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> [6135HF485 13.5L Industrial Diesel Engine](#)



6135HF485

13.5L Industrial Diesel Engine

- PowerTech™ Plus
- 261-448 kW (350 - 600 hp)

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Features

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— 4-valve cylinder head

- The 4-valve cylinder head provides excellent airflow resulting in greater low-speed torque and better transient response. Cross flow design

— Electronic unit injectors (EUI) and engine control unit (ECU)

- The EUI fuel system provides variable common-rail pressure, multiple injections, and higher injection pressures, up to 2000 bar (29,000 psi). It also controls fuel injection timing and provides precise control for start, duration, and end of injection

— Cooled exhaust gas recirculation (EGR)

- 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; greater low-speed torque, quicker transient response, higher peak torque, 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

— Engine performance

- Multiple rated speeds to further reduce noise and improve fuel economy
 - New higher peak torque ratings
 - Better transient response time
 - Greater levels of low speed torque
 - Higher levels of power bulge
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— 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 that 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 to reduce wiring stress and provide greater durability and improved appearance
 - Factory-installed, engine mounted ECU or remote-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 installed cost
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— Additional features

- Gear-driven auxiliary drives
 - 500-hour oil change
 - Self-adjusting poly-vee fan drive
 - R.H. and L.H. engine-mounted fuel filters
 - Single-piece low friction piston
 - Optional rear PTO
 - Low-pressure fuel system with "auto-prime" feature
 - Directed top-liner cooling
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Specifications

Emissions Certifications

- CARB
- EPA Tier 3
- EU Stage III A

General engine data

Model	6135HF485
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)	1334 (52.5)
Width-- mm (in)	855 (33.7)
Height-- mm (in)	1512 (59.5)
Weight, dry - kg (lb)	1493 (3291)

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Drivetrain Components

- Pump Drives
- Transmissions

Accessories

- Engine Accessories Brochure

Parts

- Engine Parts