PowerTech™
6068TFM50 Diesel Engine
Marine Propulsion Engine Specifications

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

Emissions
IMO COMPLIANT

General Data (Based on Standard Option Configuration)

<table>
<thead>
<tr>
<th>Model</th>
<th>Length maximum - mm (in)</th>
<th>Number of cylinders</th>
<th>Height-- mm (in)</th>
<th>Displacement - L (cu in)</th>
<th>Weight, dry - kg (lb)</th>
<th>Bore and Stroke-- mm (in)</th>
<th>Engine Type</th>
<th>Aspiration</th>
</tr>
</thead>
<tbody>
<tr>
<td>6068TFM50</td>
<td>1141 (44.9)</td>
<td>6</td>
<td>881 (34.7)</td>
<td>6.8 (415)</td>
<td>730 (1609)</td>
<td>106 x 127 (4.17 x 5.00)</td>
<td>In-line, 4-Cycle</td>
<td>Turbocharged</td>
</tr>
</tbody>
</table>

Classification Societies
CRS,DNV-GL,RINA
*SOLAS and other accessories available. Contact your distributor for details.

Engine Specifications

<table>
<thead>
<tr>
<th>Performance ratings</th>
<th>Power kW (bhp)</th>
<th>Rated Speed (rpm)</th>
<th>Rated fuel consumption L/hr (gal/hr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>M1</td>
<td>115 (154)</td>
<td>2300</td>
<td>null</td>
</tr>
<tr>
<td>M2</td>
<td>130.5 (175)</td>
<td>2400</td>
<td>36.3 (9.6)</td>
</tr>
<tr>
<td>M3</td>
<td>149 (200)</td>
<td>2500</td>
<td>null</td>
</tr>
<tr>
<td>M4</td>
<td>168 (225)</td>
<td>2600</td>
<td>46.8 (12.4)</td>
</tr>
</tbody>
</table>

Metric hp = Brake hp x 1.01387

Photographs may show non-standard equipment.
### Features and Benefits

**Watercooled Turbocharger and Exhaust Manifold**
- Cooler and quieter environment for vessel and crew

**Replaceable Wet-type Cylinder Liners**
- Excellent heat dissipation
- Hardened and precision machined for long life
- Rebuild to original specifications

**Corrosion Resistant Components**
- Provides engine protection from the effects of seawater

**Either-side Service**
- Oil fill and dipstick combinations
- Remote oil filter for easier service access
- 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
- Integrated expansion tank, heat exchanger and exhaust manifold reduce chances of leaks
- 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**
- Proven and reliable Mechanical Governor

---

**Ratings**

<table>
<thead>
<tr>
<th>M rating</th>
<th>M1</th>
<th>M2</th>
<th>M3</th>
<th>M4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Typical load factor</td>
<td>&lt; 65%</td>
<td>&lt; =65%</td>
<td>&lt; =50%</td>
<td>&lt; =40%</td>
</tr>
<tr>
<td>Typical annual usage (hr)</td>
<td>Unrestricted</td>
<td>3,000-5,000 hr</td>
<td>2,000-4,000 hr</td>
<td>1,000-3,000 hr</td>
</tr>
<tr>
<td>Typical full-power operation (hr)</td>
<td>Uninterrupted</td>
<td>16 of each 24 hr</td>
<td>4 of each 12 hr</td>
<td>1 of each 12 hr</td>
</tr>
</tbody>
</table>

Ratings are based on ISO 8655 standard power rating and the SAE J1 228 crankshaft power rating. Flexibility of installation due to range of options. See your John Deere Power Systems engine distributor or marine dealer for more detailed performance information.