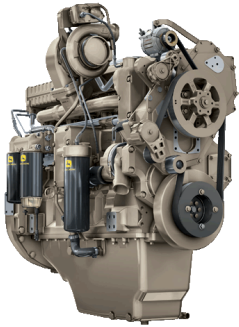


PowerTech™ Plus

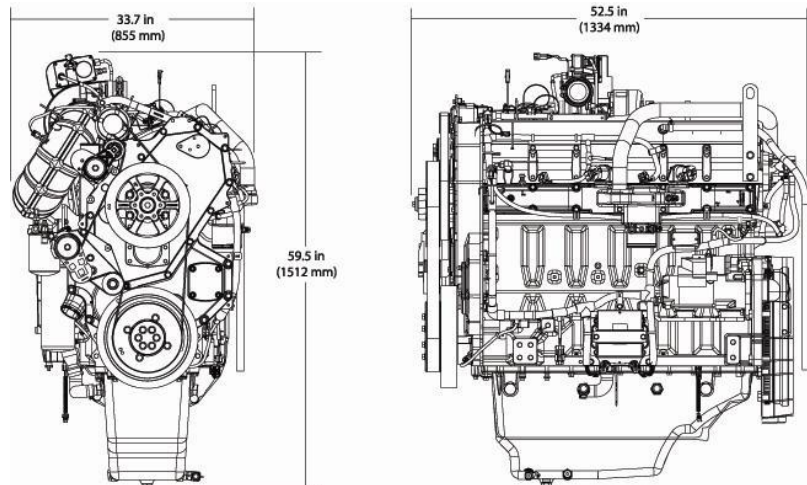
6135HF485 Diesel Engine

Generator Drive Engine Specifications



6135HF485 shown

Engine dimensions



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

Certifications

CARB
EPA Tier 3

General data

Model	6135HF485	Length - mm (in) to rear of block	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

Rated speed Hz(rpm)	Engine power				Generator efficiency %	Rated fan power		Power factor	Calculated generator set output			
	Prime		Standby			kW	hp		Prime		Standby	
	kW	hp	kW	hp					kWe*	kVA	kWe	kVA
60(1800)	311-419	417-562	345-460	463-617	90-94	18.98-25.3	25-34	0.8	264-372	330-465	293-409	367-511

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 ISO3046 and SAE J1995.

Standby power is the maximum engine power available at varying load factors for up to 200 hours per year when applied to conform with ISO 8528-1. This rating conforms to ISO 3046 and SAE J1995. Calculated generator set rating range for standby applications is based on minimum engine power (nominal -5 percent) to provide 100 percent meet-or-exceed performance for assembled standby generator sets.

*Electrical power is calculated from the typical generator efficiency and fan power percentages shown. Applications may vary.

Photographs may show non-standard equipment.

Features and benefits

4-Valve Cylinder Head

- The 4-valve cylinder head provides excellent airflow
- Cross flow design

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

- The HPCR fuel system provides variable common rail pressure, multiple injections, and higher injection pressures, up to 1,600 bar (23,000 psi). It also controls fuel injection timing and provides precise control for the start, duration, and end of injection.

Cooled Exhaust Gas Recirculation-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, quicker transient response for exceptional block-loading, 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

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

Additional Features

- Self adjusting poly-vee fan drive
- R.H. and L.H. engine-mounted fuel filters
- Low-pressure fuel system with "auto-prime" feature
- Directed top-liner cooling
- 500-hour oil change