

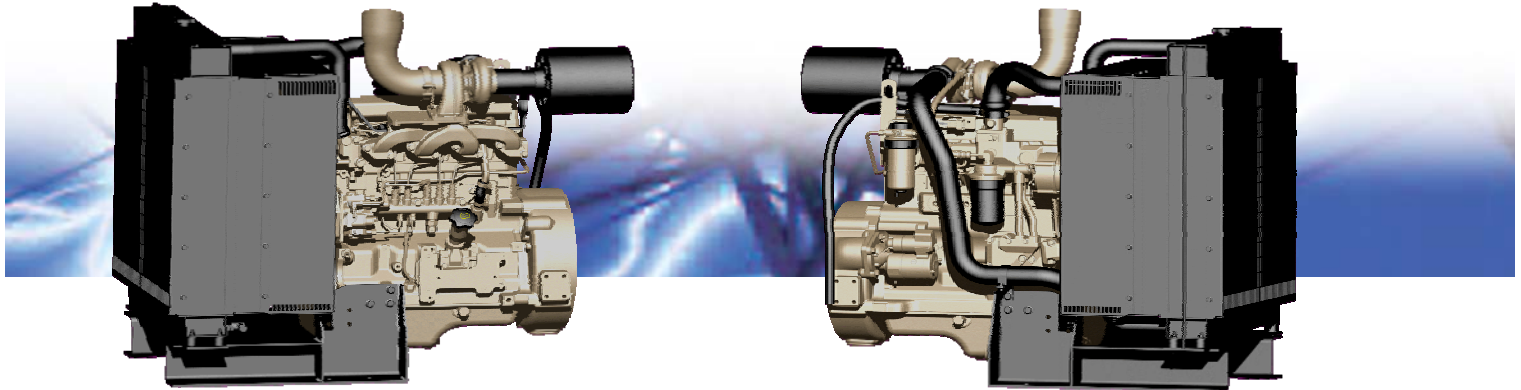


JOHN DEERE

PowerTech™

4045HFU79 Diesel Engine

for Generator Set Applications



General data

Model	4045HFU79	Aspiration.....	Turbocharged (Air cooled)
Number of cylinders	4	Length – mm (in)	1362 (53,62)
Displacement – L (cu in)	4.5 (275)	Width – mm (in)	771,5 (30,37)
Bore and stroke – mm (in)	106 x 127 (4.19 x 5.00)	Height – mm (in)	1137 (44,76)
Compression ratio	19.0 : 1	Weight, dry – kg (lb)	480 (1058)
Engine type	In-Line, 4-Cycle		

Corresponding bare engine 4045HF279

Ratings

Prime power at 50 Hz (1500 rpm)	94 kW (126 hp)
Standby power at 50 Hz (1500 rpm)	103 kW (138 hp)

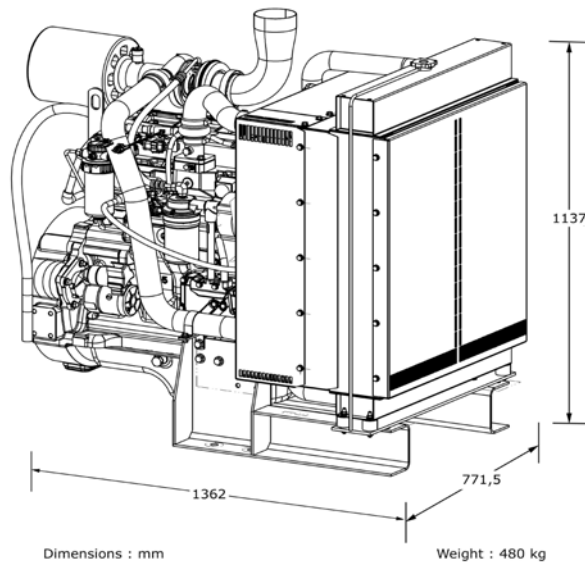
Prime power is the nominal power an engine is capable of delivering with a variable load for an unlimited number of hours per year. This rating conforms to ISO 3046 and SAE J1995.

Standby power is the nominal engine power available at varying load factors for up to 500 hours per year. This rating conforms to ISO 3046 and SAE J1995. The calculated generator set rating range for standby applications is based on minimum engine power (nominal -5%) to provide 100% meet-or-exceed performance for assembled standby generator sets.

Certification

- EU Stage II

Dimensions



Photographs may show non-standard equipment.

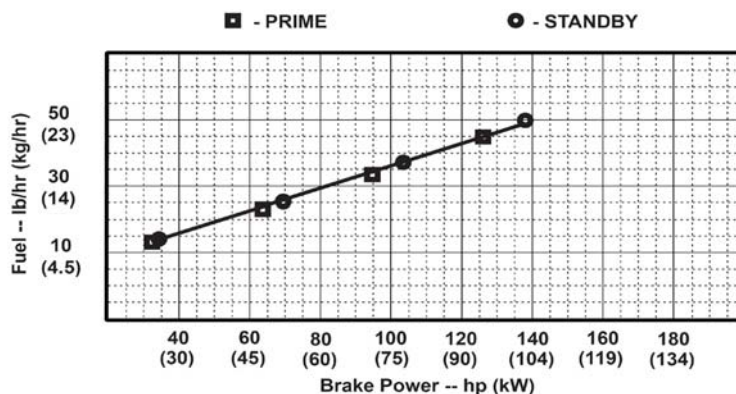
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Performance data

Hz (rpm)	Generator efficiency %	Fan power		Power factor	Calculated generator set output			
		kW	hp		Prime		Standby	
					kWe	kVa	kWe	kVa
50 (1500)	88-92	6.2	8	0.8	75-79	94-99	85-89	106-111

Performance curve



Features and benefits

High Pressure Common Rail Fuel System

- Higher injection pressures, up to 1600 (23,500 PSI), variable injection pressure, variable timing control, multiple injections

2-Valve Cylinder Head

- Cross flow head design that provides excellent breathing from a lower cost two-valve cylinder head

Fixed Geometry Turbocharger

- Fixed geometry turbochargers are precisely matched to the power level and application

Air-to-Air Intercooling

- Most efficient method of cooling intake air to help reduce engine emissions while maintaining low speed torque, transient response time, and peak torque.
- Enables an engine to meet emissions with better fuel economy and the lowest installed costs

Compact Size

- Short length is ideal for both skid and packaged installations
- High mount or low mount turbocharger position to meet packaging requirements

Engine Performance

- New power bulge feature
- Increased low speed torque
- Multiple rated speeds to further reduce noise and improve fuel economy
- New higher peak torque ratings

John Deere Electronic Engine Controls

- Monitors critical engine functions providing warning and/or shutdown to prevent costly engine repairs; eliminates need for add-on governing components; all lowering total installed costs. Snapshot diagnostic data that can be retrieved using commonly available diagnostic service tools
- New common wiring interface connector for vehicles or available OEM instrumentation packages; new solid conduit and T connectors to reduce wiring stress, greater durability and improved appearance
- Factory installed engine mounted ECU or remote mounted, wiring harness and associated components; industry standard SAE J1939 interface which communicates with other vehicle systems, eliminating redundant sensors and reducing vehicle total installed cost

Additional Features

- Glow Plugs; Self-adjusting, self-adjusting poly-vee fan drive; RH and LH engine mounted fuel filters; engine mounted ECU; wide range of available accessories

Emissions

- EU Stage II



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John Deere Power Systems
3801 W. Ridgeway Ave.
P.O. 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

Preliminary Information.

All values at rated speed and power with standard options unless otherwise noted.
Specifications and design subject to change without notice.