

PowerTech™ E 4024H Diesel Engine Specifications

PERFORMANCE DATA

Rated Speed

Intermittent 66 hp (49 kW) @ 2800 rpm

Peak Power

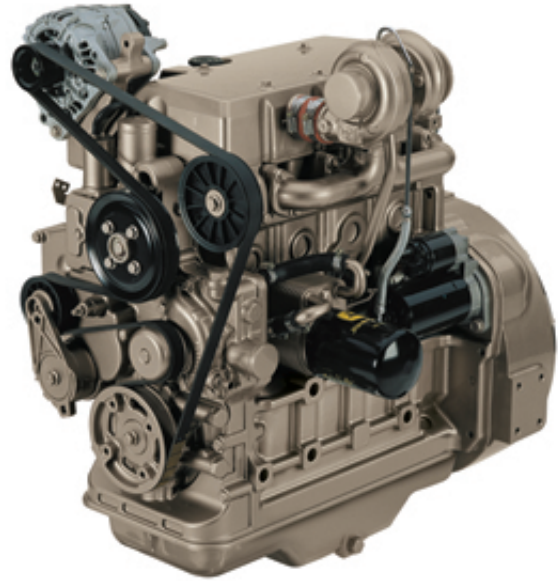
66 hp (49 kW) @ 2800 rpm
Power Bulge % 0% @ 2800 rpm

Peak Torque

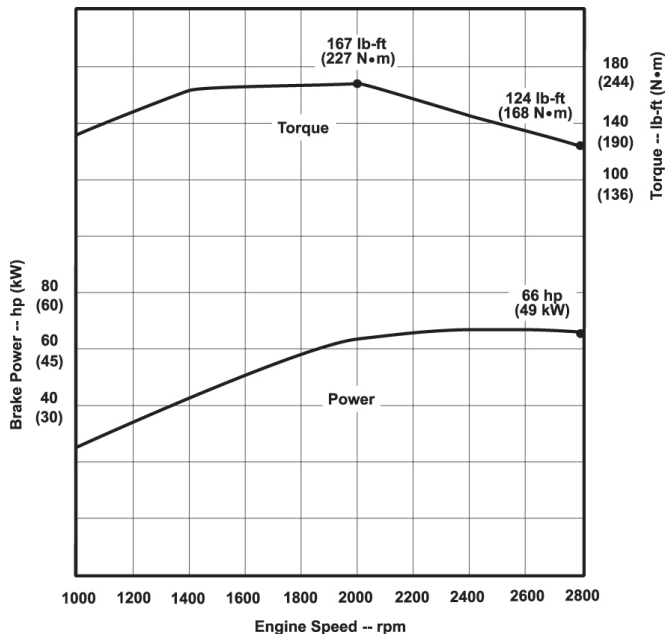
167 lb-ft (227 N.m) @ 2000 rpm
Torque Rise % 35% @ 2000 rpm

RATED BHP is the power rating for variable speed and load applications where full power is required intermittently. CONTINUOUS BHP is the power rating for applications operating under a constant load and speed for long periods of time. HEAVY DUTY - see application ratings/definitions, engine performance curves. POWER OUTPUT is within + or - 5% at standard SAE J 1995 and ISO 3046.

CERTIFICATIONS: EPA Interim Tier 4, EU STAGE III B AND CARB



PERFORMANCE CURVE



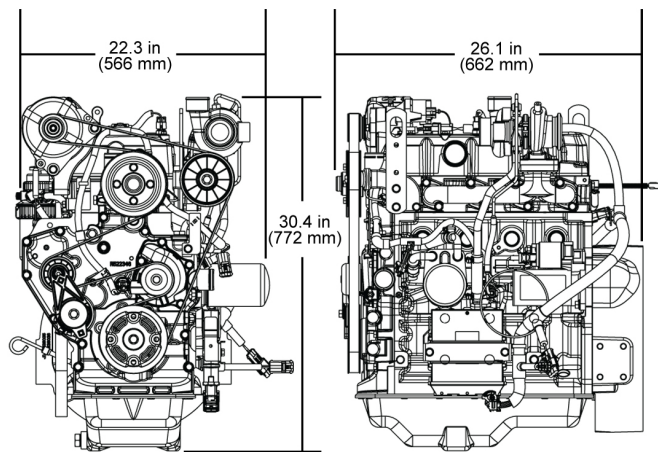
Photographs may show non-standard equipment

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GENERAL DATA

| | | | |
|--------------------------|------------------------|----------------------|------------|
| Model | 4024HF295 | Aspiration | Air-to-Air |
| Number of Cylinders | 4 | Length--in. (mm) | 26.1 (662) |
| Displacement-- L (cu.in) | 2.44 (149) | Width--in. (mm) | 22.3 (566) |
| Bore X Stroke--in. (mm) | 3.40 x 4.10 (86 x 105) | Height--in. (mm) | 30.4 (772) |
| Compression Ratio | 18.2:1 | Weight, dry--lb (kg) | 553 (251) |
| Engine Type | In-line, 4-Cycle | | |

DIMENSIONS



Specifications and design subject to change without notice

FEATURES AND BENEFITS

2-Valve Cylinder Head

- Cross-flow head design provides excellent breathing from a lower-cost 2-valve cylinder head

Electronic Unit Pump (EUP) Fuel System

- Regulated rated speed flexibility and improved cold-start and warm-up control

Fixed Geometry Turbocharger

- Fixed geometry turbochargers are precisely matched to the power level and application

Air-to-Air Aftercooling

- Most efficient method of cooling intake air to help reduce engine emissions while maintaining low-speed torque, transient response time, and peak torque. Enables an engine to meet emissions with better fuel economy and the lowest installed costs.

Compact Size

- Mounting points for Tier 3/ Stage III A engines are the same as Tier 2/Stage II engines

Engine Performance

- Increased low-speed torque
- New higher-peak torque ratings
- Faster torque rise
- Lower-rated speeds available for reduced noise and fuel economy

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 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 reduce wiring stress, providing greater durability and improving appearance.
- Factory-installed, engine-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 total installed cost.
- or available OEM instrumentation packages; new solid

Additional Features

- Self-adjusting poly-vee fan drive
- Forged-steel connecting rods
- Either-side service
- 500-hour oil change
- Gear driven auxiliary drive



John Deere Power Systems
3801 W. Ridgeway Ave.
PO Box 5100
Waterloo, IA 50704-5100
Phone (800) 533-6446
Fax (319) 292-5075

John Deere Power Systems
Usine de Saran
B.P. 11013
F-45401 Fleury les Aubrais Cedex
France
Phone (33) 2 38 82 61 19
Fax (33) 2 38 82 60 00