OXE
DIESEL

OXE225 **OXE250** **OXE300** **OXE300 JET-TECH**

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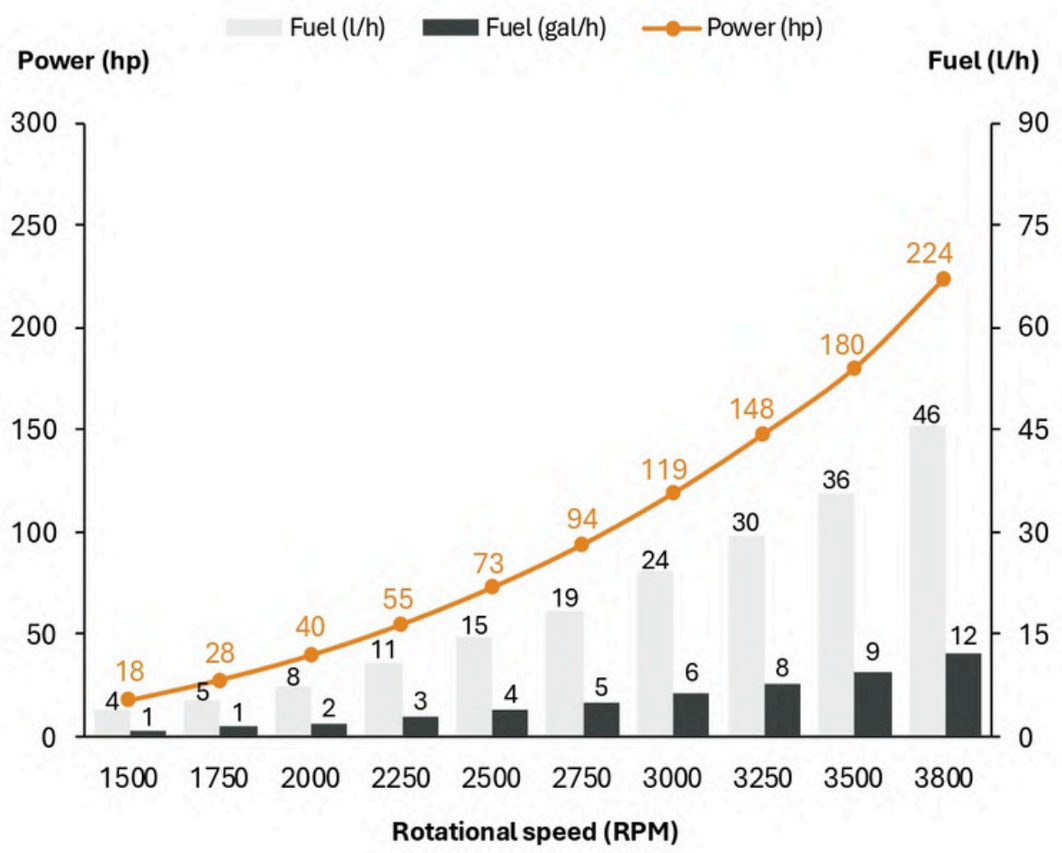
OXE225 Product Sheet

The **OXE Diesel** is powered by a modern, automotive-derived diesel engine, marinized in a standard inboard layout with **closed cooling circuit** and easy access to maintenance components. Its advanced transmission system features a **hydraulic-electric multi-disk clutch**, engineered for **high-load duty cycles** and **frequent shifting**. This setup enables smooth transitions during operation, trolling mode, and allows for emergency crash-stop procedures.

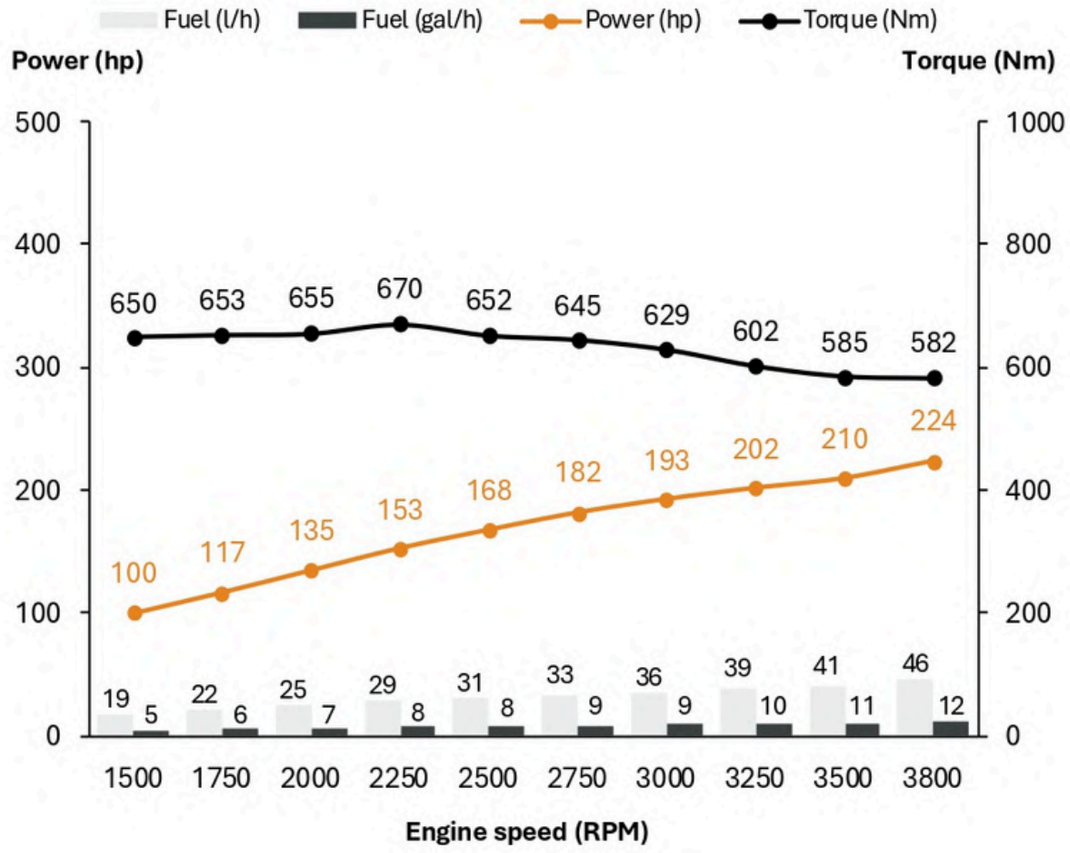
Delivering **225 hp** and **700* Nm peak torque** at **2,250 RPM,** the OXE250 is extremely fuel-efficient, consuming just **45–47 l/h at wide-open throttle**. This results in **fuel savings of 30–40%** and up to **60% more range** compared to gasoline alternatives. The unit supports propellers up to **17" in diameter** and is available in configurations optimized for **high-speed or high-torque applications**. All models comply with **EPA Tier III**, **IMO Tier II, EU RCD, and BKI** emission standards, with the production facility in Poland meeting **ISO9001** and **ISO14001** standards.

TECHNICAL SPECIFICATION		
Engine Overview	Engine Type	Diesel, L6. (Base block by BMW)
	Intake	Bi-Turbocharged
	Power	225 hp
	Fuel Consumption	45–47 l/h / 11.9–12.4 gal/h
	Noise (RCD tested)	70.8 dB
	Peak Torque	700 Nm*
	Engine Displacement	3.0 l
	Engine Position (from Base Automotive Block)	Unmodified (horizontal)
	Engine Marinization Type	Standard Inboard Configuration
	Max RPM	4200 RPM (±100)
	Weight	430 kg / 948 lbs (25") and 435 kg / 959 lbs (33")
Outboard Configuration	Rig Length	25" or 33"
	Steering	Approved for Dometic and Ultraflex Steering
	Rating	Light-Duty Commercial
Transmission	Transmission	Hydraulic Multidisc
	Rapid Gear Shift Capability	Yes
	Crash Stop Capability	Yes
	Low Speed Capabilities	Yes
	Gear Ratio	1.39:1
Cooling	Cooling	Glycol Closed Cooling Circuit
	Water Pump	Replaceable Rubber Impeller, Serviceable From Transom
	Max Sea Water Temp	40°C / 104°F
	Ambient Temperature	50°C / 122°F
Electrical	Max Alternator Output	180 AMP
	Alternator Output for Onboard Equipment	120 AMP
Prop Sizing	Slimmed Lower Housing for Reduced Drag	Yes
	Max Prop Sizing	17"

Propeller Chart



Full-Load Torque Curve (Installed Engine)



**In reference to the engine's maximum power output, OXE Marine applies a 4.5% transmission loss factor in fuel and power-related publications. This may result in a referenced peak torque of 670 Nm, based on a single engine. After the break-in period, both horsepower and torque typically increase beyond the stated reference values.*

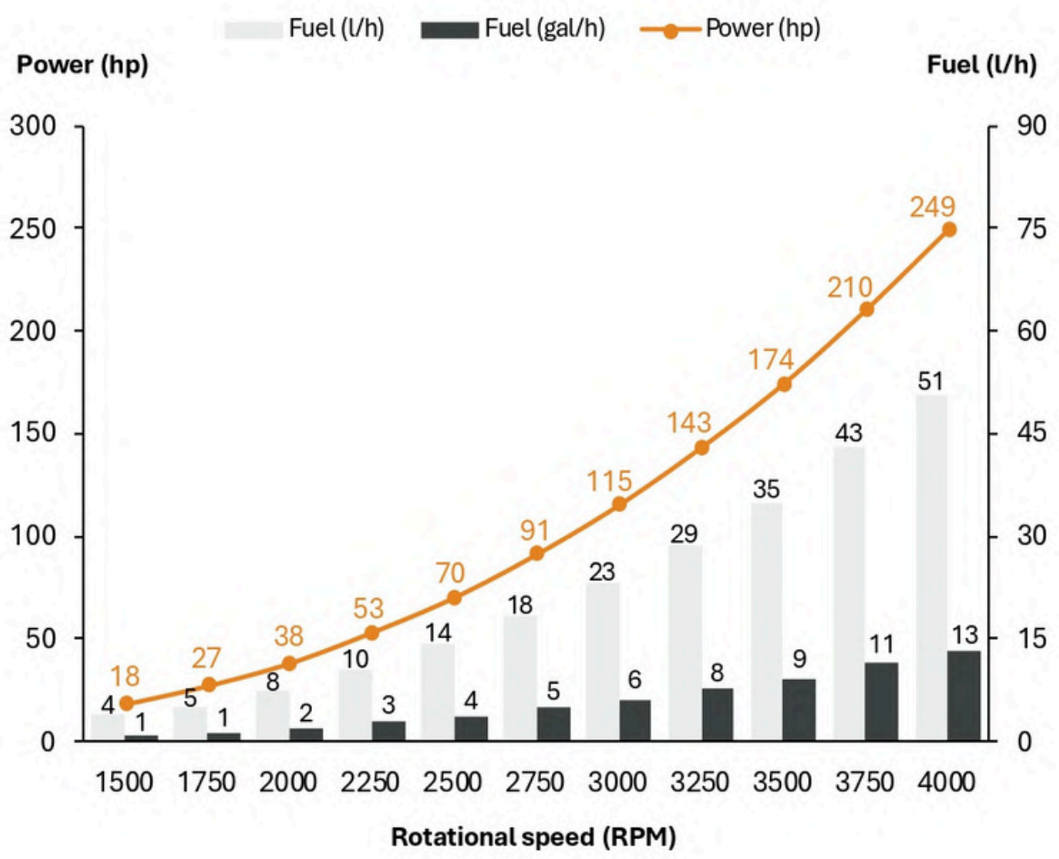
OXE250 Product Sheet

The **OXE Diesel** is powered by a modern, automotive-derived diesel engine, marinized in a standard inboard layout with **closed cooling circuit** and easy access to maintenance components. Its advanced transmission system features a **hydraulic-electric multi-disk clutch**, engineered for **high-load duty cycles** and **frequent shifting**. This setup enables smooth transitions during operation, trolling mode, and allows for emergency crash-stop procedures.

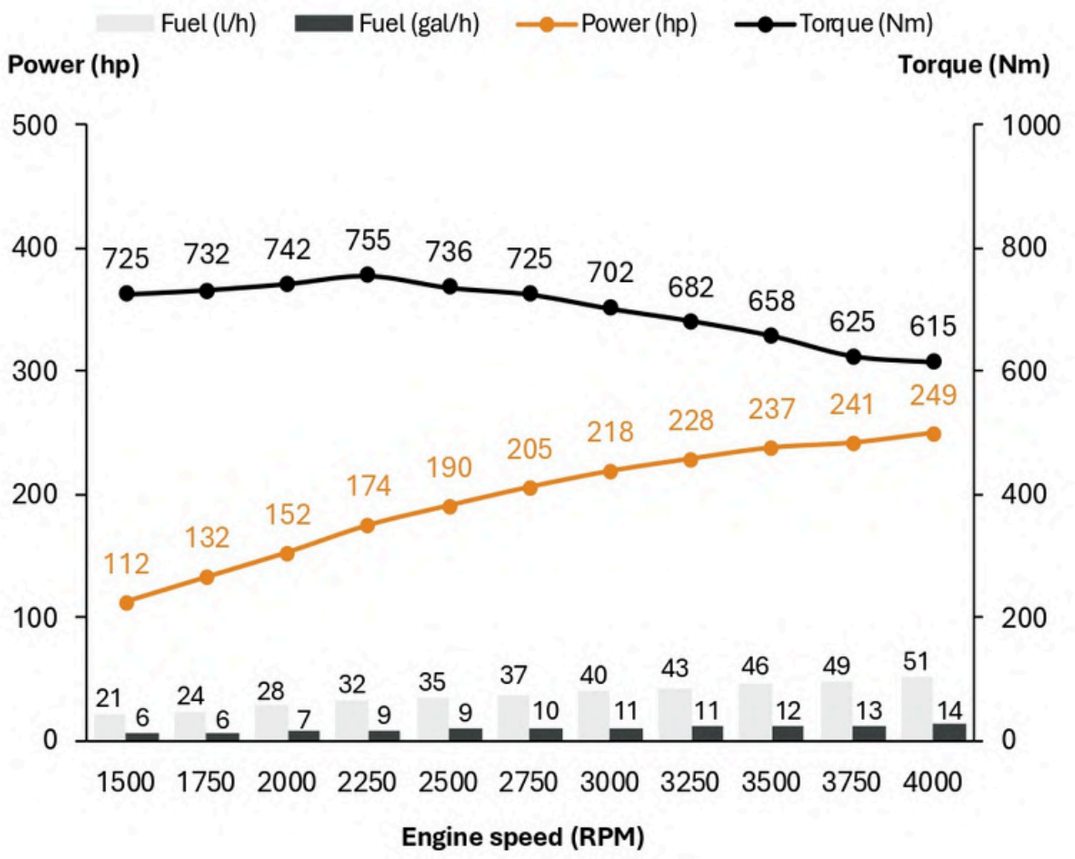
Delivering **250 hp** and **790* Nm peak torque** at **2,250 RPM,** the OXE250 is extremely fuel-efficient, consuming just **51–53 l/h at wide-open throttle**. This results in **fuel savings of 30–40%** and up to **60% more range** compared to gasoline alternatives. The unit supports propellers up to **17" in diameter** and is available in configurations optimized for **high-speed or high-torque applications**. All models comply with **EPA Tier III**, **IMO Tier II, EU RCD, and BKI** emission standards, with the production facility in Poland meeting **ISO9001** and **ISO14001** standards.

TECHNICAL SPECIFICATION		
Engine Overview	Engine Type	Diesel, L6. (Base block by BMW)
	Intake	Bi-Turbocharged
	Power	250 hp
	Fuel Consumption	51–53 l/h / 13.5–14.0 gal/h
	Noise (RCD tested)	70.8 dB
	Peak Torque	790 Nm*
	Engine Displacement	3.0 l
	Engine Position (from Base Automotive Block)	Unmodified (horizontal)
	Engine Marinization Type	Standard Inboard Configuration
	Max RPM	4200 RPM (±100)
	Weight	430 kg / 948 lbs (25") and 435 kg / 959 lbs (33")
Outboard Configuration	Rig Length	25" or 33"
	Steering	Approved for Dometic and Ultraflex Steering
	Rating	Light-Duty Commercial
Transmission	Transmission	Hydraulic Multidisc
	Rapid Gear Shift Capability	Yes
	Crash Stop Capability	Yes
	Low Speed Capabilities	Yes
	Gear Ratio	1.39:1
Cooling	Cooling	Glycol Closed Cooling Circuit
	Water Pump	Replaceable Rubber Impeller, Serviceable From Transom
	Max Sea Water Temp	40°C / 104°F
	Ambient Temperature	50°C / 122°F
Electrical	Max Alternator Output	180 AMP
	Alternator Output for Onboard Equipment	120 AMP
Prop Sizing	Slimmed Lower Housing for Reduced Drag	Yes
	Max Prop Sizing	17"

Propeller Chart



Full-Load Torque Curve (Installed Engine)



**In reference to the engine's maximum power output, OXE Marine applies a 4.5% transmission loss factor in fuel and power-related publications. This may result in a referenced peak torque of 755 Nm, based on a single engine. After the break-in period, both horsepower and torque typically increase beyond the stated reference values.*

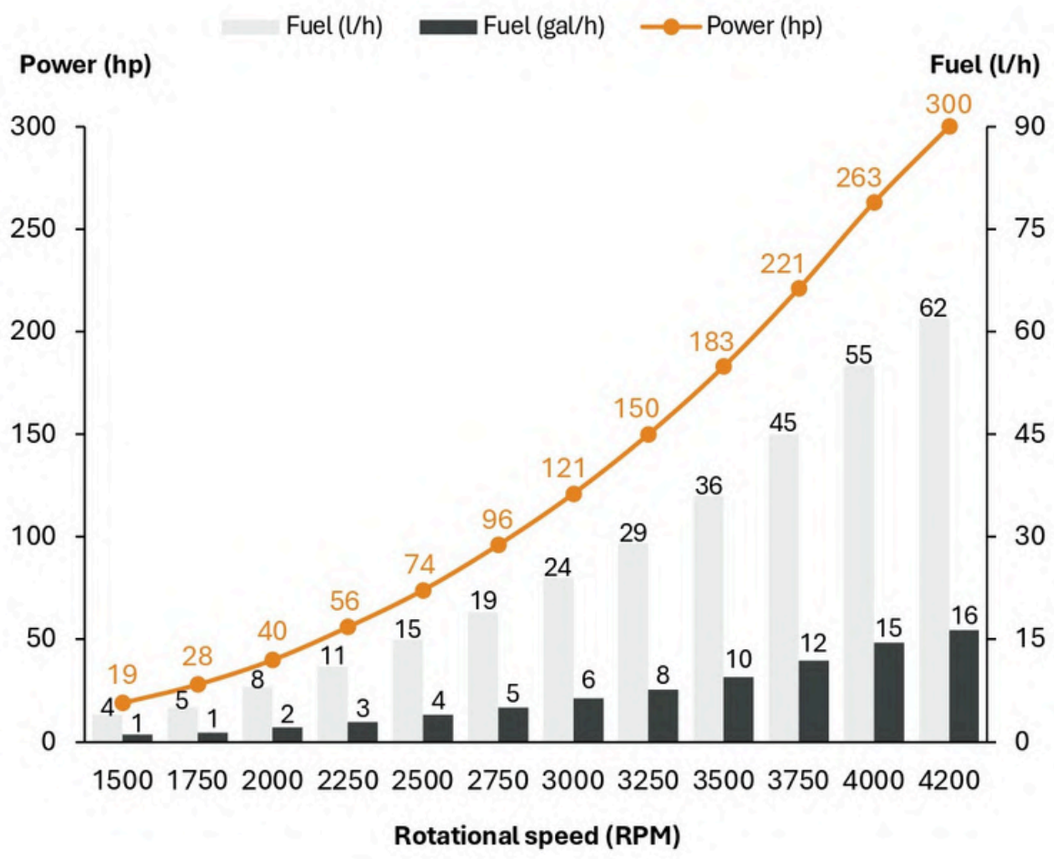
OXE300 Product Sheet

The **OXE Diesel** is powered by a modern, automotive-derived diesel engine, marinized in a standard inboard layout with **closed cooling circuit** and easy access to maintenance components. Its advanced transmission system features a **hydraulic-electric multi-disk clutch**, engineered for **high-load duty cycles** and **frequent shifting**. This setup enables smooth transitions during operation, trolling mode, and allows for emergency crash-stop procedures.

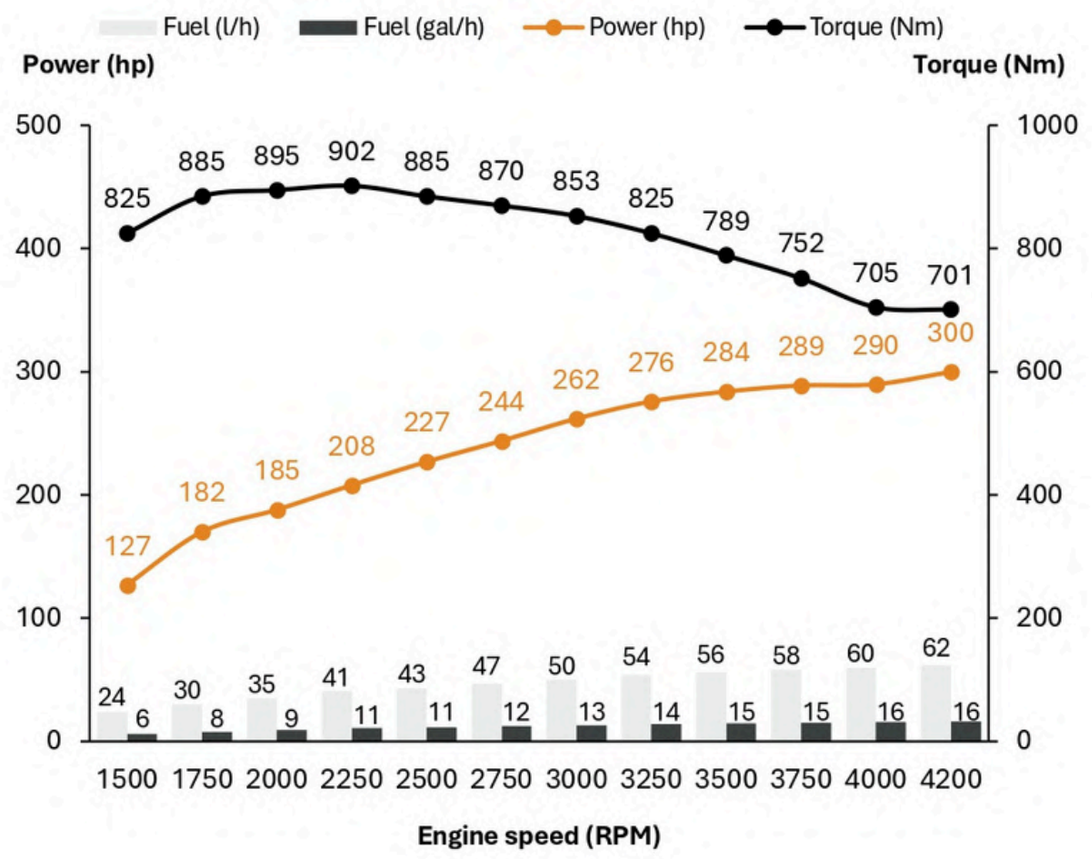
Delivering **300 hp** and **945 Nm* peak torque** at **2,250 RPM,** the OXE300 is extremely fuel-efficient, consuming just **62–64 l/h at wide-open throttle**. This results in **fuel savings of 30–40%** and up to **60% more range** compared to gasoline alternatives. The unit supports propellers up to **17" in diameter** and is available in configurations optimized for **high-speed or high-torque applications**. All models comply with **EPA Tier III**, **IMO Tier II, EU RCD, and BKI** emission standards, with the production facility in Poland meeting **ISO9001** and **ISO14001** standards.

TECHNICAL SPECIFICATION		
Engine Overview	Engine Type	Diesel, L6. (Base block by BMW)
	Intake	Bi-Turbocharged
	Power	300 hp
	Fuel Consumption	62–64 l/h / 16.4–16.9 gal/h
	Noise (RCD tested)	70.8 dB
	Peak Torque	945 Nm*
	Engine Displacement	3.0 l
	Engine Position (from Base Automotive Block)	Unmodified (horizontal)
	Engine Marinization Type	Standard Inboard Configuration
	Max RPM	4200 RPM (±100)
	Weight	430 kg / 948 lbs (25") and 435 kg / 959 lbs (33")
Outboard Configuration	Rig Length	25" or 33"
	Steering	Approved for Dometic and Ultraflex Steering
	Rating	Light-Duty Commercial
Transmission	Transmission	Hydraulic Multidisc
	Rapid Gear Shift Capability	Yes
	Crash Stop Capability	Yes
	Low Speed Capabilities	Yes
	Gear Ratio	1.39:1
Cooling	Cooling	Glycol Closed Cooling Circuit
	Water Pump	Replaceable Rubber Impeller, Serviceable From Transom
	Max Sea Water Temp	40°C / 104°F
	Ambient Temperature	50°C / 122°F
Electrical	Max Alternator Output	180 AMP
	Alternator Output for Onboard Equipment	120 AMP
Prop Sizing	Slimmed Lower Housing for Reduced Drag	Yes
	Max Prop Sizing	17"

Propeller Chart



Full-Load Torque Curve (Installed Engine)



**In reference to the engine's maximum power output, OXE Marine applies a 4.5% transmission loss factor in fuel and power-related publications. This may result in a referenced peak torque of 902 Nm, based on a single engine. After the break-in period, both horsepower and torque typically increase beyond the stated reference values.*

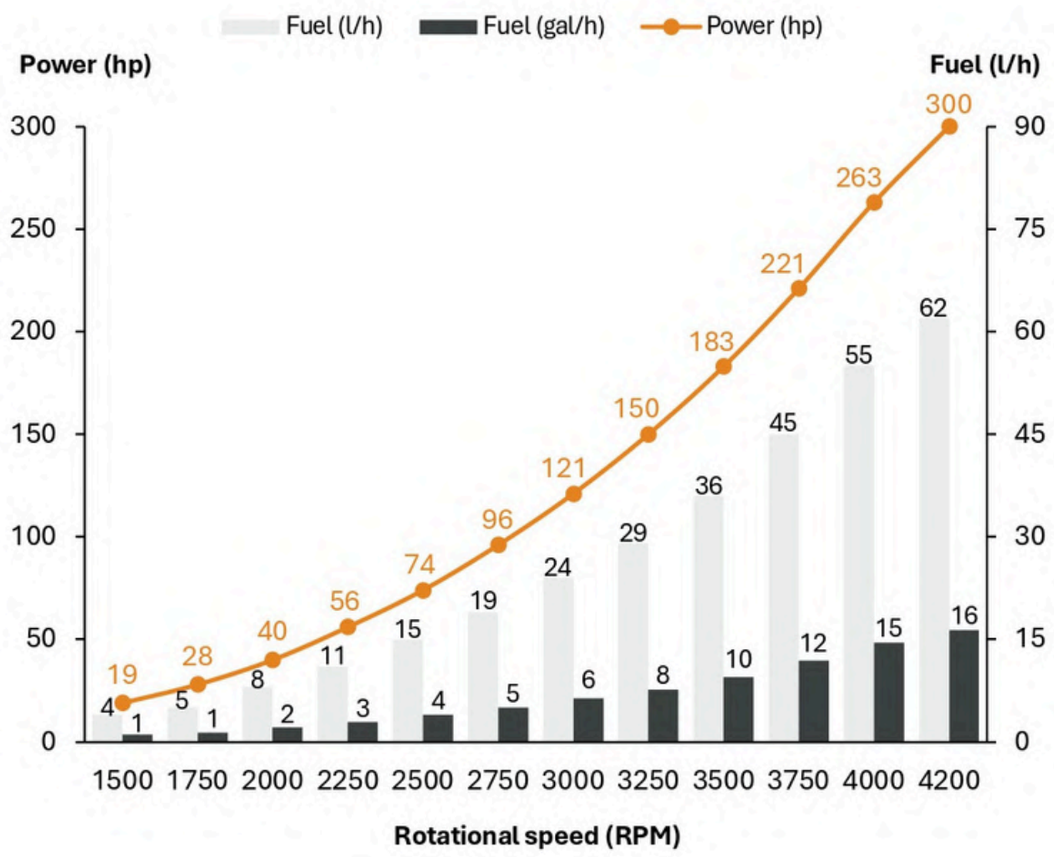
OXE300 JET-TECH Product Sheet

The **OXE300 JET-TECH** is powered by a modern, automotive-derived diesel engine, marinized in a standard inboard layout with **closed cooling circuit** and easy access to maintenance components. What sets the JET-TECH apart is its **shaft-free, forward-facing impeller** and **direct bolt-on configuration** that replaces the traditional lower unit with a **waterjet system**, delivering full engine power to jet propulsion.

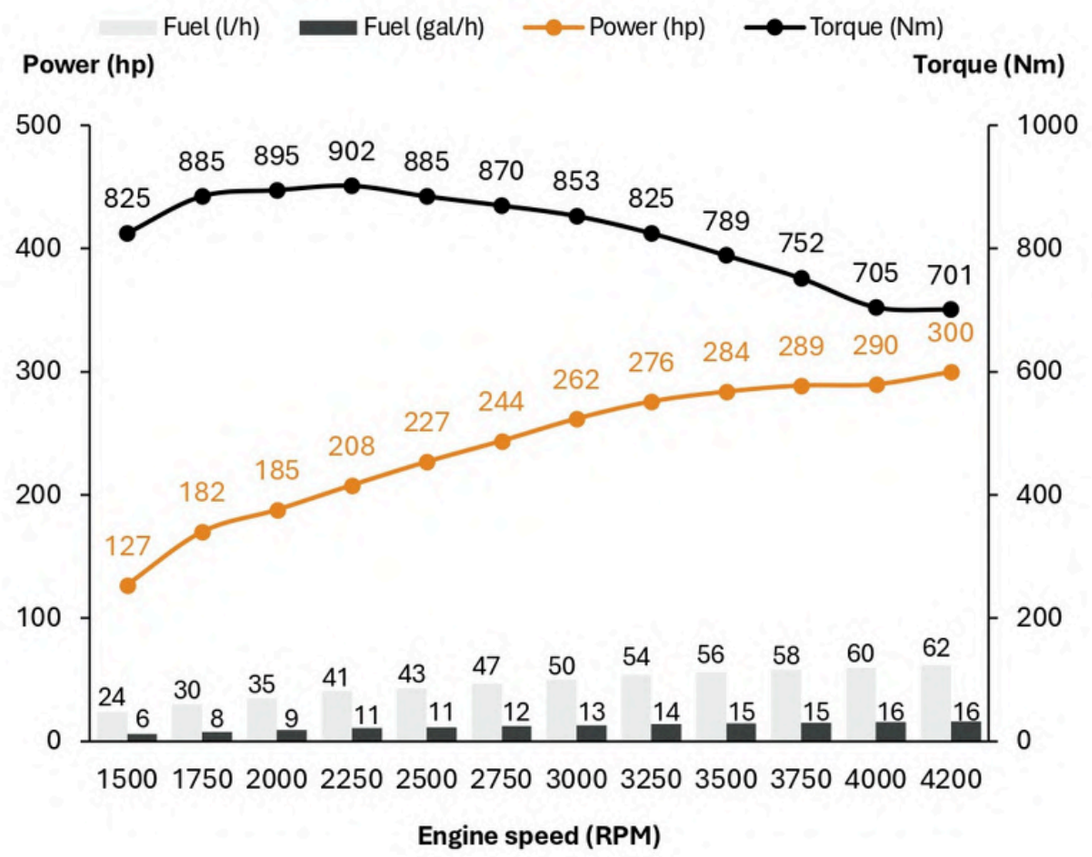
Delivering **300 hp** and **945 Nm* peak torque** at **2,250 RPM,** the OXE300 JET-TECH retains the **robust torque performance** of the OXE300 engine, thanks to the **patented belt drive system**. The efficient waterjet propulsion supports **equal or better performance** than a standard propeller system, while **drastically improving safety** and **environmental compatibility**. The system is **ideal for shallow waters** and **debris-prone environments**, eliminating the risk of propeller damage or injury to wildlife and swimmers. All models comply with **EPA Tier III, IMO Tier II, EU RCD, and BKI** emission standards, with the production facility in Poland meeting **ISO9001** and **ISO14001** standards.

TECHNICAL SPECIFICATION		
Engine Overview	Engine Type	Diesel, L6. (Base block by BMW)
	Intake	Bi-Turbocharged
	Peak Power (Continuous Rated Power)	300 hp (240 hp)
	Fuel Consumption	62–64 l/h / 16.4–16.9 gal/h
	Noise (RCD tested)	70.8 dB
	Peak Torque	945 Nm*
	Engine Displacement	3.0 l
	Engine Position (from Base Automotive Block)	Unmodified (horizontal)
	Engine Marinization Type	Standard Inboard Configuration
	Max RPM	4200 RPM (±100)
	Weight	430 kg / 948 lbs (25") and 435 kg / 959 lbs (33")
Outboard Configuration	Rig Length	25" or 33"
	Steering	Approved for Dometic and Ultraflex Steering
	Rating	Light-Duty Commercial
Transmission	Transmission	Hydraulic Multidisc
	Rapid Gear Shift Capability	Yes
	Crash Stop Capability	Yes
	Low Speed Capabilities	Yes
	Gear Ratio	1.39:1
Cooling	Cooling	Glycol Closed Cooling Circuit
	Water Pump	Replaceable Rubber Impeller, Serviceable From Transom
	Max Sea Water Temp	40°C / 104°F
	Ambient Temperature	50°C / 122°F
Electrical	Max Alternator Output	180 AMP
	Alternator Output for Onboard Equipment	120 AMP
Prop Sizing	Slimmed Lower Housing for Reduced Drag	Yes
	Max Prop Sizing	17"

Propeller Chart



Full-Load Torque Curve (Installed Engine)



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