John Deere 6250R:

# That 'Vario feeling'

Although part of the 6R family, the 6230R and 6250R introduce a new driving style, which we can see filtering down to John Deere's smaller models in the not too distant future. We take a look at the Mannheim offering in the high-power, low-weight tractor category

When it came to designing the high horsepower, low weight 'big' 6R, John Deere did a lot of homework, seeking the opinion of potential customers to see what they wanted from this type of tractor. The end result is the 6230R and 6250R.

One major component that's shared with the smaller 6R models is the 6.8-litre, DPS six-cylinder motor. This has a pair of turbochargers (hence the PSS tag) with variable geometry, or PVS in John Deere speak. According to the snazzy brochure, the 6250R should deliver 250hp at rated output and 275hp maximum output. In turn, the rated output can be boosted by 40hp and the maximum output of 300hp by 25hp when ground speed exceeds 15km/hr or when operating during pto work when travelling over 2km/hr.

**Before tucking it into practical field work,** we packed our 6250R off to the DLG so the men in white coats could verify its key stats. Here at rated speed (and with the boost function disabled) the pto stub delivered 157.1kW/210.6hp, while at 1,800rpm it churned out 179.9kW/241.2hp – both good results, especially as the boost (after the Deere engineer had plugged in his laptop and re-enabled it) increased pto output to 183.5kW/246.0hp at rated speed and to 193.7kW/259.7hp at max output. These figures, plus a max torque of 1,100Nm, are seriously impressive.

**Pto horsepower measured, we proceed to fuel economy.** Here again the Deere is second to none with 237g/kWh at rated speed and just 230g/kWh at maximum output. These are top-notch results, the more so as it was sipping AdBlue at 10g/kWh. This return further manifests itself in excellent Powermix results on the new rolling road test bed, where we can simulate typical machine applications. Here the 6250R averaged 257g/kWh (+10.8g/kWh of AdBlue), a result that is 10% less than the average rate for all of the tractors tested up to now.

Real surprises were the results obtained from the transport measurements, again using the new rolling road but this time simulating a higher load in tow. Figures for the green machine were 348g/kWh at 40km/hr and 352g/kWh at 50km/hr, meaning the 6250R breaks all records in this test category. Indeed the 6250R's average was 10% more fuel-efficient than any of the tractors we have put through the Powermix rolling road test so far.

No doubt the stepless Eccom 2.9 transmission has a major role to play in this performance; this box is the standard offering in the high-end 6R. The drawbar power measurements reveal it is a fairly slick unit at turning power into traction with measurements of 149.3kW/200.2hp at rated speed and 167.0kW/223.9hp at maximum output with fuel consumption of 258g/kWh and 252g/kWh. You will be hard pressed to find any competitor in this tractor group that can top such stats.

**One of the main objections for the design team** was to come up with a new armrest controller, no doubt to help woo users of other tractor makes, including Fendt operators. The end result is 'CommandPro', a £926 alternative to the more familiar and long serving 'CommandArm'. This new controller comprises a chunky joystick with a totally different transmission control arrangement.

The new control stick is home to features such as active standstill, cruise control and speed memory. Using the tractor in the field we experienced the typical 'Vario feeling' – just as we reported in our initial driving impression in the 01/2017 issue. One reason for this is the Vario-style left flick option to carry out a direction change, while nudging the stick to the right activates cruise control and the option to select the acceleration ratios.

And this 'Vario feeling' is even better on the high-horsepower 6R. You can switch between pedal and stick mode at any time without the need to press a button. You can also disable the cruise control by stepping on the drive

