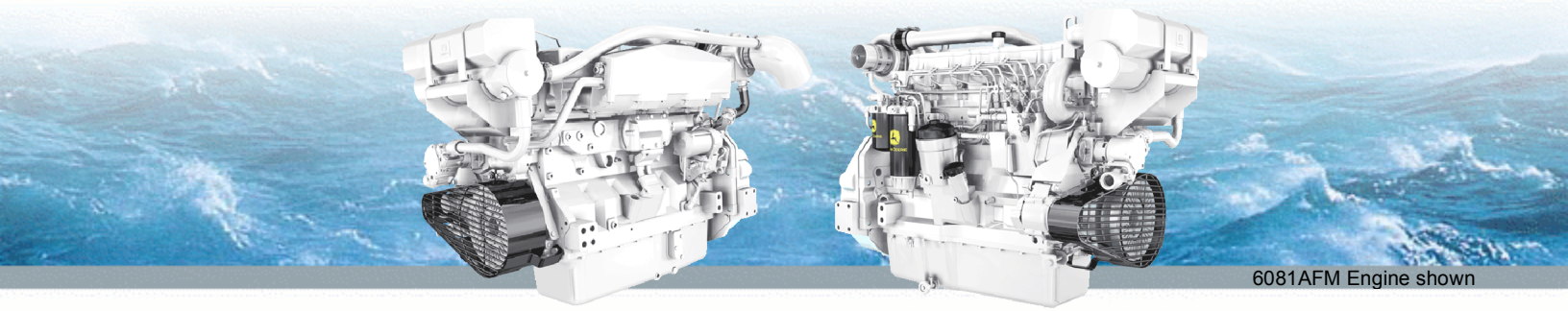
JOHN DEERE

PowerTech™

6081AFM Marine Engine

Propulsion Specifications



6081AFM Engine shown

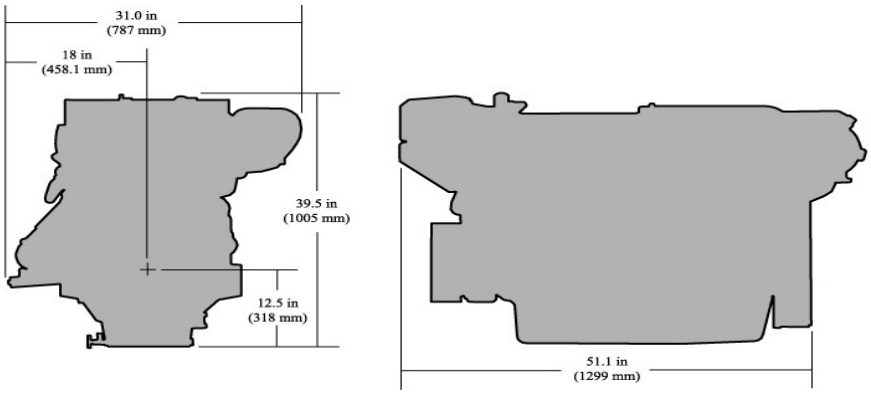
General Data

Model	6081AFM75
Number of cylinders	6
Displacement-- L (cu in)	8.1 (494)
Bore and Stroke-- mm (in)	116 x 129 (4.57 x 5.08)
Compression Ratio	15.7:1
Engine Type	In-line, 4- Cycle
Aspiration	Aftercooled
Length-- mm (in)	1299 (51.1)
Width-- mm (in)	787 (31.0)
Height, Centerline to Top-- mm. (in)	687 (27.0)
Height, Centerline to Bottom-- mm. (in)	318 (12.5)
Weight, dry-- kg (lb)	853 (1881)
Maximum Installed Angle	
Front Up - degrees	12
Front Down - degrees	0

Certifications

- IMO MARPOL Annex VI
- US EPA Marine Tier 2 Compliant
- IWT (2004/26/EC)
- RCD (2003/44/EC)
- American Bureau of Shipping
- Bureau Veritas
- China Classification Society
- Det Norske Veritas
- Lloyd's Register

Dimensions



Features and Benefits

Watercooled Turbocharger and Exhaust Manifold

- Cooler and quieter environment for vessel and crew
- Reduced external connections eliminates hoses and fittings that can leak or break

Directed Top-liner Cooling

- Reduces upper liner temperature by as much as 100 degrees Fahrenheit (54 degrees Celsius)
- Durable and reliable power cylinder components

Replaceable Wet-type Cylinder Liners

- Hardened and precision machined for long life

Corrosion Resistant Components

- Provides engine protection from the effects of seawater

Gear Auxiliary Drive

- Optional auxiliary drive for wash-down pumps, hydraulic oil pumps, and air compressors

Either-side Service

- Oil fill and dipstick combinations
- Application and service flexibility to provide installation convenience plus fast and easy maintenance

Heat Exchanger or Keel Cooled

- High-capacity heat exchanger designed for reliable operation in adverse conditions
- Keel cooler or heat exchanger options provide application flexibility

High Torque and Low Rated RPM

- Enables the engine to turn larger propellers at lower speed for best efficiency
- Excellent vessel control and maneuvering
- Lower rated rpm limits vibration and noise for better crew comfort

Fuel System

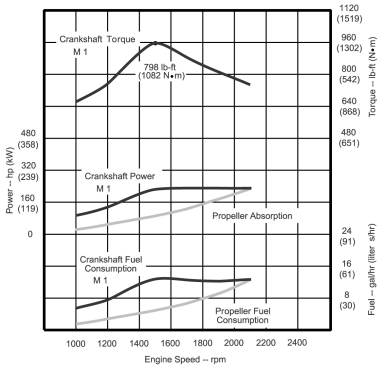
- Electronically controlled high pressure common rail fuel system provides precise fuel delivery with variable timing resulting in excellent fuel economy and excellent performance
- 3-5% Generator Droop Governing
- Self diagnostics and protection
- Electronic instrument panel with plain text messaging

Photographs may show non-standard equipment.

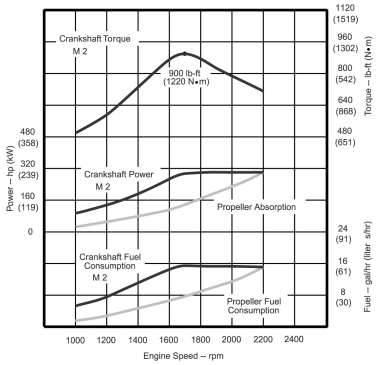
Propulsion Specifications

Performance curve

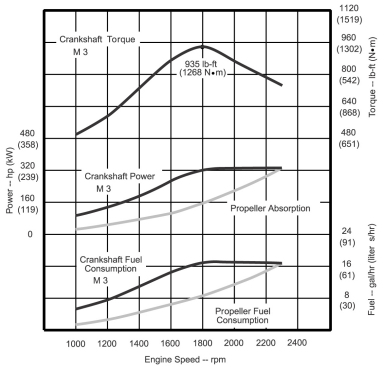
M1 PERFORMANCE CURVE



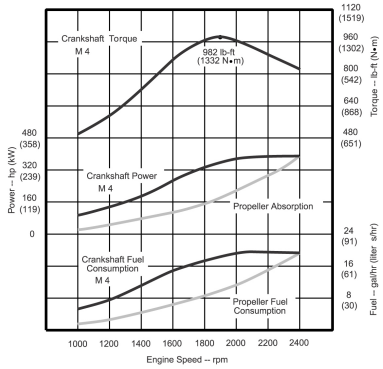
M2 PERFORMANCE CURVE



M3 PERFORMANCE CURVE



M4 PERFORMANCE CURVE



Performance data	M4	M3	M2	M1
Rated Power - kW (hp)	280 (375)	246 (330)	224 (300)	175 (235)
Rated Speed - rpm	2400	2300	2200	2100
Low Idle Speed - rpm	600	600	600	600
Peak Torque - Nm (ft-lb)	1332 (982)	1268 (935)	1220 (900)	1082 (798)
Peak Torque Speed - rpm	1900	1800	1700	1500
Fuel Consumption - L/h (gal/hr)	72.8 (19.2)	63.2 (16.7)	57.6 (15.2)	46.5 (12.3)

M rating	M4	M3	M2	M1
Typical load factor	≤ 40 %	≤ 50 %	≤ 65 %	> 65 %
Typical annual usage (hr)	≤ 800	≤ 2000	≤ 3000	> 3000
Typical full-power operation (hr)	1 of each 12	4 of each 12	16 of each 24	24 Uninterrupted

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All values at rated speed and power with standard options unless otherwise noted.
Specifications and design subject to change without notice.