



**JOHN DEERE**

# 6068TF258

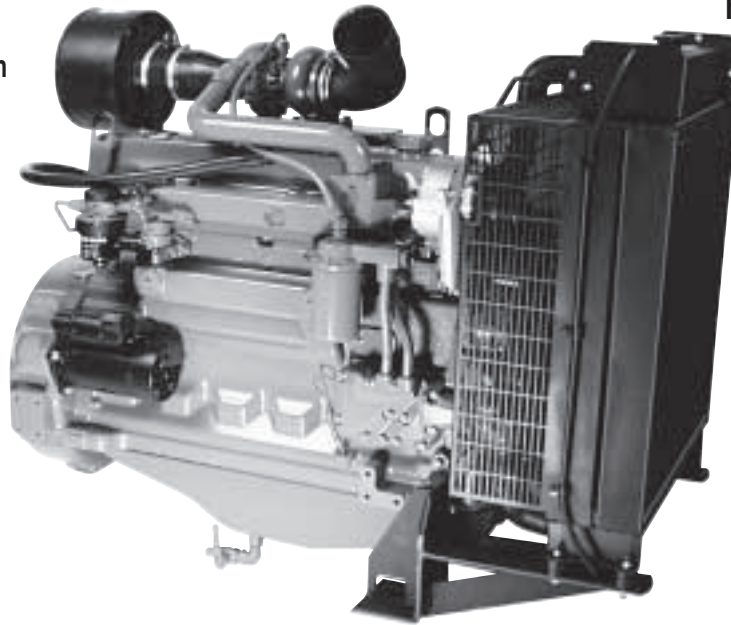
POWER TECH  
SPECIFICATIONS

For Gen Set Applications

TA LUFT approved @ 1500 rpm

EPA - CARB Tier 1 Certified @ 1800 rpm

Power Units

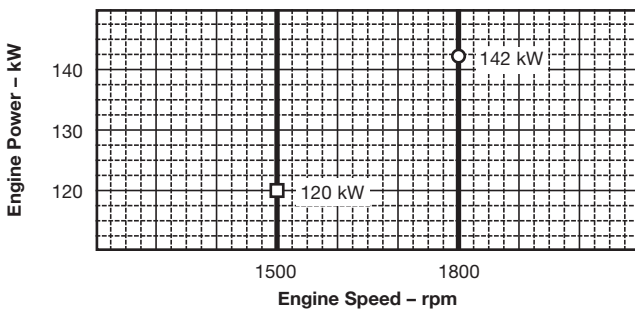


## PERFORMANCE DATA

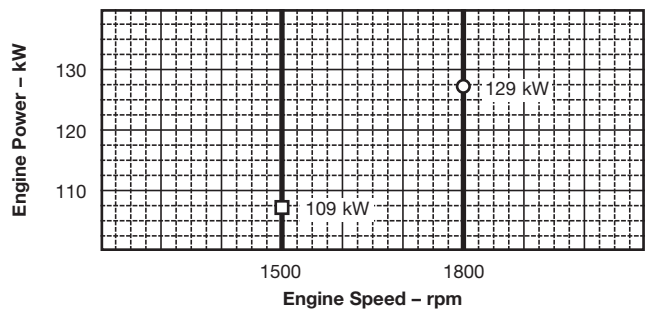
| Speed (Hz) | Generator Efficiency % | Fan Power kW | Power Factor | Calculated Gen Set rating |         |         |                        |         |         |
|------------|------------------------|--------------|--------------|---------------------------|---------|---------|------------------------|---------|---------|
|            |                        |              |              | Prime                     |         |         | Standby <sup>(1)</sup> |         |         |
|            |                        |              |              | kW net                    | kVA     | kWe     | kW net                 | kVA     | kWe     |
| 1500 (50)  | 88-92                  | 5            | 0.8          | 105                       | 115-121 | 92-97   | 115                    | 129-135 | 103-108 |
| 1800 (60)  | 88-92                  | 7            | 0.8          | 122                       | 132-139 | 106-111 | 135                    | 148-155 | 118-124 |

Note<sup>(1)</sup>: based on nominal engine power

## STANDBY POWER



## PRIME POWER



### Performance Data

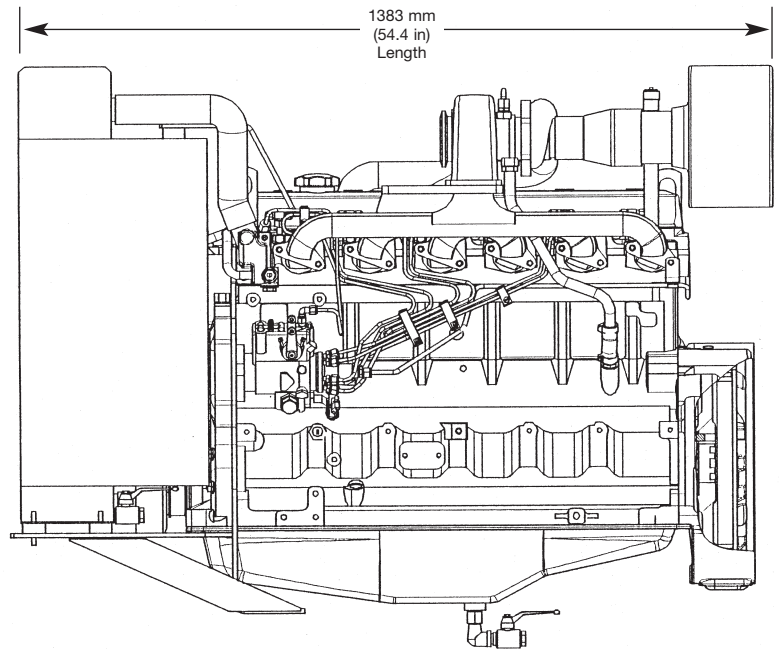
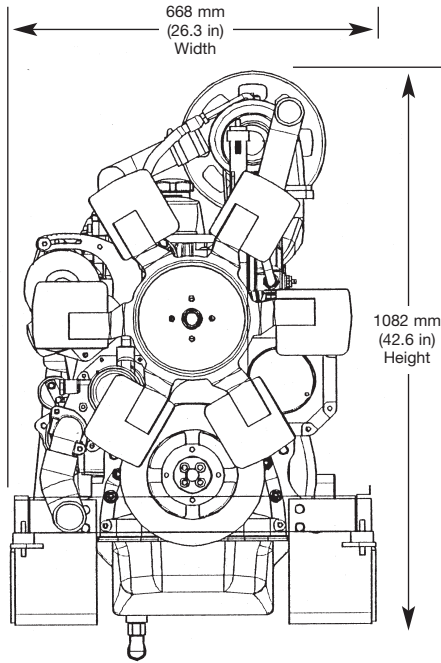
|  | 1500 rpm    | 1800 rpm    |
|--|-------------|-------------|
| Gross Rated Power (without fan)        |             |             |
| Prime = PRP - kW (hp)                  | 109 (146)   | 129 (173)   |
| Standby = LTP - kW (hp)                | 120 (161)   | 142 (190)   |
| Rated Speed - rpm                      | 1500        | 1800        |
| Low Idle Speed - rpm                   | No          | No          |
| BMEP                                   |             |             |
| Prime = PRP - kPa (psi)                | 1282 (186)  | 1264 (183)  |
| Standby = LTP - kPa (psi)              | 1412 (205)  | 1392 (202)  |
| Friction Power @ Rated Speed - kW (hp) | 13 (17)     | 17 (23)     |
| Altitude Capability                    |             |             |
| Prime - m (ft)                         | 2300 (7500) | 1500 (5000) |
| Standby - m (ft)                       | 2300 (7500) | 1500 (5000) |
| Air: Fuel Ratio                        |             |             |
| Prime = PRP                            | 27.9 : 1    | 32.9 : 1    |
| Standby = LTP                          | 27.6 : 1    | 33.4 : 1    |
| Noise                                  |             |             |
| Prime = PRP - dB(A) @ 1 m              | 91.2        | 92.7        |
| Standby = LTP - dB(A) @ 1 m            | 92.0        | 93.7        |

**STANDBY POWER** is the nominal engine power available at varying load factors for up to 500 hours per year. This rating conforms to ISO 8528-1 "limited time running power (LTP)". The calculated generator set rating range for standby applications is based on minimum engine power (nominal -5%) to provide 100% meet-or-exceed performance for assembled standby generator sets.

**PRIME POWER** is the nominal power an engine is capable of delivering with a variable load for an unlimited number of hours per year. This rating conforms to ISO 8528-1 "prime power (PRP)".

Photographs may show non standard equipment.

# Power Unit Specification Data



| Fuel Consumption – l/h | 1500 rpm    |               | 1800 rpm    |               |
|------------------------|-------------|---------------|-------------|---------------|
|                        | Prime = PRP | Standby = LTP | Prime = PRP | Standby = LTP |
| 25% Power              | 7.7         | 8.4           | 9.4         | 10.2          |
| 50% Power              | 14.2        | 15.4          | 16.7        | 18.4          |
| 75% Power              | 20.5        | 22.7          | 25.2        | 27.7          |
| 100% Power             | 27.1        | 30.2          | 32.6        | 36.0          |

## General Data

|   |                         |
|---|-------------------------|
| Model   | 6068TF258               |
| Number of cylinders                                   | 6                       |
| Bore and Stroke – mm (in.)                            | 106 x 127 (4.19 x 5.00) |
| Displacement – dm <sup>3</sup> (in <sup>3</sup> )     | 6.8 (414)               |
| Compression Ratio                                     | 17.0 : 1                |
| Valves per Cylinder – Intake/Exhaust                  | 1 / 1                   |
| Firing Order  | 1-5-3-6-2-4             |
| Combustion System                                     | Direct Injection        |
| Engine type   | In-line, 4-cycle        |
| Aspiration  | Turbocharged            |
| Engine Crankcase Vent System                          | Open                    |
| Engine Crankcase Pressure – kPa (in.H <sub>2</sub> O) | 0.5 (2)                 |

## Physical Data

|  |             |
|--|-------------|
| Length – mm (in.)                                  | 1383 (54.4) |
| Width – mm (in.)                                   | 668 (26.3)  |
| Height – mm (in.)                                  | 1082 (42.6) |
| Weight, dry – kg (lb)                              | 670 (1477)  |
| (Includes flywheel housing, flywheel, & electrics) |             |
| Center of gravity location                         |             |
| From Rear Face of block (X-axis) – mm (in.)        | 447 (17.6)  |
| Right of Crankshaft (Y-axis) – mm (in.)            | -10 (-0.4)  |
| Above Crankshaft (Z-axis) – mm (in.)               | 176 (6.9)   |

## Electrical Data

|   |        |
|---|--------|
| Recommended Battery Capacity (CCA)            |        |
| 12 Volt System – Amp                          | 800    |
| 24 Volt System – Amp                          | 570    |
| Maximum Allowable Starting Circuit Resistance |        |
| 12 Volt System – Ohm                          | 0.0012 |
| 24 Volt System – Ohm                          | 0.002  |
| Starter Rolling Current – 12 Volt System      |        |
| At 0°C (32°F) – Amp                           | 920    |
| At -30°C (-22°F) – Amp                        | 1300   |
| Starter Rolling Current – 24 Volt System      |        |
| At 0°C (32°F) – Amp                           | 600    |
| At -30°C (-22°F) – Amp                        | 700    |

Specifications and design subject to change without notice.

## Air System

|  | 1500 rpm  | 1800 rpm   |
|--|-----------|------------|
| Maximum Allowable Temperature Rise                         |           |            |
| Ambient Air to Engine Inlet – °C (°F)                      | 8 (15)    | 8 (15)     |
| Maximum Air Intake Restriction                             |           |            |
| Dirty Air Cleaner – kPa (in. H <sub>2</sub> O)             | 6.25 (25) | 6.25 (25)  |
| Clean Air Cleaner – kPa (in. H <sub>2</sub> O)             | 3 (12)    | 3 (12)     |
| Engine Air Flow  |           |            |
| Prime = PRP – m <sup>3</sup> /min (ft <sup>3</sup> /min)   | 8.1 (286) | 10.7 (378) |
| Standby = LTP – m <sup>3</sup> /min (ft <sup>3</sup> /min) | 8.9 (314) | 11.8 (417) |

## Exhaust System

|  | 1500 rpm   | 1800 rpm   |
|--|------------|------------|
| Exhaust Flow   |            |            |
| Prime = PRP – m <sup>3</sup> /min (ft <sup>3</sup> /min)   | 17.4 (614) | 24.8 (876) |
| Standby = LTP – m <sup>3</sup> /min (ft <sup>3</sup> /min) | 19.1 (674) | 27.3 (964) |
| Exhaust Temperature  |            |            |
| Prime = PRP – °C (°F)                                      | 540 (1004) | 561 (1042) |
| Standby = LTP – °C (°F)                                    | 575 (1067) | 581 (1078) |
| Max. Allow. Back Pressure – kPa (in.H <sub>2</sub> O)      | 7.5 (30)   | 7.5 (30)   |
| Recommended Exhaust Pipe Dia – mm (in.)                    | 101.6 (4)  | 101.6 (4)  |

## Cooling System

|   | 1500 rpm    | 1800 rpm    |
|---|-------------|-------------|
| Thermostat Start to open – °C (°F)        | 82 (180)    | 82 (180)    |
| Power Unit Coolant Capacity – L (qt)      | 26.0 (27.5) | 26.0 (27.5) |
| Minimum Air to Boil temperature – °C (°F) | 47 (117)    | 47 (117)    |

## Fuel System

|   | 1500 rpm   | 1800 rpm   |
|---|------------|------------|
| Fuel Injection Pump                         | Stanadyne  | Stanadyne  |
| Governor Regulation                         | 5%         | 5%         |
| Governor Type                               | Mechanical | Mechanical |
| Total Fuel Flow                             |            |            |
| Prime = PRP – kg/h (lb/h)                   | 93 (205)   | 96 (212)   |
| Standby = LTP – kg/h (lb/h)                 | 93 (205)   | 96 (212)   |
| Maximum Fuel Transfer Pump Suction – m (ft) | 0.9 (3)    | 0.9 (3)    |
| Fuel Filter Micron Size @ 98% Efficiency    | 8          | 8          |

## Lubrication System

|  | 1500 rpm  | 1800 rpm  |
|--|-----------|-----------|
| Oil Pressure at Rated Speed – kPa (psi)        | 345 (50)  | 345 (50)  |
| Oil Pressure at Low Idle – kPa (psi)           | 105 (15)  | 105 (15)  |
| In Pan Oil Temperature – °C (°F)               | 115 (240) | 115 (240) |
| Total Engine Oil Capacity with filter – L (qt) | 19 (20.1) | 19 (20.1) |
| Engine Angularity Limits (continuous)          |           |           |
| Any Direction – degrees                        | 20        | 20        |