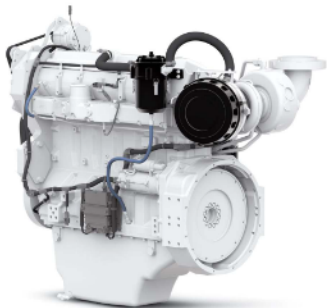


PowerTech™ 13.5L

6135HFM85 Diesel Engine



Marine Auxiliary Engine



Certifications

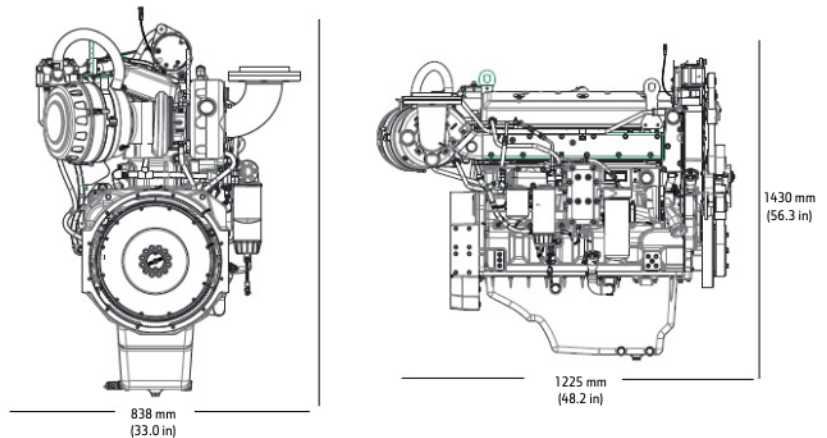
EPA Marine Tier 3

IMO MARPOL Annex VI Tier II Compliant

Classification Societies

ABS

Engine dimensions



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

General data

Model	6135HFM85
Number of cylinders	6
Displacement – L (cu in)	13.5 (824)
Bore and Stroke – mm (in)	132 x 165 (5.20 x 6.50)
Engine Type	In-line, 4-cycle
Aspiration	Turbocharged and air-to-air aftercooled

Length – mm (in) to rear of block	1225 (48.2)
Width – mm (in)	838 (33.0)
Height – mm (in)	1430 (56.3)
Weight, dry – kg (lb)	1322 (2914)

See your John Deere marine dealer or engine distributor for complete specifications on our full line of auxiliary drive engines.

Performance Data

Application Ratings	Variable Speed
Rated Power	373 kW (500 hp) @ 2000 rpm
Rated torque	1781 Nm (1314 ft-lb) @ 2000 rpm
Peak Torque	2137 Nm (1576 ft-lb) @ 1500 rpm

ABS type approved for use on classed & inspected vessels

- Water-cooled exhaust manifold and turbo to meet surface temperature requirements
- Marine Classification Society fuel hoses, lube and oil hoses

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 Injector (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

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. Snapshot diagnostic data that can be retrieved using commonly available diagnostic service tools
- Controls utilize 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 and wiring harness and associated components. Industry- standard SAE J1939 interface communicates with other vehicle systems, eliminating redundant sensors and reducing vehicle installed cost

Additional Features

- Gear-driven auxiliary drives; self-adjusting poly-vee fan drive; single-piece low friction piston; low-pressure fuel system with “auto-prime” feature; directed top-liner cooling