

# PowerTech Plus™ 6135H Diesel Engine Specifications

## PERFORMANCE DATA

### Rated Speed

Intermittent 600 hp (448 kW) @ 2100 rpm

### Peak Power

600 hp (448 kW) @ 2100 rpm

Power Bulge %

0% @ 2100 rpm

### Peak Torque

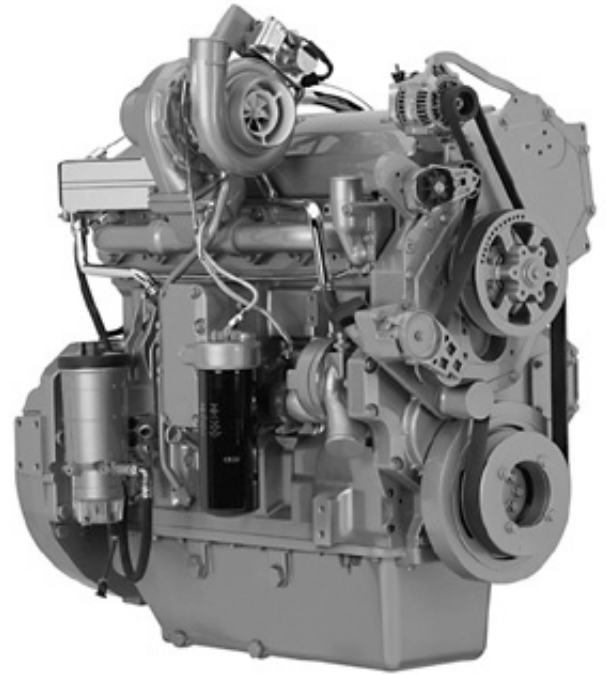
1881 lb-ft (2550 N.m) @ 1600 rpm

Torque Rise %

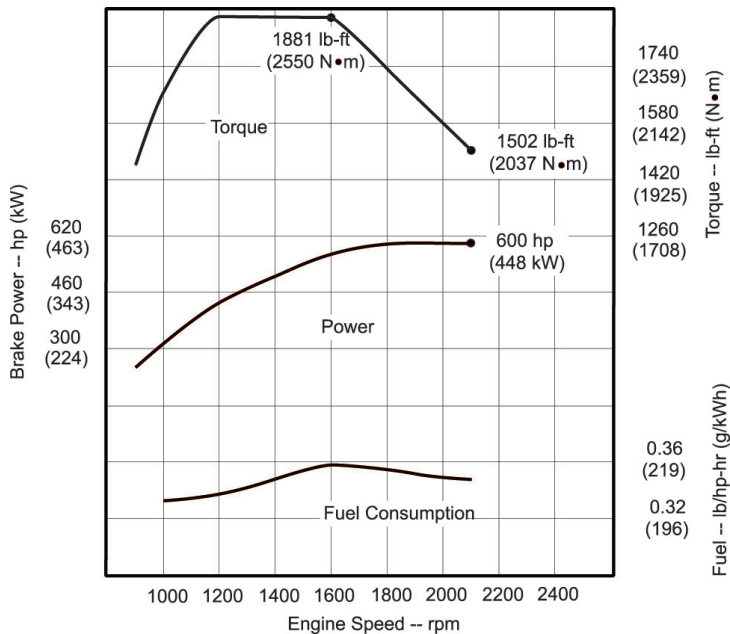
25% @ 1600 rpm

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 Tier 3, EU STAGE III A AND CARB



## PERFORMANCE CURVE



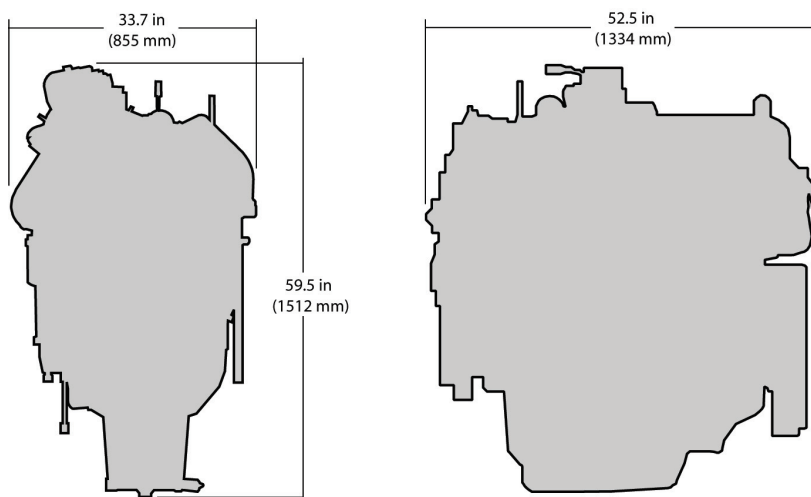
Photographs may show non-standard equipment

PowerTech Plus™  
**6135H Diesel Engine**  
 Specifications

## GENERAL DATA

Model	6135HF485	Aspiration	Air-to-Air
Number of Cylinders	6	Length--in. (mm)	52.5 (1334)
Displacement-- L (cu.in)	13.5 (824)	Width--in. (mm)	33.7 (855)
Bore X Stroke--in. (mm)	5.20 x 6.50 (132 x 165)	Height--in. (mm)	59.5 (1512)
Compression Ratio	16:1	Weight, dry--lb (kg)	3292 (1493)
Engine Type	In-line, 4-Cycle		

## DIMENSIONS



*Specifications and design subject to change without notice*

## FEATURES AND BENEFITS

### 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

### Cooled EGR - Exhaust Gas Recirculation

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

### 4-Valve Cylinder Head

- Provides excellent airflow resulting in greater low speed torque and better transient response. Cross flow design.

### Air-to-Air Intercooling

- 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

### High Pressure Electronic Fuel Injection Systems

- Electronic Unit Injector - Increased injection pressure, up to 2000 bar (29,000 PSI); variable timing control, multiple injections and controls the duration of the injection.

### Compact Size

- Horsepower/displacement ratio is best-in-class (lower installed cost)
- Mounting points for Tier 3/Stage III A engine models same as Tier 2/Stage 2 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

### Engine Performance

- Multiple rated speeds to further reduce noise and improve fuel economy
- New higher peak torque ratings
- Higher levels of power bulge
- Better transient response time
- Greater levels of low speed torque

### Additional Features

- Single-piece low friction piston; directed top-liner cooling; gear-driven auxiliary drive; optional 500-hour oil change; self-adjusting poly-vee fan drive; optional rear PTO; engine mounted ECU



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