

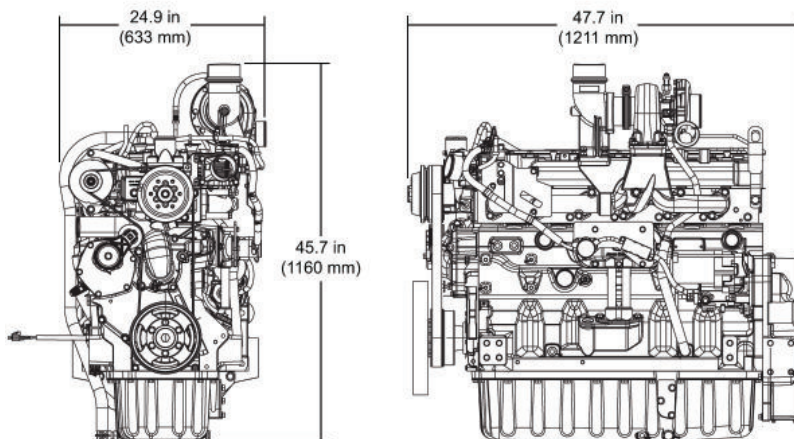
6090HF475 Diesel Engine

Generator Drive Engine Specifications



6090HF475 shown

Engine dimensions



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

Emissions

EU Stage II

General data

Model	6090HF475
Number of cylinders	6
Displacement - L (cu in)	9.0 (549)
Bore and Stroke-- mm (in)	118.4 x 136 (4.66 x 5.35)
Compression Ratio	16.0:1
Engine Type	In-line, 4-Cycle
Aspiration	Turbocharged and air-to-air aftercooled

Length - mm (in) to rear of block	1211 (47.7)
Width - mm (in)	633 (24.9)
Height-- mm (in)	1160 (45.7)
Weight, dry - kg (lb)	901 (1986)

Performance data range

Rated speed Hz(rpm)	Engine power				Generator efficiency %	Rated fan power		Power factor	Calculated generator set output			
	Prime		Standby			kW	hp		Prime		Standby	
	kW	hp	kW	hp					kWe*	kVA	kWe	kVA
50(1500)	228-274	306-367	253-304	339-408	90-93	12.65-15.2	17-20	0.8	195-242	243-302	216-269	270-336

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 ISO3046 and SAE J1995.

Standby power is the maximum engine power available at varying load factors for up to 200 hours per year when applied to conform with ISO 8528-1. This rating conforms to ISO 3046 and SAE J1995. Calculated generator set rating range for standby applications is based on minimum engine power (nominal -5 percent) to provide 100 percent meet-or-exceed performance for assembled standby generator sets.

*Electrical power is calculated from the typical generator efficiency and fan power percentages shown. Applications may vary.

Features and Benefits

Fixed Geometry Turbocharger

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

4-Valve Cylinder Head

- Provides excellent airflow resulting in better transient response
- U-flow design

Air to Air Aftercooling

- Most efficient method of cooling intake air to help reduce engine emissions while improving transient response time
- Enables an engine to meet emissions with better fuel economy and the lowest installed costs

High Pressure Common Rail Fuel System

- HPCR: Higher injection pressures, up to 1600 bar (23,500 PSI) variable injection pressure, variable timing control, multiple injections and controls the duration of injection

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 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 ECU, wiring harness and associated components
- Industry standard SAE J1939 interface which communicates with other systems, eliminating redundant sensors and reducing installed cost

Additional Features

- Single-piece low friction piston; directed top-liner cooling; gear-driven auxiliary drive; optional 500-hour oil change; self-adjusting poly-vee fan drive; engine mounted ECU

Emissions

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