



JOHN DEERE

PowerTech™ **6125H** Diesel Engine Specifications

PERFORMANCE DATA

Rated Power

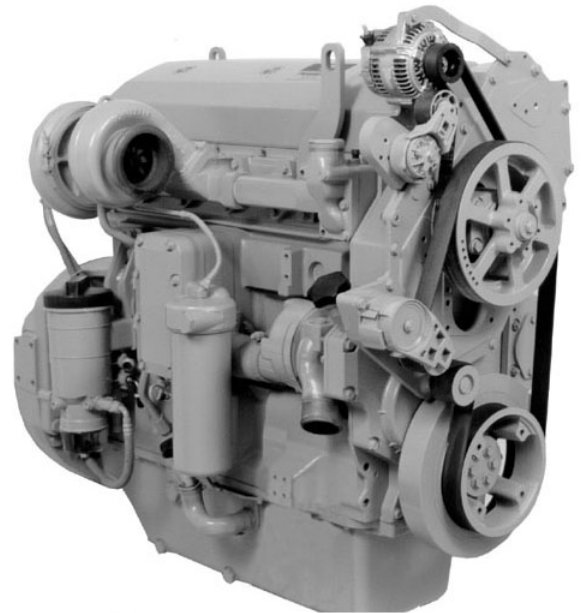
Intermittent 475 hp (354 kW) @ 2100 rpm
 Continuous 425 hp (317 kW) @ 2100 rpm

Peak Torque

Intermittent 1605 lb-ft (2176 N.m) @ 1500 rpm

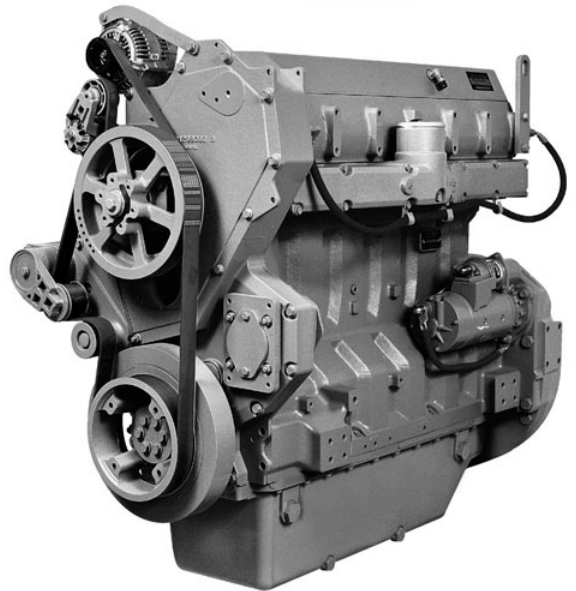
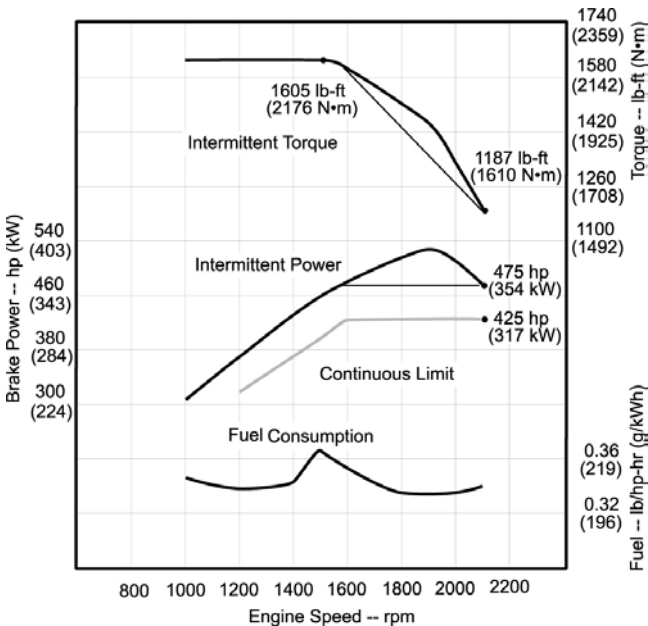
Fuel Economy

BSFC 0.340 lb/hp-hr (207 g/Wh) @ 2100 rpm



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.
 POWER OUTPUT is within + or - 5% at standard SAE J 1995 and ISO 3046.
 TIER 2 EMISSIONS CERTIFICATIONS: CARB; EPA; and EU.

PERFORMANCE CURVE



Photographs may show non-standard equipment

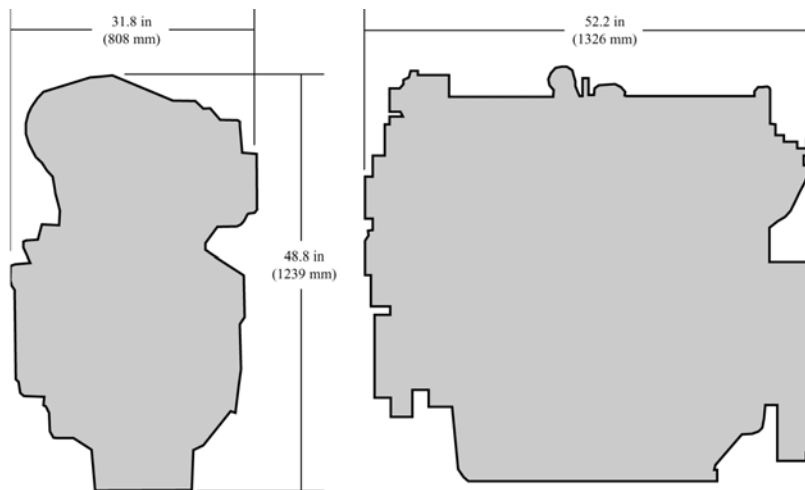


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6125H Diesel Engine
Specifications

GENERAL DATA

Model	6125HF070	Aspiration	Air to Air
Number of Cylinders	6	Length - in. (mm)	52.2 (1326)
Displacement - L (cu.in)	12.5 (766)	Width - in. (mm)	31.8 (808)
Bore and Stroke - in. (mm)	5.00 x 6.50 (127 x 165)	Height - in. (mm)	48.8 (1239)
Compression Ratio	17:1	Weight (Dry) - lb (kg)	2657 (1205)
Engine Type	In-line, 4-cycle		

DIMENSIONS



FEATURES AND BENEFITS

Articulated Two-Piece Piston

- Articulated two-piece piston uses a 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 (72 degrees Celsius), improve power cylinder durability and head gasket life, and reduce oil consumption and emissions

Air Compressors and AC Compressors

- Factory installed air compressors and AC compressors mean low installation cost

Gear-Driven Auxiliary Drive

- Provides up to 57 kW (80 hp) to run optional equipment such as hydraulic pumps, air compressors, or steering pumps

John Deere Electronic Controls (JDEC)

- John Deere electronically controlled fuel systems monitor critical engine functions and either derates or shutdowns (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 devices
- 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 J 1939 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 the installed cost

Self-Adjusting, Poly-vee Accessory and Fan Drives

- Self-adjusting, twelve-groove, poly-vee fan drive provides multiple fan drive ratios and fan heights that can be matched to specific application requirements
- Poly-vee design provides more than twice the drive 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 configuration for dry or wet 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 300 hp/224 kW (750 ft-lbs/1018 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

Specifications and design subject to change without notice



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