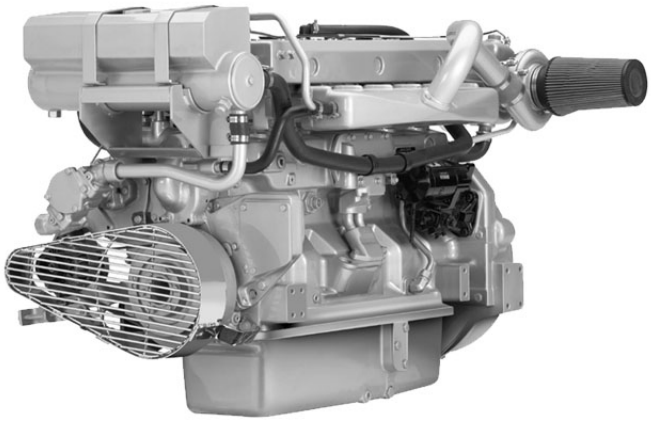
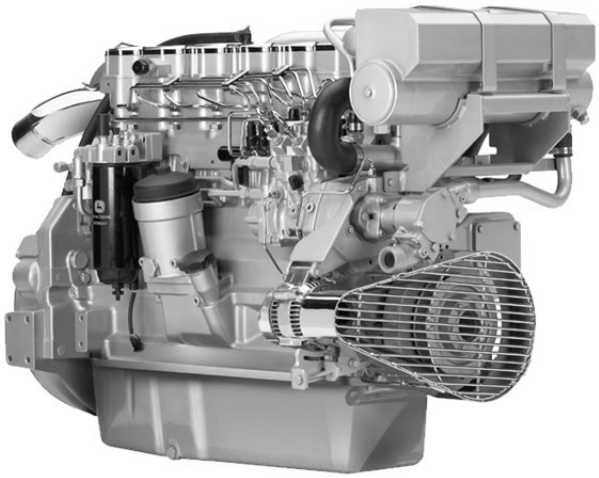
JOHN DEERE

PowerTech™ 6081AFM Specifications Marine Engine





US EPA Marine Tier II Compliant
IMO Compliant

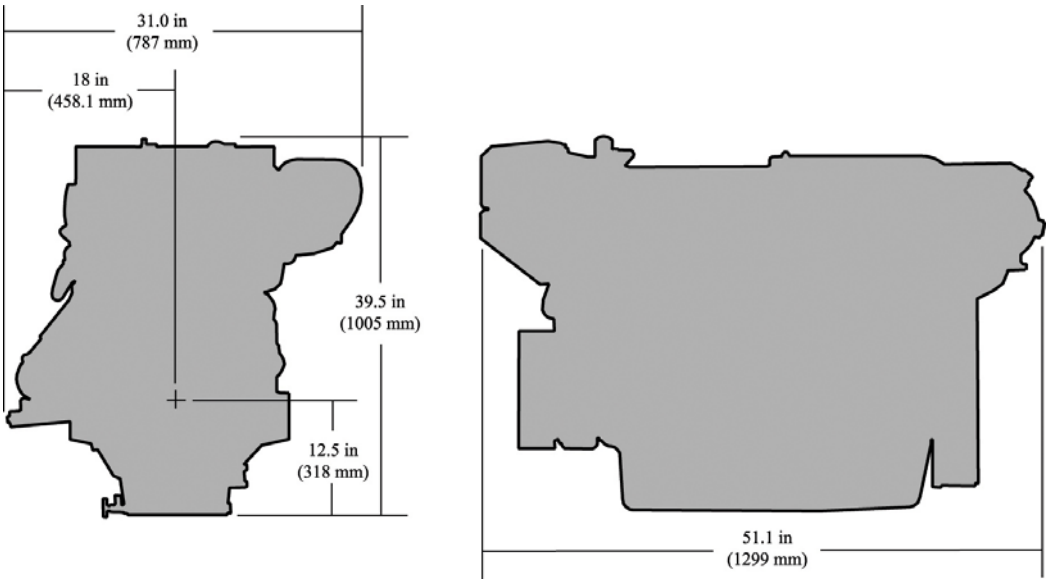
PERFORMANCE DATA

	M4	M3	M2	M1
Rated Power--hp (kW)	375 (280)	330 (246)	300 (224)	235 (175)
Rated Speed--rpm	2400	2300	2200	2100
Low Idle Speed--rpm	600	600	600	600
Peak Torque--lb-ft (N.m)	982 (1332)	935 (1268)	900 (1220)	798 (1082)
Peak Torque Speed--rpm	1900	1800	1700	1500
Fuel Consumption - gal/hr (L/h)				
2400	19.26 (72.9)	N/A	N/A	N/A
2300	16.99 (64.3)	16.72 (63.3)	N/A	N/A
2200	14.9 (56.4)	14.87 (56.3)	15.27 (57.8)	N/A
2100	12.97 (49.1)	12.97 (49.1)	13.47 (51)	12.31 (46.6)
2000	11.28 (42.7)	11.25 (42.6)	11.7 (44.3)	10.51 (39.8)
1800	8.45 (32.0)	8.43 (31.9)	8.77 (33.2)	7.87 (29.8)
1600	6.21 (23.5)	6.21 (23.5)	6.45 (24.4)	5.71 (21.6)
1400	4.17 (15.8)	4.17 (15.8)	4.33 (16.4)	3.86 (14.6)
1200	2.67 (10.1)	2.67 (10.1)	2.77 (10.5)	2.48 (9.4)
1000	1.64 (6.2)	1.64 (6.2)	1.69 (6.4)	1.53 (5.8)

Photographs may show non-standard equipment

JOHN DEERE ENGINE MANUFACTURING ISO 9001 REGISTERED

DIMENSIONS



Propulsion & Auxiliary Power

GENERAL DATA

Model	6081AFM75
Number of Cylinders	6
Displacement- cu. in (L)	496 (8.1)
Bore and Stroke--in. (mm)	4.56 x 5.06 (116 x 129)
Compression Ratio	15.7:1
Engine Type	In-line, 4-Cycle
Aspiration	Turbocharged and Aftercooled
Aftercooling System	Engine Coolant

Length--in. (mm)	51.1 (1299)
Width--in. (mm)	31.0 (787)
Height--in. (mm)	39.5 (1005)
Weight, dry--lb (kg)	1881 (853)
Maximum Installed Angle	
Front Up--degrees	12
Front Down--degrees	0

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

Replaceable wet-type cylinder liners
- Excellent heat dissipation
- Hardened and precision machined for long life
- Rebuild to original specifications

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

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

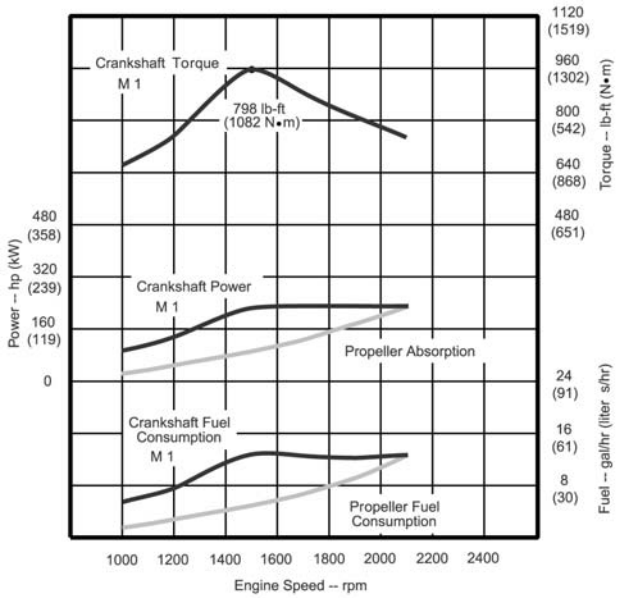
High torque and low rated rpm
- Enables the engine to turn larger propellers at lower speed for best efficiency
- Excellent vessel control and maneuvering
- Lower rated rpm limits vibration and noise for better crew comfort

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

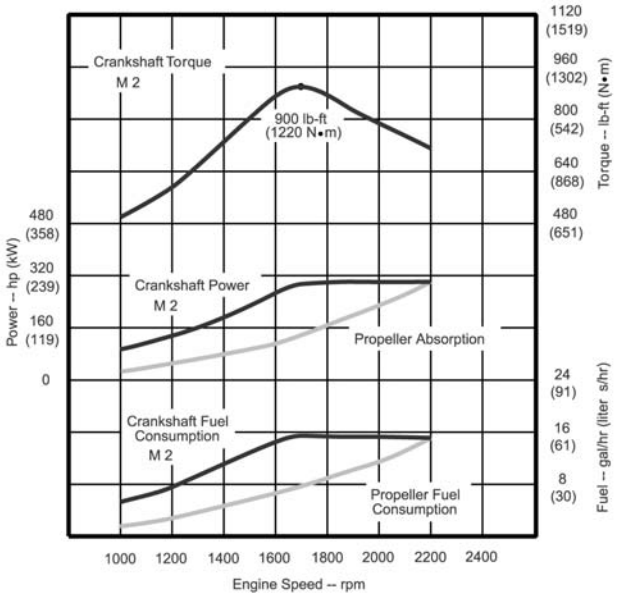
Emissions
- US EPA Marine Tier II Compliant
- IMO Compliant

Data based on keel cooled engine.
All values at rated speed and power with standard options unless otherwise noted.
Specifications and design subject to change without notice.

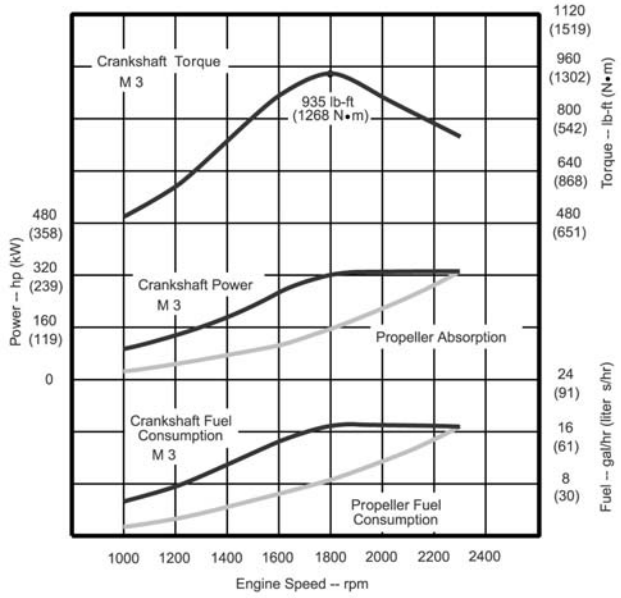
M1 PERFORMANCE CURVE



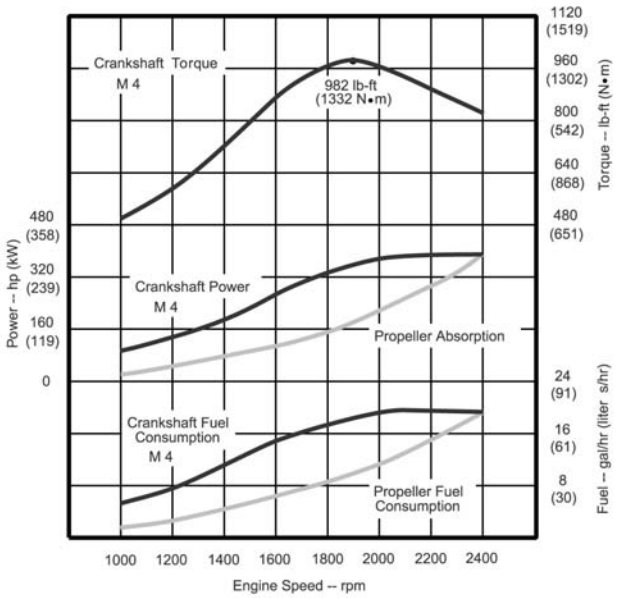
M2 PERFORMANCE CURVE



M3 PERFORMANCE CURVE



M4 PERFORMANCE CURVE



PERFORMANCE CURVE DEFINITIONS

Marine M1
For propulsion applications that may operate up to 24 hours a day at uninterrupted full power. These applications typically operate over 3,000 hours/year. M1 rating is ISO8665 "standard power" rating and the SAE J1228 "crankshaft power" rating.

Marine M2
For propulsion applications that may utilize full power up to 16 out of each 24 hours of operation. These applications typically operate at full power up to 65 percent of the time and accumulate as many as 3,000 hours/year.

Marine M3
For propulsion applications that may utilize full power no more than 4 out of each 12 hours of operation. These applications typically operate at full power up to 35 percent of the time and accumulate as many as 2,000 hours/year.

Marine M4
For propulsion applications that may utilize full power up to 1 out of each 12 hours of operation. These applications typically operate at full power up to 15 percent of the time and accumulate as many as 800 hours/year

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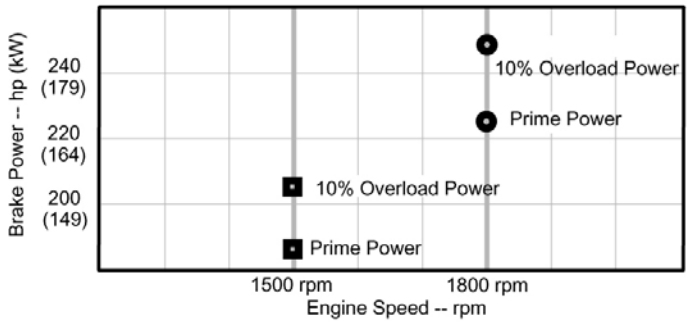

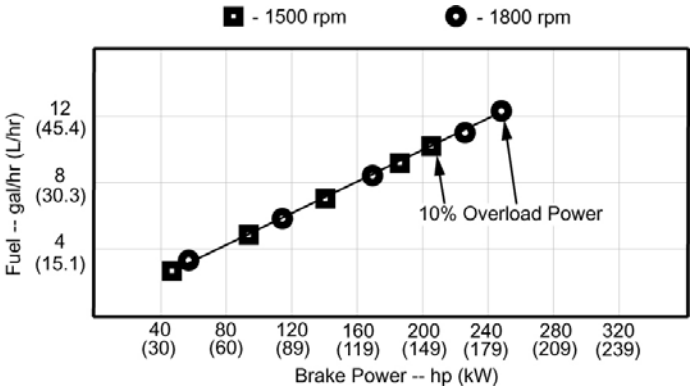

SYSTEM DATA

Air System	**1800 rpm**	**1500 rpm**
Engine Air Flow--ft3/min (m3/min)	554 (15.7)	410 (11.6)

Exhaust System	**1800 rpm**	**1500 rpm**
Dry--in. (mm)	4.5 (115.0)	3.9 (100.0)
Wet--in. (mm)	4.9 (125.0)	4.5 (115.0)

Cooling System	**1800 rpm**	**1500 rpm**
Coolant Flow--gal/min(L/min)	57 (216)	48 (180)

Sea Water System	**1800 rpm**	**1500 rpm**
Pump Flow--gal/min(L/min)	43 (163)	36 (136)

Fuel System	**1800 rpm**	**1500 rpm**
Governor Type	Electronic	Electronic
Total Fuel Flow--gal/hr (L/hr)	86.0 (325)	72.0 (271)

PERFORMANCE DATA

	1800 rpm	**1500 rpm**
10% Overload Engine Power--hp (kW)	287 (214)	239 (178)
Prime Engine Power--hp (kW)	261 (195)	217 (162)
Low Idle Speed--rpm	1100	1100
BMEP--psi (kPa)	231 (1594)	231 (1594)

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