



JOHN DEERE

PowerTech™

6125H Diesel Engine

Specifications



6125HF Engine shown

General Data

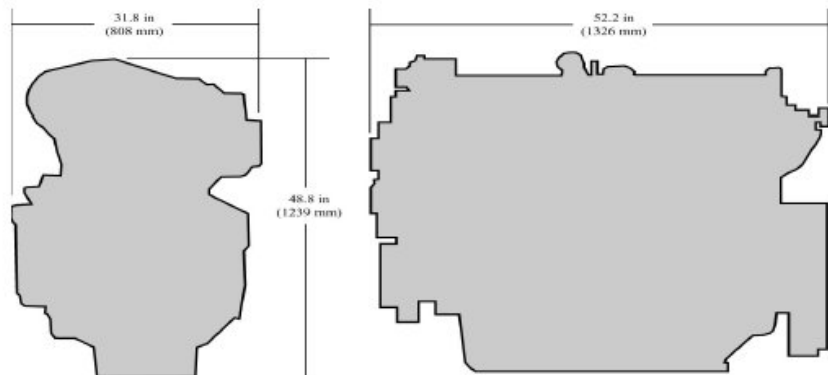
Model	6125HF070	Aspiration	Air-to-Air
Number of cylinders	6	Length-- mm (in)	1326 (52.2)
Displacement-- L (cu in)	12.5 (763)	Width-- mm (in)	808 (31.8)
Bore and Stroke-- mm (in)	127 x 165 (5.00 x 6.50)	Height-- mm (in)	1239 (48.8)
Compression Ratio	14.7:1	Weight, dry-- kg (lb)	1205 (2657)
Engine Type	In-line, 4- Cycle		

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

- CARB
- EPA Tier 2
- EU Stage II

Dimensions

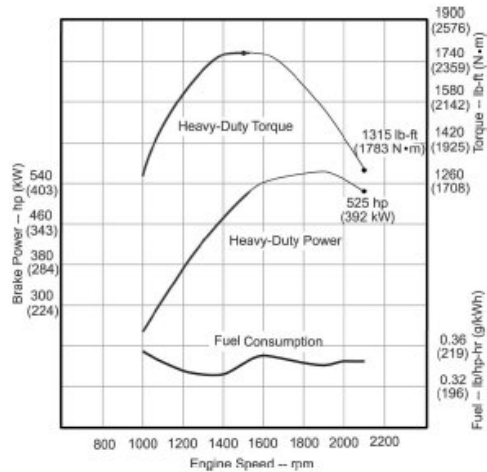


Performance data

Rated Speed	
Intermittent	391.8 kW (525 hp) @ 2100 rpm
Peak power	419 kW (562 hp) @ 1900 rpm
Power bulge %	7% @ 1900 rpm
Peak torque	2406 N·m (1775 ft·lb) @ 1500 rpm
Torque Rise %	35% @ 1500 rpm

Photographs may show non-standard equipment.

Performance curve



Features and Benefits

Articulated Two-Piece Piston

- Articulated two-piece piston uses high-strength steel crown to handle the higher horsepower

Directed Top-Liner Cooling

- Directing coolant to upper end of liner reduces liner temperatures by up to 130 degrees Fahrenheit or 72 degrees Celsius, improving power cylinder durability and head gasket life, and reducing oil consumption and emissions

Air Compressors and AC Compressors

- Factory installed air compressors and AC compressors mean a lower installed cost

Gear-Driven Auxiliary Drive

- Provides up to 80 hp (60 kW) to run optional equipment such as hydraulic pumps, air compressors, or steering pumps

John Deere Electronic Controls

- John Deere electronically controlled fuel systems monitor critical engine functions and either derates or shuts down (override capability provided) an engine to prevent costly engine repairs
- Built in controls eliminate the need for costly add-on engine warning/shutdown systems and associated components
- Service diagnostics and error codes automatically stored for later retrieval, increasing machine uptime
- Performance connector part of engine wiring harness which allows for programming of multiple power curves and droop or isochronous governor regulation

SAE J1939 Standard Communication Link

- Industry standard, which provides an interface with vehicle systems, like the transmission, hydraulics and various accessory drives minimizing machine complexity and reducing vehicle total installed cost

Self-Adjusting, Poly-vee Accessory and Fan Drives

- Self-adjusting, eight-groove, poly-vee fan drive provides multiple fan drive ratios and fan heights that can be matched to specific application requirements
- Self adjusting, eight-groove, poly-vee accessory drive for alternator and air conditioning compressor
- Poly-vee design provides more than twice the capacity of comparable vee-belts

Optional Rear PTO

- Rear PTO is an integral part of the flywheel housing and provides a means for driving medium/large hydraulic pump(s), and air compressors
- Available in SAE #1 or SAE #2 flywheel-housing configuration for dry applications
- 1.3:1 output ratio allows the use of smaller, higher speed hydraulic pumps
- Gear train, pump drives, and flanged output drive are capable of up to 300hp/224kW (750 ft-lbs/1017 N.m torque) on an intermittent basis
- Right-hand side pad standard with optional left-hand side pad
- Standard SAE "C" and optional "B", "D" mounting pads and flange output drives



JOHN DEERE

John Deere Power Systems
3801 W. Ridgeway Ave.
PO Box 5100
Waterloo, IA 50704-5100
Phone: 800.553.6446
Fax: 319.292.5075

John Deere Power Systems
Usine de Saran
La Foulonnerie - B.P. 11.13
45401 Fleury les Aubrais Cedex
France
Phone: 33.2.38.82.61.19
Fax: 33.2.38.82.60.00