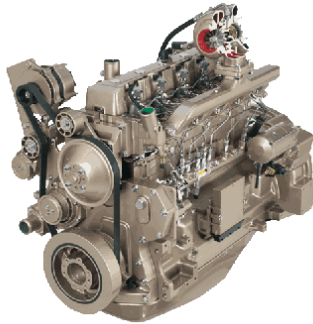


PowerTech™ E

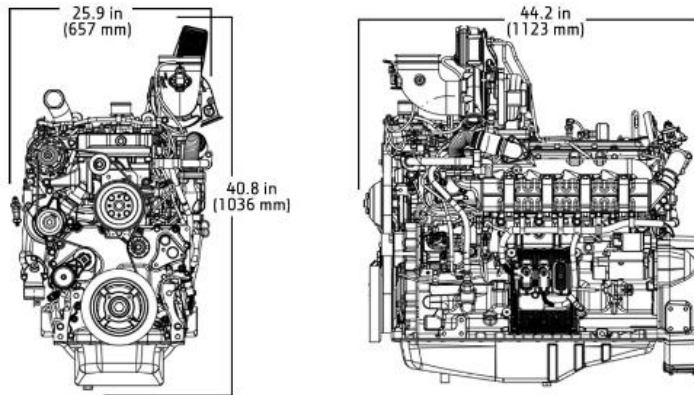
6068HFG82 Diesel Engine

Generator Drive Engine Specifications



6068HFG82 shown

Dimensions



Certifications

EPA Tier 3
EU Stage III A

General data

Model	6068HFG82	Length - mm (in) to rear of block	1123 (44.2)
Number of cylinders	6	Width - mm (in)	657 (25.9)
Displacement - L (cu in)	6.8 (415)	Height-- mm (in)	1036 (40.8)
Bore and Stroke-- mm (in)	106 x 127 (4.17 x 5.00)	Weight, dry-- kg (lb)	608 (1340)
Compression Ratio	19.0:1		
Engine Type	In-line, 4-cycle		
Aspiration	Turbocharged and air-to-air aftercooled		

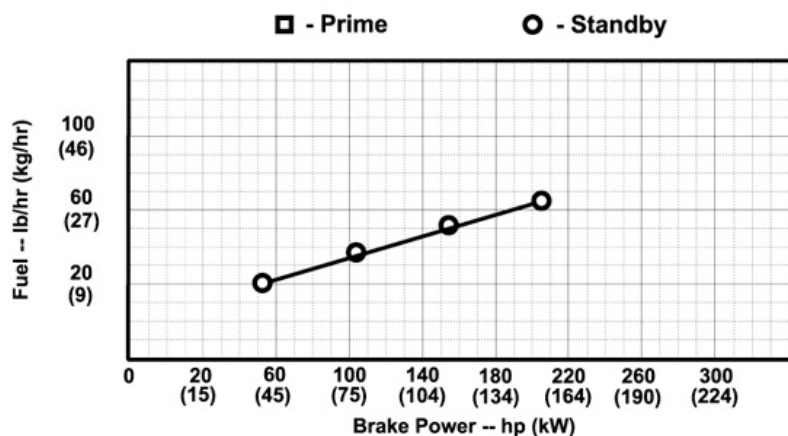
Performance data

Prime power at 50 Hz (1500 rpm)	139 kW (186 hp)
Standby power at 50 Hz (1500 rpm)	153 kW (205 hp)

The prime power gen-set engine rating is the nominal power an engine is capable of delivering with a variable load for an unlimited number of hours per year with normal maintenance intervals observed. This rating incorporates a 10% overload capability which is available for up to 2 hours at a time. Operating time between 100% and 110% of the prime power rating is not to exceed 8% of the total engine operating time. This rating conforms to ISO 8528-1 "prime power (PRP)". The permissible average power for the prime or PRP rating is not to exceed 70% of rated prime power when calculated per ISO 8528-1.

The standby gen-set engine rating is the nominal engine power available at varying load factors for up to 200 hours per year with normal maintenance intervals observed. No overload capability is available for this rating. This rating conforms to ISO 8528-1 "Emergency Standby Power (ESP)". The permissible average power for the standby or ESP rating is calculated per ISO 8528-1.

Performance curve



Performance data

Hz (rpm)	Generator efficiency %	Rated fan power		Power factor	Calculated generator set output			
		kW	hp		Prime		Standby	
					kWe	kVA	kWe	kVA
50 (1500)	88-92	16	21	0.8	108-113	135-141	121-126	151-158

Features and benefits

Fixed Geometry Turbocharger

- Fixed geometry turbochargers are sized for a specific power range and optimized to provide excellent performance across the entire torque curve. They are also designed to maximize fuel economy between the engine's rated speed and peak torque.

High Pressure Common Rail Fuel System (HPCR) and Engine Control Unit (ECU)

- The HPCR fuel system provides variable common rail pressure, multiple injections, and higher injection pressures, up to 1,600 bar (23,000 psi). It also controls fuel injection timing and provides precise control for the start, duration, and end of injection.

2-Valve Cylinder Head

- Cross-flow head design provides excellent breathing from a lower-cost 2-valve cylinder head

Air-to-Air Aftercooled

- This is the most efficient method of cooling intake air to help reduce engine emissions while maintaining low-speed torque, transient response time, and peak torque. It enables an engine to meet emissions regulations with better fuel economy and the lowest installed costs

Compact Size

- Horsepower/displacement ratio is best-in-class
- Lower installed cost
- Mounting points are the same as previous engine models

John Deere Electronic Engine Controls

- Electronic engine controls monitor critical engine functions, providing warning and/or shutdown to prevent costly repairs and eliminate the need for add-on governing components, all lowering total installed costs.

Additional Features

- Self-adjusting poly-vee fan drive
- Forged-steel connecting rods
- Replaceable wet-type cylinder liners
- Either-side service
- Gear Driven Auxiliary Drive