Off-Highway Diesel Engine Ratings
Final Tier 4/Stage IV engines
Questions about John Deere Final Tier 4/Stage IV engines?
Check out our Frequently Asked Questions page.
JohnDeere.com/tier4FAQ

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Industrial Engine Power Ratings

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<th>Turbocharging</th>
<th>Cooled EGR</th>
<th>Exhaust Filter</th>
<th>PM Aftertreatment</th>
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Model designation key

Below is a key for the engine models shown in this guide.

A model designated as 6135H is a 6-cylinder, 13.5-liter turbocharged and air-to-air aftercooled engine. A model designated as a 4045T is a 4-cylinder, 4.5-liter turbocharged engine.

**6135H**
- **Aspiration**
- **Displacement in liters**
- **Number of cylinders**

**Emissions certification**
- 281, 290, 295: Interim Tier 4 and Stage III A
- 92, 93, 94, 95: Interim Tier 4/Stage III B
- 03, 04, 08, 09: Final Tier 4/Stage IV

**New Final Tier 4/Stage IV designations**
- 03 = EWX: Example: 3029HFC03
- 04 = PWL: Example: 4045HFC04
- 08 = PVS: Example: 6068HFC08
- 09 = PSS: Example: 6090HFC09
- C = Industrial: Example: 6135HFC09

**User type**
- F: OEM (John Deere Power Systems)
- XX: Other letters are used to identify John Deere equipment manufacturing locations

**Aspiration**
- T: Turbocharged
- H: Turbocharged and air-to-air aftercooled
PowerTech EWX
2.9L and 4.5L engines

PowerTech EWX engines are compact, powerful, cost-effective, and simple to install without requiring cooled exhaust gas recirculation (EGR) or selective catalytic reduction (SCR). Mounting points are common with previous engine models.

POWERTECH EWX TECHNOLOGY

Wastegate turbocharger
Wastegate turbochargers are designed to develop more airflow at lower engine speeds to improve low-speed torque. The wastegate control device bleeds off a portion of the exhaust flow at higher engine speeds. Wastegate turbos deliver improved transient response and higher peak torque without compromising engine envelope size. They also provide the lowest installed cost across a given power range.

Exhaust filters
These engines utilize a catalyzed exhaust filter that contains a diesel oxidation catalyst (DOC) and a diesel particulate filter (DPF). The DOC reacts with exhaust gases to reduce carbon monoxide, hydrocarbons, and some particulate matter (PM). The downstream DPF traps and holds the remaining PM. Trapped particles are oxidized within the DPF through a continuous cleaning process called passive regeneration. Passive regeneration occurs during normal operating conditions when heat from the exhaust stream and catalysts within the exhaust filter trigger the oxidation of the trapped PM. If passive regeneration cannot be achieved due to low temperature, load, or speed, then PM is removed using active regeneration — an automatic cleaning process controlled by the exhaust temperature management system.
High-pressure common-rail (HPCR)
The HPCR fuel system and ECU provides variable common-rail pressure, multiple injections, and higher injection pressures up to 1,600 bar (23,000 psi). It also controls fuel injection timing and provides precise control for the start, duration, and end of injection.

2-valve cylinder head
Cross-flow head design provides excellent breathing from a lower-cost 2-valve cylinder head.

Turbocharged (4.5L)
In turbocharged engines, the air is precompressed. Due to the higher pressure, more air is supplied into the combustion chamber, allowing a corresponding increase in fuel injection, which results in greater engine output.

Air-to-air aftercooled (2.9L)
This is the most efficient method of cooling intake air to help reduce engine emissions while maintaining low-speed torque, transient response time, and peak torque. It enables an engine to meet emissions regulations with better fuel economy and the lowest installed costs.

Additional features (2.9L)
- High and low profile turbo configurations
- Optional engine mounted exhaust filter

PowerTech EWX 2.9L engines
- Power range: 36 – 55 kW (48 – 74 hp)
- Constant power range: 500 rpm below rated speed
- Peak torque — up to 304 Nm (224 lb-ft)
- Torque rise — up to 33%
- Low-speed (1000 rpm) torque — up to 117% of rated speed torque

PowerTech EWX 2.9L
Final Tier 4 and Stage III B engines

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PowerTech EWX 4.5L engines

PowerTech EWX 4.5L
– Power range: 55 kW (74 hp)
– Constant power range: 500 rpm below rated speed
– Peak torque — up to 304 Nm (224 lb-ft)
– Torque rise — up to 33%
– Low-speed (1000 rpm) torque — up to 120% of rated speed torque
– Transient response comparable to Interim Tier 4
– Cold-starting capabilities that meet or exceed Interim Tier 4

PowerTech EWX 4.5L
Final Tier 4 and Stage III B engines

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Power curves
PowerTech EWX 4.5L Final Tier 4 and Stage III B vs. PowerTech M 4.5L Interim Tier 4

Torque curves
PowerTech EWX 4.5L Final Tier 4 and Stage III B vs. PowerTech M 4.5L Interim Tier 4
PowerTech PWL Final Tier 4 technology
PowerTech PWL engines deliver efficiency, performance, and simplicity. They don’t require a diesel particulate filter (DPF) — reducing engine package size, service requirements, and cost. Mounting points are common with previous engine models.

They deliver higher levels of peak torque and lower rated speeds to reduce noise and improve fluid economy. Power bulge levels have been increased and power has been expanded up to 104 kW (140 hp).

**POWERTECH PWL TECHNOLOGY**

**Diesel oxidation catalyst (DOC)**
PowerTech PWL 4.5L engines for Final Tier 4/Stage IV produce near-zero levels of particulate matter (PM) without a filter, thanks to an optimized combustion system and engine calibration. Remaining PM and other hydrocarbons are oxidized passively in a flow-through DOC without the need for regeneration.

**Wastegate turbocharger**
Wastegate turbochargers are designed to develop more airflow at lower engine speeds to improve low-speed torque. The wastegate control device bleeds off a portion of the exhaust flow at higher engine speeds. Wastegate turbos deliver improved transient response and higher peak torque without compromising engine envelope size. They also provide the lowest installed cost across a given power range.

**Cooled exhaust gas recirculation (EGR)**
EGR cools and mixes measured amounts of cooled exhaust gas with incoming fresh air to lower peak combustion temperatures, thereby reducing NOx.

**Selective catalytic reduction (SCR)**
John Deere engines feature an SCR system that utilizes a urea-based additive, sometimes referred to as diesel exhaust fluid (DEF). The ammonia in the urea mixes with engine exhaust gases in the SCR catalyst to reduce NOx — converting it to nitrogen and water vapor.
Engine control unit (ECU)
The ECU manages both the engine and the aftertreatment system. It also provides the ability to electronically interface with control applications and sensors. Standard, select, or premium software options integrate with equipment to reduce engineering and installation costs.

High-pressure common-rail (HPCR)
The HPCR fuel system and ECU provides variable common-rail pressure and higher injection pressures up to 2,075 bar (30,000 psi). It also controls fuel injection timing and provides precise control for the start, duration, and end of injection.

4-valve cylinder head
The 4-valve cylinder head provides excellent airflow resulting in greater low-speed torque and better transient response time by utilizing a cross-flow design.

Air-to-air aftercooled
This is the most efficient method of cooling intake air to help reduce engine emissions while maintaining low-speed torque, transient response time, and peak torque. It enables an engine to meet emissions regulations with better fuel economy and the lowest installed costs.

Additional features
– Durable gear-driven auxiliary drives
– 500-hour oil change
– Self-adjusting poly-vee fan drive
– Optional factory installed variable-speed fan drive improves fuel economy and reduces noise levels
– R.H. or L.H. engine-mounted final fuel filters
– Optional low-pressure fuel system with electrical transfer pump and “auto-prime” feature
– Optional exhaust system mounting/module kits
– Optional John Deere cooling packages
– Instrumentation and wiring harness solutions
– DEF tanks
PowerTech PWL 4.5L engines

- Power range: 63 – 104 kW (85 – 140 hp)
- Power bulge — up to 8%
- Peak torque — up to 540 Nm (398 lb-ft)
- Torque rise — up to 36%
- Low-speed (1000 rpm) torque — up to 122% of rated speed torque
- Transient response comparable to Interim Tier 4/Stage III B

## Engine performance curves

### Power curves

#### PowerTech PWL 4.5L Final Tier 4/Stage IV vs. PowerTech PWX 4.5L Interim Tier 4/Stage III B

- 93 kW (125 hp) Rated @ 2200 rpm
- 91 kW (122 hp) Rated @ 2200 rpm

### Torque curves

#### PowerTech PWL 4.5L Final Tier 4/Stage IV vs. PowerTech PWX 4.5L Interim Tier 4/Stage III B

- 33% Torque Rise
- 22% Torque Rise

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**PowerTech PWL 4.5L Final Tier 4/Stage IV engines**

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<th>Engine model</th>
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PowerTech PVS
6.8L engines

PowerTech PVS Final Tier 4 technology
PowerTech PVS engines provide more power and fluid economy. They deliver low-speed (1000 rpm) torque to handle tough jobs and lower rated speeds to reduce noise and improve fluid economy. Our optional power bulge feature is equal to or better than Interim Tier 4/Stage III B. Mounting points are common with previous engine models.

POWERTECH PVS TECHNOLOGY

Variable geometry turbocharger (VGT)
Varies exhaust pressure based on load and speed to ensure proper EGR flow. The combination of the cooled EGR and VGT provide low-speed torque, quicker transient response, higher peak torque, and world-class fuel economy.

Cooled exhaust gas recirculation (EGR)
EGR cools and mixes measured amounts of cooled exhaust gas with incoming fresh air to lower peak combustion temperatures, thereby reducing NOx.

Exhaust filters
These engines utilize a catalyzed exhaust filter that contains a diesel oxidation catalyst (DOC) and a diesel particulate filter (DPF). The DOC reacts with exhaust gases to reduce carbon monoxide, hydrocarbons, and some particulate matter (PM). The downstream DPF traps and holds the remaining PM. Trapped particles are oxidized within the DPF through a continuous cleaning process called passive regeneration. Passive regeneration occurs during normal operating conditions when heat from the exhaust stream and catalysts within the exhaust filter trigger the oxidation of the trapped PM. If passive regeneration cannot be achieved due to low temperature, load, or speed, then PM is removed using active regeneration — an automatic cleaning process controlled by the exhaust temperature management system.
Selective catalytic reduction (SCR)
John Deere engines feature an SCR system that utilizes a urea-based additive, sometimes referred to as diesel exhaust fluid (DEF). The ammonia in the urea mixes with engine exhaust gases in the SCR catalyst to reduce NOx — converting it to nitrogen and water vapor.

Engine control unit (ECU)
The ECU manages both the engine and the aftertreatment system. It also provides the ability to electronically interface with control applications and sensors. Standard, select, or premium software options integrate with equipment to reduce engineering and installation costs.

High-pressure common-rail (HPCR)
The HPCR fuel system and ECU provides variable common-rail pressure and higher injection pressures up to 2,500 bar (36,000 psi). It also controls fuel injection timing and provides precise control for the start, duration, and end of injection.

4-valve cylinder head
The 4-valve cylinder head provides excellent airflow resulting in greater low-speed torque and better transient response time by utilizing a cross-flow design.

Air-to-air aftercooled
This is the most efficient method of cooling intake air to help reduce engine emissions while maintaining low-speed torque, transient response time, and peak torque. It enables an engine to meet emissions regulations with better fuel economy and the lowest installed costs.

Additional features
– Glow plugs for fast starts in cold climates
– Durable gear-driven auxiliary drives
– 500-hour oil change
– Self-adjusting poly-vee fan drive
– Optional factory installed variable-speed fan drive improves fuel economy and reduces noise levels
– R.H. or L.H. engine-mounted final fuel filters
– Aluminum piston with integrated oil cooled gallery
– Low-pressure fuel system with electrical transfer pump and “auto-prime” feature
PowerTech PVS 6.8L engines

- Power range: 104 – 187 kW (140 – 250 hp)
- Power bulge — up to 10%
- Peak torque — up to 1,000 Nm (738 lb-ft)
- Torque rise — up to 35%
- Low-speed (1000 rpm) torque — up to 115% of rated speed torque
- Transient response comparable to Interim Tier 4/Stage III B
- Cold-starting capabilities that meet or exceed Interim Tier 4/Stage III B

PowerTech PVS 6.8L Final Tier 4/Stage IV engines

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Power curves

PowerTech PVS 6.8L Final Tier 4/Stage IV vs. PowerTech PVX 6.8L Interim Tier 4/Stage III B

Torque curves

PowerTech PVS 6.8L Final Tier 4/Stage IV vs. PowerTech PVX 6.8L Interim Tier 4/Stage III B

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PowerTech PSS
4.5L, 6.8L, 9.0L, and 13.5L engines

PowerTech PSS Final Tier 4 technology

PowerTech PSS 9.0L and 13.5L engine configuration shown.
PowerTech PSS engines deliver best power density and fluid efficiency. Lower rated speeds further reduce noise and improve fluid economy. Peak torque, transient response, low-speed torque, and an optional power bulge are all equal to or better than Interim Tier 4/Stage III B. Increased power density on select models helps lower installed costs. Mounting points are common with previous engine models.

**Series turbochargers**
Fresh air is first drawn into the low-pressure turbocharger (fixed geometry) and compressed to a higher pressure. The compressed air is then drawn into the high-pressure turbocharger (VGT or WGT), where the air is further compressed. The high-pressure air is then routed through a charge air cooler and into the engine’s intake manifold. By splitting the work between two turbochargers, both can operate at peak efficiency and at slower rotating speeds — lowering stress on turbocharger components and improving reliability. Series turbocharging delivers more boost pressure than single turbocharger configurations, which results in higher power density, improved low-speed torque, and improved high-altitude operation.

**Cooled exhaust gas recirculation (EGR)**
EGR cools and mixes measured amounts of cooled exhaust gas with incoming fresh air to lower peak combustion temperatures, thereby reducing NOx.

**Exhaust filters**
These engines utilize a catalyzed exhaust filter that contains a diesel oxidation catalyst (DOC) and a diesel particulate filter (DPF). The DOC reacts with exhaust gases to reduce carbon monoxide, hydrocarbons, and some particulate matter (PM). The downstream DPF traps and holds the remaining PM. Trapped particles are oxidized within the DPF through a continuous cleaning process called passive regeneration. Passive regeneration occurs during normal operating conditions when heat from the exhaust stream and catalysts within the exhaust filter trigger the oxidation of the trapped PM. If passive regeneration cannot be achieved due to low temperature, load, or speed, then PM is removed using active regeneration — an automatic cleaning process controlled by the exhaust temperature management system.
Selective catalytic reduction (SCR)
John Deere engines feature an SCR system that utilizes a urea-based additive, sometimes referred to as diesel exhaust fluid (DEF). The ammonia in the urea mixes with engine exhaust gases in the SCR catalyst to reduce NOx — converting it to nitrogen and water vapor.

Engine control unit (ECU)
The ECU manages both the engine and the aftertreatment system. It also provides the ability to electronically interface with control applications and sensors. Standard, select, or premium software options integrate with equipment to reduce engineering and installation costs.

High-pressure common-rail (HPCR)
(4.5L, 6.8L, and 9.0L)
The HPCR fuel system and ECU provides variable common-rail pressure, multiple injections, and higher injection pressures up to 2,075 bar (30,000 psi) on 4.5L and 2,500 bar (36,000 psi) on other displacements. It also controls fuel injection timing and provides precise control for the start, duration, and end of injection.

Electronic unit injector (EUI) (13.5L)
The EUI fuel system and ECU provides higher injection pressures up to 2,350 bar (34,000 psi). It also controls fuel injection timing and provides precise control for start, duration, and end of injection.

4-valve cylinder head
The 4-valve cylinder head provides excellent airflow resulting in greater low-speed torque and better transient response time by utilizing a cross-flow design (4.5L, 6.8L, and 13.5L) and a U-flow design (9.0L).

Air-to-air aftercooled
This is the most efficient method of cooling intake air to help reduce engine emissions while maintaining low-speed torque, transient response time, and peak torque. It enables an engine to meet emissions regulations with better fuel economy and the lowest installed costs.

Additional features*
- Glow plugs for fast starts in cold climates (4.5L and 6.8L)
- Durable gear-driven auxiliary drives
- 500-hour oil change
- Self-adjusting poly-vee fan drive
- Optional factory installed variable-speed fan drive improves fuel economy and reduces noise levels
- R.H. or L.H. engine-mounted fuel filters (4.5L and 6.8L)
- Single-piece low-friction steel piston with integrated oil cooled gallery (6.8L, 9.0L, and 13.5L)
- Directed top-liner cooling (6.8L, 9.0L, and 13.5L)
- Low-pressure fuel system with electrical transfer pump and “auto-prime” feature
- Optional rear PTO (9.0L and 13.5L)

*Available on all PowerTech PSS engines unless noted
PowerTech PSS 4.5L engines

- Power range: 93 – 129 kW (125 – 173 hp)
- Power bulge — up to 8%
- Peak torque — up to 667 Nm (492 lb-ft)
- Torque rise — up to 33%
- Low-speed (1000 rpm) torque — up to 129% of rated speed torque
- Transient response comparable to Interim Tier 4/Stage III B
- Cold-starting capabilities that meet or exceed Interim Tier 4/Stage III B

PowerTech PSS 4.5L
Final Tier 4/Stage IV engines

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PowerTech PSS 6.8L engines

- Power range: 168 – 224 kW (225 – 300 hp)
- Power bulge — up to 10%
- Peak torque — up to 1,057 Nm (780 lb-ft)
- Torque rise — up to 49%
- Low-speed (1000 rpm) torque — up to 120% of rated speed torque
- Transient response comparable to Interim Tier 4/Stage III B
- Cold-starting capabilities that meet or exceed Interim Tier 4/Stage III B

PowerTech PSS 6.8L Final Tier 4/Stage IV engines

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### PowerTech PSS 9.0L engines

- **Power range:** 187 – 317 kW (250 – 425 hp)
- **Power bulge:** up to 10%
- **Peak torque:** up to 1,685 Nm (1,243 lb-ft)
- **Torque rise:** up to 38%
- **Low-speed (1000 rpm) torque:** up to 132% of rated speed torque
- **Transient response comparable to Interim Tier 4/Stage III B**
- **Cold-starting capabilities that meet or exceed Interim Tier 4/Stage III B**

### PowerTech PSS 9.0L
**Final Tier 4 /Stage IV engines**

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*Restricted Rating - Requires Application Engineering Approval

### Engine performance curves

#### Power curves

**PowerTech PSS 9.0L Final Tier 4/Stage IV** vs. **PowerTech PSX 9.0L Interim Tier 4/Stage III B**

#### Torque curves

**PowerTech PSS 9.0L Final Tier 4/Stage IV** vs. **PowerTech PSX 9.0L Interim Tier 4/Stage III B**

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PowerTech PSS 13.5L engines

- Power range: 309 – 448 kW (414 – 600 hp)
- Power bulge — up to 14%
- Peak torque — up to 2,750 Nm (2,028 lb-ft)
- Torque rise — up to 42%
- Low-speed (1000 rpm) torque — up to 122% of rated speed torque
- Transient response comparable to Interim Tier 4/Stage III B
- Cold-starting capabilities that meet or exceed Interim Tier 4/Stage III B

### Engine performance curves

**Power curves**

PowerTech PSS 13.5L Final Tier 4/Stage IV vs. PowerTech PSX 13.5L Interim Tier 4/Stage III B

**Torque curves**

PowerTech PSS 13.5L Final Tier 4/Stage IV vs. PowerTech PSX 13.5L Interim Tier 4/Stage III B

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**PowerTech PSS 13.5L Final Tier 4/Stage IV engines**

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John Deere worked closely with equipment manufacturers to identify customer needs. The result is engines that provide the ultimate in performance, uptime, efficiency, and emissions compliance.

John Deere engines comply with nonroad emissions regulations for the U.S. Environmental Protection Agency (EPA), the European Union (EU), and the California Air Resources Board (CARB).

Questions about emissions technology?
Our Frequently Asked Questions page is a great place to start.
JohnDeere.com/tier4FAQ
Using diesel exhaust fluid

What is DEF?
DEF, or diesel exhaust fluid, is used in a selective catalytic reduction (SCR) system to remove nitrogen oxides (NOx) from engine exhaust. The main components of the SCR system include the SCR catalyst, the DEF injector, the DEF tank, and the DEF supply module and filter. DEF is injected into the exhaust stream prior to the SCR catalyst. NOx is converted into harmless nitrogen and water through a chemical reaction.

DEF is 32.5 percent high purity urea and 67.5 percent demineralized water. This ratio provides the lowest possible freeze point. It is colorless, nonflammable, and nontoxic.

Handling and storing diesel exhaust fluid
DEF should be stored in a sealed container, in the shade where possible, and out of extreme temperatures. DEF freezes at -11°C (12°F), but may be used upon thawing. Exposure to high heat for sustained periods can degrade the quality of DEF. When stored properly, DEF has shelf life that is similar to oils and coolants.

DEF should be crystal clear with a light ammonia smell. If DEF appears cloudy, has a colored tint, or has a profound ammonia smell, it should not be used.

One source for maintenance fluids
Diesel exhaust fluid joins the John Deere family of fluid solutions including Plus-50™ II engine oil and Cool-Gard™ II coolant. Your John Deere dealer is one source for all your service fluid needs.
Proven engine accessories built for tough off-highway use

John Deere engine accessories and trim kits are designed to fit a wide range of engines, models, and applications. This interchangeability lets John Deere engine distributors and OEMs assemble complete engine packages quickly and efficiently. And it offers more selection and component availability.

You can count on John Deere engine accessories to get the job done in agricultural, construction, forestry, mining, generator drive, marine, and other off-highway applications.

Save development time

Because all engine accessories and parts are qualified by John Deere, you know they will work seamlessly. That means you can integrate our engines into your machines with shorter program lead times and fewer engineering requirements. Our application engineering team stands ready to help you integrate John Deere engines into your equipment.

Fully supported by the John Deere network

Whether you need a complete engine package or an individual part, you can get fast service and support from your John Deere engine distributor or any of our 4,000+ service dealers around the world.
Conversions

**From English to SI (Metric)**

**Torque**
Nm = 1.3558 x lb-ft
lb-ft = 0.73756 x Nm
Nm = (9549 x kW)/rpm
lb-ft = (5252 x hp)/rpm

**Power**
hp = kW x 1.341
Nm = Newton meters
kW = hp x 0.746
lb-ft = foot-pounds
kW = (torque (Nm) x rpm)/9549
Hp = (torque (lb-ft) x rpm)/5252
hp = horsepower

**Torque Rise**
% Torque rise = max torque/torque at rated speed

**Power Bulge**
Power bulge = maximum power/power at rated speed

**Intermittent Power Rating***
For industrial applications that operate where power and/or speeds are cyclic and do not exceed an average load or annual usage factor. Typical applications include air compressors, concrete saws, compactors, crushers, forklifts, street sweepers, specialty harvesters, winches, and wood chippers.

**Continuous Power Rating***
For industrial applications where the engine is operated at a constant power and speed, on a continuous basis (100% of time), without interruption. Typical applications are dewatering pumps and irrigation pumps.

*Descriptions and applications are for reference only. Contact your John Deere engine distributor or dealer for final determination of the appropriate rating.

Customer support

With John Deere, you never have far to go to find expert assistance and advice. The more than 4,000 service locations throughout the world give you peace of mind that you can get service when and where you need it.

We have centralized parts warehouses in the United States and Europe, plus numerous worldwide depots that employ overnight parts shipping — so you’ll never have to wait long for parts.

In addition, John Deere service personnel are highly qualified technicians who stay on top of changing engine technologies and service techniques.

John Deere dealers and distributors are your best source for service, knowledge, and engine accessories. They’re one of the many reasons to specify John Deere engines in your equipment.
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