

PowerTech™

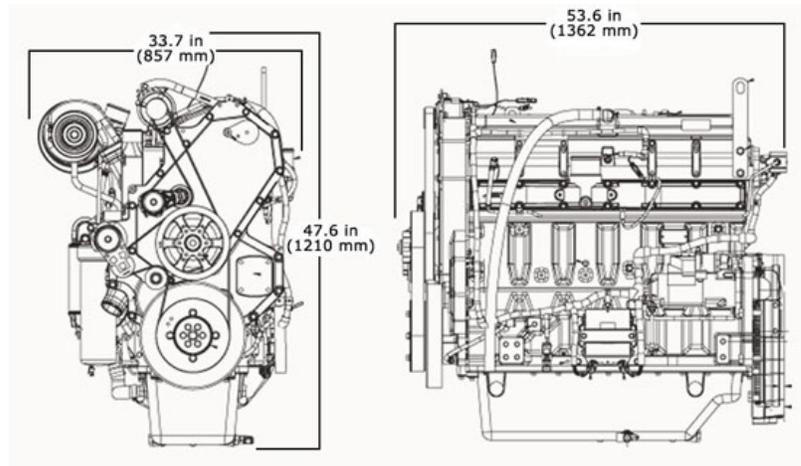
6135HF475 Diesel Engine

Industrial Engine Specifications



6135HF475 shown

Engine dimensions



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

Certifications

EU Stage II

General data

Model	6135HF475	Length - mm (in)	1362 (53.6)
Number of cylinders	6	Width - mm (in)	857 (33.7)
Displacement - L (cu in)	13.5 (824)	Height-- mm (in)	1210 (47.6)
Bore and Stroke-- mm (in)	132 x 165 (5.20 x 6.50)	Weight, dry-- kg (lb)	1334 (2941)
Compression Ratio	16.0 : 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	428-448 kW(574-600 hp) @2100rpm	373 kW(500 hp) @2100rpm	294-320 kW(394-429 hp) @2100rpm
Peak power	448-458 kW (601-614 hp) @1900-2100rpm	410 kW (550 hp) @1900rpm	315-353 kW (422-473 hp) @1700-1900rpm
Power bulge	0-7% @ 1900rpm	10% @ 1900rpm	6-10% @ 1900rpm
Peak torque	2550 N.m (1881ft-lb) @1575rpm	2290 N.m (1689ft-lb) @1575rpm	1870-2007 N.m (1379-1480ft-lb) @1575rpm
Torque rise	25-31%	35%	38-40%

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.

Features and benefits

Fixed Geometry Turbocharger

- Fixed geometry turbochargers are sized for a specific power range and optimized to provide excellent performance across the entire torque curve. They are also designed to maximize fuel economy between the engine's rated speed and peak torque.

Electronic Unit Pump (EUP) Fuel System

- The EUI fuel system provides higher injection pressures up to 2,275 bar (33,000 psi). It also controls fuel injection timing and provides precise control for 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 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.

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.