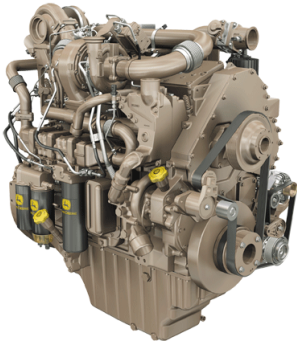


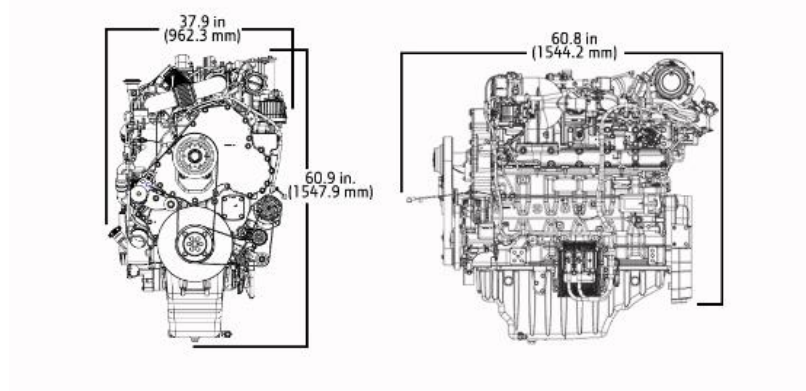
PowerTech™ PSX 6135HFC95 Diesel Engine

Industrial Engine Specifications



6135HFC95 shown

Engine dimensions



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

Emissions

CARB
EPA Interim Tier 4
EU Stage III B

General data

Model	6135HFC95	Length - mm (in)	1544.2 (60.8)
Number of cylinders	6	Width - mm (in)	962.3 (37.9)
Displacement - L (cu in)	13.5 (824)	Height-- mm (in)	1547.9 (60.9)
Bore and Stroke-- mm (in)	132 x 165 (5.20 x 6.50)	Weight, dry - kg (lb)	1678 (3699)
Compression Ratio	15.3 : 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	373-448 kW(500-600 hp) @1900-2100rpm	373-392 kW(500-525 hp) @2100rpm	298-373 kW(400-500 hp) @1900-2100rpm
Peak power	433-460 kW (581-617 hp) @1600-1900rpm	413-418 kW (554-561 hp) @1700-1900rpm	346-394 kW (464-528 hp) @1600-1700rpm
Power bulge	3-12% @ 1700-1900rpm	4-12% @ 1900rpm	4-14% @ 1700-1900rpm
Peak torque	2644-2660 N.m (1950-1962ft-lb) @1500-1600rpm	2394-2520 N.m (1766-1859ft-lb) @1500rpm	2112-2394 N.m (1558-1766ft-lb) @1500rpm
Torque rise	31-41%	41%	41%

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.

DOC/DPF Dimensions

Size	8
Diameter - mm (in)	406.9 (16.0)
Length - mm (in)	951.6 (37.5)
Weight - kg (lb)	170 (374.8)

See your John Deere Power Systems engine distributor for more information on available filter size options.

Features and Benefits

Engine Performance

- Multiple rated speeds to further reduce noise and improve fuel economy
- Higher level of peak torque
- Optional power bulge

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.

Series turbocharger

- Fresh air is first drawn into the low-pressure turbocharger (fixed geometry) and compressed to a higher pressure. The compressed air is then drawn into the high-pressure turbocharger (VGT), where the air is further compressed. The high-pressure air is then routed through a charge air cooler and into the engine's intake manifold. By splitting the work between two turbochargers, both can operate at peak efficiency and at slower rotating speeds — lowering stress on turbocharger components and improving reliability. Series turbocharging delivers more boost pressure than single turbocharger configurations, which results in higher power density, improved low-speed torque, and improved high altitude operation.

Electronic unit injector (EUI) and engine control unit (ECU)

- The EUI fuel system provides higher injection pressures up to 2,275 bar (33,000 psi). One ECU controls the exhaust filter, as well as fuel system and provides precise control for the start, duration, and end of injection.

4 - valve cylinder head

- The 4-valve cylinder head provides excellent airflow resulting in greater low-speed torque and better transient response time by utilizing a cross-flow design.

Air-to-air aftercooled

- This is the most efficient method of cooling intake air to help reduce engine emissions. It enables an engine to meet emissions regulations with better fuel economy and the lowest installed costs.

Exhaust filters

- These engines utilize a catalyzed exhaust filter that contains a diesel oxidation catalyst (DOC) and a diesel particulate filter (DPF). The DOC reacts with exhaust gases to reduce carbon monoxide, hydrocarbons, and some particulate matter (PM). The downstream DPF traps and holds the remaining PM. Trapped particles are oxidized within the DPF through a continuous cleaning process called passive regeneration. Passive regeneration occurs during normal operating conditions when heat from the exhaust stream and catalysts within the exhaust filter trigger the oxidation of the trapped PM. If passive regeneration cannot be achieved due to low temperature, load, or speed, then PM is removed using active regeneration — an automatic cleaning process controlled by the exhaust temperature management system.

Compact size

- Lower installed cost
- Simplifies installation
- Mounting points are the same as previous engine models

Additional features

- 500-hour oil change; self-adjusting poly-vee fan drive; variable-speed fan drive increases fuel economy and decreases noise levels; single-piece low-friction steel piston; directed top-liner cooling; low-pressure fuel system with electrical transfer pump and "auto-prime" feature