



JOHN DEERE

Interim Tier 4 / Stage IIIB Diesel Engines

PowerTech PWX

Output : 63 kW (85 hp) - 91 kW (122 hp)

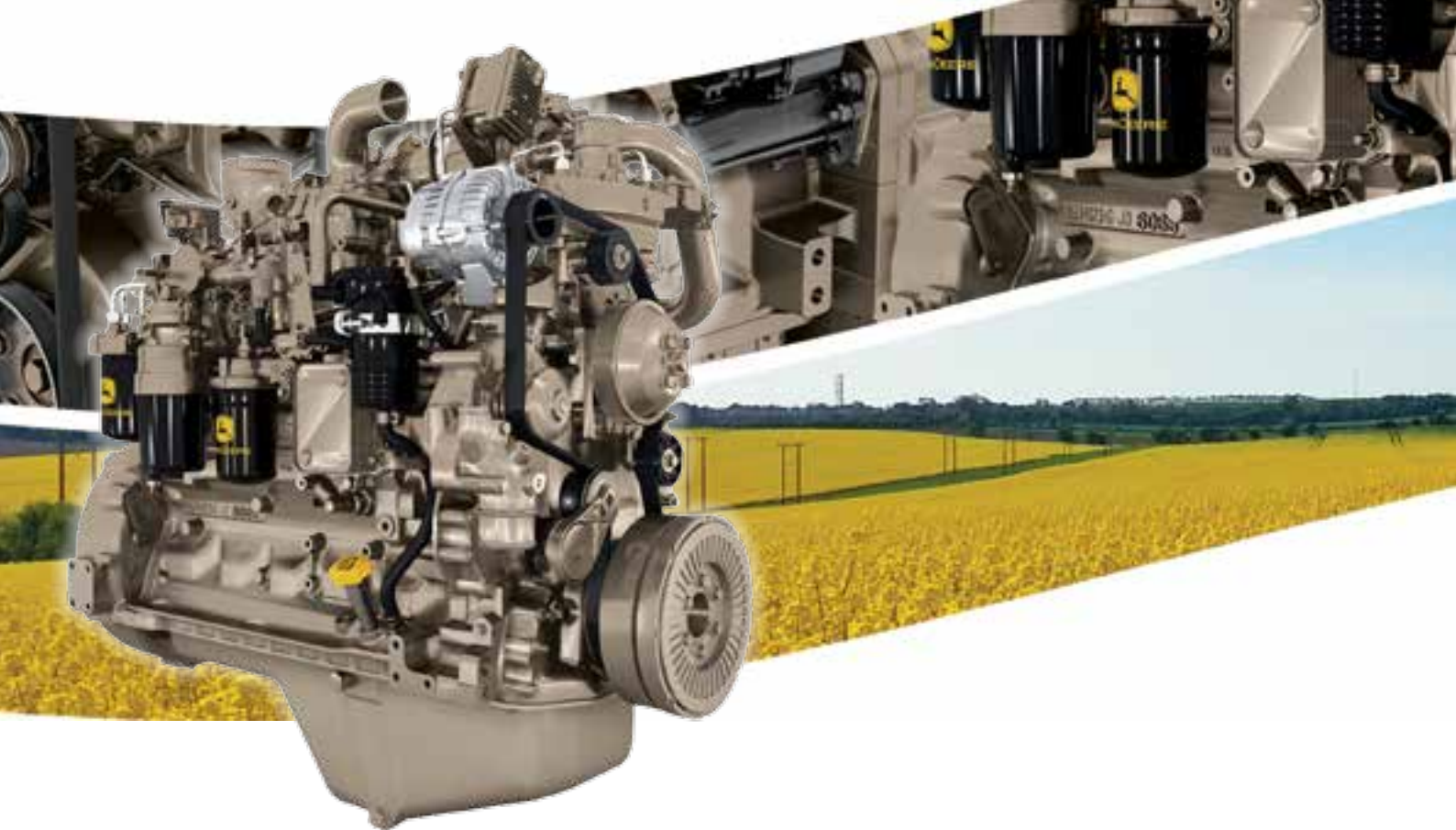
PowerTech PVX

Output : 93 kW (125 hp) - 224 kW (300 hp)

PowerTech PSX

Output : 168 kW (225 hp) - 448 kW (600 hp)





THE RIGHT SOLUTION FOR INTERIM TIER 4 / STAGE IIIB AND BEYOND

John Deere engines 56 kW (75 hp) and above will use our proven PowerTech Plus engine technologies, which include cooled exhaust gas recirculation (EGR) with the addition of an exhaust filter. The lineup will continue to include 4.5L, 6.8L, 9.0L and 13.5L in-line, 4 and 6-cylinder engines.

Some John Deere engines below 56 kW (75 hp) meet interim Tier 4 and Stage III A emissions regulations without the use of cooled EGR or an exhaust filter.

By choosing EGR first for our Tier 3/Stage III A solution, John Deere proved we could they could meet Interim Tier 4/Stage III B emissions regulations for off-highway equipment with diesel engines using a simple single-fluid solution. Our Interim Tier 4 / Stage III B approach continues to use cooled EGR for NOx reduction and adds an integrated exhaust filter for particulate matter (PM) reduction. It is simple to install, operate, and maintain while delivering the power, fluid efficiency, reliability, and low cost of ownership you've come to expect from John Deere.

COOLED EGR IS A PROVEN TECHNOLOGY

- Doesn't require extra fluids that add cost and inconvenience.
- Similar operational and maintenance procedures compared to previous John Deere engines.
- Technicians already understand how to service cooled EGR-based engines.

INTEGRATED EXHAUST FILTERS ARE EASY TO MAINTAIN

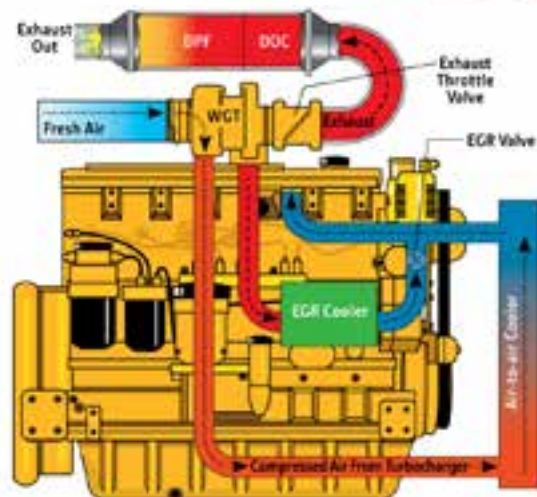
- John Deere exhaust filters are designed to meet the demands of rugged off-highway applications.
- Trapped PM is oxidized within the exhaust filter through a self-activating cleaning process.
- In most cases, the cleaning process does not have an impact on machine operation or require operator involvement.
- Exhaust filter replaces the muffler in most applications.

Interim Tier 4 Stage IIB Diesel Engines

POWERTECH PWX - 63kW to 91kW (85hp to 122hp)

TRIED-AND-TRUE PERFORMANCE

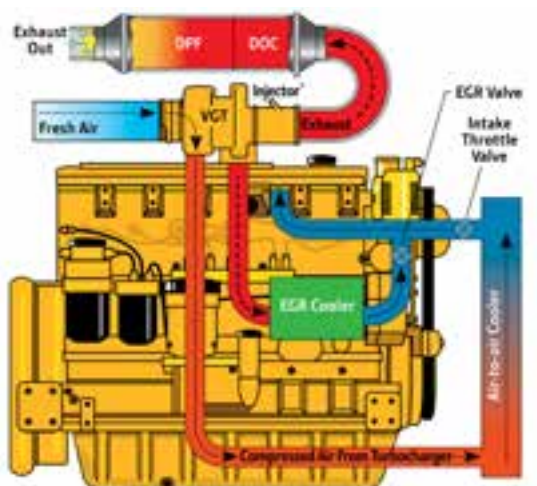
Equipment owners who want straightforward, cost-effective power rely on PowerTech PWX 4.5L engines. These compact engines blend proven cooled EGR technology with simple and reliable wastegated turbocharging to maintain transient response and peak torque in all operating conditions. Their 4-valve cylinder heads also provide excellent airflow for greater low-speed torque. Multiple rated speeds let you fine-tune your engine selection to reduce noise and increase fuel economy.



POWERTECH PVX - 93kW to 224kW (125hp to 300hp)

IMPROVED PERFORMANCE AND EFFICIENCY

When you need unparalleled performance, PowerTech PVX 4.5L, 6.8L or 9.0L engines are the perfect fit for your application. These displacements utilize our proven cooled EGR technology with variable geometry turbocharging (VGT) to optimize performance and combustion efficiency, reduce emissions, and improve fluid economy.



*For engines 130 kW (174 hp) and greater.

POWERTECH PSX - 168kW to 448kW (225hp to 600hp)

RUGGED PERFORMANCE AND RESPONSIVENESS

For off-highway applications where you need maximum transient response and low-speed torque, a PowerTech PSX 6.8L, 9.0L or 13.5L engine is exactly what you need. Along with proven cooled EGR technology, all three displacements feature series turbochargers that improve performance and responsiveness.

