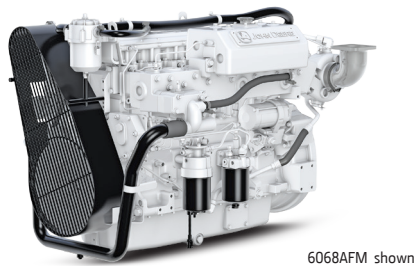


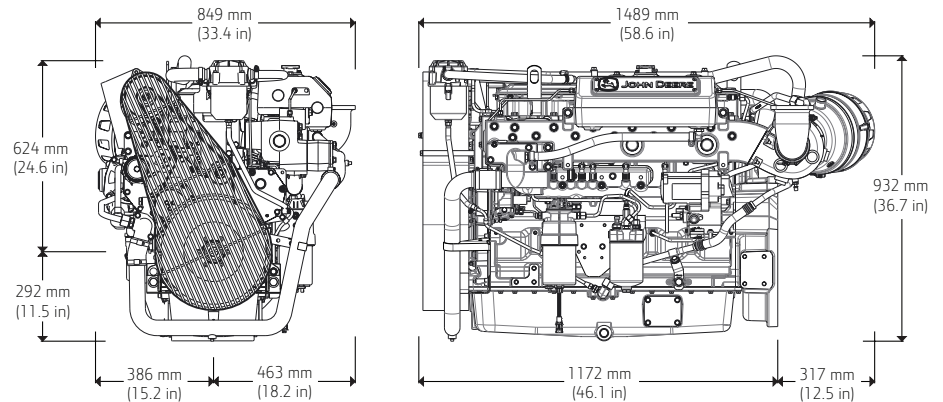
# PowerTech™ 6068AFM85 Diesel Engine

Marine Propulsion Engine Specifications



6068AFM shown

## Dimensions



Dimensions shown in mm (in) may vary according to options selected.  
Contact your distributor for more information.

## Emissions

EPA Commercial Marine Tier 3  
IMO MARPOL Annex VI Compliant  
NRMM (97/68/EC) as amended

## General Data (based on standard option configuration)

Model	6068AFM85	Length maximum – mm (in)	1489 (58.6)
Number of cylinders	6	Length to rear face of flywheel housing – mm (in)	1172 (46.1)
Displacement – L(cu in)	6.8 (415)	Flywheel housing SAE	SAE #3
Bore and Stroke – mm (in)	107 x 127 (4.21 x 5)	Width maximum – mm (in)	849 (33.4)
Engine Type	In-line, 4-cycle	Crankshaft centerline right – mm (in)	463 (18.2)
Aspiration	Turbocharged and air-to-coolant aftercooled	Crankshaft centerline left – mm (in)	386 (15.2)
		Height – mm (in)	932 (36.7)
		Height, crankshaft centerline to top – mm (in)	624 (24.6)
		Height, crankshaft centerline to bottom – mm (in)	292 (11.5)
		Weight, dry – kg (lb)	787 (1735)

## Classification Societies

SOLAS – Accessories available\*  
ABS, DNV, BV, LR

\* Other accessories available. Contact your distributor for details.

## Engine Specifications

Performance ratings	Power kW (bhp)	Rated Speed (rpm)	Rated fuel consumption L/hr (gal/hr)
M1	172 (230)	2300	50.9 (13.4)
M2	198 (265)	2400	57.9 (15.3)
M3	224 (300)	2500	64.6 (17.1)
M4	246 (330)	2600	71.2 (18.8)

Metric hp = Brake hp x 1.01387

M rating	M1	M2	M3	M4
Typical load factor	>65%	≤65%	≤50%	≤40%
Typical Annual Usage (hr)	Unrestricted	3,000-5,000	2,000-4,000	1,000-3,000
Typical full-power operation (hr)	Uninterrupted	16 of each 24 hr	4 of each 12 hr	1 of each 12 hr

Ratings are based on ISO 8655 standard power rating and the SAE J1228 crankshaft power rating.

For easier installation, JDPS offers a range of options to fit your needs.

See your John Deere Power Systems engine distributor or marine dealer for more detailed performance information.

## Features and Benefits

### High torque and low rated RPM

- High torque provides excellent vessel control and maneuverability
- Lower rated propulsion RPM reduces vibration and noise for improved crew comfort

### High-pressure common-rail (HPCR)

- The HPCR fuel system provides variable common-rail pressure, multiple injections, and higher injection pressures
- Controls fuel injection timing and provides precise control for the start, duration, and end of injection
- Transfer pump with priming option
- Provides high performance, excellent fuel economy, and low emissions

### Keel-cooled or heat exchanger

- Closed cooling system in keel-cooled engine option eliminates the need for a sea strainer, seawater pump, or anodes
- Heat exchanger option offers a lighter, more compact, and simpler installation for the vessel

### Multiple service options

- Either-side oil fill/dipstick combinations and remote oil filter options are available for easier service access

### 4-valve cylinder head

- Excellent airflow through 4-valve cylinder head delivers greater low-speed torque and better transient response time

### Water-cooled exhaust manifold

- Integrated components eliminate external hoses and fittings
- Manifold creates a cooler and quieter environment for passengers and crew

### Replaceable cylinder liners

- Replaceable wet-type cylinder liners are precision-machined and hardened for long life
- Allows engine to be rebuilt to original specifications

### Electronic engine control unit (ECU)

- Advanced fault code diagnostics and customizable engine protections ensure reliability and uptime
- Provides highly customizable features and trim to integrate your vessel

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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.*