

PowerTech™ 6081H Diesel Engine Specifications

PERFORMANCE DATA

Rated Power

Heavy Duty/Continuous 250 hp (186 kW) @ 2200 rpm

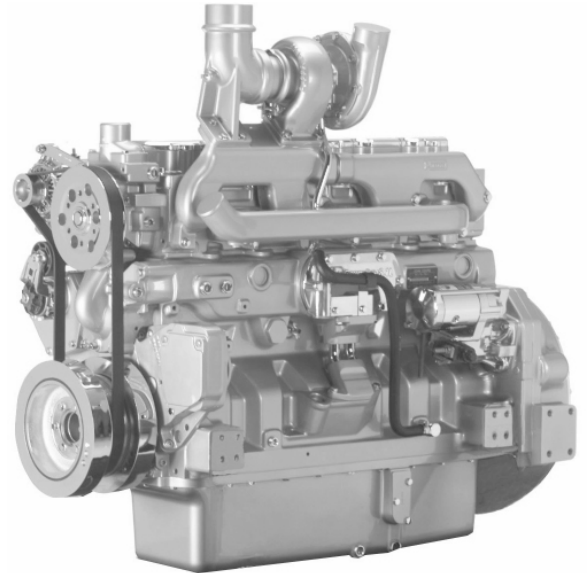
Peak Torque

Heavy Duty 808 lb-ft (1095 N.m) @ 1500 rpm

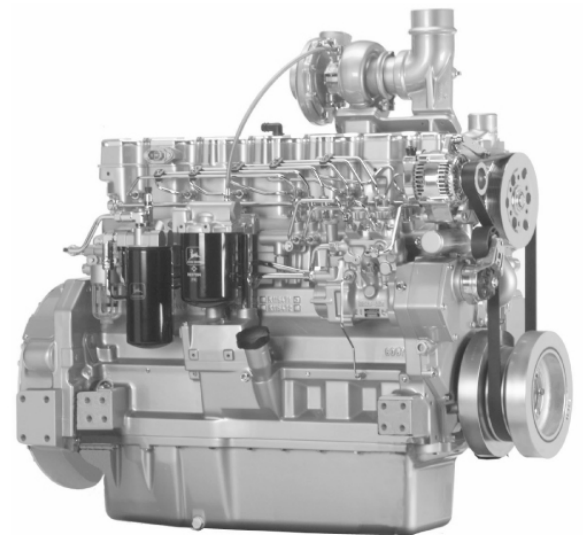
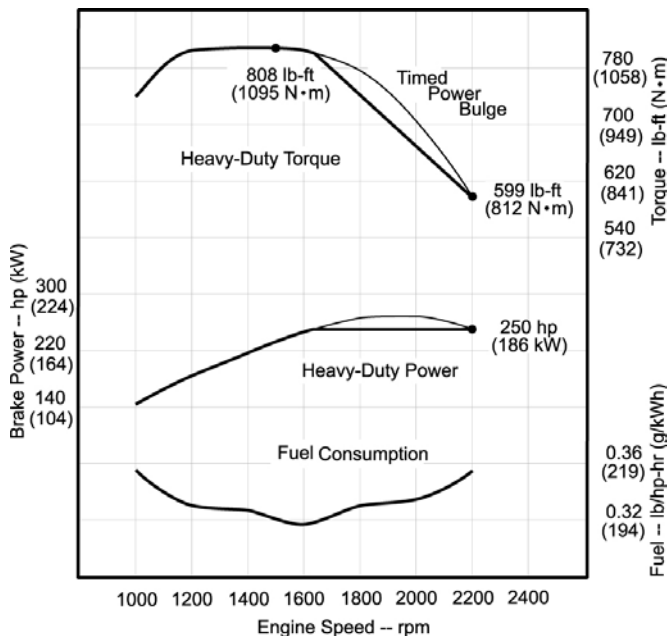
Fuel Economy

BSFC 0.355 lb/hp-hr (216 g/kWh) @ 2200 rpm

RATED BHP is the power rating for variable speed and load applications where full power is required intermittently.
CONTINUOUS BHP is the power rating for applications operating under a constant load and speed for long periods of time.
HEAVY DUTY - see application ratings/definitions, engine performance curves
POWER OUTPUT is within + or - 5% at standard SAE J 1995 and ISO 3046.
TIER 2 EMISSIONS CERTIFICATIONS: CARB, EPA, and EU.



PERFORMANCE CURVE



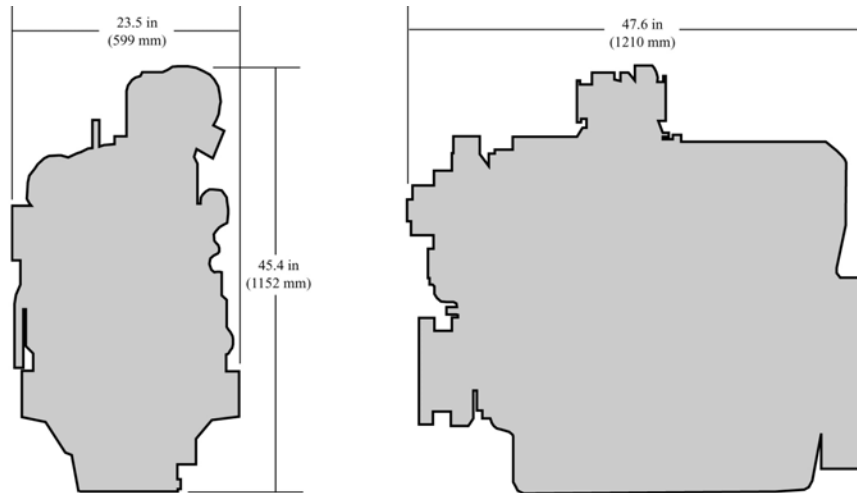
Photographs may show non-standard equipment

PowerTech™
6081H Diesel Engine
 Specifications

GENERAL DATA

| | | | |
|----------------------------|-------------------------|-------------------|-------------|
| Model | 6081HF070 | Aspiration | Air-to-Air |
| Number of Cylinders | 6 | Length - in. (mm) | 47.6 (1210) |
| Displacement - L (cu.in) | 8.1 (496) | Width - in. (mm) | 23.5 (599) |
| Bore and Stroke - in. (mm) | 4.56 x 5.06 (116 x 129) | Height - in. (mm) | 45.4 (1152) |
| Compression Ratio | 16.5:1 | Weight - lb. (kg) | 1711 (776) |
| Engine Type | In-line, 4-cycle | | |

DIMENSIONS



FEATURES AND BENEFITS

Directed Top-Liner Cooling

- Directing coolant to upper end of the liner reduces liner temperatures by up to 100 degrees F (54 degrees C), improving power cylinder durability and head gasket life, and reducing oil consumption and emissions

SAE J1939 Standard Communication Link

- Industry standard, which provides an interface with vehicle systems, like the transmission, hydraulics and various accessory drives minimizing machine complexity and reducing vehicle total installed cost

John Deere Electronic Controls

- John Deere electronically controlled fuel systems monitor critical engine functions and either derates or shuts down (override capability provided) an engine to prevent costly engine repairs
- Built-in controls eliminate need for costly add-on engine warning/shutdown systems and associated devices
- Service diagnostics and error codes automatically stored for later retrieval, increasing machine uptime
- Performance connector part of engine wiring harness which allows for programming of multiple power curves and droop or isochronous governor regulation

Either-side service

- Combination oil fill/dipstick available on either side of the engine, greatly simplifying engine installation

Gear auxiliary drive

- Left hand gear auxiliary drive available which provides up to 60 hp (45 kW), intermittent

Self-adjusting poly-vee fan drive

- Self-adjusting, eight-groove, poly-vee fan drive provides multiple fan drive ratios and fan heights that can be matched to specific application requirements
- Poly-vee design provides more than twice the drive capacity of comparable vee-belts

Additional Features

- 8.1 engine includes gear-driven water pump, improved accessory mounting, gear-driven auxiliary drive, self-adjusting poly-vee fan drive, air compressors, and high-mount A/C compressor options

Optional Rear PTO

- Rear PTO is an integral part of the flywheel housing and provides a means for driving medium/large hydraulic pump(s), and air compressors
- Available in SAE #1 or SAE #2 flywheel-housing configuration for dry applications
- 1.3:1 output ratio allows the use of smaller, higher speed hydraulic pumps
- Gear train, pump drives, and flanged output drive are capable of up to 300hp/224kW (750 ft-lbs/1018 N.m torque) on an intermittent basis
- Right-hand side pad standard with optional left-hand side pad
- Standard SAE "C" and optional "B", "D" mounting points and flange output drives

Specifications and design subject to change without notice



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