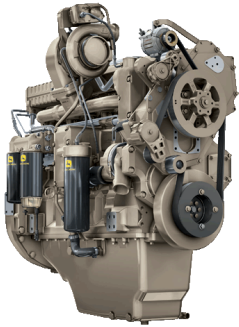


PowerTech™ Plus

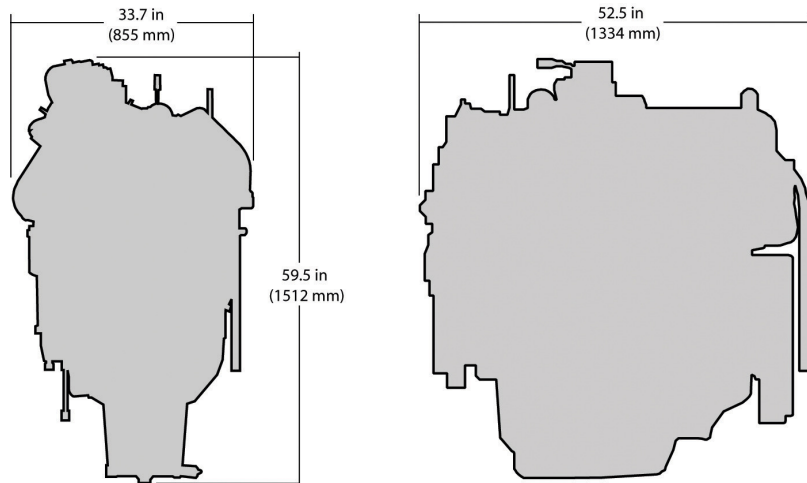
6135HF485 Diesel Engine

Industrial Engine Specifications



6135HF485 shown

Engine dimensions



Dimensions may vary according to options selected. Call your distributor for more information.

Emissions

- CARB
- EPA Tier 3
- EU Stage III A

General data

Model	6135HF485	Length - mm (in)	1334 (52.5)
Number of cylinders	6	Width - mm (in)	855 (33.7)
Displacement - L (cu in)	13.5 (824)	Height-- mm (in)	1512 (59.5)
Bore and Stroke-- mm (in)	132 x 165 (5.20 x 6.50)	Weight, dry - kg (lb)	1493 (3291)
Compression Ratio	16.0:1		
Engine Type	In-line, 4-Cycle		
Aspiration	Turbocharged and air-to-air aftercooled		

Performance data range

Application ratings	Intermittent	Heavy Duty	Continuous
Rated power/Rated speed	448 kW(600 hp) @2100rpm	373-392 kW (500-526 hp) @1900-2100rpm	261-336 kW (350-451 hp) @1900-2100rpm
Peak power	415-448 kW (557-601 hp) @1800-2100rpm	409-415 kW (548-557 hp) @1700-1800rpm	297-373 kW (398-500 hp) @1700-1900rpm
Power bulge	0% @ NA rpm	5-10% @ 1700-1900rpm	11-14% @ 1700-1900rpm
Peak torque	2430-2550 N.m (1792-1881ft-lb) @1275-1400rpm	2430 N.m (1792ft-lb) @1400rpm	1834-2063 N.m (1353-1522ft-lb) @1400rpm
Torque rise	25-30%	30-36%	35-40%

The Industrial Intermittent engine power rating is for applications that operate at varying loads and speeds, and do not fit the Industrial Heavy-Duty rating information.

Some applications require Industrial Heavy-Duty engine power ratings. Please contact your John Deere Power Systems engine distributor for more information.

The Industrial Continuous engine power rating is for applications that operate with constant load and speed, except for short periods during startup or shutdown.

Power output is within + or - 5% at standard SAE J 1995 and ISO 3046.

Features and Benefits

4-Valve Cylinder Head

- The 4-valve cylinder head provides excellent airflow resulting in greater low-speed torque and better transient response. Cross flow design

Electronic Unit Injector (EUI) and Engine Control Unit (ECU)

- The EUI fuel system provides variable common-rail pressure, multiple injections, and higher injection pressures, up to 2000 bar (29,000 psi). It also controls fuel injection timing and provides precise control for start, duration, and end of injection

Cooled Exhaust Gas Recirculation (EGR)

- EGR cools and mixes measured amounts of cooled exhaust gas with incoming fresh air to lower peak combustion temperatures, thereby reducing NOx

Variable Geometry Turbocharger (VGT)

- Varies exhaust pressure based on load and speed to insure proper EGR flow; greater low-speed torque, quicker transient response, higher peak torque, and best-in-class fuel economy.

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 Tier 2/Stage II engine models

John Deere Electronic Engine Controls

- Electronic engine controls monitor critical engine functions, providing warning and/or shutdown to prevent costly engine repairs and eliminate the need for add-on governing components all lowering total installed costs. Snapshot diagnostic data that can be retrieved using commonly available diagnostic service tools
- Controls utilize new common wiring interface connector for vehicles or available OEM instrumentation packages; new solid conduit and "T" connectors to reduce wiring stress and provide greater durability and improved appearance
- Factory-installed, engine mounted ECU or remote-mounted ECU comes with wiring harness and associated components. Industry-standard SAE J1939 interface communicates with other vehicle systems, eliminating redundant sensors and reducing vehicle installed cost

Additional Features

- Gear-driven auxiliary drives; 500-hour oil change; self-adjusting poly-vee fan drive; R.H. and L.H. engine-mounted fuel filters; single-piece low friction piston; optional rear PTO; low-pressure fuel system with "auto-prime" feature; directed top-liner cooling