



JOHN DEERE

ENGINE PERFORMANCE CURVE

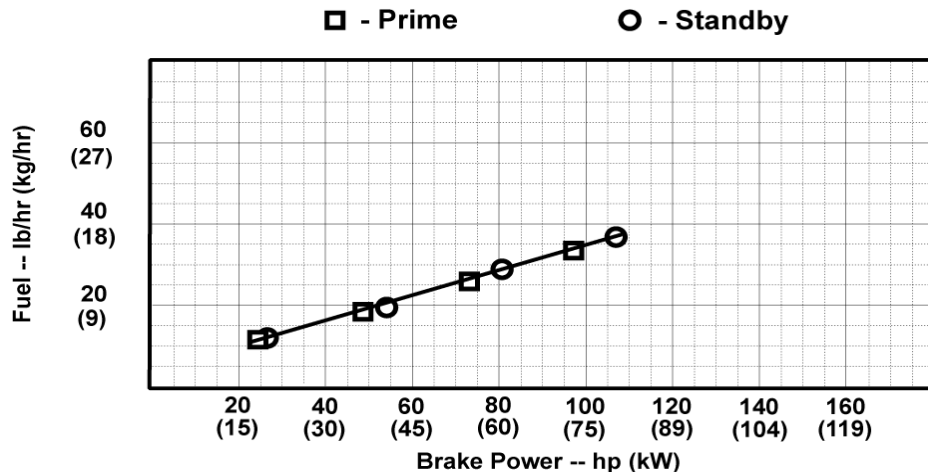
Rating: Gross Power
Application: Generator
1800 RPM (60 Hz)

PowerTech™ PWL 4.5L Engine
Model: 4045HFG04
JD Electronic Control
97 hp (73 kW) Prime
107 hp (80 kW) Standby

Nominal Engine Power @ 1800 RPM			
Prime		Standby	
HP	kW	HP	kW
97	73	107	80

Generator Efficiency %	Fan Power (% of Standby)		Power Factor	Prime Rating		Standby Rating	
	hp	kW		kWe	kVA	kWe	kVA
88-92	7.5	5.6	0.8	60-62	74-78	65-68	82-86

Note 1: Based on nominal engine power; Fan Power is 7% of Standby Power.



STANDARD CONDITIONS

Air Intake Restriction.....12 in.H₂O (3 kPa)
Exhaust Back Pressure.....30 in.H₂O (7.5 kPa)

Gross power guaranteed within + or - 5%
at SAEJ1995 and ISO 3046 conditions:

Air Inlet Temperature = 77 °F (25 °C)
Barometer = 29.31 in.Hg (99 kPa)
Fuel Inlet Temperature = 104 °F (40 °C)
Fuel Specific Gravity @ 60 °F (15.5 °C) = 0.853

CONVERSION FACTORS:

Power: kW = HP x 0.746
Fuel: 1 Gal = 7.1 lb, 1 L = 0.85kg
Torque: N·m = lb-ft x 1.356

All values are from currently available data and are subject to change without notice.

Notes: 1) This Performance Curve provides installation requirements necessary for the engine to emit at its certified emission levels. For additional information necessary to meet applicable regulatory requirements, refer to the John Deere Emissions-related Installation Instructions (AG01):
<https://power.deere.com/wps/myportal/jdps/products/engines/apguidelines>.
2) A crankshaft Torsional Vibration Analysis is required on all Gen Set applications.

Designed/Calibrated to meet:	Certified by:
- CARB - EPA Tier 4	 01 Oct 2014
Ref: Engine Emission Label	

Performance Curve: 4045HFG04_B

Engine Installation Criteria

General Data

Model	4045HFG04	
Number of Cylinders	4	
Bore	106 mm	4.2 in.
Stroke	127 mm	5.0 in.
Displacement	4.5 L	275 in. ³
Compression Ratio	17.0 : 1	
Valves per Cylinder, Intake/Exhaust	2 / 2	
Firing Order	1-3-4-2	
Combustion System	Direct Injection	
Engine Type	In-line, 4-cycle	
Aspiration	Turbocharged and air-to-air aftercooled	
Engine Crankcase Vent System	Open	

Physical Data

Length	870 mm	34.3 in.
Width	650 mm	25.6 in.
Height	1050 mm	41.3 in.
Center of Gravity Location, X-axis From Rear Face of Block	265 mm	10.4 in.
Center of Gravity Location, Y-axis Right of Crankshaft	10 mm	0.4 in.
Center of Gravity Location, Z-axis Above Crankshaft	140 mm	5.5 in.
Max. Bending Moment about Main Bearings Front and Rear	480 N·m	354 lb-ft
Max. Allowable Static Bending Moment At Rear Face of Flywheel Housing with 5-G Load	814 N·m	600 lb-ft
Thrust Bearing Load Limit Forward, Intermittent	4000 N	899 lb
Thrust Bearing Load Limit Forward, Continuous	2200 N	495 lb
Thrust Bearing Load Limit Rearward, Intermittent	2000 N	450 lb
Thrust Bearing Load Limit Rearward, Continuous	1000 N	225 lb
Weight, with oil & no coolant (Includes engine, flywheel housing, flywheel & electrics)	550 kg	1213 lb
Max. Continuous Damper Temp	NA	
Max. ECU Vibration, All Axis	6.00 gRMS	
Max. Torsional Vibration, Front of Crank	0.25 DDA	

Electrical System

Min. Instantaneous Cranking	50 rpm	
Min. Steady State Cranking	120 rpm	
Starter Rolling Current, 12V @32 °F (0 °C)	450 amps	
Starter Rolling Current, 24V @32 °F (0 °C)	250 amps	
Starter Rolling Current, 12V @-22 °F (-30 °C)	700 amps	
Starter Rolling Current, 24V @-22 °F (-30 °C)	400 amps	
Min. Voltage at ECU during Cranking, 12V	6 volts	
Min. Voltage at ECU during Cranking, 24V	10 volts	
Max. Voltage Drop, Battery to Starter	0.8 volts	
Max. Allowable Start Circuit Resistance, 12V	0.0012 Ohm	
Max. Allowable Start Circuit Resistance, 24V	0.002 Ohm	
Max. Voltage From Engine to Crankshaft, 12V	15 volts	
Max. Voltage From Engine to Crankshaft, 24V	30 volts	
Max. ECU Temperature	105 °C	221 °F
Max. VTG Actuator Surface Temp	NA	
Max. Air Throttle Electrical Actuator Temperature	NA	
Max. Harness Temperature	125 °C	257 °F
Max. Alternator Temperature	105 °C	221 °F
Max. Starter Temperature	120 °C	248 °F
Max. Temperature, All Other Electronics	125 °C	257 °F

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Engine Installation Criteria

Charge Air Cooling System

Air-to-Air Heat Rejection	11 kW	626 BTU/min
Compressor Discharge Temperature @77°F(25°C) Ambient Air	146 °C	295 °F
Intake Manifold Pressure	122 kPa	17.7 psi
Compressor Discharge Temperature @117°F(47°C) 80 kPa Barametric pressure	186 °C	367 °F
Max. Temperature Out of Charge Air Cooler @All Ambient Conditions	88 °C	190 °F
Max. CAC System Volume	25 Liter	26 quart
Max. Pressure Drop through CAC	10 kPa	40.0 in. H ₂ O
Min. Pressure Drop through CAC	5 kPa	20.0 in. H ₂ O
Max. Temperature Out of Charge Air Cooler @77°F (25°C) Ambient Air	56 °C	133 °F
Min. Temperature Out of Charge Air Cooler @77°F (25°C) Ambient Air	44 °C	111 °F
Max. Bending Moment on Compressor Outlet	3.5 N·m	3 lb-ft
Max. Shear on Compressor Outlet	2.5 kg	6 lb

Cooling System

Engine Heat Rejection	51 kW	2903 BTU/min
Coolant Flow @10 kPa External Restriction	245 L/min	65 gal/min
Coolant Flow @40 kPa External Restriction	218 L/min	58 gal/min
Thermostat Start to Open	85 °C	185 °F
Thermostat Fully Open	97 °C	207 °F
Engine Coolant Capacity	8.5 Liter	9.0 quart
Min. Coolant Fill Rate	12 L/min	3.2 gal/min
Max. Water Pump Inlet Pressure	235 kPaa	34 psia
Min. Pump Inlet Pressure @203°F (95°C) Coolant	103 kPaa	15 psia
Min. Pump Inlet Pressure @Max. Top Tank Temperature	165 kPaa	24 psia
Max. External Coolant Restriction	40 kPa	6 psi
Max. Top Tank Temperature	113 °C	235 °F
Max. Top Tank Temperature 95% of Operating Hours	103 °C	217 °F

Exhaust System

Exhaust Flow	12.6 m³/min	445 ft.³/min
Exhaust Temperature	400 °C	752 °F
Max. Allowable Exhaust Restriction	11.5 kPa	46 in. H ₂ O
Max. Bending Moment on Turbo Outlet	7.4 N·m	5.5 lb-ft
Max. Shear on Turbine Outlet	2.5 kg	6 lb
Exhaust Filter Size	2 DOC \ 3 SCR; Gen 1.0	
Exhaust Filter Pressure Drop (Clean)	6.5 kPa	26 in. H ₂ O
Min. Mixing Length, Outlet to Exhaust Filter	NA	
Max. Bending Moment on Exhaust Filter Inlet	172 N·m	127 lb-ft
Max. Bending Moment on Exhaust Filter Outlet	85 N·m	63 lb-ft
Max. Exhaust Leakage Rate, Engine to Exhaust Filter @30kPa	5 L/min	1.3 gal/min
Max. Temperature Drop, Engine to Exhaust Filter	30 Δ°C	54 Δ°F

Fuel System

ECU Description	L34 Controller	
Fuel Injection Pump	Denso HP3	
Governor Type	Electronic	
Total Fuel Flow	42 kg/hr	93 lb/hr
Fuel Consumption, Prime	15.3 kg/hr	34 lb/hr
Fuel Consumption, Standby	16.8 kg/hr	37 lb/hr
Fuel Temperature Rise, Inlet to Return	30 Δ°C	54 Δ°F
Min. Fuel Inlet Pressure	-30 kPa	-120 in. H ₂ O
Max. Fuel Return Pressure	20 kPa	80 in. H ₂ O
Min. Fuel Return Pressure	0 kPa	0 in. H ₂ O
Max. Fuel Inlet Temperature	75 °C	167 °F
Fuel Filter @98% Efficiency	2 mic	

Lubrication System

Oil Pressure at Rated Speed	330 kPa	48 psi
Oil Pressure at Low Idle	275 kPa	40 psi
Max. In-Pan Oil Temperature	138 °C	280 °F
Max. Crankcase Pressure	1.0 kPa	4 in. H ₂ O

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Engine Installation Criteria

Air Intake System

Engine Air Flow	5.9 m ³ /min	208 ft. ³ /min
Air Mass Flow	403 kg/hr	888 lb/hr
Maximum Allowable Temperature Rise, Ambient Air to Engine Inlet	8 Δ°C	15 Δ°F
Max. Air Intake Restriction, Clean Air Cleaner	3.75 kPa	15.0 in. H ₂ O
Max. Air Intake Restriction, Dirty Air Cleaner	6.25 kPa	25.0 in. H ₂ O
Air Cleaner Efficiency	99.9 %	

Performance Data

Rated Power, Prime	73 kW	97 HP
Rated Power, Standby	80 kW	107 HP
Rated Speed	1800 rpm	
Low Idle Speed	1200 rpm	
Rated Torque, Prime	386 N·m	285 lb-ft
Rated Torque, Standby	425 N·m	313 lb-ft
BMEP, Prime	1070 kPa	155 psi
BMEP, Standby	1180 kPa	171 psi
Altitude Capability, Prime	3993 m	13100 ft
Altitude Capability, Standby	3292 m	10800 ft
Friction Power @Rated Speed	17 kW	23 HP
Air:Fuel Ratio, Prime	25.6 : 1	
Air:Fuel Ratio, Standby	24.3 : 1	
Noise @1 m Prime	89.2 dB(A)	
Noise @1 m Standby	89.2 dB(A)	
0-100% Standby Load Acceptance	1.9 sec	
Load Acceptance, ISO 8528-5	G3	

Fuel Consumption	Prime		Standby	
	lb/hr	kg/h	lb/hr	kg/h
25 % Power	11.7	5.3	12.1	5.5
50 % Power	18.7	8.5	19.8	9.0
75 % Power	26.0	11.8	28.2	12.8
100 % Power	33.7	15.3	37.0	16.8

DEF Data

Rating	Engine Speed	DEF Consumption*		Percent of Diesel Consumption**
	RPM	g/kWh	lb/hp-hr	
Standby	1800	11.8	0.01941	4.4
Prime	1800	11.7	0.01925	4.3

*DEF conversion factor: 1.087 kg/l (9.071 lb/gal)

** Percent of diesel consumption by volume at 100% power

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