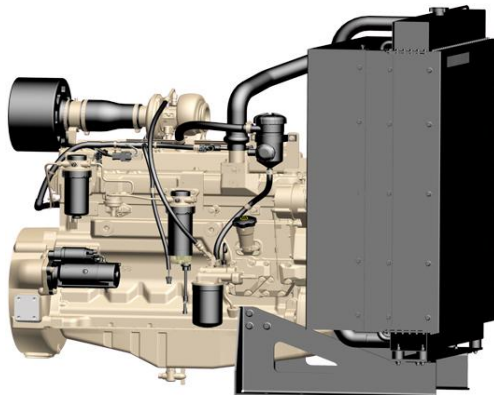
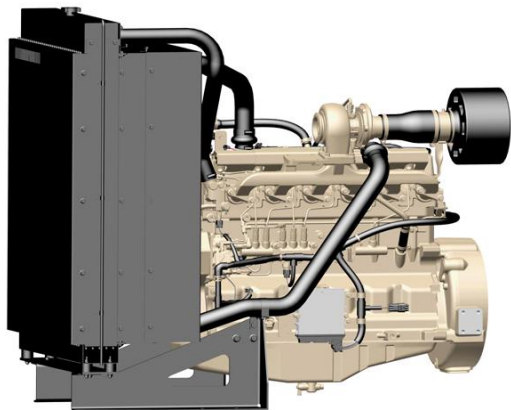


# PowerTech™

## 6068HFU82 Diesel Engine - 200 kVA



### Pictures



### General data

Model	6068HFU82
Number of cylinders	In-Line 6
Displacement – L (cu in)	6.8 (415)
Bore and stroke – mm (in)	106 x 127 (4.19 x 5.00)
Compression ratio	17.2 : 1

Injection Type	High Pressure Common Rail
Aspiration	Turbocharged (Air cooled)
Length – mm (in)	1524 (60)
Width – mm (in)	819 (32.3)
Height – mm (in)	1387 (54.6)
Weight, dry – kg (lb)	750 (1653)

Corresponding bare engine

6068HFG82

### Ratings (Gross, mechanical power at flywheel)

Prime power at 50 Hz (1500 rpm)	184 kW (246 hp)
Standby power at 50 Hz (1500 rpm)	202 kW (271 hp)
Prime power at 60 Hz (1800 rpm)	193 kW (259 hp)
Standby power at 60 Hz (1800 rpm)	212 kW (284 hp)

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 3046 and SAE J1995.

Standby power is the nominal engine power available at varying load factors for up to 500 hours per year. This rating conforms to ISO 3046 and SAE J1995. 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.

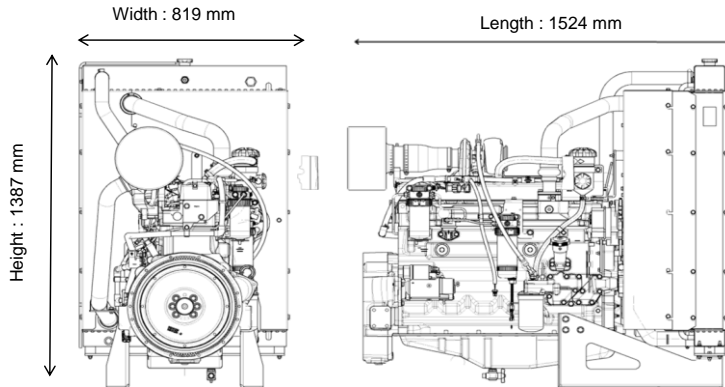
### Certification

EU Stage III A

## Performance data

Engine Model	Hz (rpm)	Generator efficiency %	Fan power		Power factor	Calculated generator set output			
			kW	hp		Prime		Standby	
						kWe	kVA	kWe	kVA
6068HFG82	50	88-92	7.3	9.8	0.8	154-162	193-202	170-179	213-223
6068HFG82	60	88-92	12.5	16.7	0.8	157-165	197-206	174-183	218-228

## Dimensions



## Features and benefits

### High performance

- High Pressure Common Rail System with electronic control and air to air aftercooling provides exceptional power density, load response characteristics and fuel efficiency
- Turbocharger characteristics matched for optimum performance at 1500 rpm
- Cooling package optimised to enhance performance and fuel efficiency
- Fan designed to minimise power consumption and thus maximise fuel efficiency
- Direct injection system for better fuel efficiency

### Reliability and durability

- Off highway industrial engine base.
- Heavy duty air cleaner available for the most severe working environments.
- Default monitoring by electronic control and possibility of alarms, derates or shut-down.
- Two stages fuel filtration with water detection.

### Cost efficient design

- 2 valve head, simple turbocharger

### Easy to use

- 50 / 60 Hz frequency switchable
- See through expansion tank for quick coolant level check
- Easy modification of governing parameters in case of multiple Genset Usage (paralleling).
- Electronic systems allows engine performances monitoring and easy diagnostic.
- Direct injection provides excellent cold start-ability

### Maintenance and service

- All control and maintenance points located on RH side and easily accessible
- Control and diagnostic via CAN bus communication
- 500 hours oil change interval as standard
- Oil drain valve available
- Developed for prime power usage
- Replaceable cylinder liners for easy engine overhaul

### Ease of integration

- Standard fan guard and belt guard conform to EU machinery directive
- Cooling package designed for enclosures up to 200 Pa air restrictions and 47°C ambient air temperature
- Blower fan as standard
- Front feet design includes cooling package mountings
- Same Power Unit for 50 and 60 Hz applications
- Specific options available for marine applications.
- Integrated radiator and charge air cooler enable compact design

### Environment friendly

- High Pressure Common Rail system : higher injection pressure, variable timing control and multiple injections enable to meet emissions while reducing fuel consumption, noise and vibrations levels.
- Clean engine environment with optional crankcase ventilation system
- Low noise fan design.