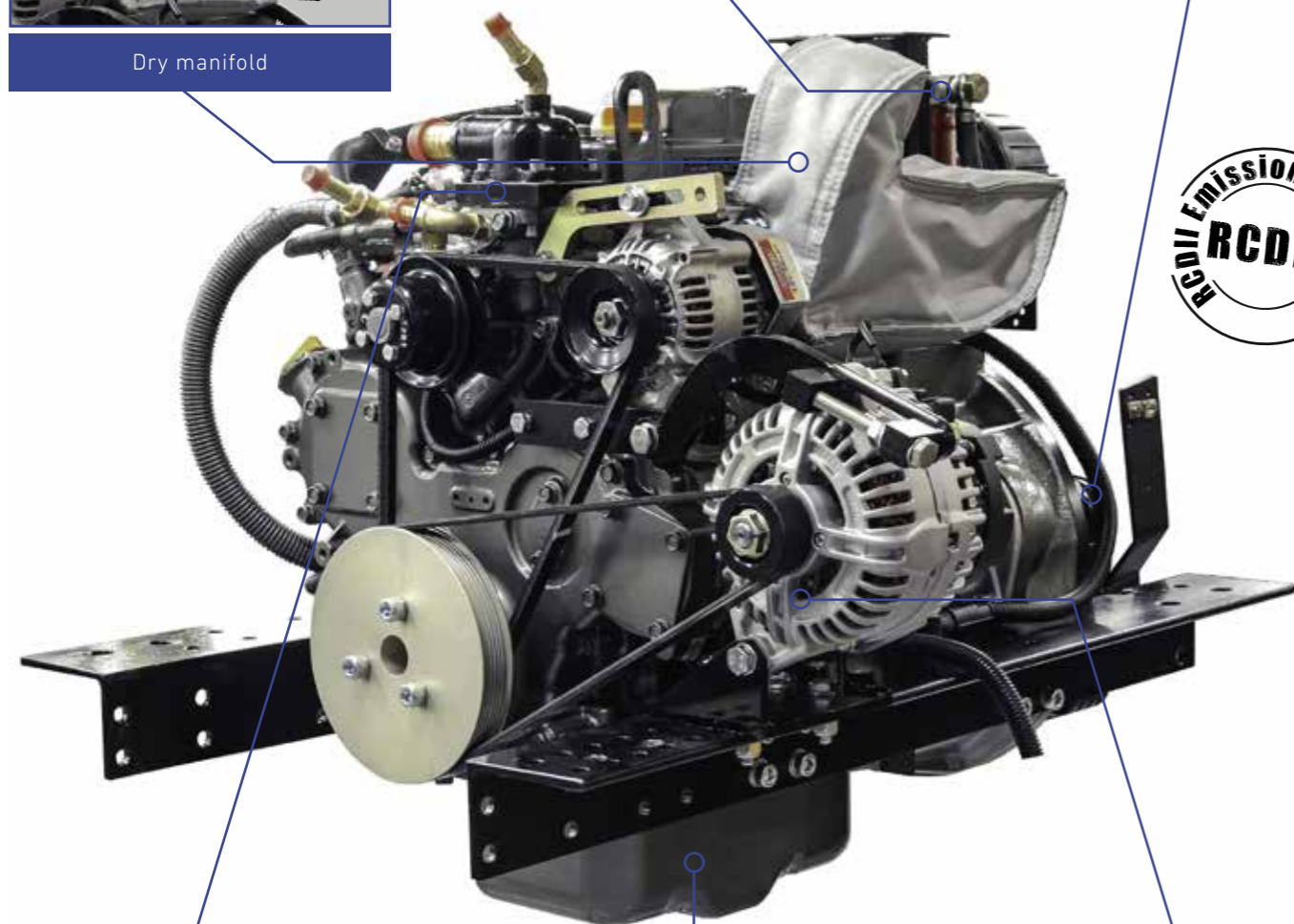
Dry manifold



Fuel filter with
water drain separator



PRM150 hydraulic gearbox



Single thermostat



Deep sump



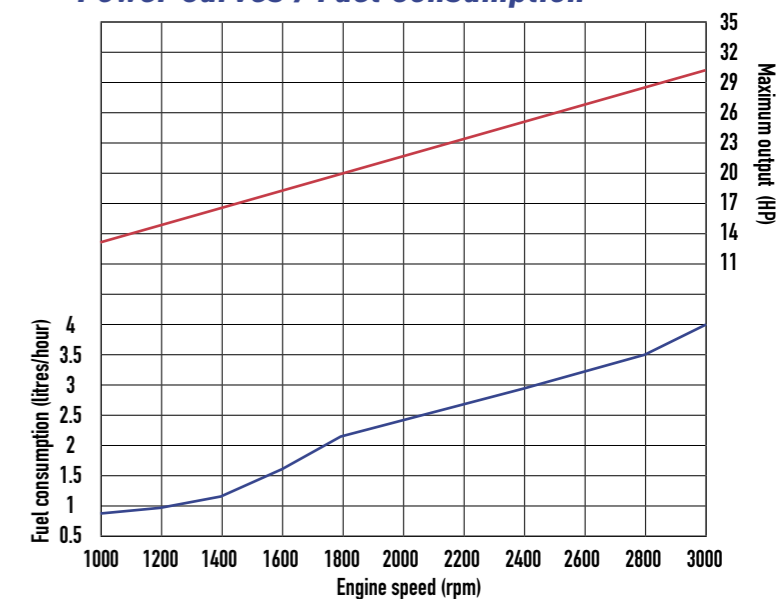
Twin alternators

Type	4 stroke water cooled diesel
Number of Cylinders	3
Bore x Stroke	82mm x 84mm
Displacement	1331 cc
Max HP (ISO 3046/1)	30 hp @ 3000rpm
Peak Torque	78lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 50 amp & 12V 150 amp alternators
Cooling System	Keel cooled
Lubrication System	Forced lubrication by trochoid pump
Gearbox	PRM 150 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	232 kg

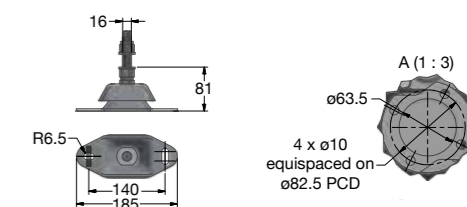
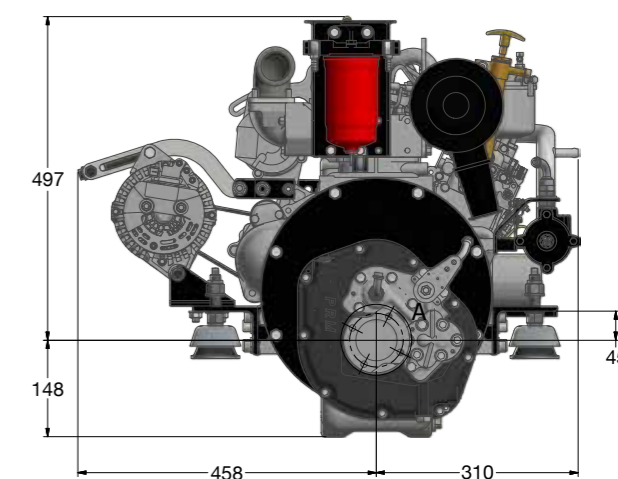
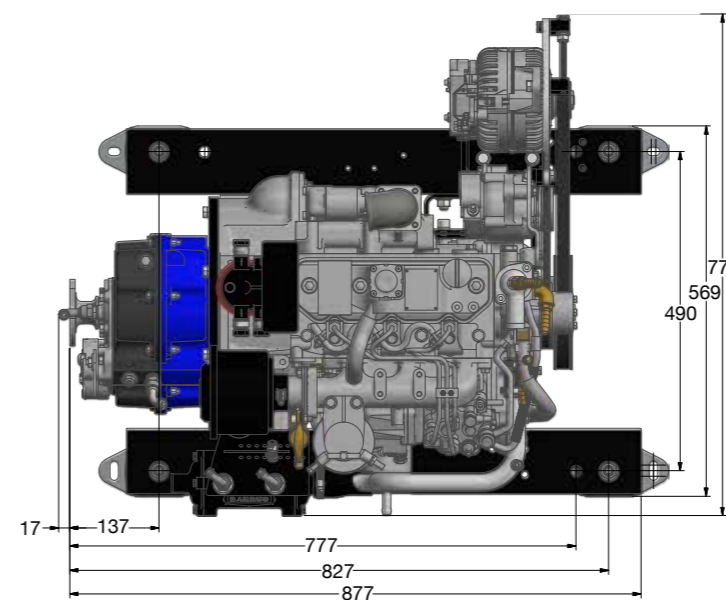
Features & Options

12 volt electric start	Standard
Twin alternators	Standard
Electric stop	Standard
Heavy duty rails & flexible feet	Standard
Morse type cable fitting on speed & gear control	Standard
Centaflex flexible drive coupling	Optional
Low noise air cleaner	Standard
Dry exhaust flange	Standard
Dry exhaust silencer	Optional

Power Curves / Fuel Consumption



Dry Exhaust Hospital Silencer	Optional
Flexible exhaust pipe with heat shield	Optional
Engine oil extraction pump	Standard
Flexible fuel lines to RCD	Standard
Fuel pre filter and water drain	Standard
Standard control panel	Standard
Deluxe control panel	Optional
Deep sump	Standard
350 hour oil change interval	Standard



SHIRE 38

38hp @
2200rpm

SHIRE



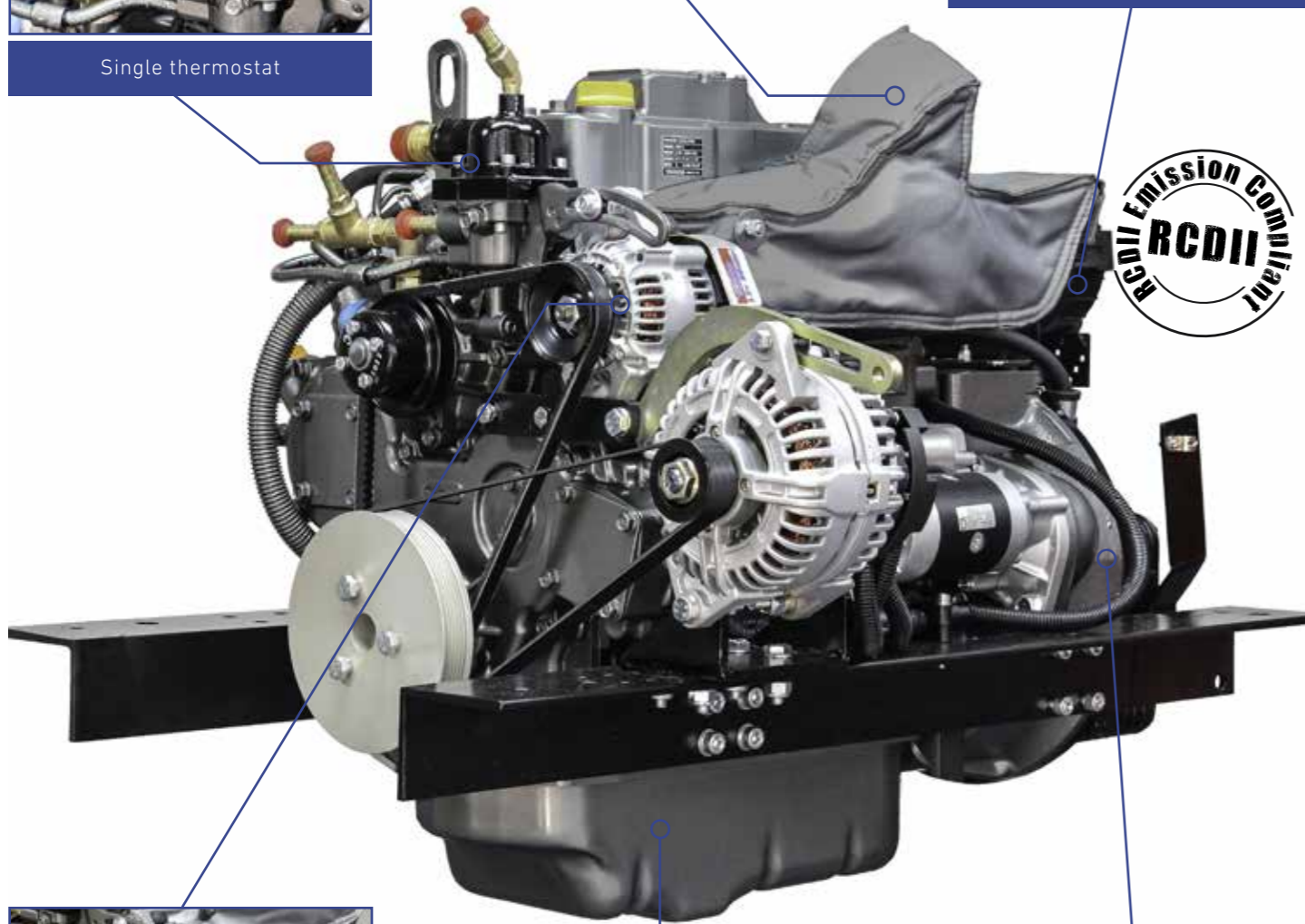
Single thermostat



Dry manifold



Low noise air silencer



Twin alternators



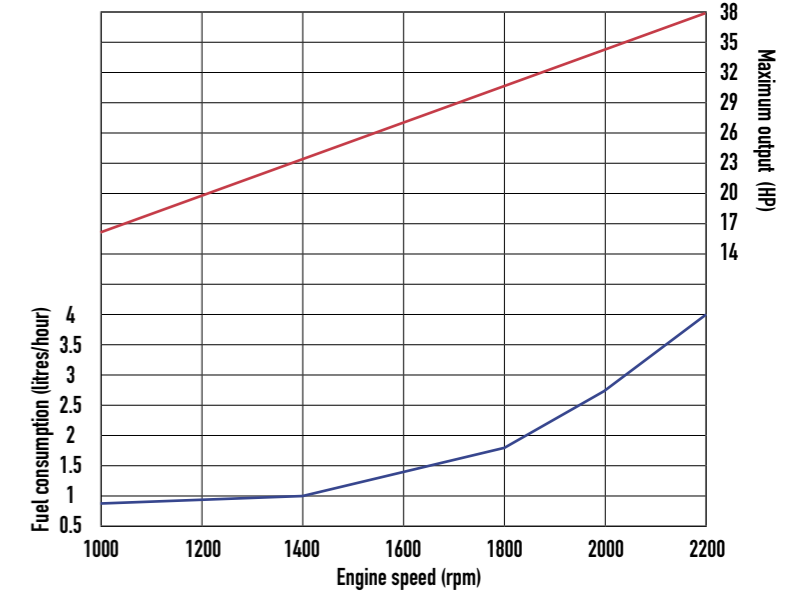
Deep sump



PRM 90 mechanical gearbox

Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	88mm x 90mm
Displacement	2190 cc
Max HP (ISO 3046/1)	38 hp @ 2200rpm
Peak Torque	94lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 50 amp & 12V 150 amp alternators
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Gearbox	PRM 90 Mechanical
Reduction Ratio	2:1
Dry Weight (inc gearbox)	260 kg

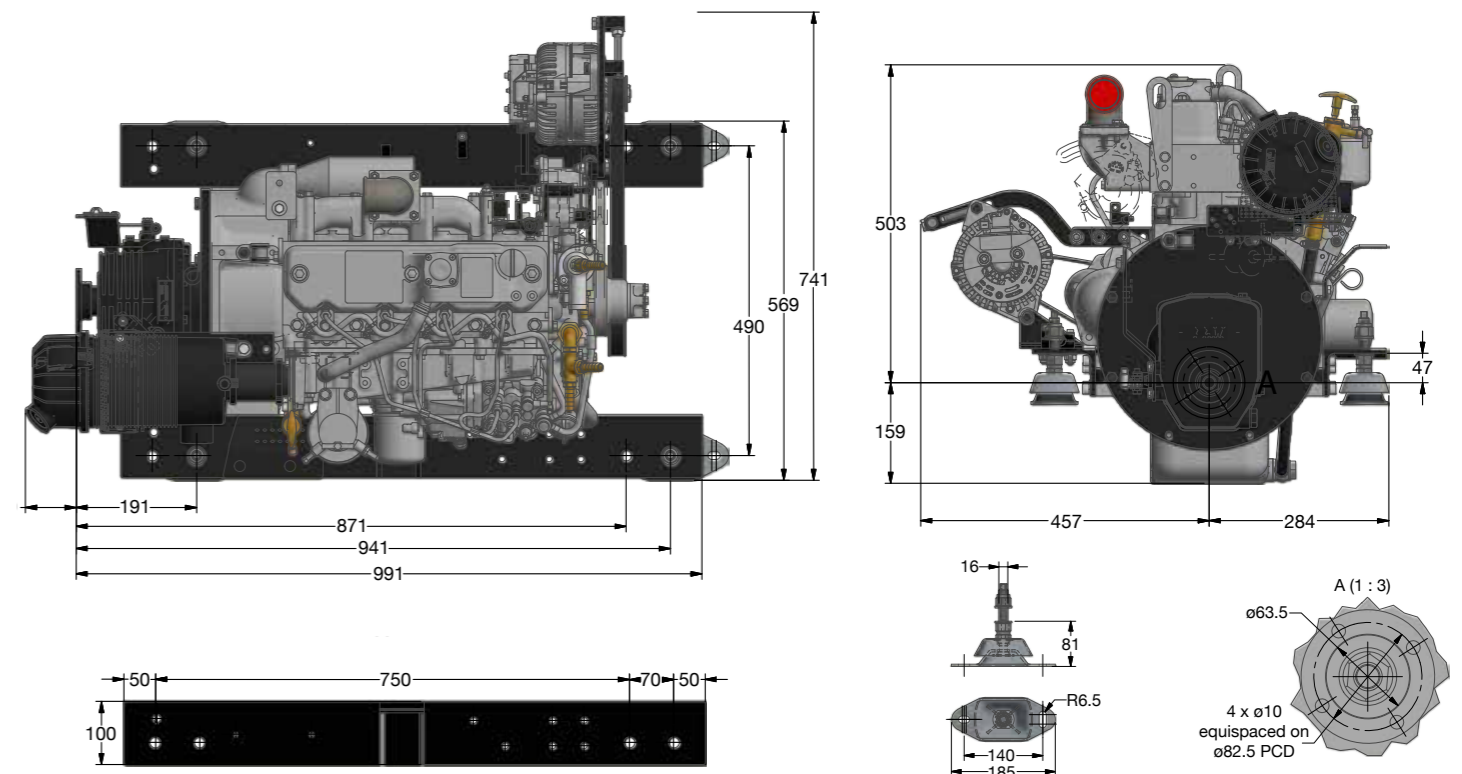
Power Curves / Fuel Consumption



Features & Options

12 volt electric start	Standard
Twin alternators	Standard
Electric stop	Standard
Heavy duty rails & flexible feet	Standard
Morse type cable fitting on speed & gear control	Standard
Centaflex flexible drive coupling	Optional
Low noise air silencer & cleaner	Standard
Calorifier connections	Standard
Dry exhaust flange	Standard

Dry exhaust silencer	Optional
Dry Exhaust Hospital Silencer	Optional
Flexible exhaust pipe with heat shield	Optional
Engine oil extraction pump	Standard
Standard control panel	Standard
Deluxe control panel	Optional
Deep sump	Standard
350 hour oil change interval	Standard
3.5 or 5 kW 230 V alternator	Optional



SHIRE 39

39hp @
2200rpm

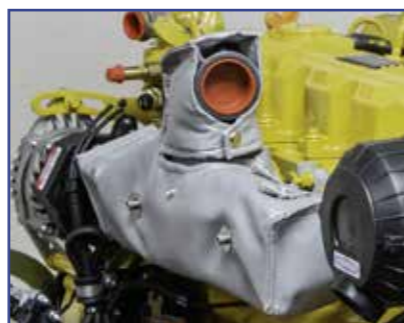
SHIRE



Fuel filter with water drain separator



Single thermostat



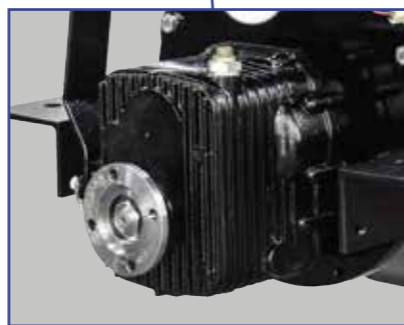
Dry manifold



Twin alternators



Deep sump



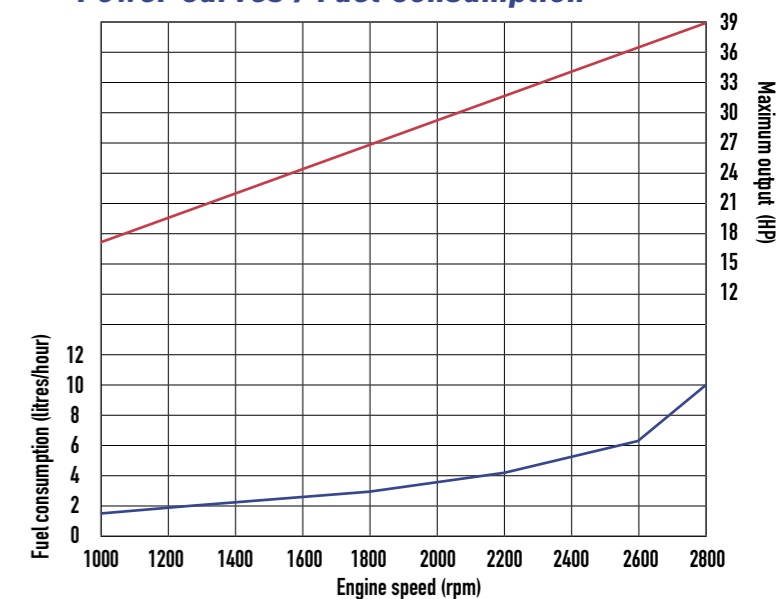
PRM 125 mechanical gearbox

Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	87mm x 103mm
Displacement	2449 cc
Max HP (ISO 3046/1)	39 @ 2200rpm
Peak Torque	94lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 40 amp & 12V 150 amp alternators
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Gearbox	PRM 125 Mechanical
Reduction Ratio	2:1
Dry Weight (inc gearbox)	310 kg

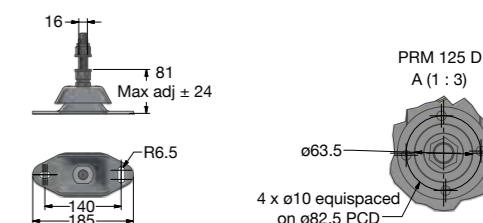
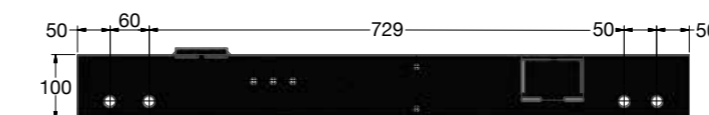
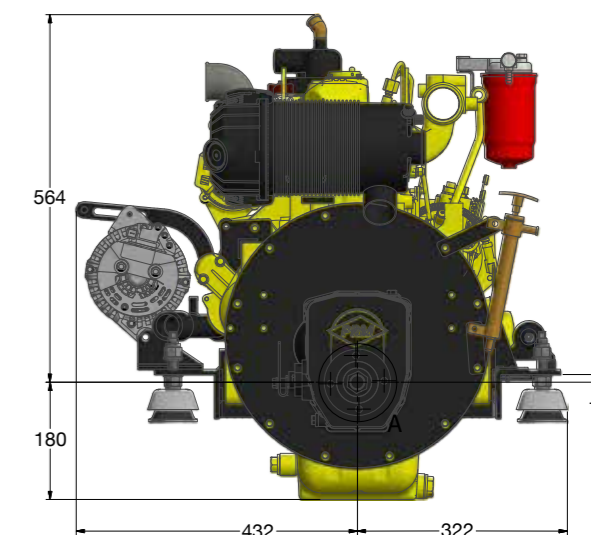
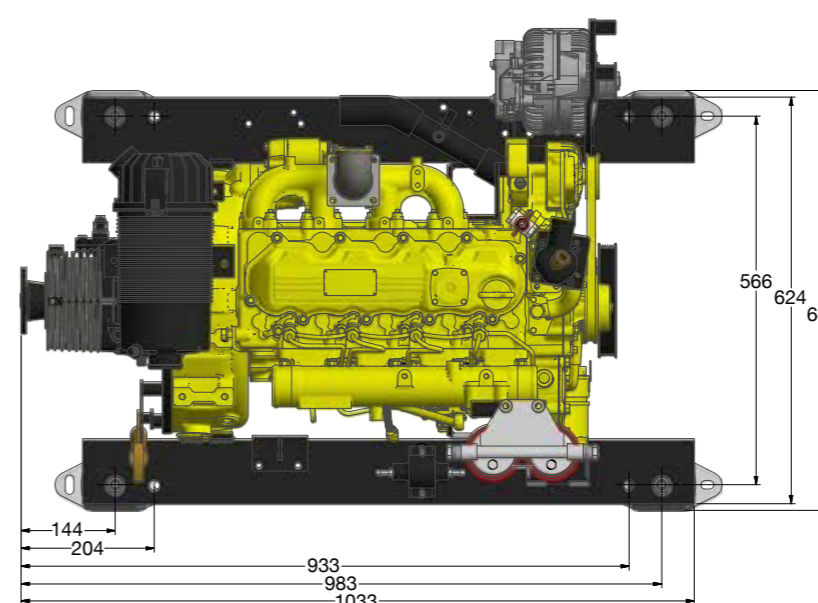
Features & Options

12 volt electric start	Standard
Twin alternators	Standard
Electric stop	Standard
Heavy duty rails & flexible feet	Standard
Morse type cable fitting on speed & gear control	Standard
Centaflex flexible drive coupling	Optional
Low noise air silencer & cleaner	Standard
Calorifier connections	Standard
Dry exhaust flange	Standard
Dry exhaust silencer	Optional

Power Curves / Fuel Consumption



Dry Exhaust Hospital Silencer	Optional
Flexible exhaust pipe with heat shield	Optional
Engine oil extraction pump	Standard
Flexible fuel lines to RCD	Standard
Fuel pre filter and water drain	Standard
Standard control panel	Standard
Deluxe control panel	Optional
Deep sump	Standard
250 hour oil change interval	Standard



SHIRE 40

40hp @
2400rpm

SHIRE



Single thermostat



Dry manifold



Fuel filter with
water drain separator



Twin alternators



Deep sump



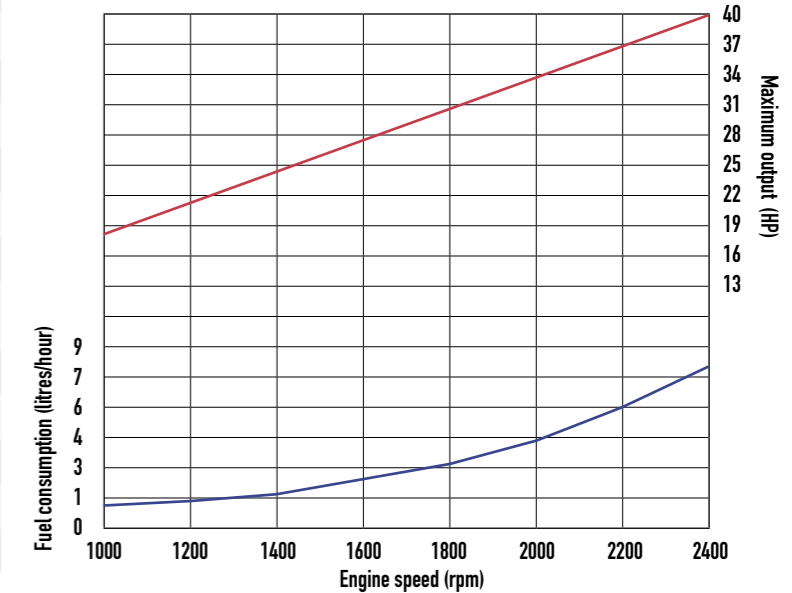
PRM 150 hydraulic gearbox

Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	88mm x 90mm
Displacement	2190 cc
Max HP (ISO 3046/1)	40 hp @ 2400rpm
Peak Torque	94lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 50 amp & 12V 150 amp alternators
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Gearbox	PRM 150 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	270 kg

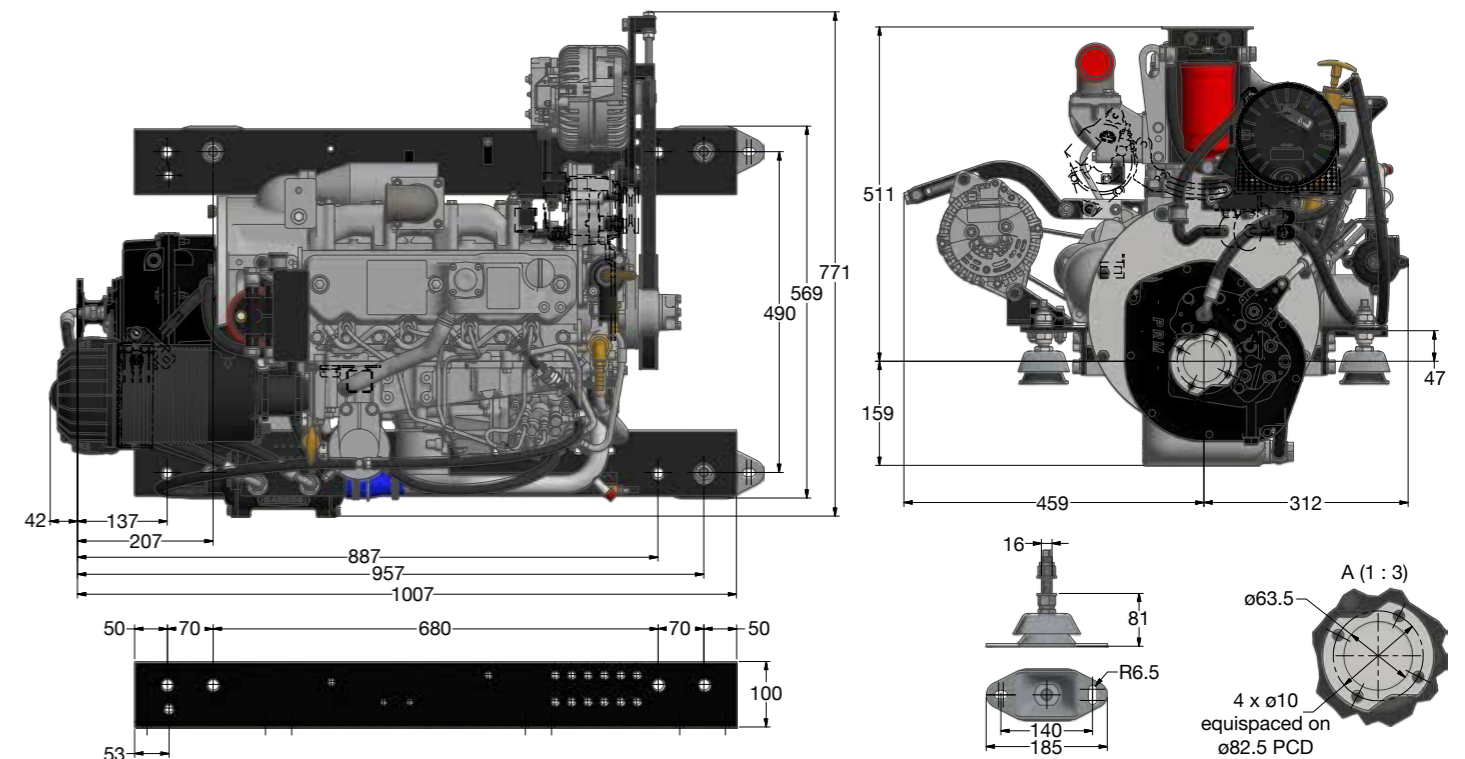
Features & Options

12 volt electric start	Standard
Twin alternators	Standard
Electric stop	Standard
Heavy duty rails & flexible feet	Standard
Morse type cable fitting on speed & gear control	Standard
Centaflex flexible drive coupling	Optional
Low noise air silencer & cleaner	Standard
Calorifier connections	Standard
Dry exhaust flange	Standard
Dry exhaust silencer	Optional

Power Curves / Fuel Consumption



Dry Exhaust Hospital Silencer	Optional
Flexible exhaust pipe with heat shield	Optional
Engine oil extraction pump	Standard
Flexible fuel lines to RCD	Standard
Fuel pre filter and water drain	Standard
Standard control panel	Standard
Deluxe control panel	Optional
Deep sump	Standard
350 hour oil change interval	Standard
3.5 or 5 kW 230 V alternator	Optional



SHIRE 43

43hp @
2800rpm

SHIRE



Fuel filter with water drain separator



Single thermostat



Dry manifold



Twin alternators



Deep sump



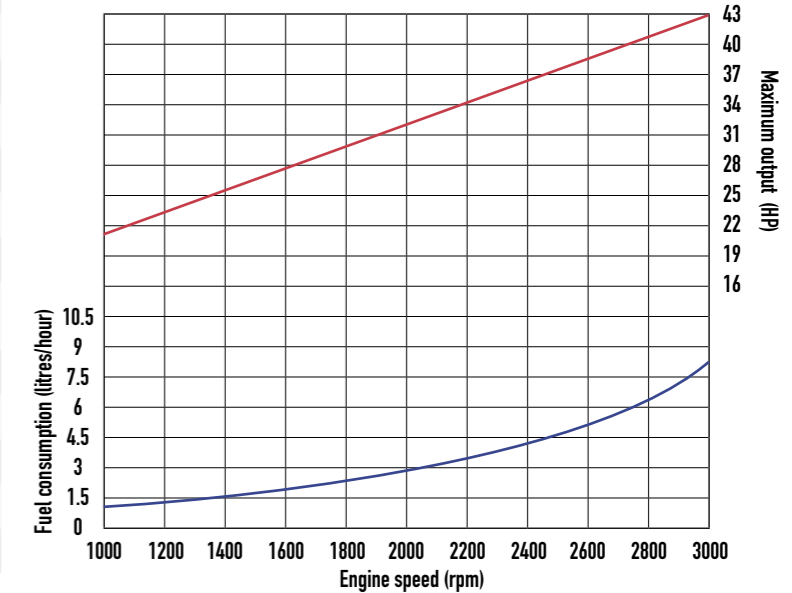
PRM 150 hydraulic gearbox

Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	87mm x 103mm
Displacement	2449 cc
Max HP (ISO 3046/1)	43 @ 2800rpm
Peak Torque	94lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 40 amp & 12V 150 amp alternators
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Gearbox	PRM 150 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	320 kg

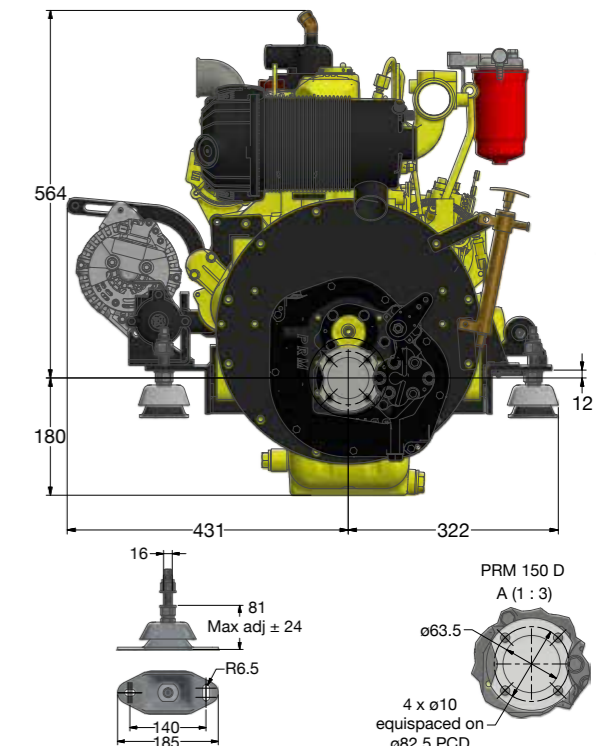
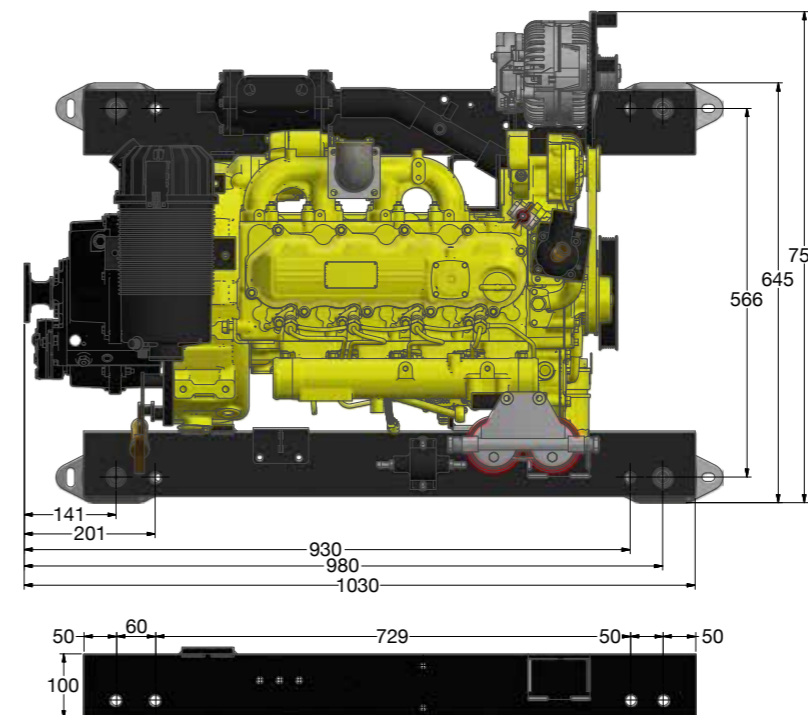
Features & Options

12 volt electric start	Standard
Twin alternators	Standard
Electric stop	Standard
Heavy duty rails & flexible feet	Standard
Morse type cable fitting on speed & gear control	Standard
Centaflex flexible drive coupling	Optional
Low noise air silencer & cleaner	Standard
Calorifier connections	Standard
Dry exhaust flange	Standard
Dry exhaust silencer	Optional

Power Curves / Fuel Consumption



Dry Exhaust Hospital Silencer	Optional
Flexible exhaust pipe with heat shield	Optional
Engine oil extraction pump	Standard
Flexible fuel lines to RCD	Standard
Fuel pre filter and water drain	Standard
Standard control panel	Standard
Deluxe control panel	Optional
Deep sump	Standard
250 hour oil change interval	Standard



SHIRE 45

45hp @
2800rpm

SHIRE



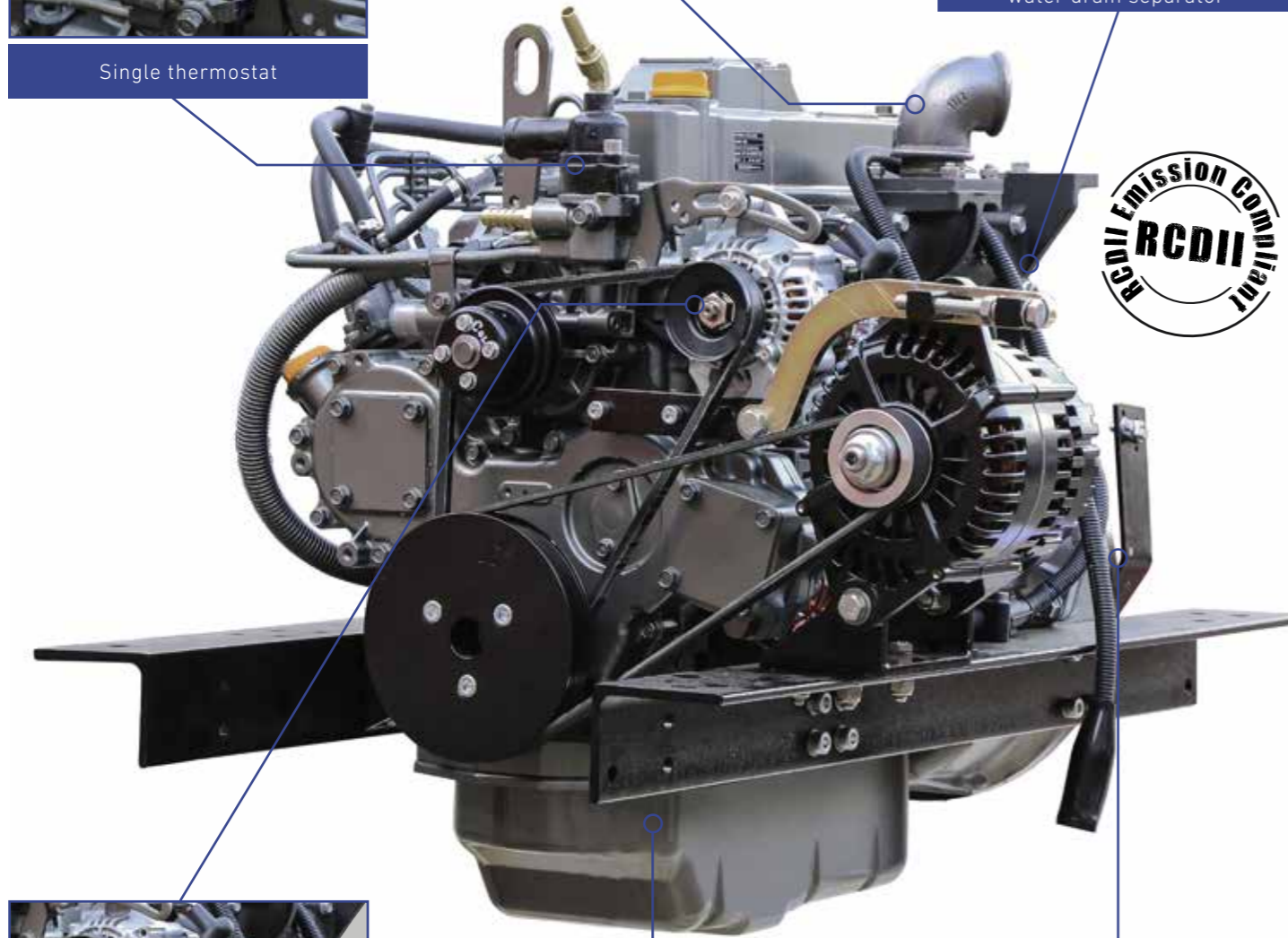
Single thermostat



Dry manifold



Fuel filter with
water drain separator



Twin alternators



Deep sump



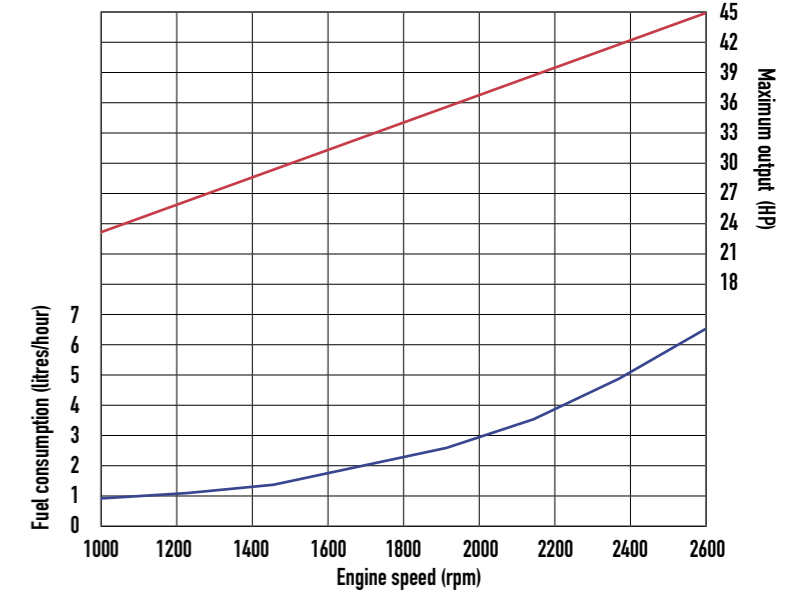
PRM 150 hydraulic gearbox

Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	88mm x 90mm
Displacement	2190 cc
Max HP (ISO 3046/1)	45 hp @ 2800rpm
Peak Torque	97lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 50 amp & 12V 170 amp alternators
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Gearbox	PRM 150 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	278 kg

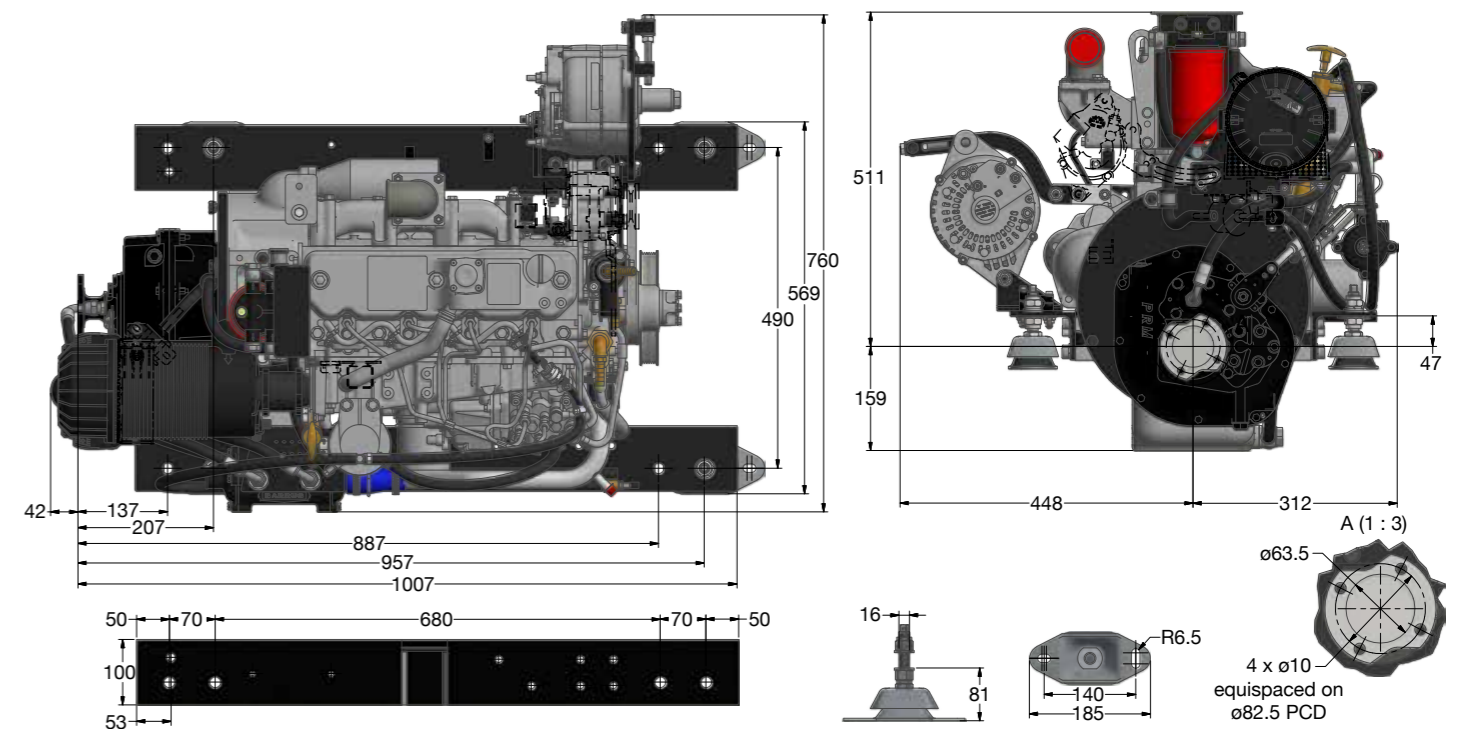
Features & Options

12 volt electric start	Standard
Twin alternators	Standard
Electric stop	Standard
Heavy duty rails & flexible feet	Standard
Morse type cable fitting on speed & gear control	Standard
Centaflex flexible drive coupling	Optional
Low noise air silencer & cleaner	Standard
Calorifier connections	Standard
Dry exhaust flange	Standard
Dry exhaust silencer	Optional
Dry Exhaust Hospital Silencer	Optional

Power Curves / Fuel Consumption



Flexible exhaust pipe with heat shield	Optional
Engine oil extraction pump	Standard
Flexible fuel lines to RCD	Standard
Fuel pre filter and water drain	Standard
Deluxe control panel	Standard
Deep sump	Standard
Shallow sump	Optional
350 hour oil change interval	Standard
Automatic belt tensioner for 170 amp alternator	Optional
3.5 or 5 kW 230 V alternator	Optional
12 V 240 amp or 24 V 120 amp alternators	Optional



SHIRE 49

49hp @
3000rpm

SHIRE



Fuel filter with water drain separator



Single thermostat



Dry manifold



Twin alternators



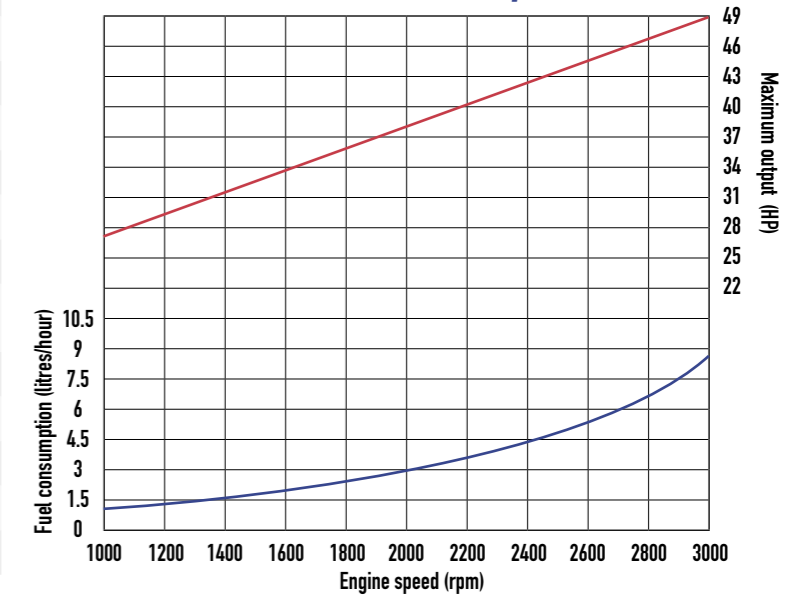
Deep sump



PRM 150 hydraulic gearbox

Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	87mm x 103mm
Displacement	2449 cc
Max HP (ISO 3046/1)	49 @ 3000rpm
Peak Torque	94lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 40 amp & 12V 150 amp alternators
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Gearbox	PRM 150 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	320 kg

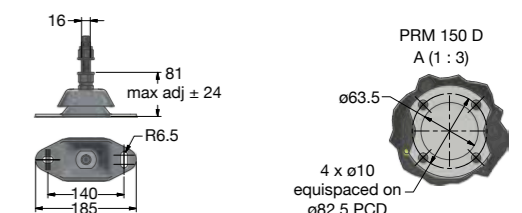
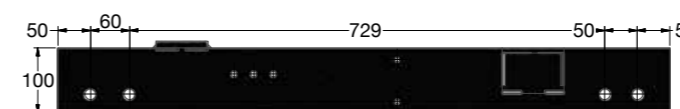
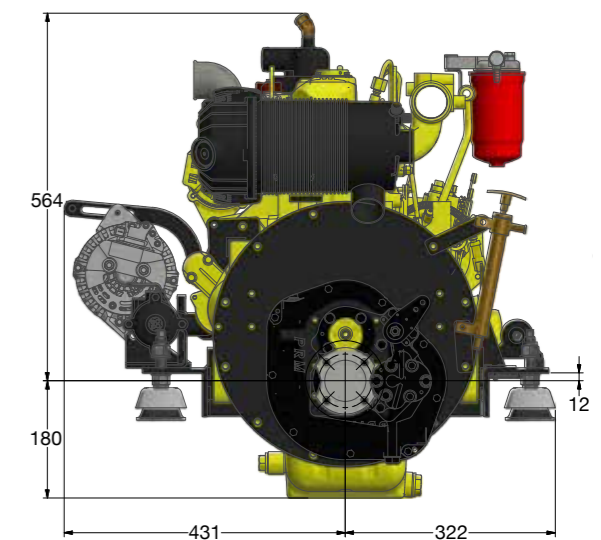
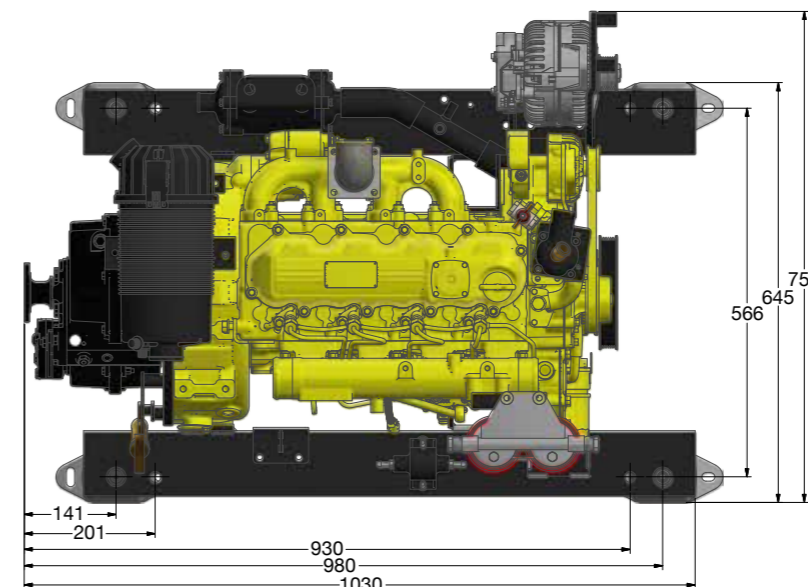
Power Curves / Fuel Consumption



Features & Options

12 volt electric start	Standard
Twin alternators	Standard
Electric stop	Standard
Heavy duty rails & flexible feet	Standard
Morse type cable fitting on speed & gear control	Standard
Centaflex flexible drive coupling	Optional
Low noise air silencer & cleaner	Standard
Calorifier connections	Standard
Dry exhaust flange	Standard

Dry exhaust silencer	Optional
Dry Exhaust Hospital Silencer	Optional
Flexible exhaust pipe with heat shield	Optional
Engine oil extraction pump	Standard
Flexible fuel lines to RCD	Standard
Fuel pre filter and water drain	Standard
Deluxe control panel	Standard
Deep sump	Standard
250 hour oil change interval	Standard





Standard Features and Function

- Whisper quiet electric operation whilst the standard diesel engine is available to meet high end power requirements.
- No more idling in locks, and actually hear your crew from the bottom of the lock.
- Power your entire boat with the onboard hybrid generator and battery bank. No more charging in the evening to top up 12V batteries.
- Run a powerful ring main via an inverter from the large battery bank. Cook electric in complete silence and eliminate gas onboard.
- Significant reduction in fuel consumption and engine hours.



Why Hybrid Marine

- Quiet electric operation for moderate cruising speeds
- Very low speed trolling, eliminate engine idling
- Engine always available for high power requirements
- High power generator when the engine is running
- Batteries can drive high power equipment such as air-conditioning, electric galleys etc
- System can also be operated as a standalone generator
- Highly efficient with improved fuel consumption
- Extended cruising range on limited fuel resources
- Simple user friendly controls
- Cost effective systems designed for your application
- Redundancy, if the diesel engine fails then you can use the electric drive and vice versa
- Intelligent power management system
- Opportune charging during load/unload of passengers can be combined with other renewable sources

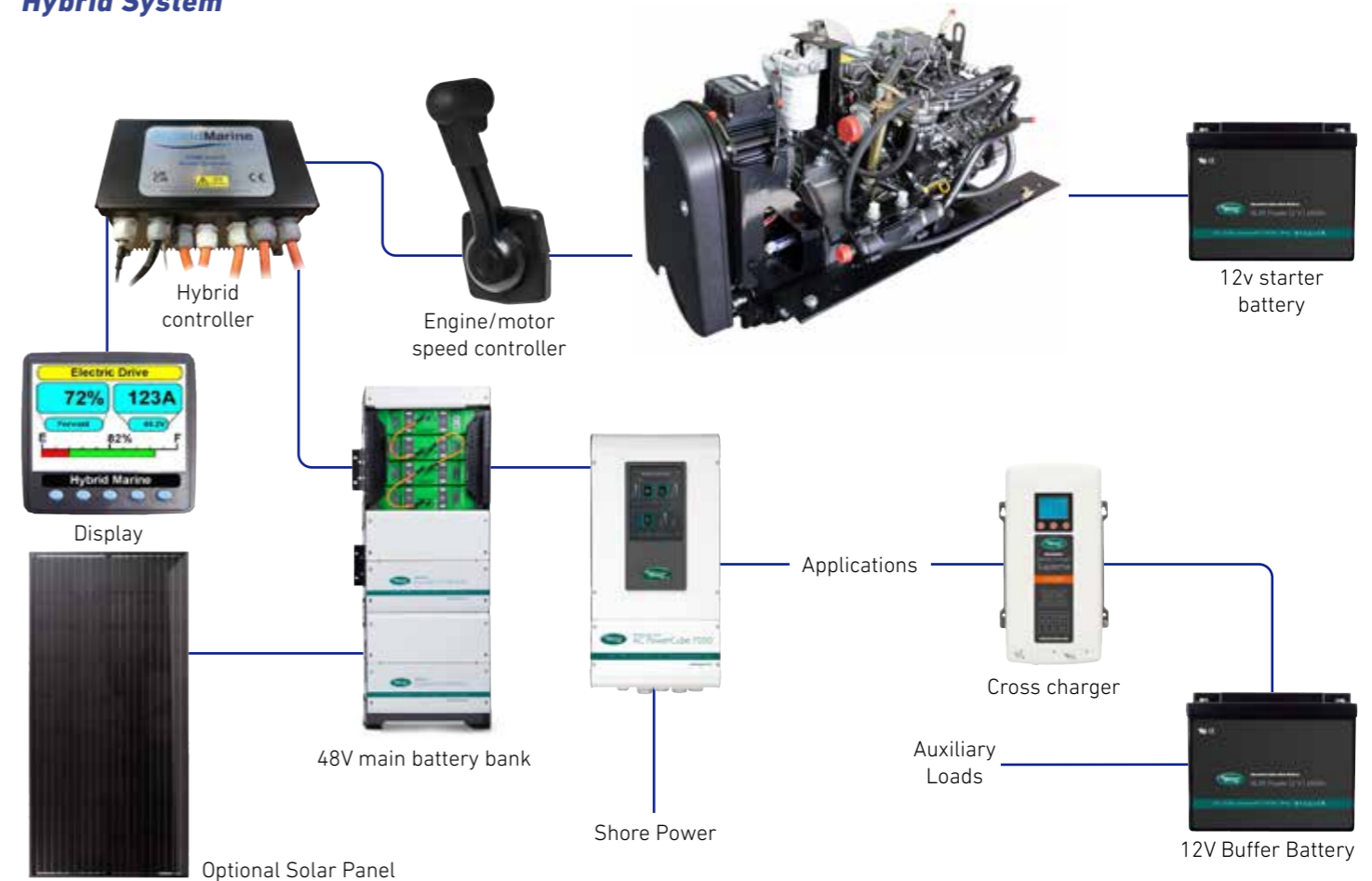
How does the parallel hybrid work?

During low to mid power operation the electric motor can drive the vessel using the energy stored in the battery bank. This is particularly useful for quiet scenic tours in sensitive environments, holding station and low speed trolling. Long periods of engine idling can be eliminated.

For more demanding conditions the full power of the diesel engine is always instantly available to drive the vessel. When the batteries are depleted then the main engine is cycled on to directly drive the vessel. At this time the electric motor automatically becomes a generator and recharges the batteries. The extra shaft load seen by the engine during this combined propulsion and charging period makes the engine operate with higher efficiency.

Once the batteries are recharged you can then switch back to electric drive. Alternatively you can keep the energy in your batteries to silently drive high power equipment. With opportune charging during loading and unloading of passengers, together with overnight charging, diesel use can be drastically reduced.

Hybrid System



SHIRE 50

50hp @
3000rpm

SHIRE



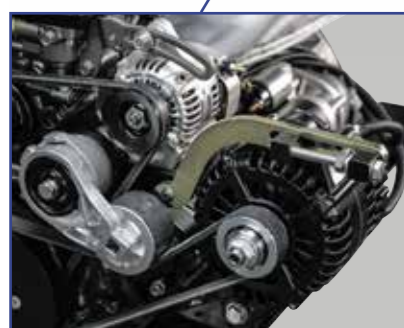
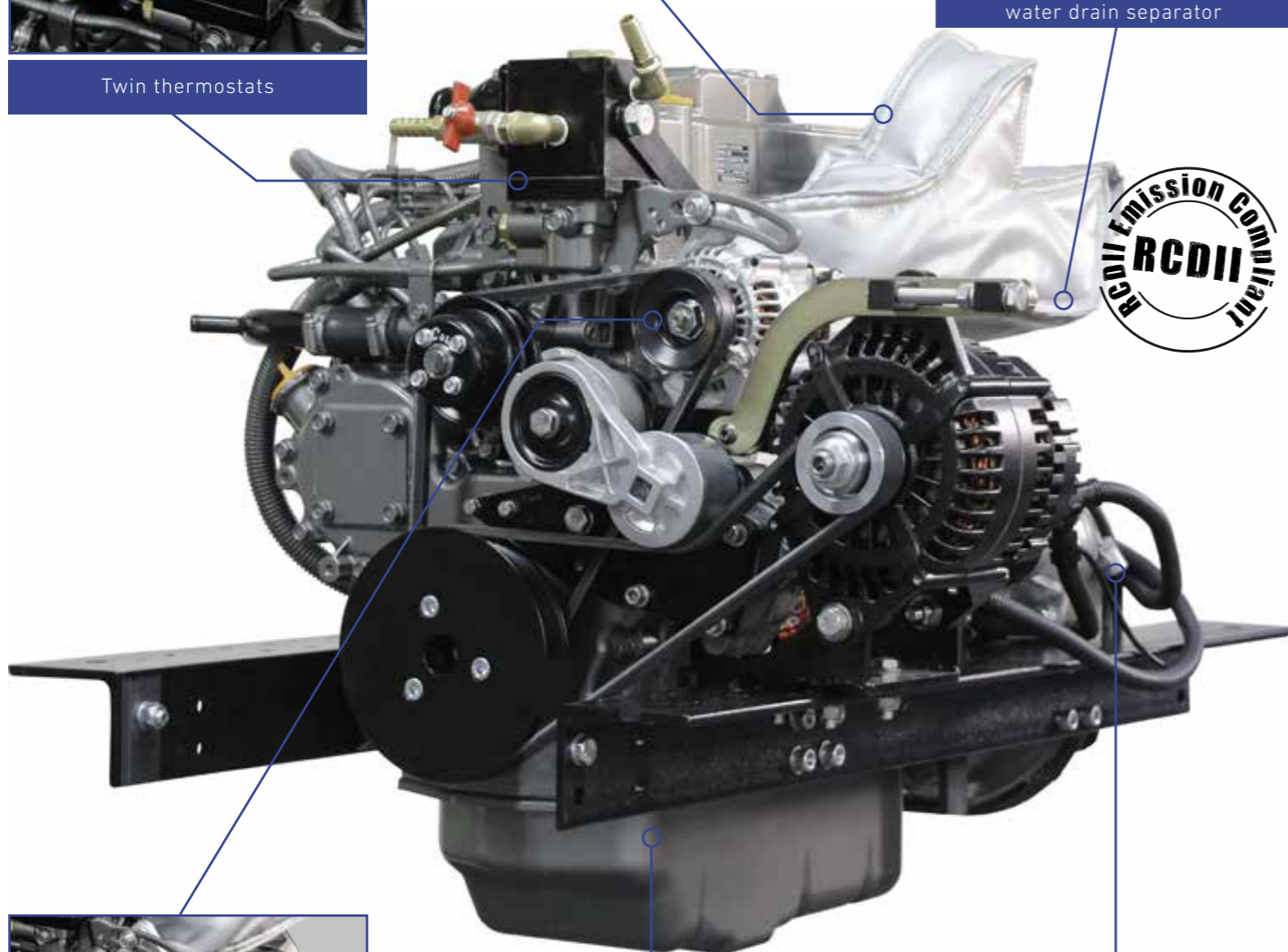
Twin thermostats



Dry manifold



Fuel filter with
water drain separator



Twin alternators



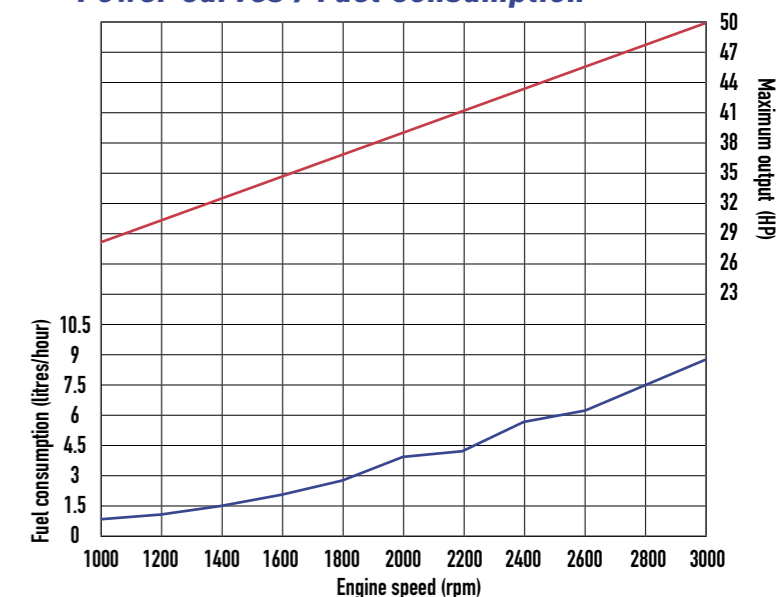
Deep sump



PRM 150 hydraulic gearbox

Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	88mm x 90mm
Displacement	2190 cc
Max HP (ISO 3046/1)	50 hp @ 3000rpm
Peak Torque	108lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 50 amp & 12V 240 amp alternators
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Gearbox	PRM 150 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	280 kg

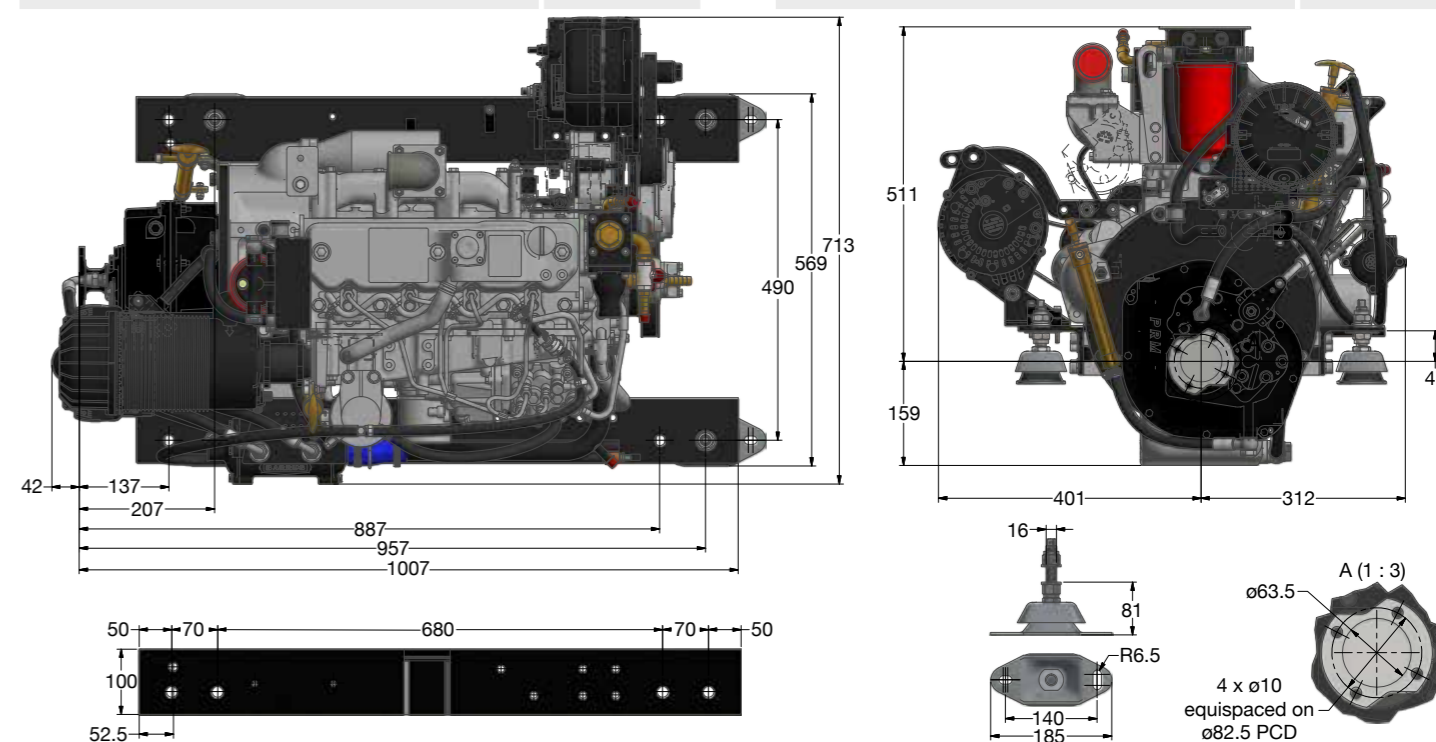
Power Curves / Fuel Consumption



Features & Options

12 volt electric start	Standard
Twin alternators	Standard
Automatic belt tensioner for 240 amp alternator	Standard
Electric stop	Standard
Heavy duty rails & flexible feet	Standard
Morse type cable fitting on speed & gear control	Standard
Centaflex flexible drive coupling	Optional
Low noise air silencer & cleaner	Standard
Calorifier connections	Standard
Dry exhaust flange	Standard
Dry exhaust silencer	Optional

Dry Exhaust Hospital Silencer	Optional
Flexible exhaust pipe with heat shield	Optional
Engine oil extraction pump	Standard
Flexible fuel lines to RCD	Standard
Fuel pre filter and water drain	Standard
Deluxe control panel	Standard
Deep sump	Standard
Shallow sump	Optional
350 hour oil change interval	Standard
3.5 or 5 kW 230 V alternator	Optional
Wet cast iron exhaust manifold	Optional



SHIRE 60

60hp @
2600rpm

SHIRE



Fuel filter with water drain separator



Single thermostat



Dry manifold



Twin alternators



Deep sump



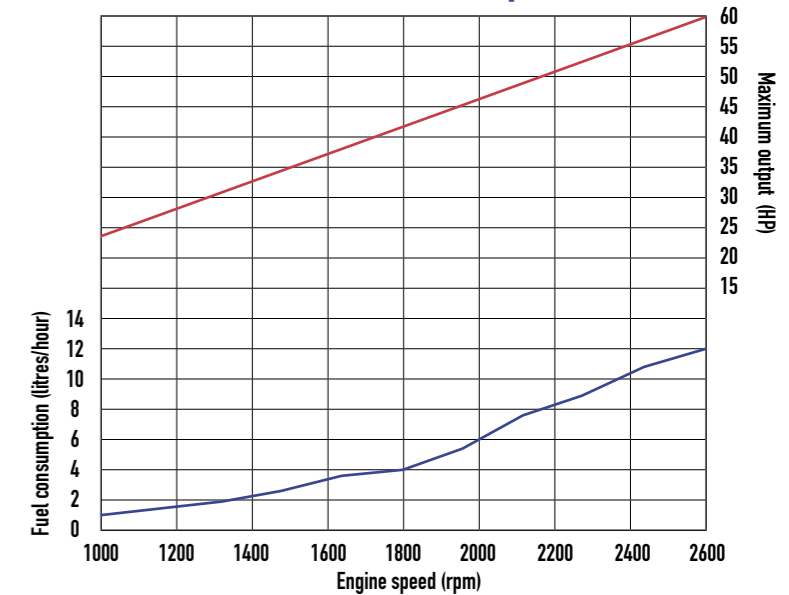
PRM 150 hydraulic gearbox

Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	87mm x 103mm
Displacement	2449 cc
Max HP (ISO 3046/1)	60 @ 2600rpm
Peak Torque	120lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 40 amp & 12V 150 amp alternators
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Gearbox	PRM 150 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	320 kg

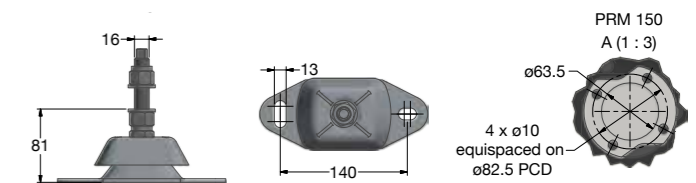
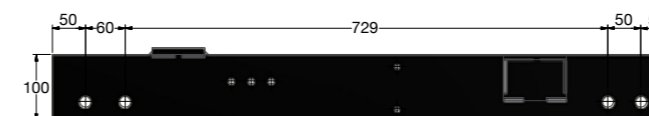
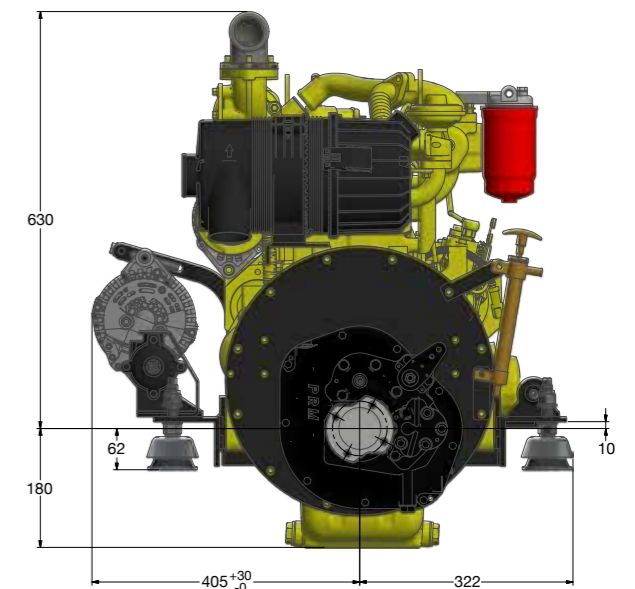
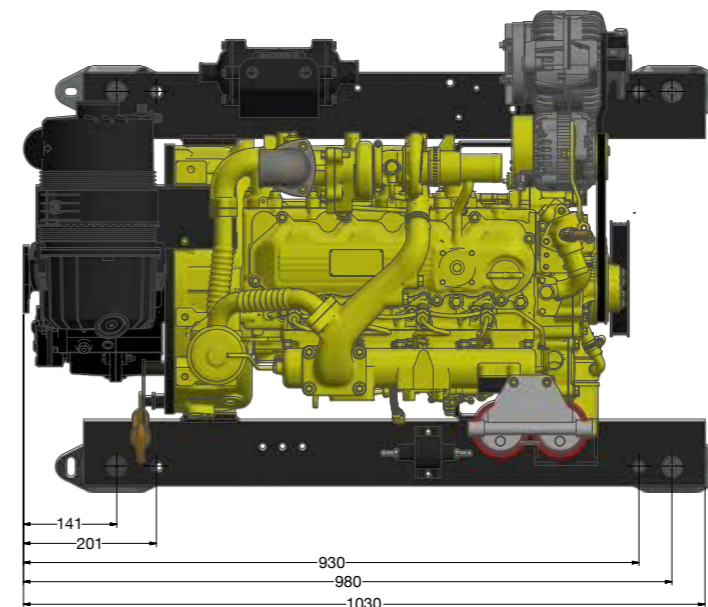
Features & Options

12 volt electric start	Standard
Twin alternators	Standard
Electric stop	Standard
Heavy duty rails & flexible feet	Standard
Morse type cable fitting on speed & gear control	Standard
Centaflex flexible drive coupling	Optional
Low noise air silencer & cleaner	Standard
Calorifier connections	Standard
Dry exhaust flange	Standard
Dry exhaust silencer	Optional

Power Curves / Fuel Consumption



Dry Exhaust Hospital Silencer	Standard
Flexible exhaust pipe with heat shield	Optional
Engine oil extraction pump	Standard
Flexible fuel lines to RCD	Standard
Fuel pre filter and water drain	Standard
Standard control panel	Standard
Deep sump	Standard
250 hour oil change interval	Standard
Deluxe control panel	Optional



SHIRE 65

60hp @
2600rpm

SHIRE



Fuel filter with water drain separator



Thermostat



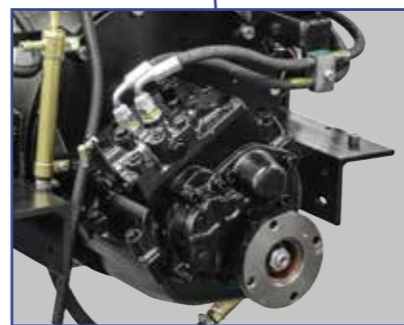
Dry manifold



Twin alternators



Deep sump



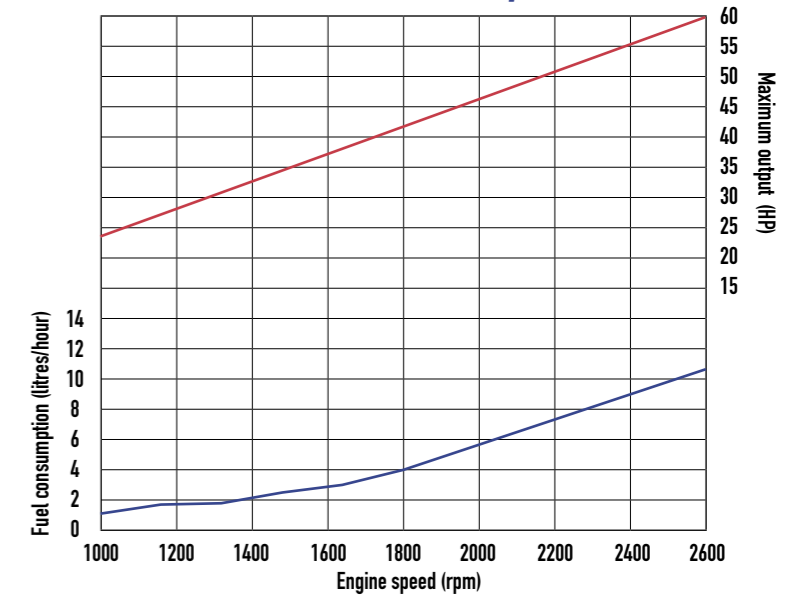
PRM 280 hydraulic gearbox

Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	87mm x 103mm
Displacement	2449 cc
Max HP (ISO 3046/1)	60 @ 2600rpm
Peak Torque	120lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 40 amp & 12V 150 amp alternators
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Gearbox	PRM 280 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	360 kg

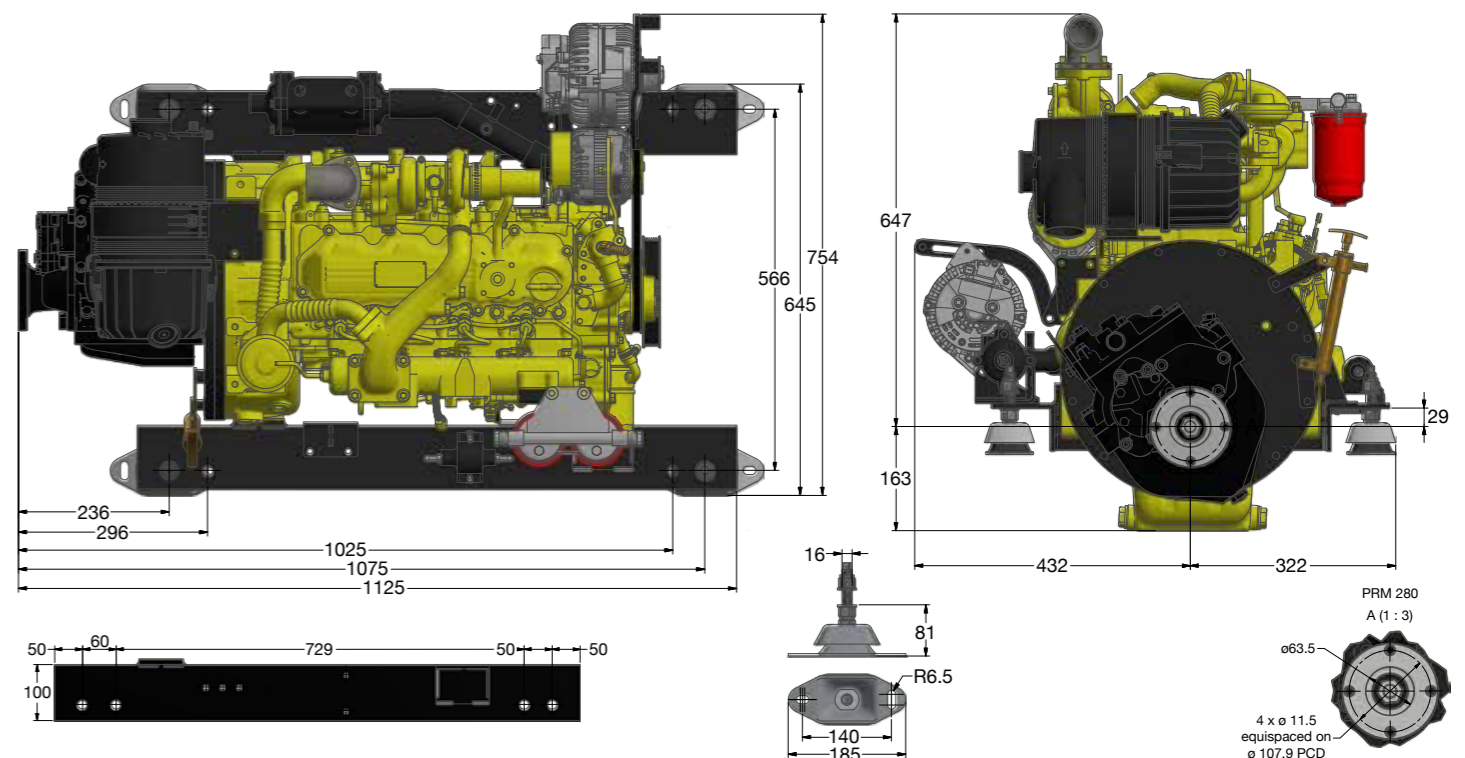
Features & Options

12 volt electric start	Standard
Twin alternators	Standard
Electric stop	Standard
Heavy duty rails & flexible feet	Standard
Morse type cable fitting on speed & gear control	Standard
Centaflex flexible drive coupling	Optional
Low noise air silencer & cleaner	Standard
Calorifier connections	Standard
Dry exhaust flange	Standard
Dry exhaust silencer	Optional

Power Curves / Fuel Consumption



Dry Exhaust Hospital Silencer	Standard
Flexible exhaust pipe with heat shield	Optional
Engine oil extraction pump	Standard
Flexible fuel lines to RCD	Standard
Fuel pre filter and water drain	Standard
Standard control panel	Standard
Deep sump	Standard
250 hour oil change interval	Standard
Deluxe control panel	Optional
Power take off	Optional



SHIRE 70

70hp @
2500rpm

SHIRE



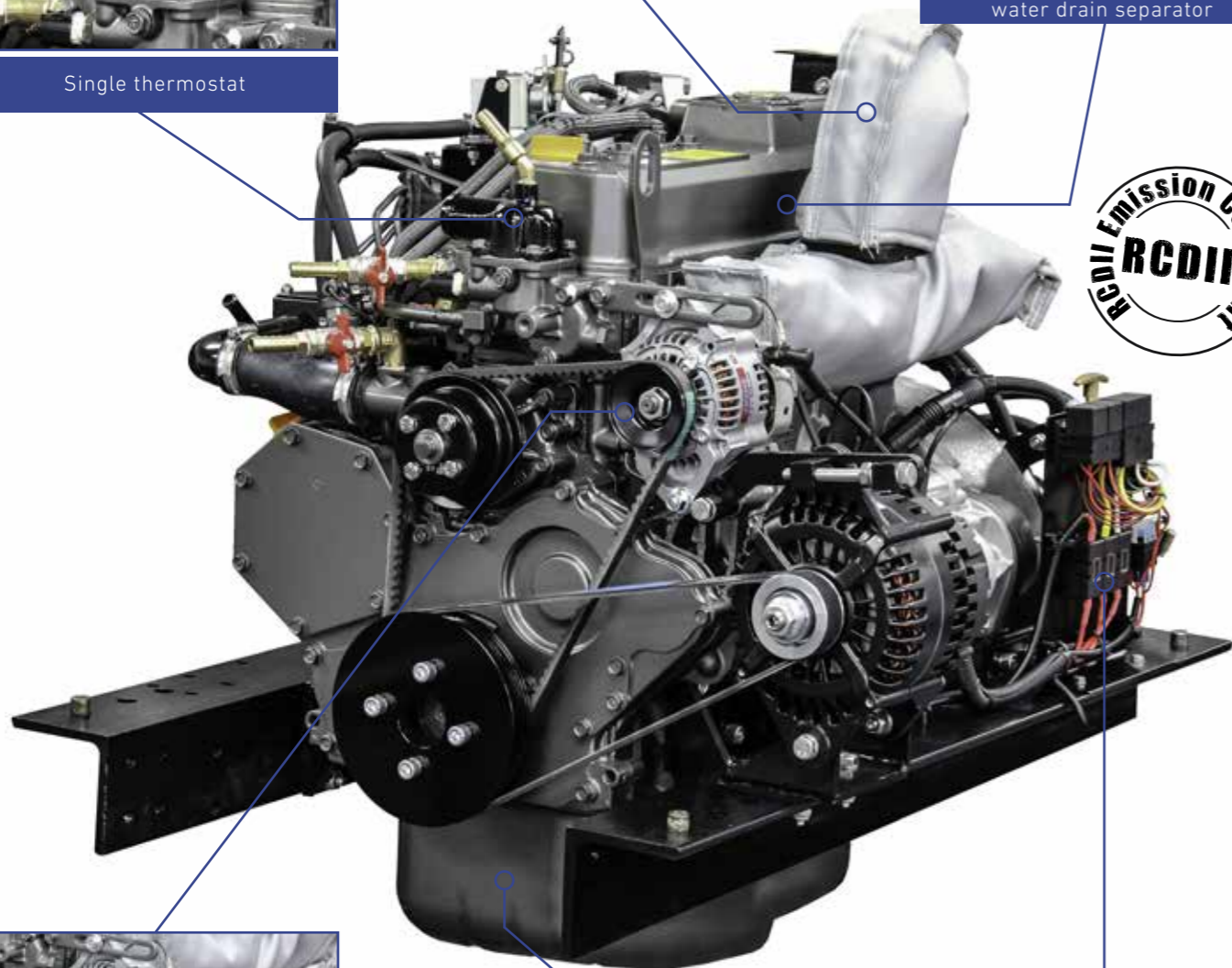
Single thermostat



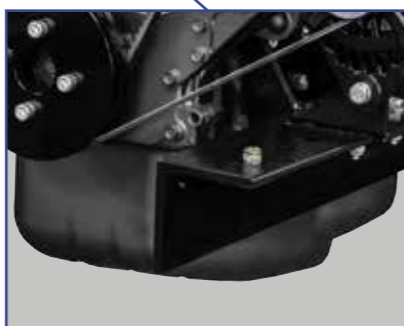
Dry manifold



Fuel filter with
water drain separator



Twin alternators



Deep sump



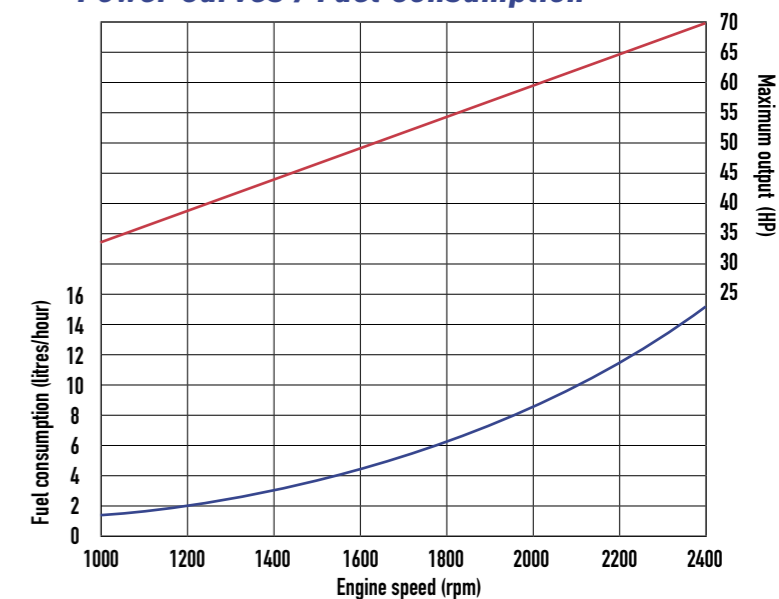
PRM 280 hydraulic gearbox

Type	4 stroke water cooled diesel
Number of Cylinders	4
Bore x Stroke	98mm x 110mm
Displacement	3319 cc
Max HP (ISO 3046/1)	70 hp @ 2500rpm
Peak Torque	143lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 50 amp & 12V 240 amp alternators
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Gearbox	PRM 280 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	410 kg

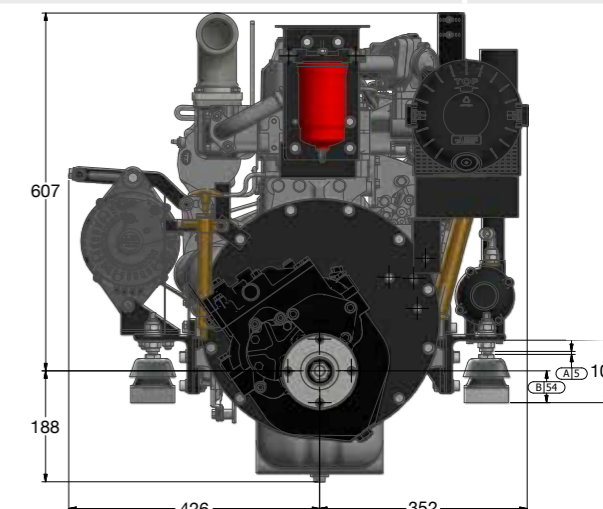
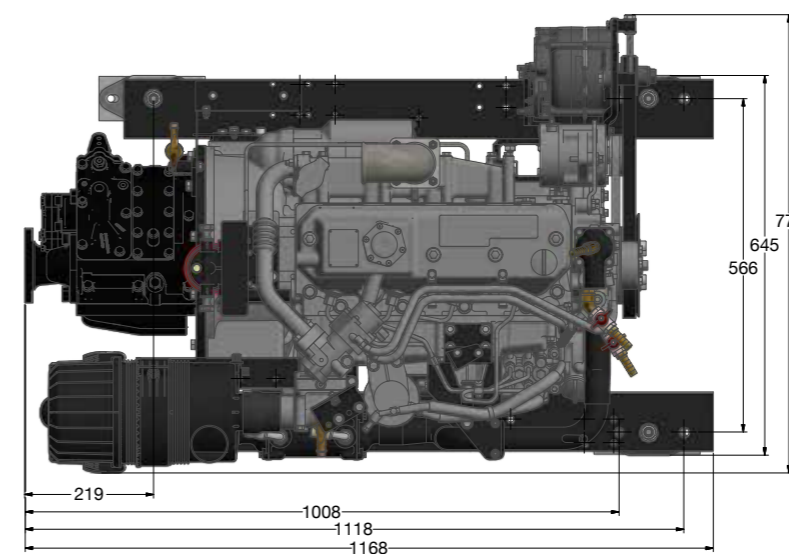
Features & Options

12 volt electric start	Standard
Twin alternators	Standard
Electric stop	Standard
Heavy duty rails & flexible feet	Standard
Morse type cable fitting on speed & gear control	Standard
Centaflex flexible drive coupling	Optional
Low noise air silencer & cleaner	Standard
Calorifier connections	Standard
Dry exhaust flange	Standard
Dry exhaust silencer	Optional
Dry Exhaust Hospital Silencer	Optional

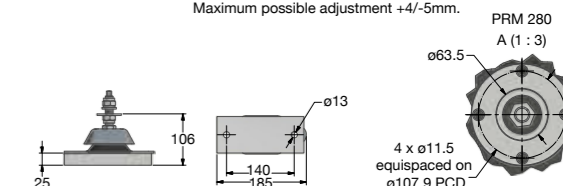
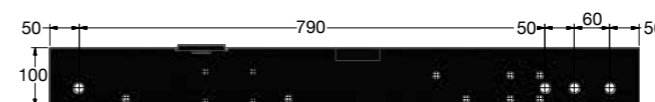
Power Curves / Fuel Consumption



Flexible exhaust pipe with heat shield	Optional
Engine oil extraction pump	Standard
Gearbox oil extraction pump	Standard
Flexible fuel lines to RCD	Standard
Fuel pre filter and water drain	Standard
Deluxe control panel	Standard
Deep sump	Standard
Power take off	Optional
350 hour oil change interval	Standard
3.5 or 5 kW 230 V alternator	Optional
PRM 500 gearbox	Optional



Note:
Dimension A is recommended height.
Dimension B increases as dimension A increases.
Maximum possible adjustment +/-5mm.



SHIRE 90

90hp @
2500rpm

SHIRE



Automatic spring loaded belt tensioner



Lube oil drain pump



Dry manifold



Twin alternators



Deep sump



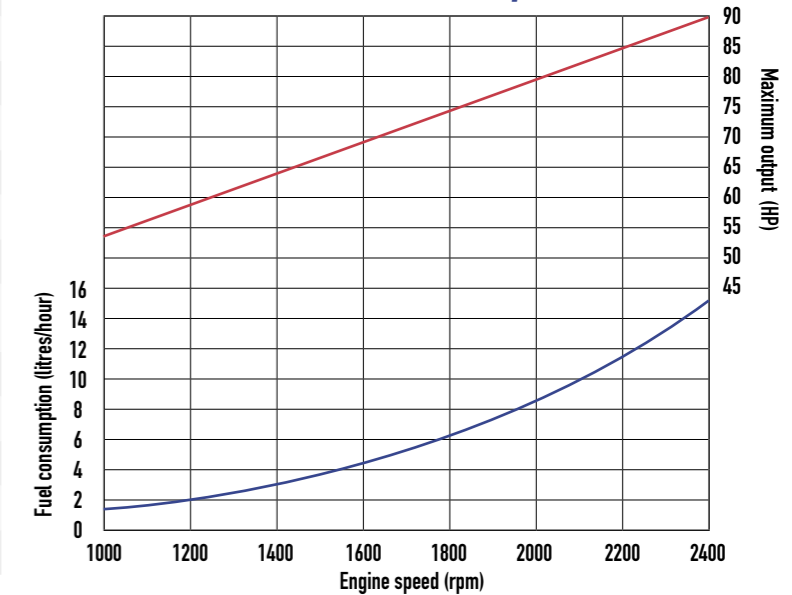
PRM 280 hydraulic gearbox

Type	4 stroke water cooled turbo diesel
Number of Cylinders	4
Bore x Stroke	106mm x 127mm
Displacement	4500 cc
Max HP (ISO 3046/1)	90 @ 2500rpm
Peak Torque	201lb ft / 1600rpm
Combustion	Direct Injection
Electrical System	Starting motor D.C. twin 12V 120 amp & 12V 150 amp alternators
Cooling System	Keel or skin tank
Lubrication System	Forced lubrication by trochoid pump
Gearbox	PRM 280 Hydraulic
Reduction Ratio	2:1
Dry Weight (inc gearbox)	525 kg

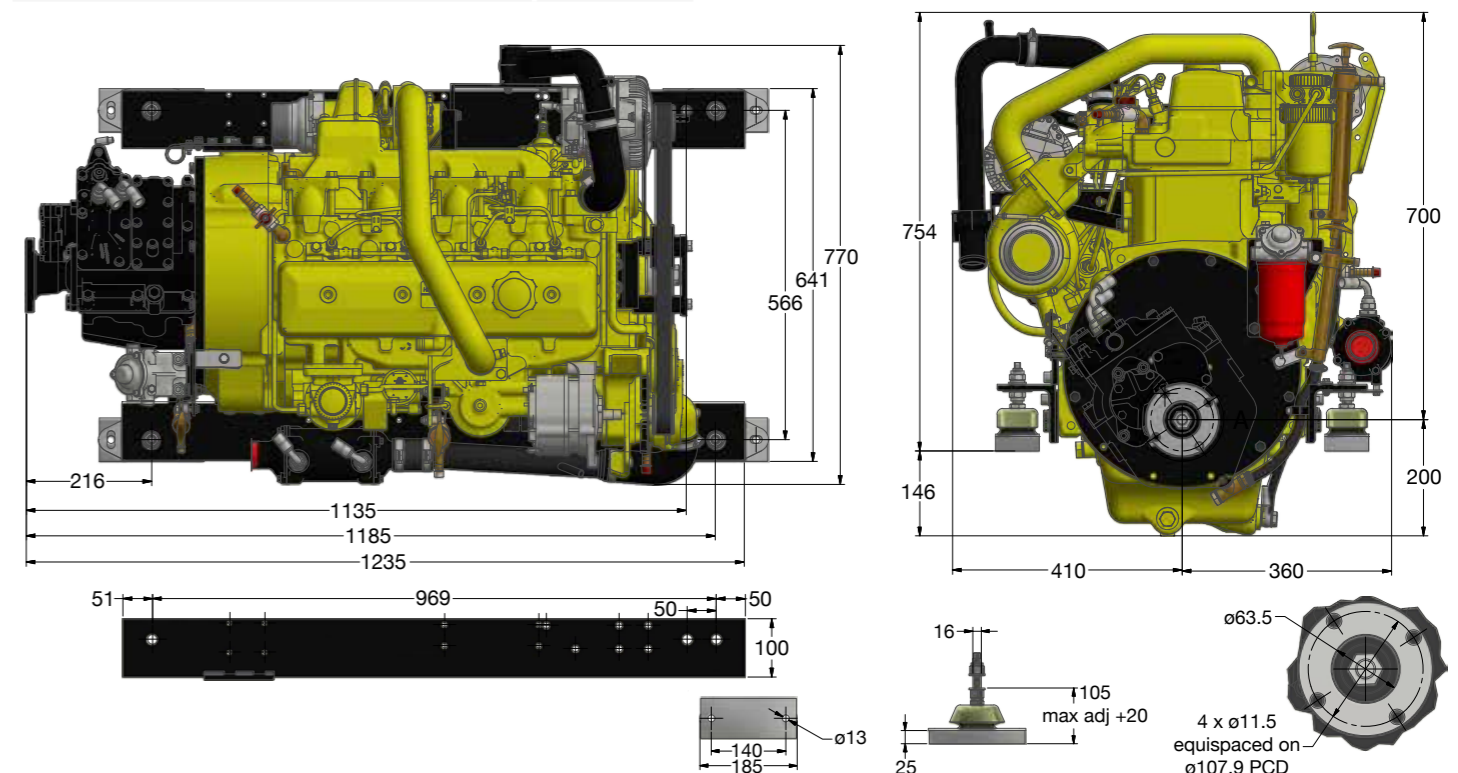
Features & Options

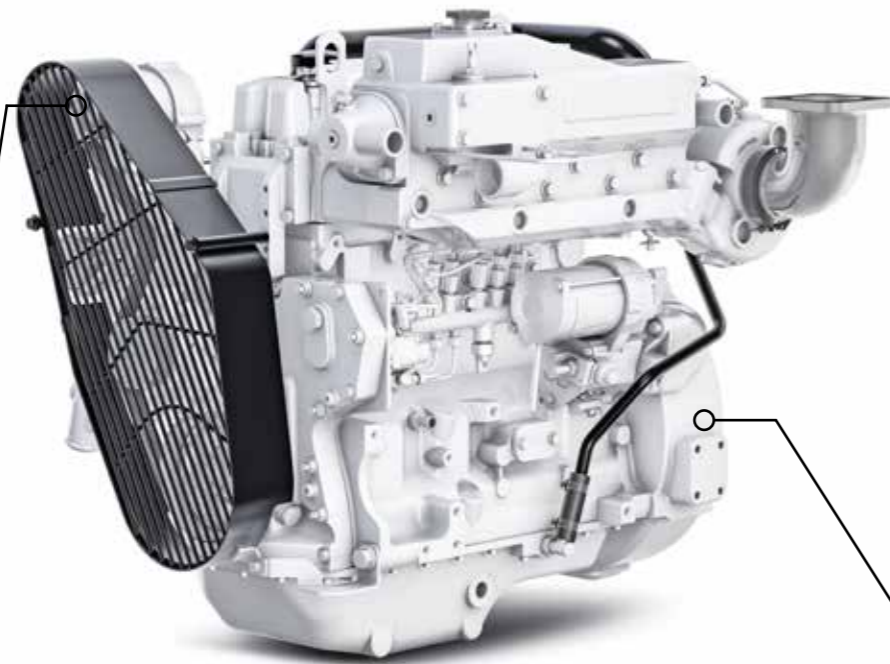
12 volt electric start	Standard
Twin alternators	Standard
Automatic spring loaded belt tensioner	Standard
Electric stop	Standard
Heavy duty rails & flexible feet	Standard
Morse type cable fitting on speed & gear control	Standard
Centaflex flexible drive coupling	Optional
Remote mounted low noise air silencer & cleaner	Standard
Calorifier connections	Standard
Dry exhaust flange	Standard

Power Curves / Fuel Consumption



Dry Exhaust Hospital Silencer	Optional
Flexible exhaust pipe with heat shield	Optional
Engine oil extraction pump	Standard
Gearbox oil extraction pump	Standard
Flexible fuel lines to RCD	Standard
Fuel pre filter and water drain	Standard
Deluxe control panel	Standard
370 hour oil change interval	Standard
Power take off	Optional

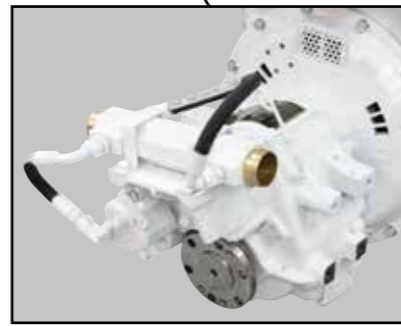




Optional 24V 140 amp alternator



Control panel with electronic diagnostics display, gauges, alarm and key.



Optional MG5061A Hydraulic Gearbox



The 4.5L is a 4-cylinder propulsion engine that meets the following emissions: Tier 3 EPA, RCD II and (IMO) Tier II. Whilst offering quiet and smooth operation in commercial and recreational propulsion applications, the engine features a high-pressure common-rail fuel system, two or four valves per cylinder and is available in either keel cooled or integrated heat exchanger configurations.

The 6.8L is a 6-cylinder propulsion engine that meets Tier 3 EPA, RCD II and (IMO) Tier II emissions whilst offering quiet and smooth operation in commercial and recreational propulsion applications. The engine features high-pressure common-rail fuel systems, four valves per cylinder and low-temperature aftercoolers. Keel cooled or integrated heat exchanger configurations are available. Featuring power to 400 hp below rated speed, the 6.8L engine makes an excellent choice for larger type work boat vessels, channel crossing launches, work boats, trawler yachts, and patrol craft.

Specifications - 4045

Model	John Deere 4045TFM85/AFM85
Type	In-line, 4-cycle, water cooled diesel
Number of Cylinders	4
Bore x Stroke	106mm x 127mm
Displacement	4500 cc
HP Range	100 - 315
Aspiration	Turbocharged
Length (maximum)	1020mm (40.2 inches)
Length to rear face of flywheel housing	877mm (34.5 inches)
Flywheel housing SAE	2 / 3 / 4
Height	912mm (35.9 inches)
Height (crankshaft centre line to top)	625mm (24.6 inches)
Height (crankshaft centre line to bottom)	287mm (11.3 inches)
Dry weight	507 kg

Features & Benefits - 4045

- High torque and low rated rpm
- High-pressure common rail
- Water-cooled exhaust manifold and turbo
- Replaceable cylinder liners
- Electronic engine control unit
- Integrated heat exchanger
- Keel-cooled or heat exchanger
- Internal balancers
- Multiple service options

Specifications - 6068

Model	John Deere 6068AFM85
Type	In-line, 4-cycle, water cooled diesel
Number of Cylinders	6
Bore x Stroke	107mm x 127mm
Displacement	6068 cc
HP Range	230 - 400
Aspiration	Turbocharged and air-to-coolant aftercooled
Length (maximum)	1489mm (58.6 inches)
Length to rear face of flywheel housing	1172mm (46.1 inches)
Flywheel housing SAE	2 / 3
Height	935mm (36.9 inches)
Height (crankshaft centre line to top)	644mm (25.4 inches)
Height (crankshaft centre line to bottom)	291mm (11.5 inches)
Dry weight	787 kg

Features & Benefits - 6068

- High torque and low rated rpm
- 4-valve cylinder head
- High-pressure common rail
- Water-cooled exhaust manifold and turbo
- Replaceable cylinder liners
- Electronic engine control unit
- Keel-cooled or heat exchanger
- Multiple service options

RCD II Compliant models available up to 750 hp on request.



INLAND WATERWAYS

England			
Berkshire	Bluenine Marine	Tel : 01189 406482	info@blueninemarine.co.uk
	Driveline Marine	Tel : 01189 423877	tam@drivelinemarine.com
	Marcus Marine	Tel : 07900 890911	Marcus@marcusmarine.co.uk
Bristol	Advance Marine	Tel : 01275 815910	phil@advancemarine.co.uk
Cheshire	Midland Chandlers	Tel : 01928 751 800	preston.brook@midlandchandlers.co.uk
	Nantwich Canal Centre Ltd	Tel : 01270 625122	info@nantwichcc.co.uk
Cumbria	Windermere Aquatic Ltd	Tel : 01539 442121	service@aquaticboatcentres.com
Derbyshire	Midland Chandlers	Tel : 01283 701 445	willington@midlandchandlers.co.uk
Devon	Sleeman & Hawken Ltd	Tel : 01626 778266	sales@sleeman-hawken.co.uk
Essex	French Marine Motors Ltd	Tel : 01206 305233	info@frenchmarine.com
Hampshire	Marine Power Ltd	Tel : 0238 0403918	sales@marine-power.co.uk
Hertfordshire	Lee Valley Marina	Tel : 01920 870 499 / 293 101	stansteadmarina@vibrantpartnerships.co.uk
	Keypart Ltd	Tel : 01923 276000	sales@keypart.com
Leicestershire	Foxton Boat Services Ltd	Tel : 0116 279 2285	foxtonboats@btinternet.com
London	Lee Valley Marina	Tel : 020 8806 1717	springfieldmarina@vibrantpartnerships.co.uk
Manchester	Splash Marine Supplies	Tel : 0161 748 4067	sam@splash-marine.com
Middlesex	Lindon Lewis Marine	Tel : 01932 247427	service@pushtheboatout.com
Norfolk	French Marine Motors Ltd	Tel : 01603 722079	info@frenchmarine.com
Northampton	Grand Junction Boat Company	Tel : 01604 858043	info@boatrepairs.uk.com
	Midland Chandlers	Tel : 01788 891 401	braunston@midlandchandlers.co.uk
Nottinghamshire	Farndon Marina	Tel : 01636 705483	info@farndonmarina.co.uk
Staffordshire	J D Boat Services Gailey Ltd	Tel : 01902 791811	david@jdboats.co.uk
	Midland Chandlers	Tel : 01785 712 437	penkridge@midlandchandlers.co.uk
	Streethay Wharf	Tel : 01543 414808	office@streethaywharf.co.uk
Warwickshire	Springwood Haven Leisure Ltd	Tel : 0845 4566572	enquiries@springwoodhaven.co.uk
West Yorkshire	Rodley Boat Centre	Tel : 01132 576132	rodleyboatcentre@msn.com
Wiltshire	Devizes Marina	Tel : 01380 725300	sales@devizesmarina.com
Worcestershire	Crafted Boats Ltd	Tel : 01527 876438	craftedboats@btconnect.com
	Evesham Marina	Tel : 01386 768500	info@eveshammarina.co.uk
Wales			
Monmouthshire	Castle Narrowboats	Tel : 01873 830001	info@castle.narrowboats.co.uk
Northern Ireland			
	Southshore Marine & Diesel Ltd	Tel : 028383 41010	info@southshoremarine.co.uk

Dealer Stamp



Specifications and/or prices are subject to change without notice.
Every effort is made to produce sales literature and price lists that are accurate and current.

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