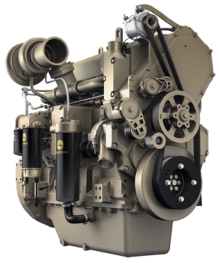
PowerTech ™
6135HF475 Diesel Engine

Generator Drive Engine Specifications

JOHN DEERE

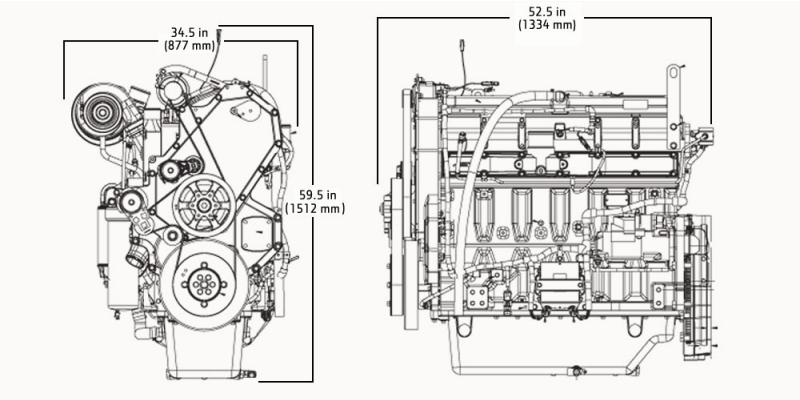


6135HF475 shown

Emissions

EPA Tier 2
EU Stage II

Engine dimensions



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

General data

Model	6135HF475
Number of cylinders	6
Displacement - L (cu in)	13.5 (824)
Bore and Stroke-- mm (in)	132 x 165 (5.20 x 6.50)
Compression Ratio	16.0 : 1
Engine Type	In-line, 4-Cycle
Aspiration	Turbocharged and air-to-air aftercooled

Length - mm (in) to rear of block	1362 (53.6)
Width - mm (in)	857 (33.7)
Height-- mm (in)	1210 (47.6)
Weight, dry - kg (lb)	1334 (2941)

Performance data range

Rated speed	Engine power				Generator efficiency	Rated fan power		Power factor	Calculated generator set output			
	Prime		Standby			kW	hp		Prime		Standby	
Hz(rpm)	kW	hp	kW	hp	%				kWe*	kVA	kWe	kVA
60(1800)	300-410	402-550	330-460	443-617	90-95	19.8-27.6	27-37	0.8	254-373	317-467	279-4 11	349-513
50(1500)	323-415	433-556	355-456	476-612	90-93	17.8-22.8	24-31	0.8	276-367	345-458	304-403	379-504

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

Fixed Geometry Turbocharger

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

4-Valve Cylinder Head

- Provides excellent airflow resulting in better transient response
- Cross-flow design

Air-to-Air Aftercooled

- Most efficient method of cooling intake air to help reduce engine emissions while improving transient response time
- Enables an engine to meet emissions with better fuel economy and the lowest installed costs

EUI Fuel System

- Electronic unit injector (EUI) fuel system provides variable common rail pressure, multiple injections, and higher injection pressures up to 2,000 bar (29,000 psi). It also controls fuel injection timing and provides precise control for start, duration, and end of injection

John Deere Electronic Engine Controls

- Electronic engine controls monitor critical engine functions, providing warning and/or shutdown to prevent costly repairs and eliminate the need for add-on governing components, all lowering total installed costs.

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All values at rated speed and power with standard options unless otherwise noted. Specifications and design subject to change without notice.

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