

2.9L OEM Diesel Engines (EWX)



JOHN DEERE



OPERATOR'S MANUAL 2.9 L OEM Diesel Engines (EWX) OMRG39496 ISSUE 30OCT25 (ENGLISH)

CALIFORNIA Proposition 65 Warning

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm.

If this product contains a gasoline engine:

! WARNING

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

The State of California requires the above two warnings.

John Deere Power Systems

Worldwide Edition
PRINTED IN U.S.A.



Introduction

Foreword

READ THIS MANUAL carefully to learn how to operate and service your machine correctly. Failure to do so could result in personal injury or equipment damage. This manual and safety signs on your machine may also be available in other languages. See www.techpubs.deere.com (Ag&Turf/JDPS), www.johndeeretechno.com (C&F), or your John Deere dealer to order.

THIS MANUAL SHOULD BE CONSIDERED a permanent part of your machine and should remain with the machine when you sell it.

MEASUREMENTS in this manual are given in both metric and customary U.S. unit equivalents. Use only correct replacement parts and fasteners. Metric and inch fasteners may require a specific metric or inch wrench.

RIGHT-HAND AND LEFT-HAND sides are determined by facing in the direction of forward travel.

WRITE PRODUCT IDENTIFICATION NUMBERS (PIN) in the Specification or Machine Numbers section. Accurately record all the numbers to help in tracing the machine should it be stolen. PIN information is helpful when ordering parts. File the identification numbers in a secure place off the machine.

WARRANTY is provided as part of John Deere's support program for customers who operate and maintain their equipment as described in this manual. The warranty is explained on the warranty certificate or statement which you should have received at time of purchase.

This warranty provides you the assurance that John Deere will back its products where defects appear within the warranty period. In some circumstances, John Deere also provides field improvements, often without charge to the customer, even if the product is out of warranty. Should the equipment be abused, or modified to change its performance beyond the original factory specifications, the warranty will become void and field improvements may be denied. Setting fuel delivery above specifications or otherwise overpowering machines will result in such action.

If you are not the original owner of this machine, it is in your interest to contact your local John Deere dealer to inform them of this unit's serial number. This will help John Deere notify you of any issues or product improvements.

DX,IFC1 -19-03APR09-1/1

John Deere Is at Your Service

Customer satisfaction is important to John Deere.

Our dealers strive to provide you with prompt, efficient parts, and service:

- Maintenance and service parts to support your equipment.
- Trained service technicians and the necessary diagnostic and repair tools to service your equipment.
- **John Deere replacement parts, repair services, and information for maintenance or repair are available. For more information, please visit deere.com or deere.ca.**



TS201—UN—15APR13

DX,IFC,JDS -19-30SEP25-1/1

Required Emission-Related Information

Service Provider

A repair shop or person of the owner's choosing may maintain, replace, or repair emission control devices and systems with original or equivalent replacement parts. However, warranty, recall, and all other services paid for by John Deere must be performed at an authorized John Deere service center.

DX,EMISSIONS,REQINFO -19-08DEC23-1/1

Emissions Performance and Tampering

Operation and Maintenance

The engine, including the emissions control system, shall be operated, used, and maintained in accordance with the instructions provided in this manual to maintain the emissions performance of the engine within the requirements applicable to the engine's category/certification.

Tampering

No deliberate tampering with or misuse of the engine emissions control system shall take place; in particular with regard to deactivating or not maintaining an exhaust gas recirculation (EGR) or a DEF dosing system. Tampering with an engine's emissions control system will void the European Union (EU) type approval and applicable emissions-related warranties.

DX,EMISSIONS,PERFORM -19-12,JAN18-1/1

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Continued on next page

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Introduction

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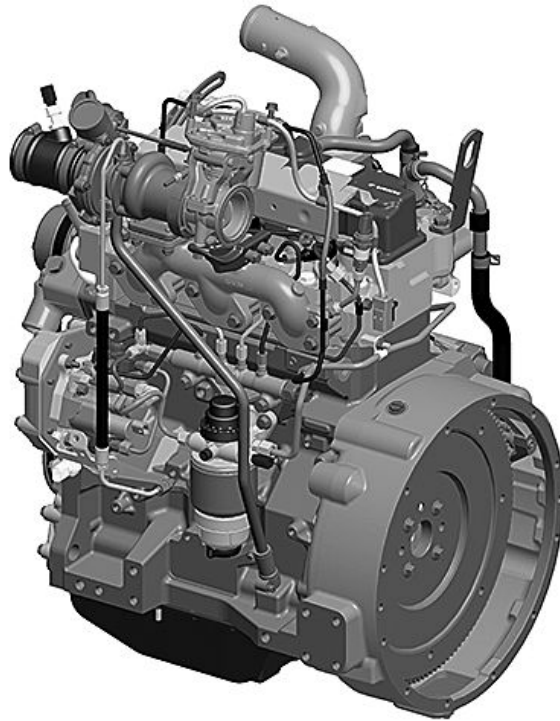
Introduction

THIS MANUAL CONTAINS INFORMATION to operate and service 2.9 L OEM Diesel Engines (EWX).

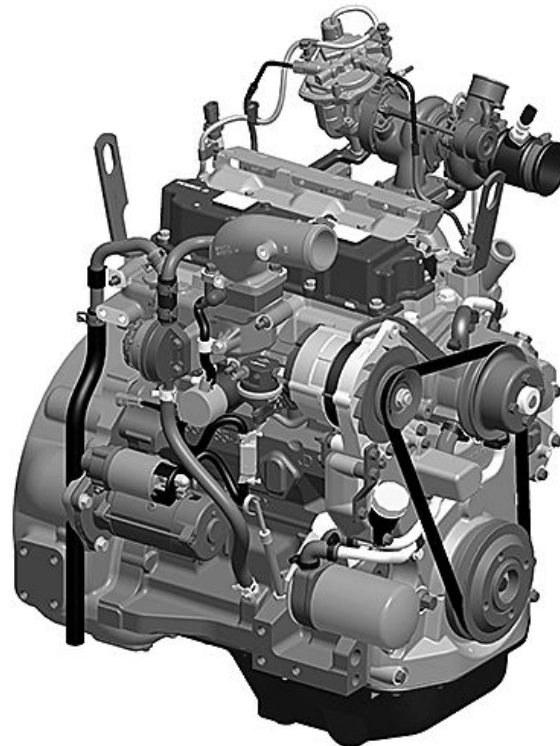
FXZXQRK,1760120124708 -19-10OCT25-1/1

Identification Views

*NOTE: There are multiple engine configurations.
Base engine model shown.*



John Deere 3029 Base Engine



John Deere 3029 Base Engine

RG25479 —UN—11APR14

RG25478 —UN—11APR14

KP41357,000009E -19-06NOV20-1/1

OEM Engine and Drivetrain Warranty Registration

RG37914 —UN—11DEC23



Scan this code to register your OEM engine or drivetrain product online.
You can also visit us directly at [John Deere Warranty Registration](#).

Why registering your OEM engine or drivetrain product is a really smart idea:

- **Get faster service.** Registering your engine or drivetrain product gives us the information we need to meet your service needs promptly and completely.
- **Protect your investment.** You'll be kept up-to-date on engine or drivetrain product updates.
- **Extend your warranty.** You'll be given the option to extend your coverage before your standard warranty term expires.
- **Stay informed.** Be the first to know about new products and money-saving offers from John Deere.

You're Covered

When you buy a John Deere engine or drivetrain product you aren't just buying pistons and crankshafts and gear drives. You're buying the ability to get work done. Without downtime, without worries, and without hassles. And you're buying the assurance that if you do need help, a strong support network will be there — ready to step in.

Confidence. That's what John Deere engines, John Deere drivetrains, and John Deere Warranties are all about.

Long durations. Warranties designed to give you confidence in your engine or drivetrain product.

Worldwide support. Get service when and where you need it. John Deere has 4,000+ service locations worldwide.

Genuine John Deere parts and service. Authorized service outlets will use only new or remanufactured parts or components furnished by John Deere.

Warranty Duration

Equipment operators can't afford downtime or unexpected repairs. That's why we offer comprehensive warranties on our OEM industrial engines, marine engines, and drivetrain products.

- **OEM Engines:** 2-year/2,000-hour warranty, with unlimited hours in the first year.
- **Drivetrain Products:** 12-month/2000-hour warranty. In the absence of a functional hour meter, hours of use will be determined on the basis of 12 hours of use per calendar day.

These warranties take effect the date the engine or drivetrain product is delivered to the first retail purchaser. Be sure to register your engine or drivetrain product and take full advantage of the John Deere service and support network.

In addition, engine extended warranties are available under certain conditions. John Deere offers a variety of purchased warranties to extend the warranty period for your engine. You'll be given the option to extend your coverage before your standard warranty term expires.

Obtaining Warranty Service

Warranty service must be requested through an authorized John Deere service outlet before the expiration of the warranty. Evidence of the engine's or drivetrain product's delivery date to the first retail purchaser must be presented when requesting warranty service. Authorized service outlets include:

- John Deere distributor
- John Deere OEM service dealer
- John Deere equipment dealer
- John Deere marine dealer

Worldwide Support Network

Visit [Global Dealer Locator](#) to find the authorized engine or drivetrain service location nearest you. For complete warranty details visit <https://www.deere.com/en/parts-and-service/warranty-and-protection-plans/warranties/warranty-statements> or <https://www.deere.ca/en/parts-and-service/warranty-and-protection-plans/warranties/warranty-statements> to view, download, or print the warranty statement for your engine or drivetrain product.

RG,OEMWarranty,EngineOM -19-12MAY25-1/1

Engine Owner

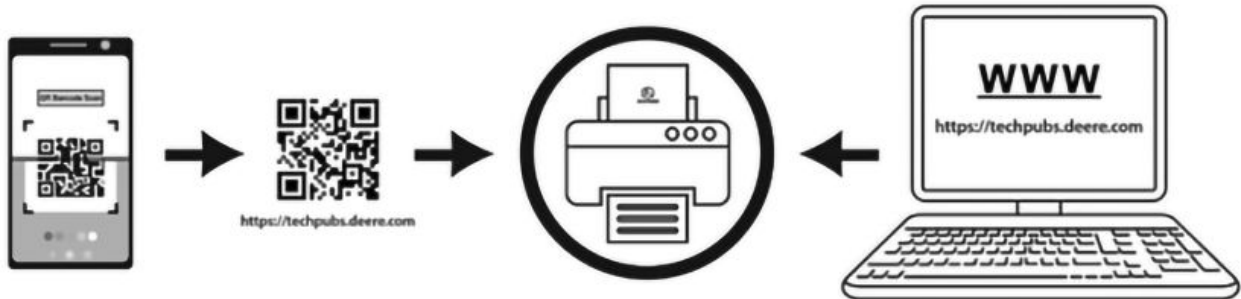
John Deere Engine Owner:

It is important for the new engine to be registered for factory warranty. Registering the engine will allow the Service Dealer to verify the warranty status should a repair be needed. The easiest way to register the engine is via the internet. To register the engine for warranty via the internet, please use the following URL:
<http://www.johndeere.com/enginewarranty>

The local John Deere dealer, engine distributor, or other service provider can also provide this service. Engine service can be done by all AG, C&F, and JDPS branded dealers. To view the John Deere Service Dealer network or locate the nearest Dealer, use the following URL:
<http://www.johndeere.com/dealer>

JR74534,000026F -19-09MAY25-1/1

Download Instructions



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Original Instructions. All information, illustrations and specifications in this manual are based on the latest information available at the time of publication. The right is reserved to make changes at any time without notice.

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A John Deere ILLUSTRATION™ Manual
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Record Keeping

Record Engine Serial and Model Number

Locate and record all of the numbers and letters for engine serial number (A) and model number (B) found on the engine serial number data plate in the spaces provided below.

These two numbers are important for repair parts or warranty information.

For identification of publications specific to engine model refer to the [PowerAssist App](#) or [John Deere Technical Information Store](#).

Engine Serial Number (A)

Engine Model Number (B)



Engine Serial Number/Application Data Plate
RG33180 —UN—18NOV20



<https://techpubs.deere.com/>

Record Engine Serial Number

Each engine has a 13-digit John Deere engine serial number identifying the producing factory, engine model designation, and a six digit sequential number.

A—Engine Serial Number

B—Engine Model Number

NOTE: Examples below are for reference only. Engine being viewed may be different than example.

RG	6135	U	123456
Manufacturing Factory	Number of Cylinders and Total Displacement	Emissions Certification	Engine Serial Number
CD = Saran, France	6180 = 6 cylinders, 18.0 liters	A, B, D, H, T = Non-emissions regulated	
JX = Rosario	6136 = 6 cylinders, 13.6 liters	A, B, E, F, H, T = Tier 1/Stage I	
RG = Waterloo, IA	6135 = 6 cylinders, 13.5 liters	D, G, H, J, K, T = Tier 2/Stage II	
PE = Torreón, Mexico	6090 = 6 cylinders, 9.0 liters	L, M, N, P = Tier 3/Stage III A	
PY = Pune, India	6068 = 6 cylinders, 6.8 liters	R, U, V, W, X, Y, Z = Interim Tier 4/Stage III B and Final Tier 4/Stage IV/Stage V	
	4045 = 4 cylinders, 4.5 liters		
	3029 = 3 cylinders, 2.9 liters		

Engine Serial Number (RG6135U123456)

Record Engine Model Number (Option A)

6	135	H	F	C	09
Number of Cylinders	Displacement in Liters	Air Intake System	User Type	Application Type	Emissions Certification
3	2.9	A = Turbocharged and aftercooled, air-to-water	F = OEM (John Deere Power Systems)	C = Industrial	120, 160, 220, 425 = Non-emissions regulated
4	4.5	D = Naturally Aspirated		G = Genset	001, 150, 180, 250 = Tier 1/Stage I
6	6.8	H = Turbocharged and aftercooled, air-to-air		M = Marine	270, 275, 070, 475 = Tier 2/Stage II
	9.0	T = Turbocharged			280, 285, 485 = Tier 3/Stage III A

Continued on next page

RG,SERIALPLATE,ENGINEOM -19-01JUN23-1/3

Record Keeping

	13.5				281, 295, 92, 93, 94, 95 = Interim Tier4/Stage III B
					96, 97, 98, 99 = Final Tier 4/Stage IV/Stage V
					New Designation
					04 = EWX
					05 = PWL
					06 = PVL
					07 = PSL
					08 = PVS
					09 = PSS

Engine Model Number (6135HFC09)

Record Engine Model Number (Option B)

6	135	C	I	4	4	0
Number of Cylinders	Displacement in Liters	Aspiration	Application Type	Emissions Level	Aftertreat- ment/Core Tech- nology	Incrementation
3	029 = 2.9	A = Air-to-coolant cooled	Configurable	0 = Tier 0 or equivalent	Aftertreatment	0 = Parent
4	040 = 3.9	C = Compound (Series)	I = Industrial	1 = Tier 1 or equivalent	0 = No ATD Mechanical	1—9 = Incremental assignment in case of significant change
6	045 = 4.5	D = Naturally aspirated	G = Generator Drive	2 = Tier 2 or equivalent	1 = No ATD Electrical	
	068 = 6.8	H = Air-to-air cooled	M = Marine	3 = Tier 3 or equivalent	≥Interim Tier 4	
	090 = 9.0	T = Turbocharged	P = Gen Set Power Unit	4 = Tier 4 or equivalent	2 = Single fluid no particulate filter	
	135 = 13.5	S = Air-to-sea water cooled	V = Variable Speed Power Unit	5 = Stage V	3 = Single fluid with particulate filter	
	136 = 13.6				4 = Dual fluid no particulate filter	
	180 = 18.0				5 = Dual fluid with particulate filter	
					Core Technology	
					0 = Mechanical	
					1 = Electrical 2V. Fixed turbocharger	
					2 = Electrical 2V. WG or VGT	
					≤Tier 4	
					3 = Electrical 4V. Fixed turbocharger	
					4 = Electrical 4V. WG or VGT	
					5 = Electrical 2V w/EGR. Fixed turbocharger	

Continued on next page

RG,SERIALPLATE,ENGINEOM -19-01JUN23-2/3

Record Keeping

					6 = Electrical 2V w/EGR. WG or VGT	
					7 = Electrical 4V w/EGR. Fixed turbocharger	
					8 = Electrical 4V w/EGR. WG or VGT	

Engine Model Number (6135CI440)

RG,SERIALPLATE,ENGINEOM -19-01JUN23-3/3

Engine Option Codes

JOHN DEERE Number **PE6068U000094**

6068HFC09 **6.8 L** **2732F** **(A)**

1111 1399 1425 1524 1606 1708 1928 2002 2699 2815 2909 3008 3512 3914 4026
 4391 4607 4702 4803 4903 5002 5103 5215 5407 5511 5615 5709 5927 6543 6801
 6901 72F3 7306 7703 7897 8422 8911 9805

Customer No. **OPTION CODES**

Option Code Label Example

A—Engine Base Code (example)

OEM engines have an engine option code label affixed to the rocker arm cover. These codes indicate which of the engine options were installed on your engine at the factory. When in need of parts or service, furnish the local John Deere dealer, engine distributor, or other service provider with these numbers.

The engine option code label includes an engine base code (A). This base code must also be recorded along with the option codes. At times it will be necessary to furnish this base code to differentiate two identical option codes for the same engine model.

The first two digits of each code identify a specific group, such as alternators. The last two digits of each code identify one specific option provided on your engine, such as a 24 volt, 120 amp alternator.

If an engine is ordered without a particular component, the last two digits of that functional group option code will be 99, 00, or XX. The following list shows only the first two digits of the code numbers. For future reference such as ordering repair parts, it is important to have these code numbers available. To ensure this availability, enter the third and fourth digits shown on your engine option code label in the spaces provided on the following page.

An additional option code label may also be delivered (in a plastic bag attached to the engine or inserted in the machine documentation). It is recommended to place this label either on this page of the operator's manual or in the Engine Owner's Warranty booklet under Option Codes.

The machine manufacturer may have placed the label in a specific accessible area (inside the enclosure or close to a maintenance area).

The engine option code label may not contain all option codes if an option has been added after the engine left the producing factory.

If option code label is lost or destroyed, contact the local John Deere dealer, engine distributor, or other service provider selling the engine for a replacement.

Record your engine Base Code (A) in the spaces provided below for easy reference.

Engine Base Code (A):

Option Codes	Description
10_____	Paint Protection
11_____	Rocker Arm Cover
12_____	Oil Filler
13_____	Crankshaft Pulley
14_____	Flywheel Housing
15_____	Flywheel
16_____	Fuel Injection System
17_____	Air Inlet
18_____	Air Cleaner
19_____	Oil Pan
20_____	Water Pump

Option Codes	Description
56_____	Paint
57_____	Water Pump Inlet
58_____	Power Take Off
59_____	Oil Cooler/Oil Filter
60_____	Add-On Fan Drive Pulley
61_____	After Treatment Device/Muffler
62_____	Alternator Mounting
63_____	Low-Pressure Fuel Lines
64_____	Exhaust Elbow
65_____	Turbocharger
66_____	Temperature Switch

Continued on next page

RG, RG34710, 5004 -19-12MAY25-1/2

RG24026—UN—05AUG13

Record Keeping

Option Codes	Description	Option Codes	Description
21_____	Thermostat Cover	67_____	Engine Sensors
22_____	Thermostat	68_____	Damper
23_____	Fan Drive	69_____	Engine Serial Number Plate
24_____	Fan Belt	70_____	Decomposition Tube (OEM)
25_____	Fan	71_____	SCR (OEM)
26_____	Block Heater	72_____	Performance Software and Labels
27_____	Radiator/Heat Exchanger	7A_____	Performance Software and Labels
28_____	Exhaust Manifold	73_____	After Treatment Dosing System
29_____	Ventilator System	74_____	Air Conditioning
30_____	Starting Motor	75_____	Restriction Indicator
31_____	Alternator	76_____	Oil Pressure Switch
32_____	DEF Lines, Pressure (OEM)	77_____	Timing Gear Cover (S450/S650)
33_____	DEF Lines, Supply/Return to Tank (OEM)	78_____	Air Compressor
34_____	DEF Tank and Header (OEM)	79_____	Certification
35_____	Final Fuel Filter	80_____	Sea Water Pump (Marine)
36_____	Front Plate and Idler Shafts	81_____	Primary Fuel Filter/Water Separator
37_____	Fuel Transfer Pump	82_____	Ignition System (Natural Gas)
38_____	Operator Manual	83_____	Vehicle Performance Software
39_____	Thermostat Housing	84_____	Wiring Harness
40_____	Dipstick and Tube	85_____	Fuel System (Natural Gas)
41_____	Belt Driven Auxiliary Drive (Add-On Crank Pulley)	86_____	Fan Pulley
42_____	DEF Line, Supply Module to Injector (OEM)	87_____	Belt Tensioner
43_____	Starting Aid	88_____	Oil Filter
44_____	Timing Gear Cover (S350)	89_____	EGR System
44_____	Tachometer Drive Sensors (S450/S650)	90_____	Trim Software (OEM)
45_____	Secondary Balancers	91_____	Engine Installation Kit (S350)
46_____	Cylinder Block with Camshaft	92_____	Engine Test Certificate/Engine Accessories (S350)
47_____	Crankshaft/Main Bearings	92_____	Engine Installation Kit (S450)
48_____	Connecting Rods/Pistons/Liners	93_____	Emission Label
49_____	Valve Actuating Mechanism	94_____	Custom Software
50_____	Oil Pump	95_____	Parts Installed at Factory
51_____	Cylinder Head with Valves	96_____	Engine Installation Kit/Ship With (S450/S650)
52_____	Gear Driven Auxiliary Drive	96_____	ECU Wiring Harness (6125/6135)
53_____	Fuel Heater	97_____	Field Installed Items
54_____	Turbo Air Intake	98_____	Engine Lift Strap
55_____	Shipping Stand	99_____	Service Only Parts

NOTE: This is a complete option code list based on the latest information available at the time of publication. The right is reserved to make changes

at any time without notice. Your engine will not contain all option codes listed.

RG, RG34710, 5004 -19-12MAY25-2/2

Record Aftertreatment Serial Numbers

Record the numbers from your aftertreatment device as shown on DPF (A) (B) and DOC (C) (D) serial number plates. Having these numbers recorded and kept in a safe location can aid in part ordering and assist in locating stolen items in case of theft.

DPF Part Number. _____

DPF Serial Number. _____

DOC Part Number. _____

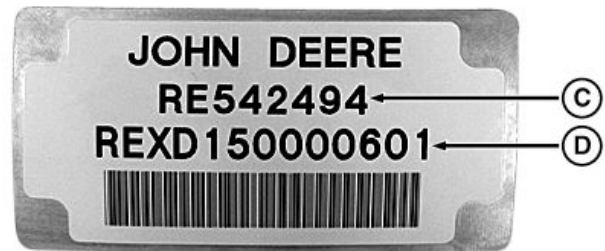
DOC Serial Number. _____

**A—Diesel Particulate Filter
Part Number**

**B—Diesel Particulate Filter
Serial Number**

**C—Diesel Oxidation Catalyst
Part Number**

**D—Diesel Oxidation Catalyst
Serial Number**



Serial Number Plates for Aftertreatment

RG20010—UN—11FEB11

ZE59858,0000293 -19-14NOV13-1/1

Record High-Pressure Fuel Pump Model Number

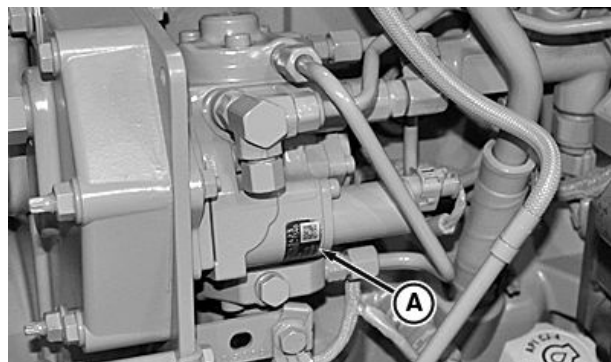
Record the high-pressure fuel pump model and serial number information found on the serial number plate (A).

Model No. _____

Manufacturer's No. _____

Serial No. _____

A—Serial Number Plate



Record High-Pressure Fuel Pump Serial Number

RG20108—UN—15MAR11

ZE59858,0000294 -19-04SEP14-1/1

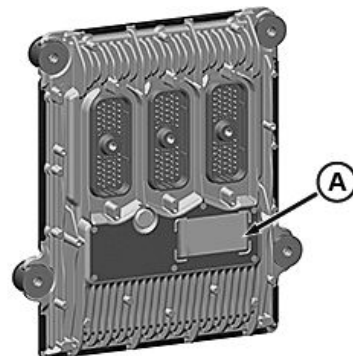
Record Engine Control Unit (ECU) Serial Number

Record the part number and serial number information found on the serial number label (A) on the Engine Control Unit (ECU) mounted on or near the engine.

Part No. _____

Serial No. _____

A—Serial Number Label



Record Engine Control Unit (ECU) Serial Number

RG24819—UN—04DEC13

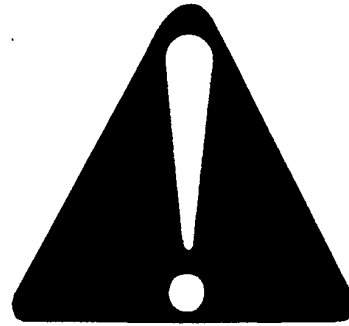
ZE59858,0000295 -19-04DEC13-1/1

Safety

Recognize Safety Information

This is a safety-alert symbol. When you see this symbol on your machine or in this manual, be alert to the potential for personal injury.

Follow recommended precautions and safe operating practices.



TS1388 —UN—28JUN13

DX,ALERT -19-03OCT22-1/1

Understand Signal Words

DANGER; The signal word DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury.

WARNING; The signal word WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION; The signal word CAUTION indicates a hazardous situation which, if not avoided, could result in minor or moderate injury. CAUTION may also be used to alert against unsafe practices associated with events which could lead to personal injury.

A signal word—DANGER, WARNING, or CAUTION—is used with the safety-alert symbol. DANGER identifies the most serious hazards. DANGER or WARNING safety signs are located near specific hazards. General

precautions are listed on CAUTION safety signs. CAUTION also calls attention to safety messages in this manual.



TS187 —19—30SEP88

DX,SIGNAL -19-05OCT16-1/1

Follow Safety Instructions

Carefully read all safety messages in this manual and on your machine safety signs. Keep safety signs in good condition. Replace missing or damaged safety signs. Be sure new equipment components and repair parts include the current safety signs. Replacement safety signs are available from your John Deere dealer.

There can be additional safety information contained on parts and components sourced from suppliers that is not reproduced in this operator's manual.

Learn how to operate the machine and how to use controls properly. Do not let anyone operate without instruction.

Keep your machine in proper working condition. Unauthorized modifications to the machine may impair the function and/or safety and affect machine life.

If you do not understand any part of this manual and need assistance, contact your John Deere dealer.



TS201 —UN—15APR13

DX,READ -19-01AUG22-1/1

Replace Safety Signs

Replace missing or damaged safety signs. Use this operator's manual for correct safety sign placement.

There can be additional safety information contained on parts and components sourced from suppliers that is not reproduced in this operator's manual.



TS201 —UN—15APR13

DX,SIGNS -19-18AUG09-1/1

Illuminate Work Area Safely

Illuminate your work area adequately but safely. Use a portable safety light for working inside or under the machine. Make sure the bulb is enclosed by a wire cage. The hot filament of an accidentally broken bulb can ignite spilled fuel or oil.



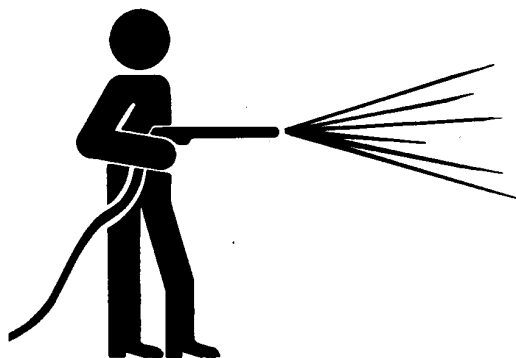
TS223 —UN—23AUG88

DX,LIGHT -19-04JUN90-1/1

Work in Clean Area

Before starting a job:

- Clean work area and machine.
- Make sure you have all necessary tools to do your job.
- Have the right parts on hand.
- Read all instructions thoroughly; do not attempt shortcuts.



T6642EJ —UN—18OCT88

DX,CLEAN -19-04JUN90-1/1

Use Proper Tools

Use tools appropriate to the work. Makeshift tools and procedures can create safety hazards.

Use power tools only to loosen threaded parts and fasteners.

For loosening and tightening hardware, use the correct size tools. DO NOT use U.S. measurement tools on metric fasteners. Avoid bodily injury caused by slipping wrenches.

Use only service parts meeting John Deere specifications.



TS779 —JUN—08NOV89

DX,REPAIR -19-17FEB99-1/1

Live With Safety

Before returning machine to customer, make sure machine is functioning properly, especially the safety systems. Install all guards and shields.



TS231 —19—07OCT88

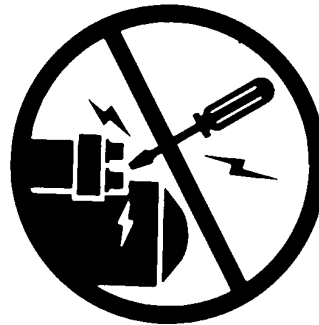
DX,LIVE -19-25SEP92-1/1

Prevent Machine Runaway

Avoid possible injury or death from machinery runaway.

Do not start engine by shorting across starter terminals. Machine will start in gear if normal circuitry is bypassed.

NEVER start engine while standing on ground. Start engine only from operator's seat, with transmission in neutral or park.



TS177 —JUN—11JAN89

DX,BYPAS1 -19-29SEP98-1/1

Handle Fuel Safely—Avoid Fires

Handle fuel with care: it is highly flammable. Do not refuel the machine while smoking or when near open flame or sparks.

Always stop engine before refueling machine. Fill fuel tank outdoors.

Prevent fires by keeping machine clean of accumulated trash, grease, and debris. Always clean up spilled fuel.

Use only an approved fuel container for transporting flammable liquids.

Never fill fuel container in pickup truck with plastic bed liner. Always place fuel container on ground before refueling. Touch fuel container with fuel dispenser nozzle before removing can lid. Keep fuel dispenser nozzle in contact with fuel container inlet when filling.



TS202 —UN—23AUG88

Do not store fuel container where there is an open flame, spark, or pilot light such as within a water heater or other appliance.

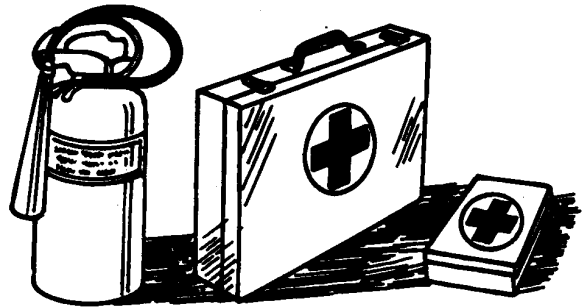
DX,FIRE1 -19-12OCT11-1/1

Prepare for Emergencies

Be prepared if a fire starts.

Keep a first aid kit and fire extinguisher handy.

Keep emergency numbers for doctors, ambulance service, hospital, and fire department near your telephone.



TS291 —UN—15APR13

DX,FIRE2 -19-03MAR93-1/1

Handle Starting Fluid Safely

Starting fluid is highly flammable.

Keep all sparks and flame away when using it. Keep starting fluid away from batteries and cables.

To prevent accidental discharge when storing the pressurized can, keep the cap on the container, and store in a cool, protected location.

Do not incinerate or puncture a starting fluid container.

Do not use starting fluid on an engine equipped with glow plugs or an air intake heater.



TS1356 —UN—18MAR92

DX,FIRE3 -19-14MAR14-1/1

In Case of Fire

CAUTION: Avoid personal injury.

Stop machine immediately at the first sign of fire. Fire may be identified by the smell of smoke or sight of flames. Because fire grows and spreads rapidly, get off the machine immediately and move safely away from the fire. Do not return to the machine! The number one priority is safety.

Call the fire department. A portable fire extinguisher can put out a small fire or contain it until the fire department arrives; but portable extinguishers have limitations. Always put the safety of the operator and bystanders first. If attempting to extinguish a fire, keep your back to the wind with an unobstructed escape path so you can move away quickly if the fire cannot be extinguished.

Read the fire extinguisher instructions and become familiar with their location, parts, and operation before a fire starts. Local fire departments or fire equipment distributors may offer fire extinguisher training and recommendations.

If your extinguisher does not have instructions, follow these general guidelines:

1. Pull the pin. Hold the extinguisher with the nozzle pointing away from you, and release the locking mechanism.
2. Aim low. Point the extinguisher at the base of the fire.
3. Squeeze the lever slowly and evenly.
4. Sweep the nozzle from side-to-side.



TS227—UN—15APR13

DX,FIRE4 -19-22AUG13-1/1

Handle Fluids Safely—Avoid Fires

When you work around fuel, do not smoke or work near heaters or other fire hazards.

Store flammable fluids away from fire hazards. Do not incinerate or puncture pressurized containers.

Make sure machine is clean of trash, grease, and debris.

Do not store oily rags; they can ignite and burn spontaneously.



TS227—UN—15APR13

DX,FLAME -19-29SEP98-1/1

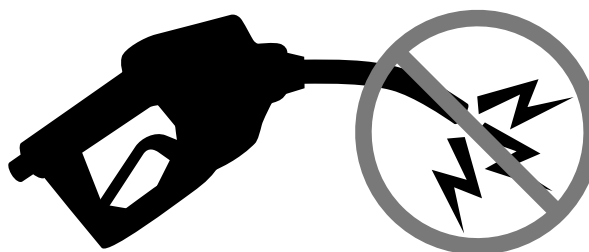
Avoid Static Electricity Risk When Refueling

The removal of sulfur and other compounds in Ultra-Low Sulfur Diesel (ULSD) fuel decreases its conductivity and increases its ability to store a static charge.

Refineries may have treated the fuel with a static dissipating additive. However, there are many factors that can reduce the effectiveness of the additive over time.

Static charges can build up in ULSD fuel while it is flowing through fuel delivery systems. Static electricity discharge when combustible vapors are present could result in a fire or explosion.

Therefore, it is important to ensure that the entire system used to refuel your machine (fuel supply tank, transfer pump, transfer hose, nozzle, and others) is properly grounded and bonded. Consult with your fuel or fuel system supplier to ensure that the delivery system is in compliance with fueling standards for proper grounding and bonding practices.



RG22142 —UN—17MAR14

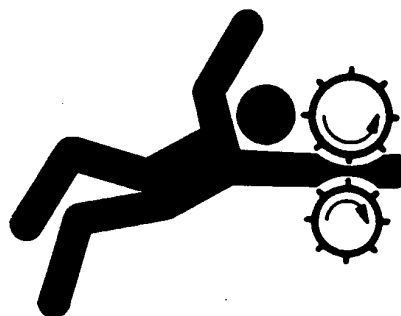
RG21992 —UN—21AUG13

DX,FUEL,STATIC,ELEC -19-12JUL13-1/1

Service Machines Safely

Tie long hair behind your head. Do not wear a necktie, scarf, loose clothing, or necklace when you work near machine tools or moving parts. If these items were to get caught, severe injury could result.

Remove rings and other jewelry to prevent electrical shorts and entanglement in moving parts.



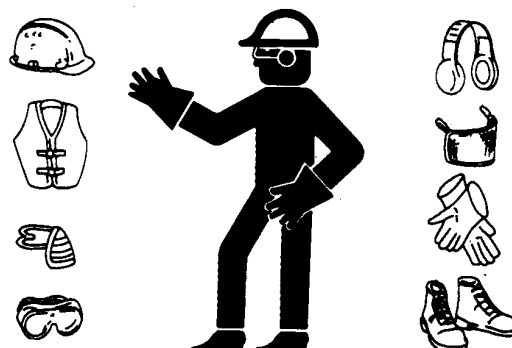
TS228 —UN—23AUG88

DX,LOOSE -19-04JUN90-1/1

Wear Protective Clothing

Wear close fitting clothing and safety equipment appropriate to the job.

Operating equipment safely requires the full attention of the operator. Do not wear radio or music headphones while operating machine.



TS206 —UN—15APR13

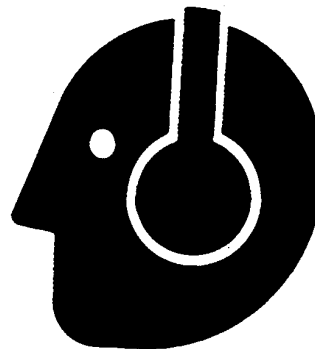
DX,WEAR2 -19-03MAR93-1/1

Protect Against Noise

There are many variables that affect the sound level range, including machine configuration, condition and maintenance level of the machine, ground surface, operating environmental, duty cycles, ambient noise, and attachments.

Exposure to loud noise can cause impairment or loss of hearing.

Always wear hearing protection. Wear a suitable hearing protective device such as earmuffs or earplugs to protect against objectionable or uncomfortable loud noises.



DX,NOISE -19-03OCT17-1/1

TS207 —UN—23AUG88

Handling Batteries Safely

Battery gas can explode. Keep sparks and flames away from batteries. Use a flashlight to check battery electrolyte level.

Never check battery charge by placing a metal object across the posts. Use a voltmeter or hydrometer.

Always remove grounded (-) battery clamp first and replace grounded clamp last.

Sulfuric acid in battery electrolyte is poisonous and strong enough to burn skin, eat holes in clothing, and cause blindness if splashed into eyes.

Avoid hazards by:

- Filling batteries in a well-ventilated area
- Wearing eye protection and rubber gloves
- Avoiding use of air pressure to clean batteries
- Avoiding breathing fumes when electrolyte is added
- Avoiding spilling or dripping electrolyte
- Using correct battery booster or charger procedure.

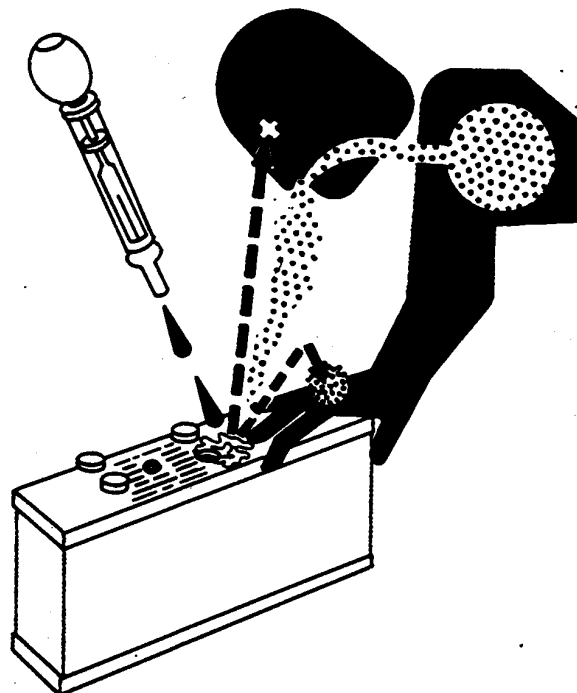
If acid is spilled on skin or in eyes:

1. Flush skin with water.
2. Apply baking soda or lime to help neutralize the acid.
3. Flush eyes with water for 15—30 minutes. Get medical attention immediately.

If acid is swallowed:

1. Do not induce vomiting.
2. Drink large amounts of water or milk, but do not exceed 2 L (2 qt.).
3. Get medical attention immediately.

WARNING: Battery posts, terminals, and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. **Wash hands after handling.**



DX,VVW,BATTERIES -19-02DEC10-1/1

TS203 —UN—23AUG88

Prevent Acid Burns

Sulfuric acid in battery electrolyte is poisonous. It is strong enough to burn skin, eat holes in clothing, and cause blindness if splashed into eyes.

Avoid the hazard by:

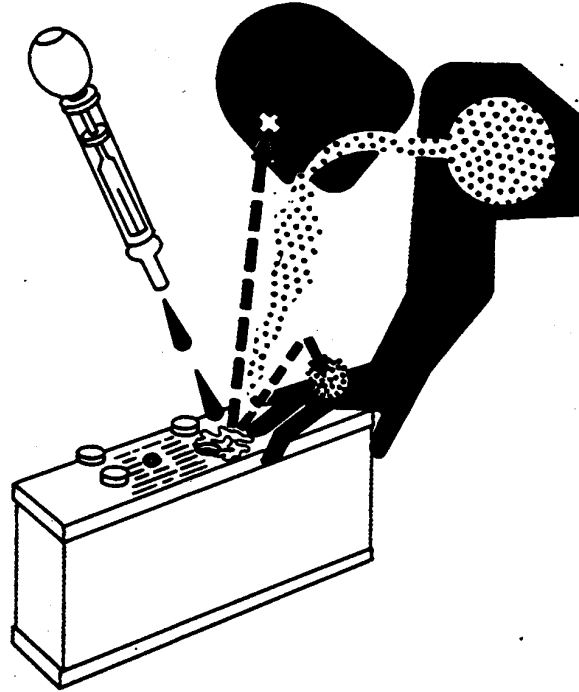
1. Filling batteries in a well-ventilated area.
2. Wearing eye protection and rubber gloves.
3. Avoiding breathing fumes when electrolyte is added.
4. Avoiding spilling or dripping electrolyte.
5. Use proper jump start procedure.

If you spill acid on yourself:

1. Flush your skin with water.
2. Apply baking soda or lime to help neutralize the acid.
3. Flush your eyes with water for 15—30 minutes. Get medical attention immediately.

If acid is swallowed:

1. Do not induce vomiting.
2. Drink large amounts of water or milk, but do not exceed 2 L (2 quarts).
3. Get medical attention immediately.



TS203 —UN—23AUG88

DX,POISON -19-21APR93-1/1

Stay Clear of Rotating Drivelines

Entanglement in rotating driveline can cause serious injury or death.

Keep all shields in place at all times. Make sure rotating shields turn freely.

Wear close-fitting clothing. Stop the engine and be sure that all rotating parts and drivelines are stopped before making adjustments, connections, or performing any type of service on engine or machine driven equipment.



TS1644 —UN—22AUG95

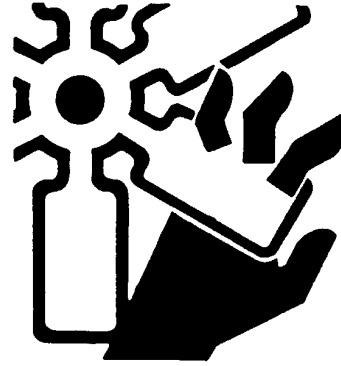
DX,ROTATING -19-18AUG09-1/1

Install All Guards

Rotating cooling system fans, belts, pulleys, and drives can cause serious injury.

Keep all guards in place at all times during engine operation.

Wear close-fitting clothes. Stop the engine and be sure fans, belts, pulleys, and drives are stopped before making adjustments, connections, or cleaning near fans and their drive components.



TS677 —UN—21SEP89

DX, GUARDS -19-18AUG09-1/1

Practice Safe Maintenance

Understand service procedure before doing work. Keep area clean and dry.

Never lubricate, service, or adjust machine while it is moving. Keep hands, feet, and clothing away from power-driven parts. Disengage all power and operate controls to relieve pressure. Lower equipment to the ground. Stop the engine. Remove the key. Allow machine to cool.

Securely support any machine elements that must be raised for service work.

Keep all parts in good condition and properly installed. Fix damage immediately. Replace worn or broken parts. Remove any buildup of grease, oil, or debris.

On self-propelled equipment, disconnect battery ground cable (-) before making adjustments on electrical systems or welding on machine.

On towed implements, disconnect wiring harnesses from tractor before servicing electrical system components or welding on machine.

Falling while cleaning or working at height can cause serious injury. Use a ladder or platform to easily reach each location. Use sturdy and secure footholds and handholds.



TS218 —UN—23AUG88

DX, SERV -19-28FEB17-1/1

Remove Paint Before Welding or Heating

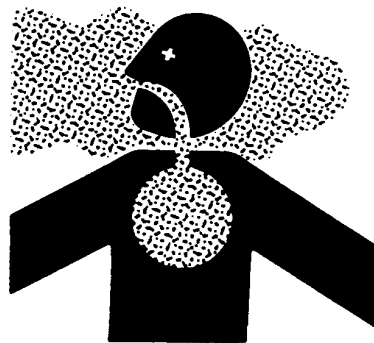
Avoid potentially toxic fumes and dust.

Hazardous fumes can be generated when paint is heated by welding, soldering, or using a torch.

Remove paint before heating:

- Remove paint a minimum of 100 mm (4 in.) from area to be affected by heating. If paint cannot be removed, wear an approved respirator before heating or welding.
- If you sand or grind paint, avoid breathing the dust. Wear an approved respirator.
- If you use solvent or paint stripper, remove stripper with soap and water before welding. Remove solvent or paint stripper containers and other flammable material from area. Allow fumes to disperse at least 15 minutes before welding or heating.

Do not use a chlorinated solvent in areas where welding will take place.



Do all work in an area that is well ventilated to carry toxic fumes and dust away.

Dispose of paint and solvent properly.

DX,PAINT -19-24JUL02-1/1

TS220 —UN—15APR13

Avoid Heating Near Pressurized Fluid Lines

Flammable spray can be generated by heating near pressurized fluid lines, resulting in severe burns to yourself and bystanders. Do not heat by welding, soldering, or using a torch near pressurized fluid lines or other flammable materials. Pressurized lines can accidentally burst when heat goes beyond the immediate flame area.



DX,TORCH -19-10DEC04-1/1

TS953 —UN—15MAY90

Avoid High-Pressure Fluids

Inspect hydraulic hoses periodically – at least once per year – for leakage, kinking, cuts, cracks, abrasion, blisters, corrosion, exposed wire braid or any other signs of wear or damage.

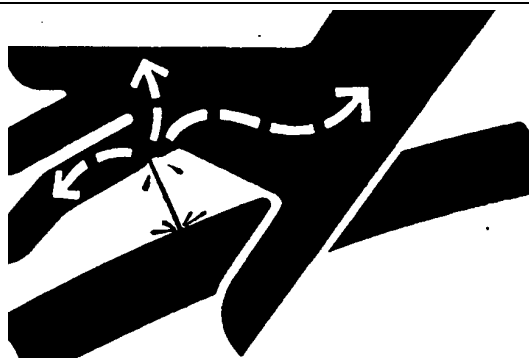
Replace worn or damaged hose assemblies immediately with John Deere approved replacement parts.

Escaping fluid under pressure can penetrate the skin causing serious injury.

Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure.

Search for leaks with a piece of cardboard. Protect hands and body from high-pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within



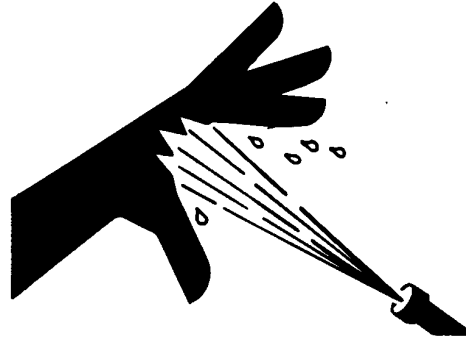
a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available in English from Deere & Company Medical Department in Moline, Illinois, U.S.A., by calling 1-800-822-8262 or +1 309-748-5636.

DX,FLUID -19-12OCT11-1/1

X9811 —UN—23AUG88

Do Not Open High-Pressure Fuel System

High-pressure fluid remaining in fuel lines can cause serious injury. Only technicians familiar with this type of system should perform repairs. Do not disconnect or attempt repair of fuel lines, sensors, or any other components between the high-pressure fuel pump and nozzles on engines with High Pressure Common Rail (HPCR) fuel system.



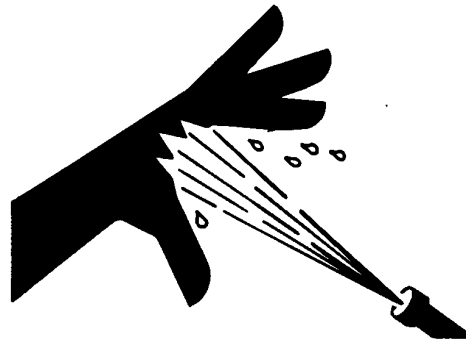
DX,WW,HPCR1 -19-07,JAN03-1/1

TS1343—UN—18MAR92

Protect Against High Pressure Spray

Spray from high pressure nozzles can penetrate the skin and cause serious injury. Keep spray from contacting hands or body.

If an accident occurs, see a doctor immediately. Any high pressure spray injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, U.S.A.



DX,SPRAY -19-16APR92-1/1

TS1343—UN—18MAR92

Prevent Battery Explosions

Keep sparks, lighted matches, and open flame away from the top of battery. Battery gas can explode.

Never check battery charge by placing a metal object across the posts. Use a volt-meter or hydrometer.

Do not charge a frozen battery; it may explode. Warm battery to 16°C (60°F).



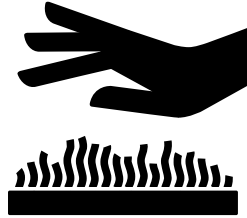
DX,SPARKS -19-03MAR93-1/1

TS204—UN—15APR13

Avoid Hot Exhaust

Servicing machine or attachments with engine running can result in serious personal injury. Avoid exposure and skin contact with hot exhaust gases and components.

Exhaust parts and streams become very hot during operation. Exhaust gases and components reach temperatures hot enough to burn people, ignite, or melt common materials.



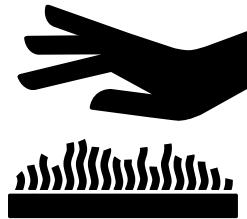
RG17488 —UN—21AUG09

DX,EXHAUST -19-20AUG09-1/1

Exhaust Filter Cleaning

Servicing machine or attachments during exhaust filter cleaning can result in serious personal injury. Avoid exposure and skin contact with hot exhaust gases and components.

During auto or manual/stationary exhaust filter cleaning operations, the engine will run at elevated idle and hot temperatures for an extended period of time. Exhaust gases and exhaust filter components reach temperatures hot enough to burn people, or ignite, or melt common materials.



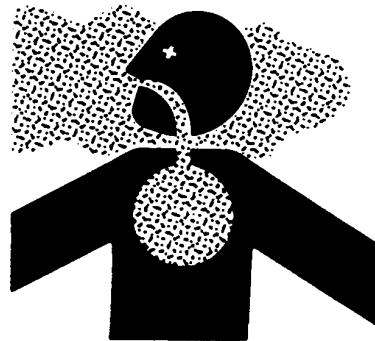
RG17488 —UN—21AUG09

DX,FILTER -19-20JAN10-1/1

Work In Ventilated Area

Engine exhaust fumes can cause sickness or death. If it is necessary to run an engine in an enclosed area, remove the exhaust fumes from the area with an exhaust pipe extension.

If you do not have an exhaust pipe extension, open the doors and get outside air into the area.



TS220 —UN—15APR13

DX,AIR -19-17FEB99-1/1

Service Cooling System Safely

Explosive release of fluids from pressurized cooling system can cause serious burns.

Shut off engine. Only remove filler cap when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.



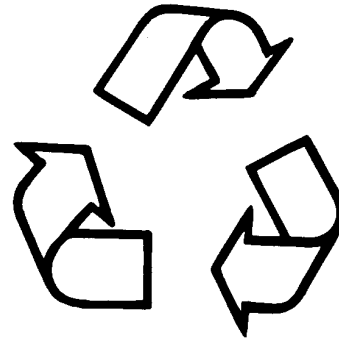
TS281—JUN—15APR13

DX,WW,COOLING -19-19AUG09-1/1

Decommissioning — Proper Recycling and Disposal of Fluids and Components

Safety and environmental stewardship measures must be taken into account when decommissioning a machine and/or component. These measures include the following:

- Use appropriate tools and personal protective equipment such as clothing, gloves, face shields or glasses, during the removal or handling of objects and materials.
- Follow instructions for specialized components.
- Release stored energy by lowering suspended machine elements, relaxing springs, disconnecting the battery or other electrical power, and releasing pressure in hydraulic components, accumulators, and other similar systems.
- Minimize exposure to components which may have residue from agricultural chemicals, such as fertilizers and pesticides. Handle and dispose of these components appropriately.
- Carefully drain engines, fuel tanks, radiators, hydraulic cylinders, reservoirs, and lines before recycling components. Use leak-proof containers when draining fluids. Do not use food or beverage containers.
- Do not pour waste fluids onto the ground, down a drain, or into any water source.
- Observe all national, state, and local laws, regulations, or ordinances governing the handling or disposal of waste fluids (example: oil, fuel, coolant, brake fluid);



TS1133—JUN—15APR13

filters; batteries; and, other substances or parts. Burning of flammable fluids or components in other than specially designed incinerators may be prohibited by law and could result in exposure to harmful fumes or ashes.

- Service and dispose of air conditioning systems appropriately. Government regulations may require a certified service center to recover and recycle air conditioning refrigerants which could damage the atmosphere if allowed to escape.
- Evaluate recycling options for tires, metal, plastic, glass, rubber, and electronic components which may be recyclable, in part or completely.
- Contact your local environmental or recycling center, or your John Deere dealer for information on the proper way to recycle or dispose of waste.

DX,DRAIN -19-01JUN15-1/1

Fuels, Lubricants, and Coolants

Diesel Fuel

Consult your local fuel distributor for properties of the diesel fuel available in your area.

In general, diesel fuels are blended to satisfy the low temperature requirements of the geographical area in which they are marketed.

Diesel fuels specified to EN 590 or ASTM D975 are recommended. Renewable diesel fuel produced by hydrotreating animal fats and vegetable oils is basically identical to petroleum diesel fuel. Renewable diesel that meets EN 590, ASTM D975, or EN 15940 is acceptable for use at all percentage mixture levels.

Required Fuel Properties

In all cases, the fuel shall meet the following properties:

Cetane number of 40 minimum. Cetane number greater than 47 is preferred, especially for temperatures below -20°C (-4°F) or elevations above 1675 m (5500 ft.).

Cloud Point should be below the expected lowest ambient temperature or **Cold Filter Plugging Point (CFPP)** should be a maximum 10°C (18°F) below the fuel cloud point.

Fuel lubricity should pass a maximum scar diameter of 0.52 mm as measured by ASTM D6079 or ISO 12156-1. A maximum scar diameter of 0.45 mm is preferred.

Diesel fuel quality and sulfur content shall comply with all existing emissions regulations for the area in which the engine operates. DO NOT use diesel fuel with sulfur content greater than 10 000 mg/kg (10 000 ppm).

Materials such as copper, lead, zinc, tin, brass and bronze should be avoided in fuel handling, distribution and storage equipment as these metals can catalyze fuel oxidation reactions which can lead to fuel system deposits and plugged fuel filters.

E-Diesel fuel

DO NOT use E-Diesel (Diesel fuel and ethanol blend). Use of E-Diesel fuel in any John Deere machine may void the machine warranty.

 **CAUTION: Avoid severe injury or death due to the fire and explosion risk from using E-Diesel fuel.**

¹ See DX, ENOIL12, OEM, DX, ENOIL12, T2, STD, or DX, ENOIL12, T2, EXT for more information on Engine Oil and Filter Service Intervals.

Sulfur Content for Interim Tier 4, Final Tier 4, Stage III B, Stage IV, and Stage V Engines Above 560 kW

- Use ONLY diesel fuel with a maximum of 500 mg/kg (500 ppm) sulfur content.

Sulfur Content for Interim Tier 4, Final Tier 4, Stage III B, Stage IV Engines, and Stage V Engines

- Use ONLY ultra low sulfur diesel (ULSD) fuel with a maximum of 15 mg/kg (15 ppm) sulfur content.

Sulfur Content for Tier 3 and Stage III A Engines

- Use of diesel fuel with sulfur content less than 1000 mg/kg (1000 ppm) is RECOMMENDED.
- Use of diesel fuel with sulfur content 1000—2000 mg/kg (1000—2000 ppm) REDUCES the oil and filter change interval.
- BEFORE using diesel fuel with sulfur content greater than 2000 mg/kg (2000 ppm), contact your John Deere dealer.

Sulfur Content for Tier 2 and Stage II Engines

- Use of diesel fuel with sulfur content less than 2000 mg/kg (2000 ppm) is RECOMMENDED.
- Use of diesel fuel with sulfur content 2000—5000 mg/kg (2000—5000 ppm) REDUCES the oil and filter change interval.¹
- BEFORE using diesel fuel with sulfur content greater than 5000 mg/kg (5000 ppm), contact your John Deere dealer.

Sulfur Content for Other Engines

- Use of diesel fuel with sulfur content less than 5000 mg/kg (5000 ppm) is RECOMMENDED.
- Use of diesel fuel with sulfur content greater than 5000 mg/kg (5000 ppm) REDUCES the oil and filter change interval.

IMPORTANT: Do not mix used diesel engine oil or any other type of lubricating oil with diesel fuel.

Improper fuel additive usage may cause damage on fuel injection equipment of diesel engines.

DX, FUEL1 -19-28AUG25-1/1

Supplemental Diesel Fuel Additives

Diesel fuel can be the source of performance or other operational problems for many reasons. Some causes include poor lubricity, contaminants, low cetane number, and a variety of properties that cause fuel system deposits. These and others are referenced in other sections of this Operator's Manual.

To optimize engine performance and reliability, closely follow recommendations on fuel quality, storage, and handling, which are found elsewhere in this Operator's Manual.

To further aid in maintaining performance and reliability of the engine's fuel system, John Deere has developed a family of fuel additive products for most global markets. The primary products include Fuel-Protect Diesel Fuel Conditioner (full feature conditioner in winter and summer formulas) and Fuel-Protect Keep Clean (fuel injector deposit removal and prevention). Availability of these and other products varies by market. See your local John Deere dealer for availability and additional information about fuel additives that might be right for your needs.

DX,FUEL13 -19-07FEB14-1/1

Lubricity of Diesel Fuel

Most diesel fuels manufactured in the United States, Canada, and the European Union have adequate lubricity to ensure proper operation and durability of fuel injection system components. However, diesel fuels manufactured in some areas of the world may lack the necessary lubricity.

IMPORTANT: Make sure the diesel fuel used in your machine demonstrates good lubricity characteristics.

Fuel lubricity should pass a maximum scar diameter of 0.52 mm as measured by ASTM D6079 or ISO 12156-1. A maximum scar diameter of 0.45 mm is preferred.

If fuel of low or unknown lubricity is used, add John Deere Fuel-Protect Diesel Fuel Conditioner (or equivalent) at the specified concentration.

Lubricity of Biodiesel Fuel

Fuel lubricity can improve significantly with biodiesel blends up to B30 (30% biodiesel). Further increase in lubricity is limited for biodiesel blends greater than B30.

DX,FUEL5 -19-28AUG25-1/1

Handling and Storing Diesel Fuel

CAUTION: Reduce the risk of fire. Handle fuel carefully. **DO NOT** fill the fuel tank when engine is running. **DO NOT** smoke while you fill the fuel tank or service the fuel system.

Fill the fuel tank at the end of each day's operation to prevent water condensation and freezing during cold weather.

Keep all storage tanks as full as practical to minimize condensation.

Ensure that all fuel tank caps and covers are installed properly to prevent moisture from entering. Monitor water content of the fuel regularly.

When using biodiesel fuel, the fuel filter may require more frequent replacement due to premature plugging.

Check engine oil level daily prior to starting engine. A rising oil level may indicate fuel dilution of the engine oil.

IMPORTANT: The fuel tank is vented through the filler cap. If a new filler cap is required, always replace it with an original vented cap.

When fuel is stored for an extended period or if there is a slow turnover of fuel, add a fuel conditioner to stabilize the fuel. Keeping the free water drained and treating the bulk fuel storage tank quarterly with a maintenance dose of a biocide will prevent microbial growth.

DX,FUEL4 -19-01MAR25-1/1

Biodiesel Fuel

Biodiesel fuel is comprised of monoalkyl esters of long chain fatty acids derived from vegetable oils or animal fats. Biodiesel blends are biodiesel mixed with petroleum diesel fuel on a volume basis.

Before using fuel containing biodiesel, review the Biodiesel Use Requirements and Recommendations in this Operator's Manual.

Environmental laws and regulations can encourage or prohibit the use of biofuels. Operators should consult with appropriate governmental authorities prior to using biofuels.

John Deere Stage V Engines Operating in the European Union

Where the engine is to be operated within the Union on diesel or non-road gasoil, a fuel with a FAME content not greater than 8% volume/volume (B8) shall be used.

John Deere Engines with Exhaust Filter Except Stage V Engines Operating in the European Union

Biodiesel blends up to B30 can be used ONLY if the biodiesel (100% biodiesel or B100) meets ASTM D6751, EN 14214, or equivalent specification. Expect a 2% reduction in power and a 5% reduction in fuel economy when using B30.

Biodiesel concentrations above B30 can harm the engine's emission control systems and should not be used. Risks include, but are not limited to, more frequent stationary regeneration, soot accumulation, and increased intervals for ash removal.

John Deere Fuel conditioners or equivalents, which contain detergent and dispersant additives, are required when using biodiesel blends from B10 to B30, and are recommended when using lower biodiesel blends.

John Deere Engines Without Exhaust Filter

Biodiesel blends up to B30 can be used ONLY if the biodiesel (100% biodiesel or B100) meets ASTM D6751, EN 14214, or equivalent specification. Expect a 2% reduction in power and a 3% reduction in fuel economy when using B30.

These John Deere engines can operate on biodiesel blends above B30 (up to 100% biodiesel). Operate at levels above B30 ONLY if the biodiesel is permitted by law and meets the EN 14214 specification (primarily available in Europe). Engines operating on biodiesel blends above B30 might not fully comply with or be permitted by all applicable emissions regulations. Expect up to a 12% reduction in power and an 18% reduction in fuel economy when using 100% biodiesel.

John Deere fuel conditioners or equivalents, which contain detergent and dispersant additives, are required when using biodiesel blends from B10 to B100, and are recommended when using lower biodiesel blends.

Biodiesel Use Requirements and Recommendations

The petroleum diesel portion of all biodiesel blends shall meet the requirements of ASTM D975 (US) or EN 590 (EU) commercial standard.

Biodiesel users in the U.S. are strongly encouraged to purchase biodiesel blends from a BQ-9000 Certified Marketer and sourced from a BQ-9000 Accredited Producer (as certified by the National biodiesel Board). Certified Marketers and Accredited Producers can be found at the following website: <http://www.bq9000.org>.

Biodiesel contains residual ash. Ash levels exceeding the maximums allowed in either ASTM D6751 or EN14214 can result in more rapid ash loading and require more frequent cleaning of the Exhaust Filter (if present).

The fuel filter can require more frequent replacement when using biodiesel fuel, particularly if switching from diesel. Check engine oil level daily prior to starting engine. A rising oil level can indicate fuel dilution of the engine oil. Biodiesel blends up to B30 shall be used within 90 days of the date of biodiesel manufacture. Biodiesel blends above B30 shall be used within 45 days from the date of biodiesel manufacture.

When using biodiesel blends up to B30, the following shall be considered:

- Cold-weather flow degradation
- Stability and storage issues (moisture absorption, microbial growth)
- Possible filter restriction and plugging (usually a problem when first switching to biodiesel on used engines)
- Possible fuel leakage through seals and hoses (primarily an issue with older engines)
- Possible reduction of service life of engine components

Request a certificate of analysis from your fuel distributor to ensure that the fuel is compliant with the specifications provided in this Operator's Manual.

Consult your John Deere dealer for John Deere fuel products to improve storage and performance with biodiesel fuels.

The following shall also be considered if using biodiesel blends above B30:

- Possible coking or blocked injector nozzles, resulting in power loss and engine misfire if John Deere fuel additives and conditioners or equivalent containing detergent/dispersants are not used
- Possible crankcase oil dilution (requiring more frequent oil changes)
- Possible lacquering or seizure of internal components
- Possible formation of sludge and sediments
- Possible thermal oxidation of fuel at elevated temperatures

Continued on next page

DX,FUEL7 -19-11SEP25-1/2

- Possible compatibility issues with other materials (including copper, lead, zinc, tin, brass, and bronze) used in fuel handling, distribution, and storage equipment
- Possible reduction in water separator efficiency
- Possible damage to paint if exposed to biodiesel
- Possible corrosion of fuel injection equipment
- Possible elastomeric seal and gasket material degradation (primarily an issue with older engines)
- Possible high acid levels within fuel system

- Because biodiesel blends above B30 contain more ash, using blends above B30 can result in more rapid ash loading and require more frequent cleaning of the Exhaust Filter (if present)

IMPORTANT: Raw pressed vegetable oils are NOT acceptable for use as fuel in any concentration in John Deere engines. Their use could cause engine failure.

DX,FUEL7 -19-11SEP25-2/2

Testing Diesel Fuel

A fuel analysis program can help to monitor the quality of diesel fuel. The fuel analysis can provide critical data such as calculated cetane index, fuel type, sulfur content, water content, appearance, suitability for cold weather

operations, bacteria, cloud point, acid number, particulate contamination, and whether the fuel meets ASTM D975 or equivalent specification.

Contact your John Deere dealer or other service provider for diesel fuel analysis.

DX,FUEL6 -19-01MAR25-1/1

Fuel Filters

The importance of fuel filtration cannot be overemphasized with modern fuel systems. The combination of increasingly restrictive emission regulations and more efficient engines requires fuel system to operate at much higher pressures. Higher pressures can only be achieved using fuel injection components with very close tolerances. These close

manufacturing tolerances have significantly reduced capacities for debris and water.

John Deere brand fuel filters have been designed and produced specifically for John Deere engines.

To protect the engine from debris and water, always change engine fuel filters as specified in this manual.

DX,FILT2 -19-14APR11-1/1

Minimizing the Effect of Cold Weather on Diesel Engines

John Deere diesel engines are designed to operate effectively in cold weather.

However, for effective starting and cold-weather operation, a little extra care is necessary. The following information outlines steps that can minimize the effect that cold weather may have on starting and operation of your engine. See your John Deere or other service provider for additional information and local availability of cold-weather aids.

Use Winter Grade Fuel

When temperatures fall below 0°C (32°F), winter grade fuel (No. 1-D in North America) is best suited for cold-weather operation. Winter grade fuel has a lower cloud point and a lower pour point.

Cloud point is the temperature at which wax begins to form in the fuel. This wax causes fuel filters to plug. **Pour point** is the lowest temperature at which movement of the fuel is observed.

NOTE: On average, winter grade diesel fuel has a lower Btu (heat content) rating. Using winter grade fuel may reduce power and fuel efficiency, but should not cause any other engine performance effects. Check the grade of fuel being used before troubleshooting for low-power complaints in cold-weather operation.

Air Intake Heater

An air intake heater is an available option for some engines to aid cold weather starting.

Coolant Heater

An engine block heater (coolant heater) is an available option to aid cold weather starting.

Seasonal Viscosity Oil and Proper Coolant Concentration

Use seasonal grade viscosity engine oil based on the expected air temperature range between oil changes and a proper concentration of low silicate antifreeze as recommended. (See DIESEL ENGINE OIL and ENGINE COOLANT requirements in this section.)

Diesel Fuel Cold Flow Additive

Use John Deere Fuel-Protect Diesel Fuel Conditioner (winter formula), which contains anti-gel chemistry, or

equivalent fuel conditioner to treat non-winter grade fuel (No. 2-D in North America) during the cold-weather season. This generally extends operability to about 10°C (18°F) below the fuel cloud point. For operability at even lower temperatures, use winter grade fuel.

IMPORTANT: Treat fuel when outside temperature drops below 0°C (32°F). For best results, use with untreated fuel. Follow all recommended instructions on label.

Biodiesel

When operating with biodiesel blends, wax formation can occur at warmer temperatures. Begin using John Deere Fuel-Protect Diesel Fuel Conditioner (winter formula) or equivalent at 5°C (41°F) to treat biodiesel fuels during the cold-weather season. Use B5 or lower blends at temperatures below 0°C (32°F). Use only winter grade petroleum diesel fuel at temperatures below -10°C (14°F).

Winterfronts

Use of fabric, cardboard, or solid winterfronts is not recommended with any John Deere engine. Their use can result in excessive engine coolant, oil, and charge air temperatures. This can lead to reduced engine life, loss of power and poor fuel economy. Winterfronts may also put abnormal stress on fan and fan drive components potentially causing premature failures.

If winterfronts are used, they should never totally close off the grill frontal area. Approximately 25% area in the center of the grill should remain open at all times. At no time should the air blockage device be applied directly to the radiator core.

Radiator Shutters

If equipped with a thermostatically controlled radiator shutter system, this system should be regulated in such a way that the shutters are completely open by the time the coolant reaches 93°C (200°F) to prevent excessive intake manifold temperatures. Manually controlled systems are not recommended.

If air-to-air aftercooling is used, the shutters shall be completely open by the time the intake manifold air temperature reaches the maximum allowable temperature out of the charge air cooler.

DX,FUEL10 -19-28AUG25-1/1

John Deere Break-In Plus™ Engine Oil — Interim Tier 4, Final Tier 4, Stage IIIB, Stage IV, and Stage V

New engines are filled at the factory with John Deere Break-In Plus™ Engine Oil. During the break-in period, add John Deere Break-In Plus™ Engine Oil, as needed to maintain the specified oil level.

Operate the engine under various conditions, particularly heavy loads with minimal idling, to help seat engine components properly.

During the initial operation of a new or rebuilt engine, change the oil and filter between a minimum of 100 hours and maximum equal to the interval specified for John Deere Plus-50™ II oil.

After engine overhaul, fill the engine with John Deere Break-In Plus™ Engine Oil.

If John Deere Break-In Plus™ Engine Oil is not available, use an SAE 10W-30 viscosity grade diesel engine oil meeting one of the following:

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Plus-50 is a trademark of Deere & Company.

- API Service Category CK-4
- API Service Category CJ-4
- ACEA Oil Sequence E9
- ACEA Oil Sequence E6

If one of these oils is used during the initial operation of a new or rebuilt engine, change the oil and filter between a minimum of 100 hours and a maximum of 250 hours.

IMPORTANT: Do not use any other engine oils during the initial break-in of a new or rebuilt engine.

John Deere Break-In Plus™ Engine Oil can be used for all John Deere diesel engines at all emission certification levels.

After the break-in period, use John Deere Plus-50™ II or other diesel engine oil as recommended in this manual.

DX,ENOIL16 -19-13JAN18-1/1

Diesel Engine Oil — Interim Tier 4, Final Tier 4, Stage IIIB, Stage IV, and Stage V

Failure to follow applicable oil standards and drain intervals can result in severe engine damage that might not be covered under warranty. Warranties, including the emissions warranty, are not conditioned on the use of John Deere oils, parts, or service.

Use oil viscosity based on the expected air temperature range during the period between oil changes.

John Deere Plus-50™ II is the recommended engine oil.

Extended service intervals may apply when John Deere Plus-50™ II engine oil is used. Refer to the engine oil drain interval table and consult your John Deere dealer for more information.

If John Deere Plus-50™ II engine oil is not available, engine oil meeting one or more of the following may be used:

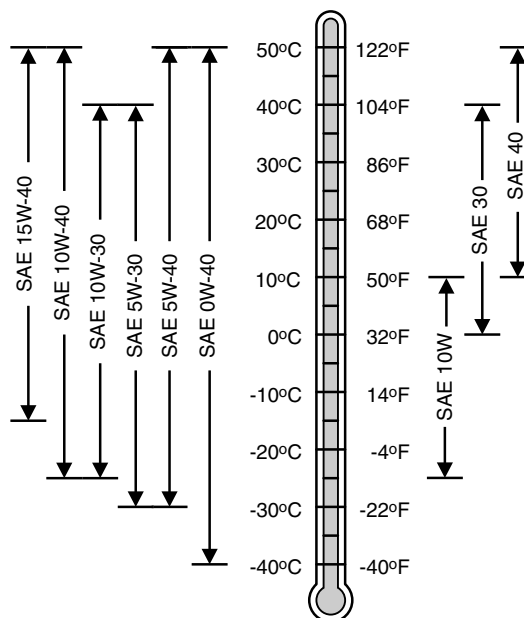
- API Service Category CK-4
- API Service Category CJ-4
- ACEA Oil Sequence E9
- ACEA Oil Sequence E6

DO NOT use engine oil containing more than 1.0% sulfated ash, 0.12% phosphorus, or 0.4% sulfur.

Multi-viscosity diesel engine oils are preferred.

Diesel fuel quality and fuel sulfur content must comply with all existing emissions regulations for the area in which the engine operates.

Plus-50 is a trademark of Deere & Company



Oil Viscosities for Air Temperature Ranges

IMPORTANT: Use only ultra low sulfur diesel (ULSD) fuel with a maximum sulfur content of 15 mg/kg (15 ppm).

TS1743 —UN—25APR19

DX,ENOIL14 -19-23APR19-1/1

Diesel Engine Oil and Filter Service Intervals — Interim Tier 4, Final Tier 4, Stage IIIB, Stage IV, and Stage V— OEM Applications

Failure to follow applicable oil standards and drain intervals can result in severe engine damage that might not be covered under warranty. Warranties, including the emissions warranty, are not conditioned on the use of John Deere oils, parts, or service.

Recommended oil and filter service intervals are based on a combination of oil pan capacity, type of engine oil and filter used, and sulfur content of the diesel fuel. Actual service intervals also depend on operation and maintenance practices.

Approved Oil Types

- John Deere Plus-50™ II
- “Other Oils” include API CK-4, API CJ-4, ACEA E9, and ACEA E6.

Use oil analysis to evaluate the condition of the oil and to aid in selection of the proper oil and filter service interval. Contact your John Deere dealer or other qualified service provider for more information on engine oil analysis.

Change the oil and oil filter at least once every 12 months even if the hours of operation are fewer than the otherwise recommended service interval.

Diesel fuel sulfur content affects engine oil and filter service intervals. Higher fuel sulfur levels reduce oil and filter service intervals.

Use of diesel fuel with sulfur content less than 15 mg/kg (15 ppm) is **REQUIRED**.

Engine operation at high altitude decreases oil change intervals. See Diesel Engine Oil Service Interval for Operation at High Altitude for additional information.

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NOTE: The 500-hour extended oil and filter change interval is only allowed if all of the following conditions are met:

- Engine equipped with an extended drain interval oil pan
- Use of diesel fuel with sulfur content less than 15 mg/kg (15 ppm)
- Use of John Deere Plus-50™ II oil
- Use of an approved John Deere oil filter

IMPORTANT: To avoid engine damage:

- Reduce oil and filter service intervals by 50% when using biodiesel blends greater than B20. Oil analysis may allow longer service interval
- Use only approved oil types

Engine Oil and Filter Service Intervals		
	Oil Pan Size (L/kW)	
	Greater than or equal to 0.10	Greater than or equal to 0.12
John Deere Plus-50™ II	375 hours	500 hours
Other Oils	250 hours	250 hours

Oil analysis may extend the service interval of “Other Oils” to a maximum not to exceed the interval of Plus-50™ II oils. Oil analysis means taking a series of oil samples at 50-hour increments beyond the normal service interval until either the data indicates the end of useful oil life or the maximum service interval of John Deere Plus-50 II oils is reached.

DX,ENOIL15,IT4,OEM -19-13JAN18-1/1

Diesel Engine Oil and Filter Service Intervals

Power Rating	Fuel Sulfur Content	Oil Pan Option Codes	
		19ER 19GN 8.5 L	
kW (hp)		Other Oils	John Deere Plus-50 II
36 (48)	≤15 ppm	250 hours	500 hours
48 (64)	≤15 ppm	250 hours	500 hours
55 (74)	≤15 ppm	250 hours	500 hours

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Mixing of Lubricants

In general, avoid mixing different brands or types of oil. Oil manufacturers blend additives in their oils to meet certain specifications and performance requirements.

Mixing different oils can interfere with the proper functioning of these additives and degrade lubricant performance.

DX,LUBMIX -19-18MAR96-1/1

Lubricant Storage

Your equipment can operate at top efficiency only when clean lubricants are used.

Use clean containers to handle all lubricants.

Store lubricants and containers in an area protected from dust, moisture, and other contamination. Store containers on their side to avoid water and dirt accumulation.

Make certain that all containers are properly marked to identify their contents.

Properly dispose of all old containers and any residual lubricant they may contain.

DX,LUBST -19-11APR11-1/1

Oil Filters

Filtration of oils is critically important for proper operation and lubrication. John Deere brand oil filters have been designed and produced specifically for John Deere applications.

John Deere filters adhere to engineering specifications for quality of the filter media, filter efficiency rating, strength

of the bond between the filter media and the element end cap, fatigue life of the canister (if applicable), and pressure capability of the filter seal. Non-John Deere branded oil filters might not meet these key John Deere specifications.

Always change oil filters regularly as specified in this manual.

DX,FILT1 -19-11APR11-1/1

Diesel Engine Coolant (engine with wet sleeve cylinder liners)

Failure to follow applicable coolant standards and drain intervals can result in severe engine damage that may not be covered under warranty. Warranties, including the emissions warranty, are not conditioned on the use of John Deere coolants, parts, or service.

Preferred Coolants

The following pre-mix engine coolants are preferred:

- John Deere COOL-GARD™ II
- John Deere COOL-GARD II PG

COOL-GARD II pre-mix coolant is available in several concentrations with different freeze protection limits as shown in the following table.

COOL-GARD II Pre-Mix	Freeze Protection Limit
COOL-GARD II 20/80	-9°C (16°F)
COOL-GARD II 30/70	-16°C (3°F)
COOL-GARD II 50/50	-37°C (-34°F)
COOL-GARD II 55/45	-45°C (-49°F)
COOL-GARD II PG 60/40	-49°C (-56°F)
COOL-GARD II 60/40	-52°C (-62°F)

Not all COOL-GARD II pre-mix products are available in all countries.

Use COOL-GARD II PG when a non-toxic coolant formulation is required.

Additional Recommended Coolants

The following engine coolant is also recommended:

- John Deere COOL-GARD II Concentrate in a 40—60% mixture of concentrate with quality water.

IMPORTANT: When mixing coolant concentrate with water, do not use less than 40% or greater than 60% concentration of coolant. Less than 40% gives inadequate additives for corrosion protection. Greater than 60% can result in coolant gelation and cooling system problems.

Other Coolants

Other ethylene glycol or propylene glycol base coolants may be used if they meet the following specification:

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¹Coolant analysis may extend the service interval of other "Coolants" to a maximum not to exceed the interval of Cool-Gard II coolants. Coolant analysis means taking a series of coolant samples at 1000 hour increments beyond the normal service interval until either the data indicate the end of useful coolant life or the maximum service interval of Cool-Gard II is reached.

- Pre-mix coolant meeting ASTM D6210 requirements
- Is formulated with a 2-ethylhexanoic acid (2-EHA) free additive package
- Coolant concentrate meeting ASTM D6210 requirements in a 40—60% mixture of concentrate with quality water

If coolant meeting one of these specifications is unavailable, use a coolant concentrate or pre-mix coolant that has a minimum of the following chemical and physical properties:

- Provides cylinder liner cavitation protection according to either the John Deere Cavitation Test Method or a fleet study run at or above 60% load capacity
- Is formulated with a nitrite-free additive package
- Is formulated with a 2-ethylhexanoic acid (2-EHA) free additive package
- Protects the cooling system metals (cast iron, aluminum alloys, and copper alloys such as brass) from corrosion

Water Quality

Water quality is important to the performance of the cooling system. Deionized or demineralized water is recommended for mixing with ethylene glycol and propylene glycol base engine coolant concentrate.

Coolant Drain Intervals

Drain and flush the cooling system and refill with fresh coolant at the indicated interval, which varies with the coolant used.

When COOL-GARD II or COOL-GARD II PG is used, the drain interval is 6 years or 6000 hours of operation.

If a coolant other than COOL-GARD II or COOL-GARD II PG is used, reduce the drain interval to 2 years or 2000 hours of operation.¹

IMPORTANT: Do not use cooling system sealing additives or antifreeze that contains sealing additives.

Do not mix ethylene glycol and propylene glycol base coolants.

Do not use coolants that contain nitrites.

Water Quality for Mixing with Coolant Concentrate

Engine coolants are a combination of three chemical components: ethylene glycol (EG) or propylene glycol (PG) antifreeze, inhibiting coolant additives, and quality water.

Water quality is important to the performance of the cooling system. Deionized or demineralized water is recommended for mixing with ethylene glycol and propylene glycol base engine coolant concentrate.

All water used in the cooling system should meet the following minimum specifications for quality:

Chlorides	<40 mg/L
Sulfates	<100 mg/L
Total solids	<340 mg/L
Total dissolved hardness	<170 mg/L
pH	5.5—9.0

IMPORTANT: Do not use bottled drinking water because it often contains higher concentrations of total dissolved solids.

Freeze Protection

The relative concentrations of glycol and water in the engine coolant determine its freeze protection limit.

Ethylene Glycol	Freeze Protection Limit
40%	-24°C (-12°F)
50%	-37°C (-34°F)
60%	-52°C (-62°F)
Propylene Glycol	Freeze Protection Limit
40%	-21°C (-6°F)
50%	-33°C (-27°F)
60%	-49°C (-56°F)

DO NOT use a coolant-water mixture greater than 60% ethylene glycol or 60% propylene glycol.

DX,COOL19 -19-13JAN18-1/1

Operating in Warm Temperature Climates

John Deere engines are designed to operate using recommended engine coolants.

Always use a recommended engine coolant, even when operating in geographical areas where freeze protection is not required.

IMPORTANT: Water may be used as coolant in emergency situations only.

Foaming, hot surface aluminum and iron corrosion, scaling, and cavitation occur when water is used as the coolant, even when coolant conditioners are added.

Drain cooling system and refill with recommended engine coolant as soon as possible.

DX,COOL6 -19-17FEB20-1/1

Testing Coolant Freeze Point

The use of a handheld coolant refractometer is the quickest, easiest, and most accurate method to determine coolant freeze point. This method is more accurate than a test strip or a float-type hydrometer which can produce poor results.

A coolant refractometer is available through your John Deere dealer under the SERVICEGARD™ tool program. Part number 75240 provides an economical solution to accurate freeze point determination in the field.

To use this tool:

1. Allow cooling system to cool to ambient temperatures.
2. Open radiator cap to expose coolant.
3. With the included dropper, collect a small coolant sample.
4. Open the lid of the refractometer, place one drop of coolant on the window and close the lid.
5. Look through the eyepiece and focus as necessary.
6. Record the listed freeze point for the type of coolant (ethylene glycol coolant or propylene glycol) being tested.



SERVICEGARD™ Part Number 75240

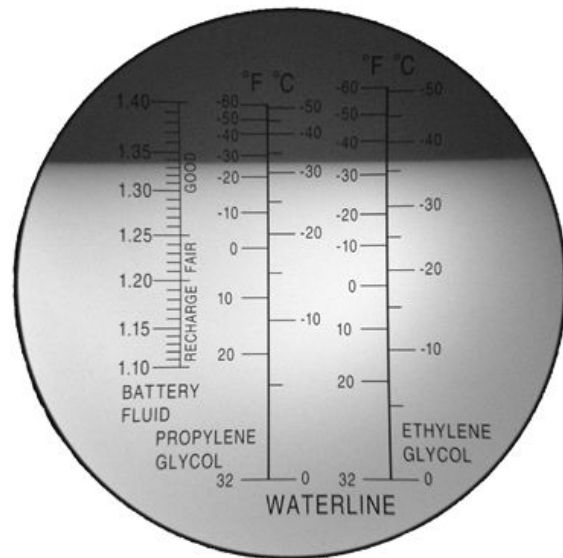


Image with a Drop of 50/50 Coolant Placed on the Refractometer Window

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DX,COOL,TEST -19-13JUN13-1/1

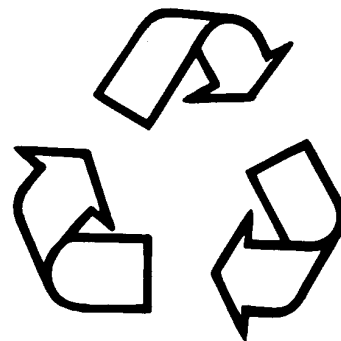
Disposing of Coolant

Improperly disposing of engine coolant can threaten the environment and ecology.

Use leakproof containers when draining fluids. Do not use food or beverage containers that may mislead someone into drinking from them.

Do not pour waste onto the ground, down a drain, or into any water source.

Inquire on the proper way to recycle or dispose of waste from the local environmental or recycling center, or from the local John Deere dealer, engine distributor, or other service provider.



Recycle Waste

RG,RG34710,7543 -19-10OCT25-1/1

Instrument Panels

Instrument Panels

Final Tier 4/Stage IV John Deere PowerTech™ OEM Engines have an electronic control system, which has the following controls and gauges as shown. The following information applies only to those controls and gauges supplied by John Deere. Refer to your engine application manual for specific guidelines if John Deere-sourced controls and instrumentation are not used.

NOTE: This manual only covers operation of engine with a John Deere control system.

Following is a brief description of the available optional electronic controls and gauges found on John Deere provided instrument panels. Refer to manufacturer's literature for information on controls not provided by Deere.

Instrument Panel

A—Diagnostic Gauge/Hour Meter

The diagnostic gauge (A) displays diagnostic trouble codes (DTCs) as they are accessed. Other information on the engine can be accessed using the touch keys (N, O and P). The hour meter feature shows the operating hours of the engine and should be used as a guide for scheduling periodic maintenance. If the diagnostic gauge receives a trouble code from an engine control unit, the current display will switch to a warning or shutdown (depending on the severity of the code) screen that will display the trouble code number, the description of the code and the corrective action needed.

B—Tachometer

The tachometer (B) indicates engine speed in hundreds of revolutions per minute (rpm).

C—Voltmeter (Optional)

The voltmeter (C) indicates system battery voltage. The amber "Warning" light (Q) will illuminate when battery voltage is too low for proper operation of the fuel injection system.

D—Audible Alarm (Optional)

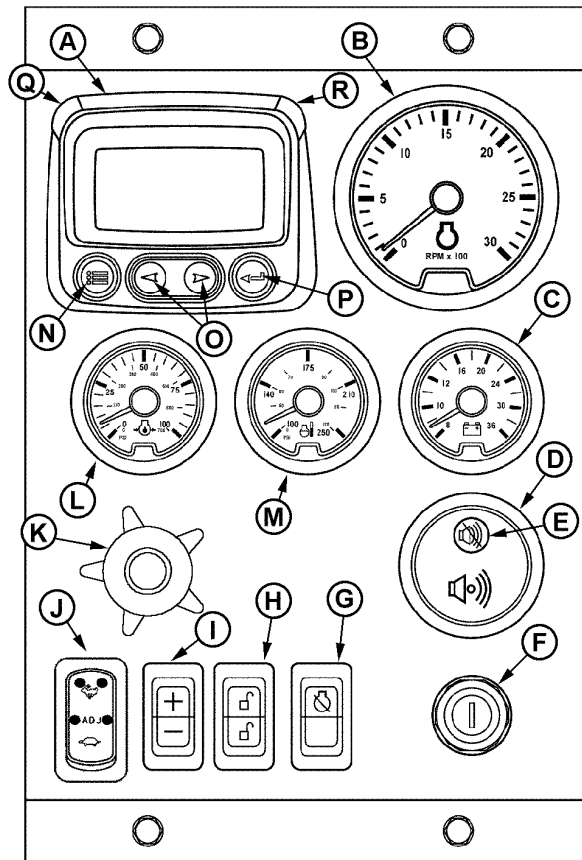
The audible alarm (D) will sound whenever low oil pressure, high coolant temperature, or water-in-fuel conditions exist. This includes all signals that light up the amber "warning" indicator (intermittent alarm) or the red "stop engine" indicator (steady alarm).

E—Audible Alarm Override Button

The optional audible alarm has an override button (E) that silences the audible alarm for approximately two minutes when pressed.

F—Key Start Switch

The three-position key start switch (F) controls the engine electrical system. When the key switch is turned clockwise to "START", the engine will crank. When the engine starts, the key is released and returns to the "ON" (RUN) position.



Full-Featured Instrument Panel

- | | |
|-----------------------------------|---------------------------------------|
| A—Diagnostic Gauge/Hour Meter | J—High-Low Speed Select Rocker Switch |
| B—Tachometer | K—Analog Throttle Control (Optional) |
| C—Voltmeter (Optional) | L—Oil Pressure Gauge |
| D—Audible Alarm (Optional) | M—Coolant Temperature Gauge |
| E—Audible Alarm Override Button | N—Menu Key |
| F—Key Switch | O—Arrow Keys |
| G—Override Shutdown Rocker Switch | P—Enter Key |
| H—Bump Enable Rocker Switch | Q—Amber "WARNING" Indicator Light |
| I—Speed Select Rocker Switch | R—Red "STOP ENGINE" Indicator Light |

G—Override Shutdown Rocker Switch

Switch will be present, but may not be active, depending on engine control unit (ECU) options originally selected. If switch is active, pressing the upper half of the override shutdown switch (G) will override an engine shutdown signal. The switch must be pressed within 30 seconds to prevent undesired shutdown of engine. Pressing this switch will override the engine shutdown for 30 seconds at a time to move vehicle to a safe location.

Continued on next page

ZE59858,00002D2 -19-15SEP14-1/2

RG13276—UN—28OCT03

H—Bump Speed Enable Rocker Switch

This is a three-position switch (H) with the center position as “OFF” (locked). With this switch in the “OFF” position, the speed select switch (I) is also locked, to prevent accidental changes in operating speed. Pressing upper or lower half of switch (H) will unlock or enable the bump speed switch to take effect using speed select switch (I).

I—Speed Select Rocker Switch

The speed select switch (I) is used to bump engine speed up (+) or down (-) in small increments during operation. This switch must be used with the bump speed enable switch (H) in the unlocked position (top or bottom half of button depressed).

J—High-Low Speed Select Rocker Switch

The high-low speed select switch (J) is used to set the engine operating speeds at slow (turtle) or fast (rabbit). Factory preset idle speeds can also be adjusted using bump speed enable switch (H) with speed select switch (I).

The basic instrument panel will have the high-low speed select switch only. Press and hold up (+) or down (-) to adjust engine speed as desired. The engine speed selected will not be held in the memory. To adjust engine speeds, See Changing Engine Speeds in Section 20.

How To Select Preset Operating Speeds (Bump Speeds)

First select Turtle (Slow) or Adj by pressing speed select switch (J) to “Turtle” (slow) or “Adj”(center). Then you can press either the upper or lower portion of the bump speed enable switch (H) to unlock the setting. The bump speed enable must be held down as the speed select switch (J) is used to change the setting by pressing (+) to increase speed or (-) to decrease speed.

Once the slow idle speed has been set, the bump speed enable **switch must be pressed and released three times within two seconds to commit the new operating speed to memory**. If not done, the engine's new speed will only be effective until the key switch is shut off. Then the speed will revert back to the previous setting.

The fast idle speed is not adjustable. It will always go back to the factory preset fast idle speed.

K—Analog Throttle Control (Optional)

PowerTech is a trademark of Deere & Company

The throttle control (K) is used to control engine speed. This control is available only on engines with analog throttle.

L—Engine Oil Pressure Gauge

The oil pressure gauge (L) indicates engine oil pressure. An audible alarm (D) warns the operator if engine oil pressure falls below a safe operating pressure.

M—Engine Coolant Temperature Gauge

The engine coolant temperature gauge (M) indicates engine coolant temperature. An audible alarm (D) warns the operator if coolant temperature rises above the preset safe operating temperature.

N—Menu Key

The menu key is pressed to either enter or exit the menu screens on the diagnostic gauge.

O—Arrow Keys

Use the arrow keys (O) to change the display on the window of the diagnostic gauge and to access engine performance data.

Pressing the left arrow to scroll to the left or upward or the right arrow to scroll to the right or downward. This will allow you to view various engine parameters and any diagnostic trouble codes that occur.

Refer to the following story for accessing engine information on the diagnostic gauge using the touch keys.

P—Enter Key

The enter key is pressed to select the parameter that is highlighted on the screen.

Q—Amber “WARNING” Indicator Light

When light comes on, an abnormal condition exists. It is not necessary to shut down the engine immediately, but the problem should be corrected as soon as possible.

R—Red “STOP ENGINE” Indicator Light

When light comes on, stop engine immediately or as soon as safely possible to prevent engine damage. Correct problem before restarting.

PV101 Instrument Panels

Interim tier 4 / Stage III B John Deere PowerTech OEM Engines have an electronic control system, which has the following controls and gauges as shown. The following information applies only to those controls and gauges supplied by John Deere. Refer to your engine application manual for specific guidelines if John Deere-sourced controls and instrumentation are not used.

NOTE: This manual only covers operation of engine with a John Deere control system.

Following is a brief description of the available optional electronic controls and gauges found on John Deere provided instrument panels. Refer to manufacturer's literature for information on controls not provided by Deere.

A—Diagnostic Gauge/Hour Meter

The diagnostic gauge (A) displays diagnostic trouble codes (DTCs) as they are accessed. Other information on the engine can be accessed using the touch keys (N, O, and P). The hour meter feature shows the operating hours of the engine and should be used as a guide for scheduling periodic maintenance. If the diagnostic gauge receives a trouble code from an engine control unit, the current display will switch to a warning or shutdown (depending on the severity of the code) screen that will display the trouble code number, the description of the code and the corrective action needed.

B—Tachometer

The tachometer (B) indicates engine speed in hundreds of revolutions per minute (rpm).

C—Voltmeter (Optional)

The voltmeter (C) indicates system battery voltage. The amber "Warning" light (Q) will illuminate when battery voltage is too low for proper operation of the fuel injection system.

D—Audible Alarm (Optional)

The audible alarm (D) will sound whenever low oil pressure, high coolant temperature, or water-in-fuel conditions exist. This includes all signals that light up the amber "WARNING" indicator (intermittent alarm) or the red "STOP ENGINE" indicator (steady alarm).

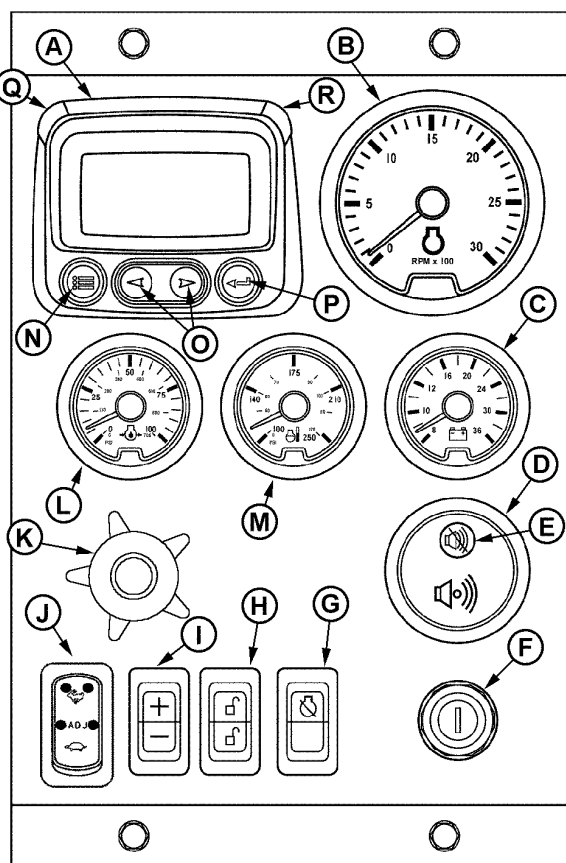
E—Audible Alarm Override Button

The optional audible alarm has an override button (E) that silences the audible alarm for approximately two minutes when pressed.

F—Key Start Switch

The three-position key start switch (F) controls the engine electrical system. From the "OFF" position when the key switch is turned clockwise to "START", the engine will crank. When the engine starts, the key is released and returns to the "ON" (RUN) position.

G—Override Shutdown Rocker Switch



Full-Featured Instrument Panel

- | | |
|-----------------------------------|---------------------------------------|
| A—Diagnostic Gauge/Hour Meter | J—High-Low Speed Select Rocker Switch |
| B—Tachometer | K—Analog Throttle Control (Optional) |
| C—Voltmeter (Optional) | L—Oil Pressure Gauge |
| D—Audible Alarm (Optional) | M—Coolant Temperature Gauge |
| E—Audible Alarm Override Button | N—Menu Key |
| F—Key Switch | O—Arrow Key (2 used) |
| G—Override Shutdown Rocker Switch | P—Enter Key |
| H—Bump Enable Rocker Switch | Q—Amber "WARNING" Indicator Light |
| I—Speed Select Rocker Switch | R—Red "STOP ENGINE" Indicator Light |

Switch will be present, but may not be active, depending on engine control unit (ECU) options originally selected. If switch is active, pressing the upper half of the override shutdown switch (G) will override an engine shutdown signal. The switch must be pressed within 30 seconds to prevent undesired shutdown of engine. Pressing this switch will override the ECU engine shutdown command for 30 seconds at a time to move vehicle to a safe location.

H—Bump Speed Enable Rocker Switch

Continued on next page

JR74534,00002C7 - 19-16AUG21-1/2

RG13276—UN—28OCT03

This is a three-position switch (H) with the center position as "OFF" (locked). With this switch in the "OFF" position, the speed select switch (I) is also locked, to prevent accidental changes in operating speed. Pressing upper or lower half of switch (H) will unlock or enable the bump speed switch to take effect using speed select switch (I).

I—Speed Select Rocker Switch

The speed select switch (I) is used to bump engine speed up (+) or down (-) in small increments during operation. This switch must be used with the bump speed enable switch (H) in the unlocked position (top or bottom half of button depressed).

J—High-Low Speed Select Rocker Switch

The high-low speed select switch (J) is used to set the engine operating speeds at slow (turtle) or fast (rabbit). Factory preset idle speeds can also be adjusted using bump speed enable switch (H) with speed select switch (I).

The basic instrument panel will have the high-low speed select switch only. Press and hold up (+) or down (-) to adjust engine speed as desired. The engine speed selected will not be held in the memory. To adjust engine speeds, See Changing Engine Speeds in Section 20.

How To Select Preset Operating Speeds (Bump Speeds)

First select "Turtle" (slow) or "Adj" by pressing speed select switch (J) to "Turtle" (slow) or "Adj"(center). Then you can press either the upper or lower portion of the bump speed enable switch (H) to unlock the setting. The bump speed enable must be held down as the speed select switch (J) is used to change the setting by pressing (+) to increase speed or (-) to decrease speed.

Once the slow idle speed has been set, the bump speed enable **switch must be pressed and released three times within two seconds to commit the new operating speed to memory.** If not done, the engine's new speed will only be effective until the key switch is shut off. Then the speed will revert back to the previous setting.

The fast idle speed is not adjustable. It will always go back to the factory preset fast idle speed.

K—Analog Throttle Control (Optional)

The throttle control (K) is used to control engine speed. This control is available only on engines with analog throttle.

L—Engine Oil Pressure Gauge

The oil pressure gauge (L) indicates engine oil pressure. An audible alarm (D) warns the operator if engine oil pressure falls below a safe operating pressure.

M—Engine Coolant Temperature Gauge

The engine coolant temperature gauge (M) indicates engine coolant temperature. An audible alarm (D) warns the operator if coolant temperature rises above the preset safe operating temperature.

N—Menu Key

The menu key is pressed to either enter or exit the menu screens on the diagnostic gauge (A).

O—Arrow Keys

Use the arrow keys (O) to change the display on the window of the diagnostic gauge (A) and to access engine performance data.

Pressing the left arrow to scroll to the left or upward or the right arrow to scroll to the right or downward. This will allow you to view various engine parameters and any diagnostic trouble codes that occur.

Refer to the following procedure for accessing engine information on the diagnostic gauge using the touch keys.

P—Enter Key

The enter key (P) is pressed to select the parameter that is highlighted on the screen.

Q—Amber "WARNING" Indicator Light

When light is illuminated, an abnormal condition exists. It is not necessary to shut down the engine immediately, but the problem should be corrected as soon as possible.

R—Red "STOP ENGINE" Indicator Light

When light is illuminated, stop engine immediately or as soon as safely possible to prevent engine damage. Correct problem before restarting.

JR74534,00002C7 -19-16AUG21-2/2

PV101 Diagnostic Gauge — Using

The diagnostic gauge (A) allows the operator to monitor engine functions, view diagnostic trouble codes (DTCs), and perform preliminary diagnostics. The gauge is linked to the electronic control system and sensors.

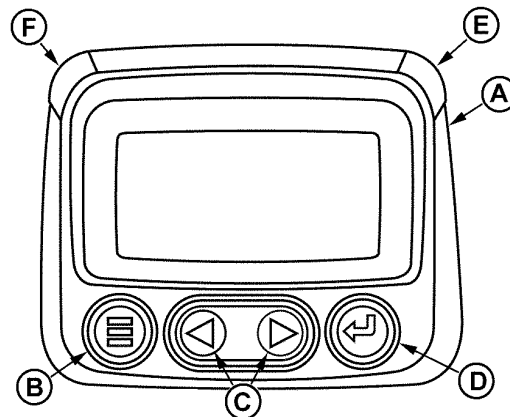
The menu key (B) allows the operator to access the main menu of the diagnostic gauge. For more information see PV101 Diagnostic Gauge — Main Menu in Section 15. This key also allows the operator to cancel an option and go back to the previous menu or home menu.

The arrow keys (C) allows the operator to scroll between menu items. The arrow keys automatically change from up and down, to left and right depending on the menu item to be selected.

The enter key (D) allows the operator to access menu items selected by the arrow keys (C) and confirm changes made by the operator.

The red “STOP ENGINE” indicator light (E) allows the operator to visually see when a condition exists which requires immediate operator action and service.

The amber “WARNING” indicator light (F) allows the operator to visually see when a condition exists which requires operator action.



Diagnostic Gauge

A—Diagnostic Gauge
B—Menu Key
C—Arrow Keys

D—Enter Key
E—Red “STOP ENGINE”
Indicator Light
F—Amber “WARNING”
Indicator Light

RG13132 —UN—09SEP03

BL90236,000002A -19-16AUG21-1/1

PV101 Diagnostic Gauge — Main Menu

NOTE: The engine does not need to be running to navigate the diagnostic gauge screens.

The main menu is the starting point in accessing engine information and configuring the diagnostic gauge. Press the menu key (B) to access the main menu.

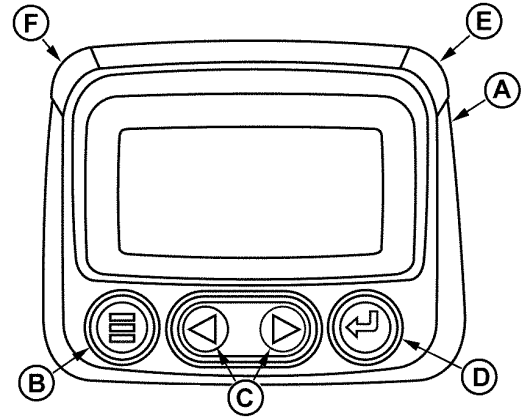
Use the arrow keys (C) and enter key (D) to view menu items displayed:

- Go to 4-up display
- Exhaust filter
- Engine speed control
- Languages
- Stored codes
- Engine configuration
- Setup 1-up display
- Setup 4-up display
- Select units
- Adjust backlight
- Adjust contrast
- Utilities

Listed are examples of features available in main menu items.

In Utilities:

- Gauge data
- Remove all gauges
- Software version
- Modbus setup
- Fault conversion



Diagnostic Gauge

A—Diagnostic Gauge
B—Menu Key
C—Arrow Key (2 used)

D—Enter Key
E—Red “STOP ENGINE”
Indicator Light
F—Amber “WARNING”
Indicator Light

- Select engine ECU
- Clear machine hours
- Performance data
- Interactive tests
- Reset trip
- Set function instance
- ECU software update

JR74534,00002C8 -19-16AUG21-1/1

RG13132 —UN—09SEP03

PV101 Diagnostic Gauge — Essential Menus

Automatic Exhaust Filter Cleaning

To enable auto exhaust filter cleaning mode:

1. Press menu key on diagnostic gauge
2. Press arrow keys to scroll up or down to EXHAUST FILTER
3. Press select key
4. Press arrow keys to scroll up or down to AUTO EXH FLT CLEAN
5. Press select key to enable auto exhaust filter cleaning

Manual/Parked Exhaust Filter Cleaning

To request a manual/parked exhaust filter cleaning:

1. Reduce engine speed to slow idle
2. Press menu key
3. Press arrow keys to scroll up or down to EXHAUST FILTER
4. Press select key
5. Press arrow keys to scroll up or down to REQUEST EXH FLT CLEAN
6. Press select key to request a manual/parked exhaust filter cleaning
7. Follow directions on display and ensure all conditions are met
8. Press select key to CONFIRM all conditions are met

Disable Exhaust Filter Cleaning

To disable the auto exhaust filter cleaning mode:

1. Press menu key on diagnostic gauge
2. Press arrow keys to scroll up or down to EXHAUST FILTER
3. Press select key
4. Press arrow keys to scroll up or down to DISABLE EXH FLT CLEAN
5. Press select key to disable exhaust filter cleaning

Fault Codes — Active

To view active fault code information:

1. Press menu key on diagnostic gauge
2. Press arrow keys to scroll up or down to FAULTS
3. Press select key
4. Press arrow keys to scroll up or down to ACTIVE FAULTS
5. Press select key
6. Press arrow keys to scroll through available faults

Fault Codes — Stored

To view stored fault code information:

1. Press menu key on diagnostic gauge
2. Press arrow keys to scroll up or down to FAULTS
3. Press select key
4. Press arrow keys to scroll up or down to STORED FAULTS
5. Press select key
6. Press arrow keys to scroll up or down to VIEW
7. Press select key
8. Press arrow keys to scroll through available faults

BL90236,0000025 -19-02JUN16-1/1

DG14 Diagnostic Gauge — Using

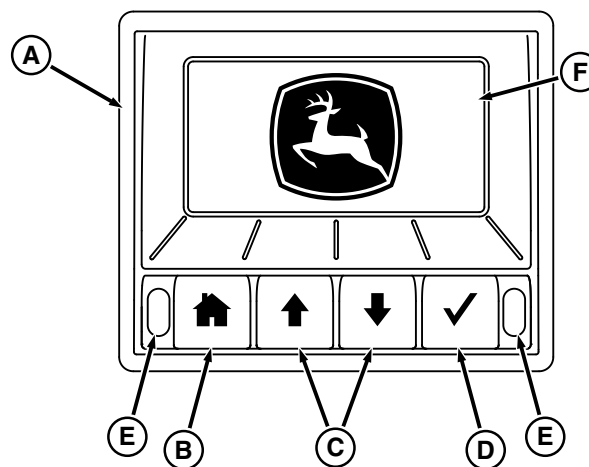
The diagnostic gauge (A) allows the operator to monitor engine functions, view diagnostic trouble codes (DTCs), and perform preliminary diagnostics. The gauge is linked to the electronic control system and sensors.

The home menu key (B) allows the operator to access the main menu of the diagnostic gauge. For more information, see DG14 Diagnostic Gauge — Main Menu in Section 15. This key also allows the operator to cancel an option and go back to the previous menu or home menu.

The arrow keys (C) allows the operator to scroll between menu items. The arrow keys automatically change from up and down, to left and right depending on the menu item to be selected.

The check mark select key (D) allows the operator to access menu items selected by the arrow keys (C) and confirm changes made by the operator.

The indicator lights (E) allows the operator to visually see the presence of an active DTC.



DG14 Diagnostic Gauge

A—Diagnostic Gauge
B—Home Menu Key
C—Arrow Key (2 used)

D—Check Mark Select Key
E—Indicator Light (2 used)
F—Display

RG27904—UN—25FEB16

BL90236,0000025 -19-19AUG21-1/1

DG14 Diagnostic Gauge — Main Menu

NOTE: The engine does not need to be running to navigate the diagnostic gauge menu screens.

The main menu is the starting point in accessing engine information and configuring the diagnostic gauge. Press the home menu key (B) to access the main menu.

Use the arrow keys (C) and select key (D) to view menu items displayed:

- Function
- Display
- Utility
- Setup

Listed are examples of features available in main menu items.

In Function:

- View DTC
- Reset trip (FT4 Only)
- Exhaust regeneration (IT4 & FT4 Only)
- ECU software updates

In Display:

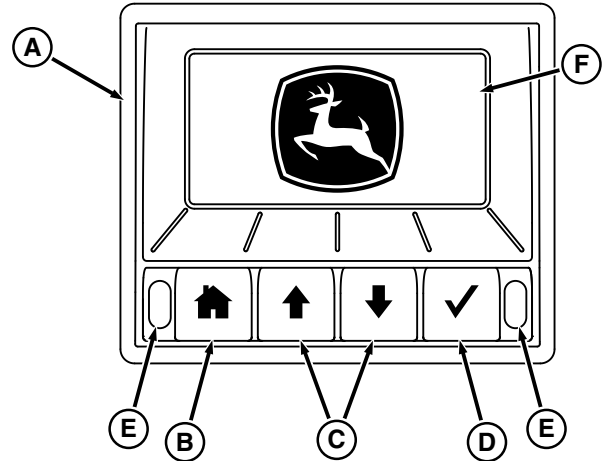
- Adjust backlight
- Adjust indicator brightness
- Display option setup

In Utility:

- Full parameter list
- Software data
- Select units
- Select language

In Setup:

- Select analog input
- Select digital input
- Select digital output



Diagnostic Gauge

A—Diagnostic Gauge
B—Home Menu Key
C—Arrow Key (2 used)

D—Check Mark Select Key
E—Indicator Light (2 used)
F—Display

- Alarm functionality
- Add J1939 gauge
- Set RS485 messaging
- Set engine source address
- Set function instance
- Harness diagnostics
- TSC control (password protected)

Key Code for Password Protected Screens

Numeric values are assigned to keys on diagnostic gauge as identified below:

- 1 — Home Menu Key
- 2 — Up Arrow Key
- 3 — Down Arrow Key
- 4 — Check Mark Select Key

BL90236,0000029 -19-19AUG21-1/1

RG27904—UN—25FEB16

DG14 Diagnostic Gauge — Essential Menus**Automatic Exhaust Filter Cleaning**

To enable auto exhaust filter cleaning mode:

1. Press home menu key on diagnostic gauge.
2. Press arrow keys to scroll up or down to FUNCTION.
3. Press check mark select key.
4. Press arrow keys to scroll up or down to EXHAUST REGENERATION.
5. Press check mark select key.
6. Press arrow keys to scroll up or down to AUTOMATIC.
7. Press check mark select key to enable auto exhaust filter cleaning.

Manual/Parked Exhaust Filter Cleaning

To request a manual/parked exhaust filter cleaning:

1. Reduce engine speed to slow idle.
2. Press home menu key on diagnostic gauge.
3. Press arrow keys to scroll up or down to FUNCTION.
4. Press check mark select key.
5. Press arrow keys to scroll up or down to EXHAUST REGENERATION.
6. Press check mark select key.
7. Press arrow keys to scroll up or down to FORCED.
8. Press check mark select key to request a manual/parked exhaust filter cleaning.
9. Follow directions on display and ensure all conditions are met.
10. Press check mark select key to CONFIRM all conditions are met.

Disable Exhaust Filter Cleaning

To disable the auto exhaust filter cleaning mode:

1. Press home menu key on diagnostic gauge.

2. Press arrow keys to scroll up or down to FUNCTION.
3. Press check mark select key.
4. Press arrow keys to scroll up or down to EXHAUST REGENERATION.
5. Press check mark select key.
6. Press arrow keys to scroll up or down to INHIBIT.
7. Press check mark select key to disable exhaust filter cleaning.
8. Press check mark select key to continue after the warning has been acknowledged.

Fault Codes — Active

To view active fault code information:

1. Press home menu key on diagnostic gauge.
2. Press arrow keys to scroll up or down to FUNCTION.
3. Press check mark select key.
4. Press arrow keys to scroll up or down to VIEW FAULT CODES.
5. Press check mark select key.
6. Press arrow keys to scroll up or down to ACTIVATE.
7. Press check mark select key.
8. Press arrow keys to scroll through available faults.

Fault Codes — Stored

To view stored fault code information:

1. Press (home) menu key on diagnostic gauge.
2. Press arrow keys to scroll up or down to FUNCTION.
3. Press (check mark) select key.
4. Press Arrow keys to scroll up or down to VIEW FAULT CODES.
5. Press (check mark) select key.
6. Press arrow keys to scroll up or down to STORED.
7. Press (check mark) select key.
8. Press Arrow keys to scroll through available faults.

BL90236,0000026 -19-19AUG21-1/1

PV480 Instrument Panel

John Deere PowerTech™ OEM engines have an electronic control system, which has controls and gauges as shown. The following information applies only to those controls and gauges supplied by John Deere. Refer to your engine application manual for specific guidelines if John Deere-sourced controls and instrumentation are not used.

The following is a brief description of the available optional electronic controls and gauges found on John Deere provided instrument panels. Refer to manufacturer's literature for information on controls not provided by John Deere.

Instrument Panel

A — Diagnostic Gauge

The diagnostic gauge (A) allows the operator to view fuel level, DEF level, engine parameters, diagnostic trouble codes (DTCs), and other engine functions. Gauge is linked to the electronic control system and its sensors. This allows the operator to monitor engine functions and to troubleshoot the engine systems when needed.

B — Arrow Keys

The arrow keys (B) allow the operator to select menu items.

C — Menu Key

The menu key (C) allows the operator to access the main menu of the diagnostic gauge.

D — Select Key

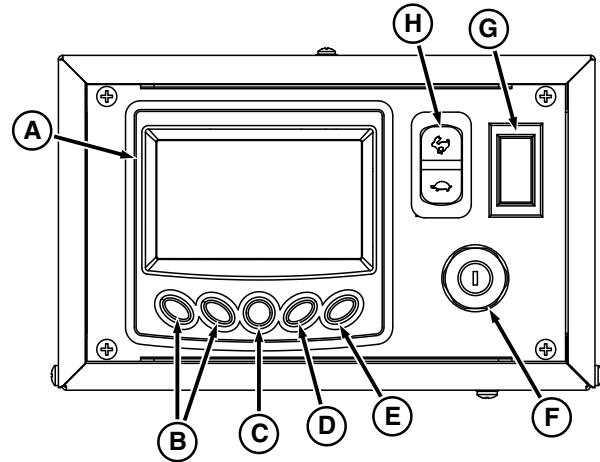
The select key (D) allows the operator to access menu items selected by the arrow keys (B) and confirm changes made by the operator.

E — Exit Key

The exit key (E) allows the operator to cancel an option and to go back to the previous menu.

F — Key Switch

PowerTech is a trademark of Deere & Company



PV480 Instrument Panel

A—Diagnostic Gauge
B—Arrow Key (2 used)
C—Menu Key
D—Select Key

E—Exit Key
F—Key Switch
G—Cover
H—Speed Select Rocker Switch

The three-position key switch (F) controls the engine electrical system. When the key switch is turned clockwise to "START", the engine cranks. When the engine starts, the key switch is released and returns to the "ON" (RUN) position.

G — Cover

The cover (G) hides an expansion slot for an additional switch.

H — Speed Select Rocker Switch

The speed select rocker switch (H) is used to bump engine speed up (+) or down (-) in small increments during operation.

RG23644 —UN—27AUG13

BL90236,0000003 -19-19AUG21-1/1

PV480 Diagnostic Gauge — Using

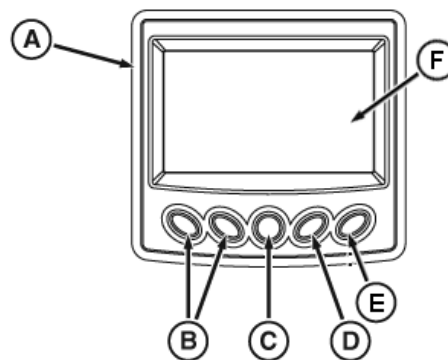
The diagnostic gauge (A) allow the operator to monitor engine functions, view diagnostic trouble codes (DTCs), and perform preliminary diagnostics. The gauge is linked to the electronic control system and sensors.

The arrow keys (B) allows the operator to scroll between menu items. The arrow keys automatically change from up and down, to left and right depending on the menu item to be selected.

The menu key (C) allows the operator to access the main menu of the diagnostic gauge. For more information, see PV480 Diagnostic Gauge — Main Menu in Section 15.

The select key (D) allows the operator to access menu items selected by the arrow keys (B) and confirm changes made by the operator.

The exit key (E) allows the operator to cancel an option and to go back to the previous menu.



PV480 Diagnostic Gauge

A—Diagnostic Gauge
B—Arrow Key (2 used)
C—Menu Key

D—Select Key
E—Exit Key
F—Display

RG23474 —UN—06JUN13

BL90236,0000006 -19-19AUG21-1/1

PV480 Diagnostic Gauge — Main Menu

NOTE: The engine does not need to be running to navigate the diagnostic gauge screens.

The main menu is the starting point in accessing engine information and configuring the diagnostic gauge. Press the menu key (C) to access the main menu.

Use the arrow keys (B) and select key (D) to view menu items displayed:

- User Settings
- Faults
- Exhaust Filter
- Start Options
- Service
- Utilities

Listed are examples of features available in main menu items.

In User Settings:

- Date
- Time
- Language
- Units
- Brightness
- Ambient Light

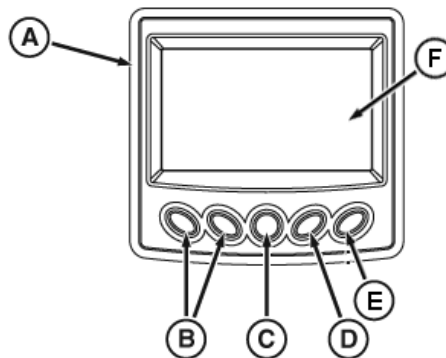
In Check Faults:

- ActiveDTCs
- Stored DTCs

In Exhaust Filter:

- Status
- Auto exhaust filter clean
- Disable exhaust filter clean
- Request exhaust filter clean

In Start Options:



PV480 Diagnostic Gauge

A—Diagnostic Gauge
B—Arrow Key (2 used)
C—Menu Key

D—Select Key
E—Exit Key
F—Display

- Auto features
- Manual features
- Clock start
- Temperature start

In Service:

- Data list screens
- Engine hours
- Data logger
- Service reminders
- Harness diagnostics
- Component identification

In Utilities:

- System settings
- Pressure governing
- ECU software update
- Advanced settings (password protected)

BL90236,0000001 -19-19AUG21-1/1

RG23474 —UN—06JUN13

PV480 Diagnostic Gauge — Essential Menus

Automatic Exhaust Filter Cleaning

To enable auto exhaust filter cleaning mode:

1. Press Menu key on diagnostic gauge.
2. Press Arrow keys to scroll up or down to EXHAUST FILTER.
3. Press Select key.
4. Press Arrow keys to scroll up or down to AUTO EXH FLT CLEAN.
5. Press Select key to enable auto exhaust filter cleaning.

Manual/Parked Exhaust Filter Cleaning

To request a manual/parked exhaust filter cleaning:

1. Reduce engine speed to slow idle.
2. Press Menu key.
3. Press Arrow keys to scroll up or down to EXHAUST FILTER.
4. Press Select key.
5. Press Arrow keys to scroll up or down to REQUEST EXH FLT CLEAN.
6. Press Select key to request a manual/parked exhaust filter cleaning.
7. Follow directions on display and ensure all conditions are met.
8. Press Select key to CONFIRM all conditions are met.

Disable Exhaust Filter Cleaning

To disable the auto exhaust filter cleaning mode:

1. Press Menu key on diagnostic gauge.
2. Press Arrow keys to scroll up or down to EXHAUST FILTER.
3. Press Select key.
4. Press Arrow keys to scroll up or down to DISABLE EXH FLT CLEAN.
5. Press Select key to disable exhaust filter cleaning.

Fault Codes — Active

To view active fault code information:

1. Press Menu key on diagnostic gauge.
2. Press Arrow keys to scroll up or down to FAULTS.
3. Press Select key.
4. Press Arrow keys to scroll up or down to ACTIVE FAULTS.
5. Press Select key.
6. Press Arrow keys to scroll through available faults.

Fault Codes — Stored

To view stored fault code information:

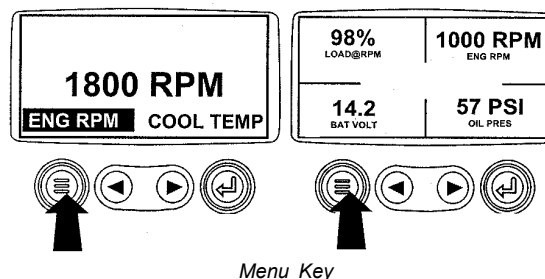
1. Press Menu key on diagnostic gauge.
2. Press Arrow keys to scroll up or down to FAULTS.
3. Press Select key.
4. Press Arrow keys to scroll up or down to STORED FAULTS.
5. Press Select key.
6. Press Arrow keys to scroll up or down to VIEW.
7. Press Select key.
8. Press Arrow keys to scroll through available faults.

BL90236,0000024 -19-19AUG21-1/1

Main Menu Navigation

NOTE: The engine does not need to be running to navigate the diagnostic gauge screens. If engine start up is desired, See Starting The Engine. All of the engine values illustrated on the diagnostic gauge indicate the engine is running.

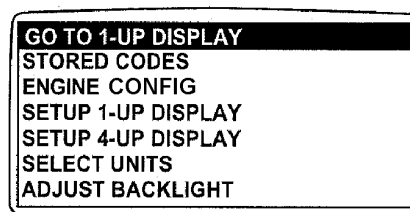
1. Turn the key switch to the ON position. Starting at the single or four engine parameter display, press the "Menu" key.



Menu Key

OURGP11,00000A9 -19-27MAY16-1/5

2. The first seven items of the "Main Menu" will be displayed.

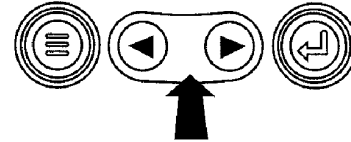
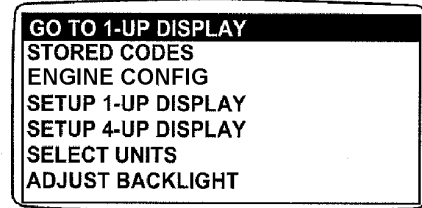


Menu Display

Continued on next page

OURGP11,00000A9 -19-27MAY16-2/5

3. Pressing the "Arrow" keys will scroll through the menu selections.

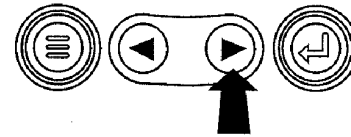
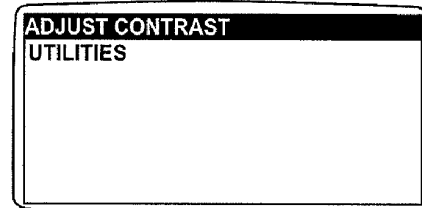


Main Menu Items

OURGP11,00000A9 -19-27MAY16-3/5

RG13161 —UN—02OCT03

4. Pressing the right arrow key will scroll down to reveal the last items of "Main Menu" screen, highlighting the next item down.

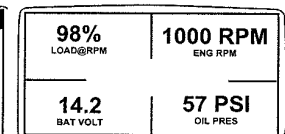
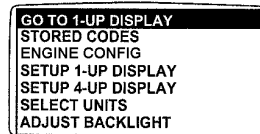


Last Items On Main Menu

OURGP11,00000A9 -19-27MAY16-4/5

RG13162 —UN—26SEP03

5. Use the arrow keys to scroll to the desired menu item or press the "Menu Button" to exit the main menu and return to the engine parameter display.



Use Arrow Buttons To Scroll / Quadrant Display

OURGP11,00000A9 -19-27MAY16-5/5

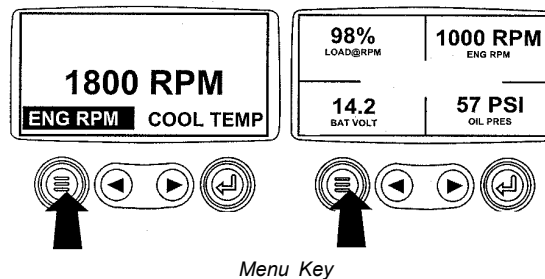
RG13163 —UN—02OCT03

Engine Configuration Data

NOTE: The engine configuration data is a read only function.

NOTE: The engine does not need to be running to navigate the diagnostic gauge screens. If engine start up is desired, See *Starting The Engine*. All of the engine values illustrated on the diagnostic gauge indicate the engine is running.

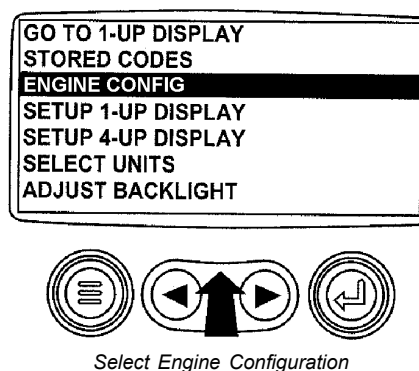
1. Turn the key switch to the ON position. Starting at the single or four engine parameter display, press the "Menu" key.



RG13159—UN—26SEP03

OURGP11,00000AB -19-27MAY16-1/6

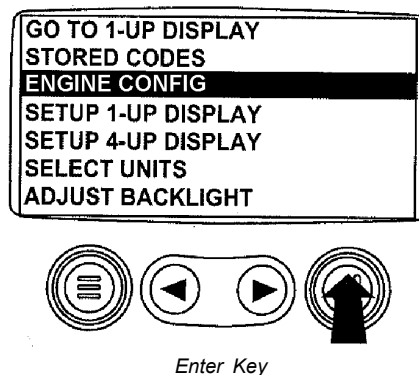
2. The main menu will be displayed. Use the "Arrow" keys to scroll through the menu until "Engine Config" is highlighted.



RG13164—UN—07OCT03

OURGP11,00000AB -19-27MAY16-2/6

3. Once "Engine Config" menu item has been highlighted, press the "Enter" key to view the engine configuration data.

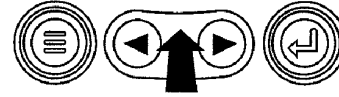
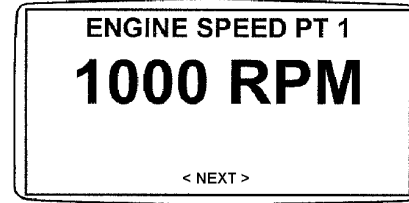


RG13165—UN—02OCT03

Continued on next page

OURGP11,00000AB -19-27MAY16-3/6

- Use the "Arrow" keys to scroll through the engine configuration data.

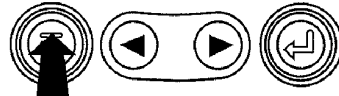
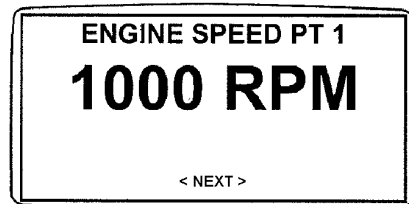


Use Arrow Keys To Scroll

OURGP11,00000AB -19-27MAY16-4/6

RG13166 —UN—28SEP03

- Press the "Menu" key to return to the main menu.

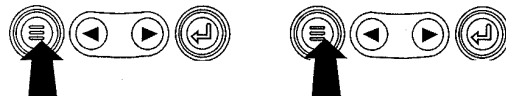
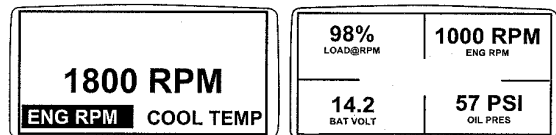


Return To Main Menu

OURGP11,00000AB -19-27MAY16-5/6

RG13167 —UN—28SEP03

- Press the "Menu" key to exit the main menu and return to the engine parameter display.



Exit Main Menu

OURGP11,00000AB -19-27MAY16-6/6

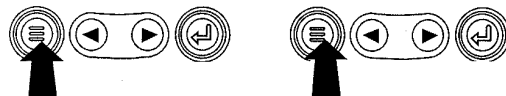
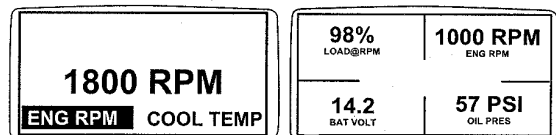
RG13159 —UN—28SEP03

Accessing Stored Trouble Codes

NOTE: The engine does not need to be running to navigate the diagnostic gauge screens. If engine start up is desired, See *Starting The Engine*. All of the engine values illustrated on the diagnostic gauge indicate the engine is running.

For description of trouble codes, see chart in *Troubleshooting Section*.

- Turn the key switch to the ON position. Starting at the single or four engine parameter display, press the "Menu" key.



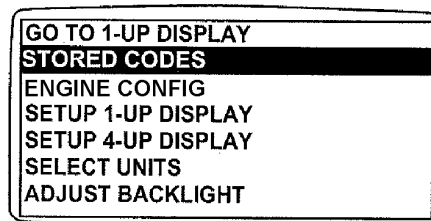
Menu Key

Continued on next page

OURGP11,00000AC -19-27MAY16-1/6

RG13159 —UN—28SEP03

- The main menu will be displayed. Use the "Arrow" keys to scroll through the menu until "Stored Codes" is highlighted.

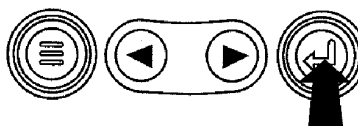
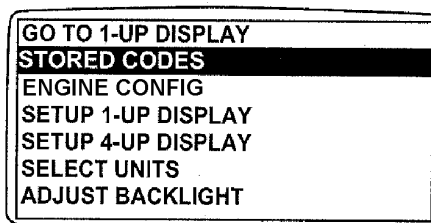


Select Stored Codes

OURGP11,00000AC -19-27MAY16-2/6

RG13168 —UN—02OCT03

- Once the "Stored Codes" menu item has been highlighted press the "Enter" key to view the stored codes.

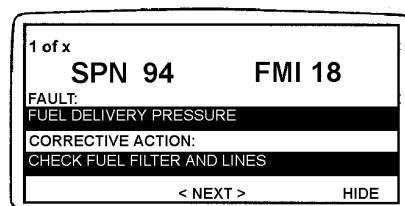


Enter Key

OURGP11,00000AC -19-27MAY16-3/6

RG13169 —UN—02OCT03

- If the word "Next" appears above the "Arrow" keys, there are more stored codes that may be viewed. Use the "Arrow" key to scroll to the next stored code.



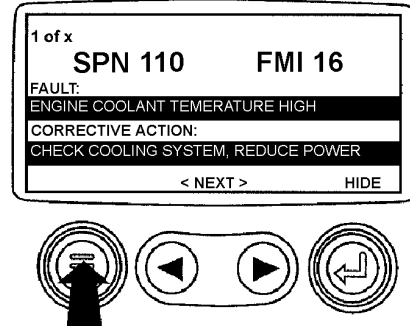
Use Arrow Keys To Scroll

Continued on next page

OURGP11,00000AC -19-27MAY16-4/6

RG13245 —UN—02OCT03

- Press the "Menu" key to return to the main menu.

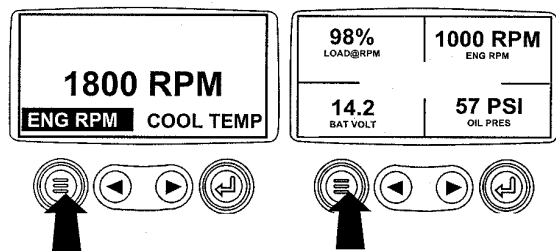


Return To Main Menu

OURGP11,00000AC -19-27MAY16-5/6

RG13246—UN—02OCT03

- Press the "Menu" key to exit the main menu and return to the engine parameter display.



Exit Main Menu

OURGP11,00000AC -19-27MAY16-6/6

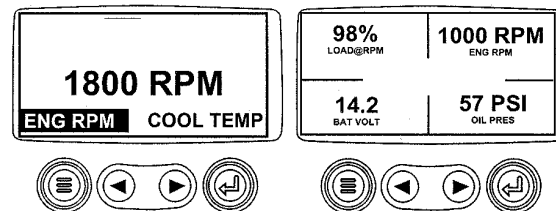
RG13159—UN—26SEP03

Accessing Active Trouble Codes

NOTE: The engine does not need to be running to navigate the diagnostic gauge screens. If engine start up is desired, See Starting The Engine. All of the engine values illustrated on the diagnostic gauge indicate the engine is running.

For description of trouble codes, see chart in Troubleshooting Section.

- During normal operation the single or four parameter screen will be displayed.



Normal Operation

OURGP11,00000AD -19-27MAY16-1/7

RG13172—UN—26SEP03

- When the diagnostic gauge receives a trouble code from an engine control unit, the single or four parameter screen will be replaced with the "Warning" message. The SPN and FMI number will be displayed along with a description of the problem and the corrective action needed.

IMPORTANT: Ignoring active trouble codes can result in severe engine damage.



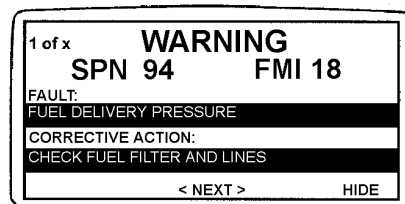
Active Trouble Codes Displayed

Continued on next page

OURGP11,00000AD -19-27MAY16-2/7

RG13240—UN—30SEP03

3. If the word "Next" appears above the arrow keys, there are more trouble codes that can be viewed by using the arrow keys to scroll to the next trouble code.



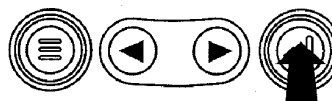
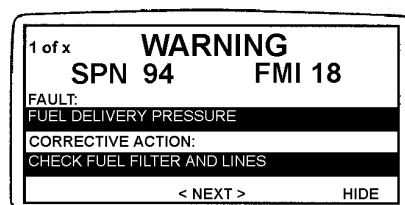
Use Arrow Keys To Scroll

OURGP11,00000AD -19-27MAY16-3/7

RG13241 —UN—30SEP03

IMPORTANT: Ignoring active trouble codes can result in severe engine damage.

4. To acknowledge and hide the code and return to the single or four parameter display, press the "Enter" Key.

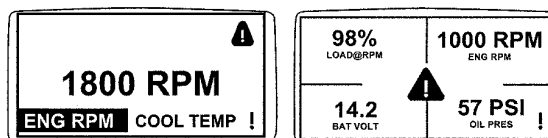


Hide Trouble Codes

OURGP11,00000AD -19-27MAY16-4/7

RG13242 —UN—30SEP03

5. The display will return to the single or four parameter display, but the display will contain the warning icon. Pressing the "Enter" key will redisplay the hidden trouble code.



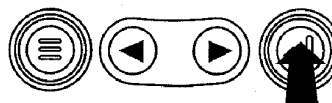
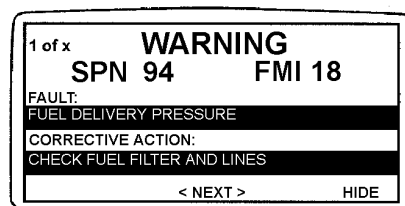
Active Trouble Code Icon

OURGP11,00000AD -19-27MAY16-5/7

RG13176 —UN—26SEP03

IMPORTANT: Ignoring active trouble codes can result in severe engine damage.

6. Pressing the "Enter" key once again will hide the trouble code and return the screen to the single or four parameter display.



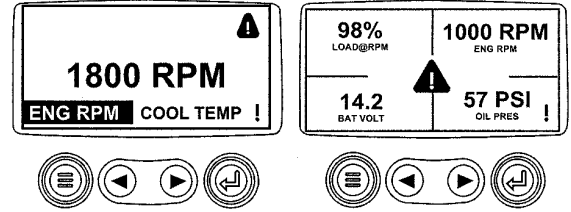
Enter Key

Continued on next page

OURGP11,00000AD -19-27MAY16-6/7

RG13242 —UN—30SEP03

7. The single or four parameter screen will display the warning icon until the trouble code condition is corrected.



Active Trouble Code Condition

OURGP11,00000AD -19-27MAY16-7/7

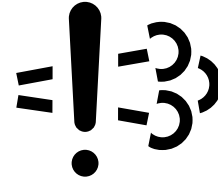
RG13243 —UN—01OCT03

Required Machine Stop Warning

RG22491 —UN—21AUG13

Machine Stop Mandate Occurs

IMPORTANT: In some situations, machine engine power is reduced as described. On notification, immediately place the machine in a safe state and or move it to a safe location. A mandated machine stop can only be removed by a service technician.



Engine Emissions System Malfunction Indicator illuminates when an emission-related fault occurs.

DX,MACHSTOPWARN,OEM -19-02OCT15-1/8

Warning Indicator illuminates when a condition exists which requires operator action.

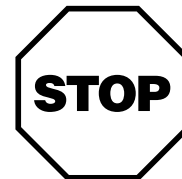
RG22492 —UN—21AUG13



DX,MACHSTOPWARN,OEM -19-02OCT15-2/8

Engine Stop Indicator illuminates when a condition exists which requires immediate operator action and service.

RG22493 —UN—21AUG13

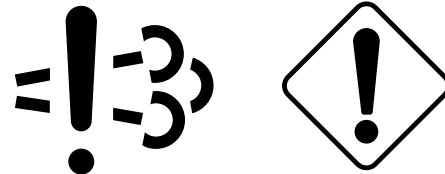


DX,MACHSTOPWARN,OEM -19-02OCT15-3/8

Emission System Fault Has Occurred

RG26361 —UN—04SEP14

0—2 hours, the Engine Emissions System Malfunction and Warning Indicators are illuminated to warn operator of presence of emissions-related fault. If equipped, an alarm sounds.

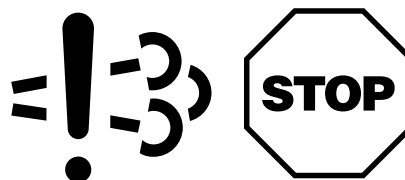


Continued on next page

DX,MACHSTOPWARN,OEM -19-02OCT15-4/8

After 2 hours, performance is reduced. Engine Emissions System Malfunction and Engine Stop Indicators are illuminated to warn operator of emissions-related fault. If equipped, an alarm sounds. Full machine performance is restored with Ignition OFF, Engine OFF, Ignition ON, Engine ON.

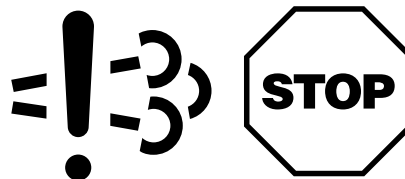
RG26972 —UN—26MAR15



DX,MACHSTOPWARN,OEM -19-02OCT15-5/8

After 3 hours 50 minutes, performance is reduced. Engine Emissions System Malfunction and Engine Stop Indicators are illuminated to warn operator of emissions-related fault which has not been corrected. If equipped, an alarm sounds.

RG26972 —UN—26MAR15

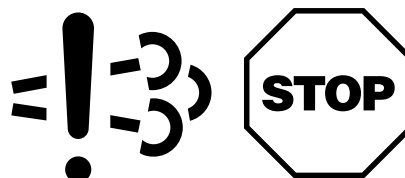


DX,MACHSTOPWARN,OEM -19-02OCT15-6/8

Emission System Fault Occurs Within 40 Hours of Previous Fault

RG26972 —UN—26MAR15

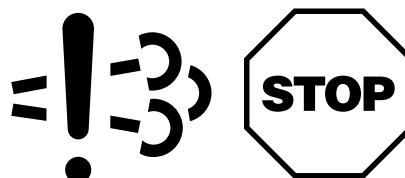
0—10 minutes, performance is reduced. Engine Emissions System Malfunction and Engine Stop Indicators are illuminated to warn operator of emissions-related fault. If equipped, an alarm sounds. Full machine performance is restored with Ignition OFF, Engine OFF, Ignition ON, Engine ON.



DX,MACHSTOPWARN,OEM -19-02OCT15-7/8

30 minutes, performance is reduced. Engine Emissions System Malfunction and Engine Stop Indicators are illuminated to warn operator of emissions-related fault which has not been corrected. If equipped, an alarm sounds.

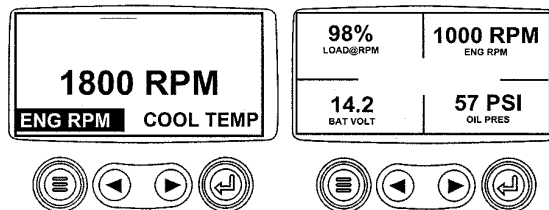
RG26972 —UN—26MAR15



DX,MACHSTOPWARN,OEM -19-02OCT15-8/8

Engine Shutdown Codes

1. During normal operation the single or four parameter screen will be displayed.



Normal Operation

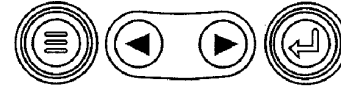
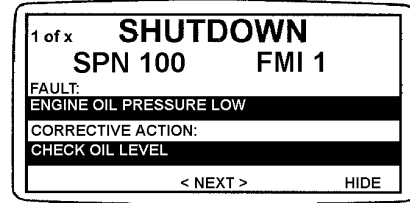
Continued on next page

OURGP11,00000AE -19-27MAY16-1/6

RG13172 —UN—26SEP03

- When the diagnostic gauge receives a severe trouble code from an engine control unit, the single or four parameter screen will be replaced with the "Shutdown" message. The SPN and FMI number will be displayed along with a description of the problem and the corrective action needed.

If the word "Next" appears above the arrow keys, there are more trouble codes that can be viewed by using the arrow keys to scroll to the next trouble code.



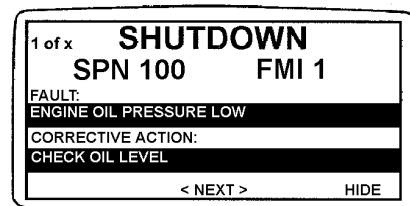
Shutdown Message

OURGP11,00000AE -19-27MAY16-2/6

RG13238 —UN—29SEP03

- To acknowledge and hide the trouble code and return to the single or four parameter display, press the "Enter" key.

IMPORTANT: Ignoring the shutdown message can result in severe engine damage.



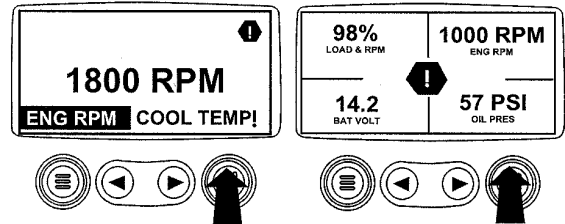
Hide Trouble Code

OURGP11,00000AE -19-27MAY16-3/6

RG13239 —UN—29SEP03

- The display will return to the single or four parameter display, but the display will contain the "Shutdown" icon. Pressing the "Enter" key will redisplay the hidden trouble code.

IMPORTANT: Ignoring the shutdown message can result in severe engine damage.

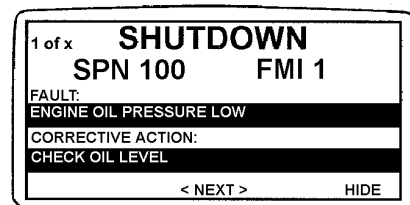


Flashing Shutdown Icon

OURGP11,00000AE -19-27MAY16-4/6

RG13179 —UN—26SEP03

- Pressing the "Enter" key once again will hide the trouble code and return the screen to the single or four parameter display.



Redisplay Trouble Code

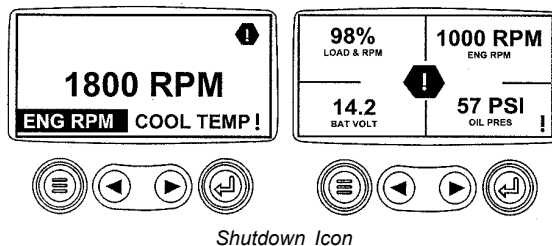
Continued on next page

OURGP11,00000AE -19-27MAY16-5/6

RG13239 —UN—29SEP03

- The single or four parameter screen will display the shutdown icon until the trouble code condition is corrected.

IMPORTANT: Ignoring the shutdown message can result in severe engine damage.



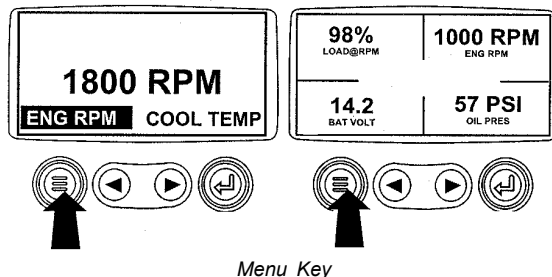
Shutdown Icon

OURGP11,00000AE -19-27MAY16-6/6

RG13180 —UN—26SEP03

Adjusting Backlighting

- Turn the key switch to the ON position. Starting at the single or four engine parameter display, press the "Menu" key.

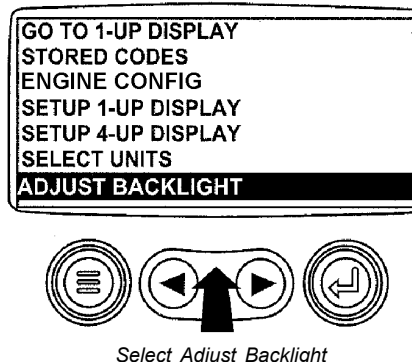


Menu Key

OURGP11,0000237 -19-23AUG10-1/6

RG13159 —UN—26SEP03

- The main menu will be displayed. Use the "Arrow" keys to scroll through the menu until "Adjust Backlight" is highlighted.

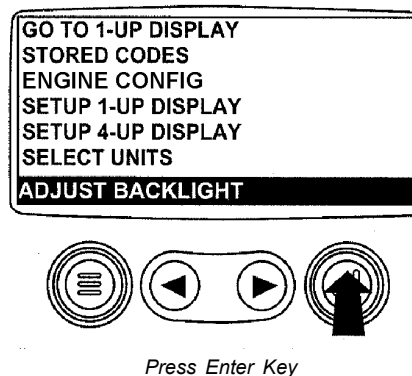


Select Adjust Backlight

OURGP11,0000237 -19-23AUG10-2/6

RG13181 —UN—02OCT03

- Once the "Adjust Backlight" menu item has been highlighted, press the "Enter" key to activate the "Adjust Backlight" function.



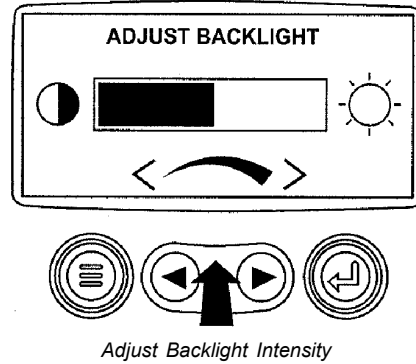
Press Enter Key

Continued on next page

OURGP11,0000237 -19-23AUG10-3/6

RG13182 —UN—02OCT03

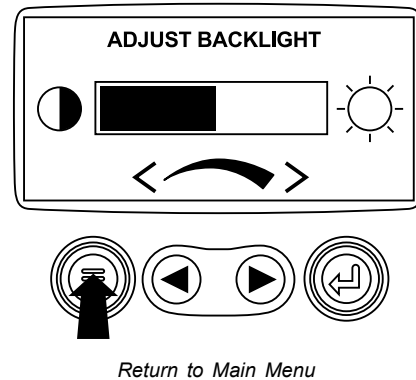
4. Use the "Arrow" keys to select the desired backlight intensity.



OURGP11,0000237 -19-23AUG10-4/6

RG13183 —UN—29SEP03

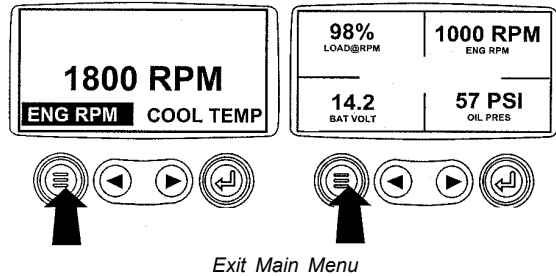
5. Press the "Menu" key to return to the main menu.



OURGP11,0000237 -19-23AUG10-5/6

RG19048 —UN—23AUG10

6. Press the "Menu" key to exit the main menu and return to the engine parameter display.

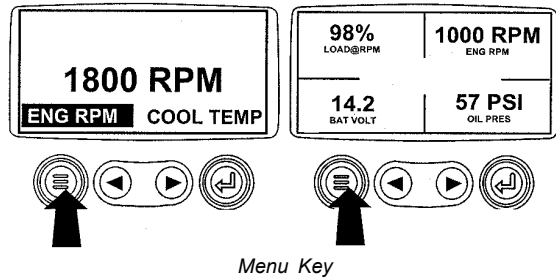


OURGP11,0000237 -19-23AUG10-6/6

RG13159 —UN—26SEP03

Adjusting Contrast

1. Turn the key switch to the ON position. Starting at the single or four engine parameter display press the "Menu" key.

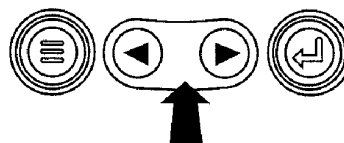
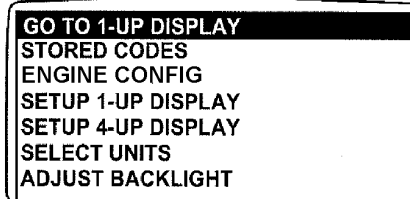


Continued on next page

OURGP11,00000AF -19-27MAY16-1/6

RG13159 —UN—26SEP03

- The main menu will be displayed. Use the "Arrow" keys to scroll through the menu until "Adjust Contrast" is highlighted.

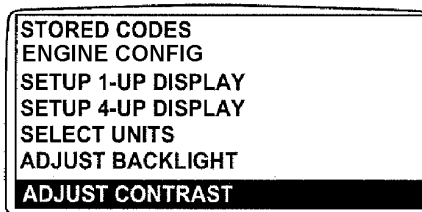


Select Adjust Contrast

OURGP11,00000AF -19-27MAY16-2/6

RG13161—UN—02OCT03

- Once the "Adjust Contrast" menu item has been highlighted, press the "Enter" key to activate the "Adjust Contrast" function.

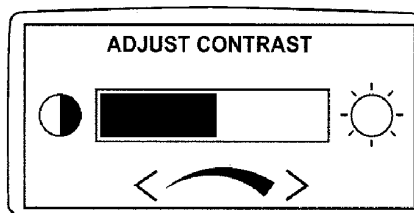


Press Enter Key

OURGP11,00000AF -19-27MAY16-3/6

RG13185—UN—02OCT03

- Use the "Arrow" keys to select the desired contrast intensity.



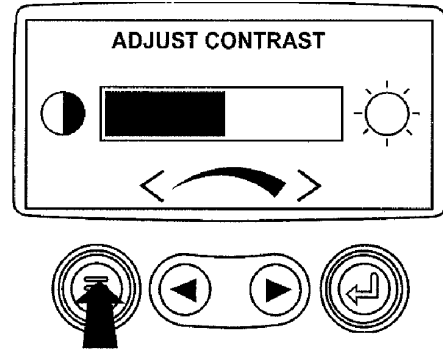
Adjust Contrast Intensity

Continued on next page

OURGP11,00000AF -19-27MAY16-4/6

RG13186—UN—28SEP03

- Press the "Menu" key to return to the main menu.

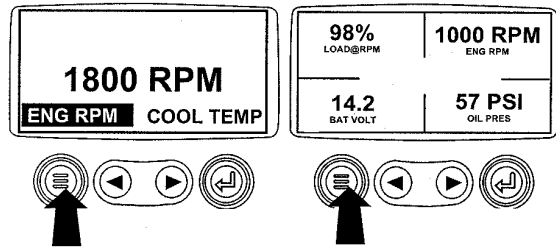


Return To Main Menu

OURGP11,00000AF -19-27MAY16-5/6

RG13187 —UN—26SEP03

- Press the "Menu" key to exit the main menu and return to the engine parameter display.



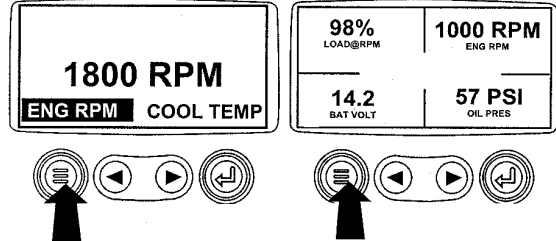
Exit Main Menu

OURGP11,00000AF -19-27MAY16-6/6

RG13159 —UN—26SEP03

Selecting Units Of Measurement

- Turn the key switch to the ON position. Starting at the single or four engine parameter display, press the "Menu" key.

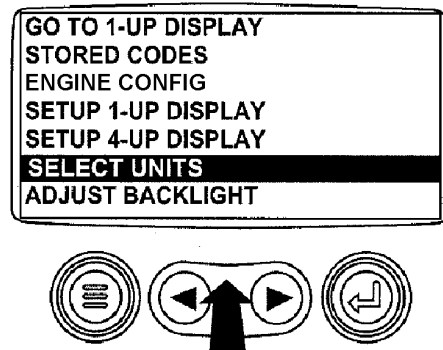


Menu Key

OURGP11,00000B0 -19-27MAY16-1/7

RG13159 —UN—26SEP03

- The main menu will be displayed. Use the "Arrow" keys to scroll through the menu until "Select Units" is highlighted.



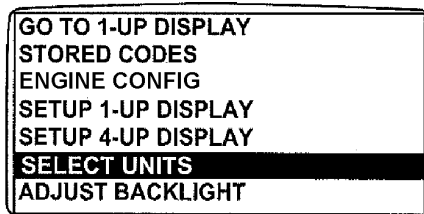
Select Units

Continued on next page

OURGP11,00000B0 -19-27MAY16-2/7

RG13188 —UN—02OCT03

- Once the "Select Units" menu item has been highlighted press the "Enter" key to access the "Select Units" function.



Press Enter Key

OURGP11,00000B0 -19-27MAY16-3/7

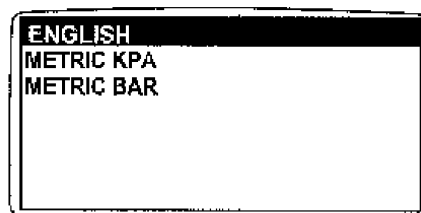
RG13189 —UN—020CT03

- There are three choices for units of measurement, English, Metric kPa or Metric Bar.

English is for Imperial units, with pressures displayed in PSI and temperatures in °F.

Metric kPa and Metric bar are for IS units, with pressures displayed in kPa and bar respectively, and temperatures in °C.

Use the "Arrow" keys to highlight the desired units of measurement.

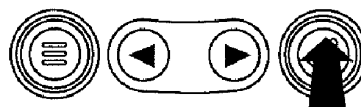
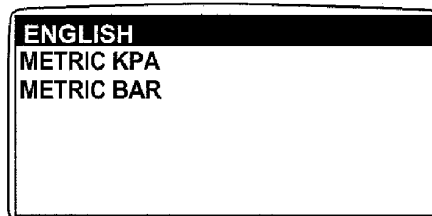


Select Desired Units

OURGP11,00000B0 -19-27MAY16-4/7

RG13190 —UN—26SEP03

- Press the "Enter" key to select the highlighted units.



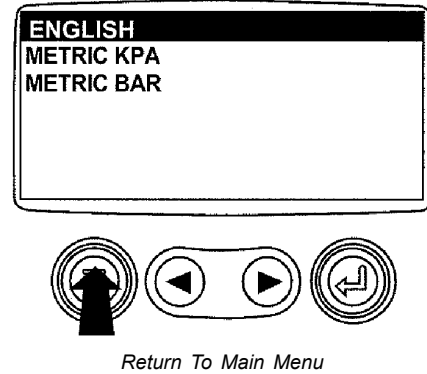
Press Enter Key to Select

Continued on next page

OURGP11,00000B0 -19-27MAY16-5/7

RG13191 —UN—30SEP03

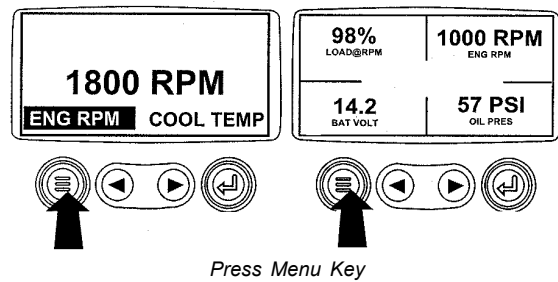
- Press the "Menu" key to return to the main menu.



OURGP11,00000B0 -19-27MAY16-6/7

RG13192 —UN—26SEP03

- Press the "Menu" key to return to the engine parameter display.

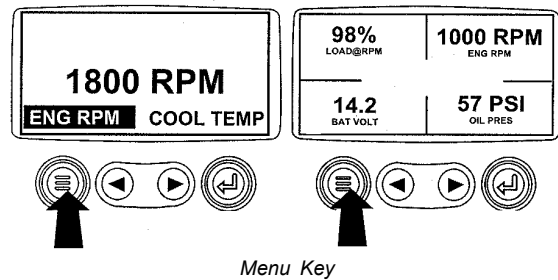


OURGP11,00000B0 -19-27MAY16-7/7

RG13159 —UN—26SEP03

Setup 1-Up Display

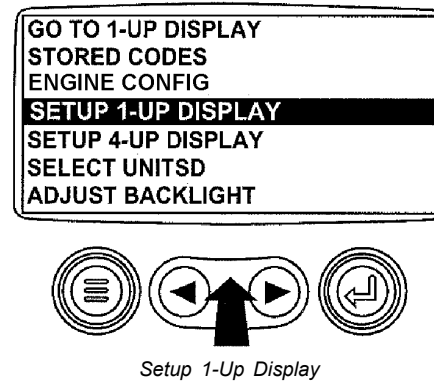
- Turn the key switch to the ON position. Starting at the single engine parameter display, press the "Menu" key.



OURGP11,00000B1 -19-27MAY16-1/18

RG13159 —UN—26SEP03

- Use the "Arrow" keys to scroll through the menu until "Setup 1-Up Display" is highlighted.

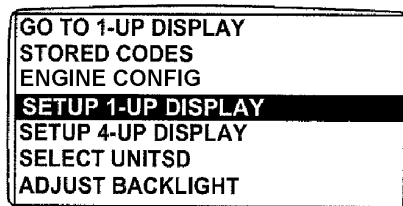


Continued on next page

OURGP11,00000B1 -19-27MAY16-2/18

RG13193 —UN—02OCT03

3. Once "Setup 1-Up Display" menu item has been highlighted press the "Enter" key to access the "Setup 1-Up Display" function.

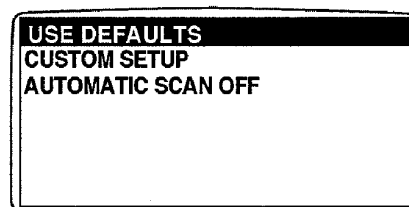


Press Enter Key

OURGP11,00000B1 -19-27MAY16-3/18

RG13194 —UN—02OCT03

4. Three options are available for modification of the 1-Up Display.
 - a. **Use Defaults** – This option contains the following engine parameters for display: Engine Hours, Engine Speed, Battery Voltage, % Load, Coolant Temperature and Oil Pressure.
 - b. **Custom Setup** – This option contains a list of engine parameters. Engine parameters from this list can be selected to replace any or all of the default parameters. This option can be used to add parameters available for scrolling in the 1-Up Display.
 - c. **Automatic Scan** – Selecting the scan function will allow the 1-Up Display to scroll through the selected set of parameters one at a time, momentarily pausing at each.

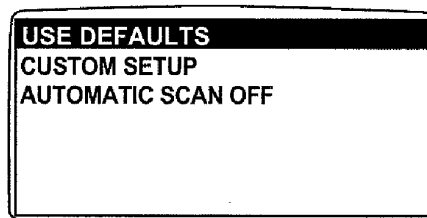


1-Up Display Options

OURGP11,00000B1 -19-27MAY16-4/18

RG13196 —UN—26SEP03

5. **Use Defaults** - To select "Use Defaults" use the Arrow keys to scroll to and highlight "Use Defaults" in the menu display.



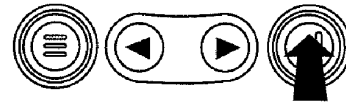
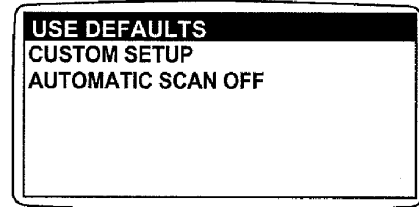
Select Defaults

Continued on next page

OURGP11,00000B1 -19-27MAY16-5/18

RG13195 —UN—26SEP03

6. Press the "Enter" key to activate the "Use Defaults" function.

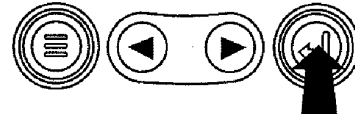
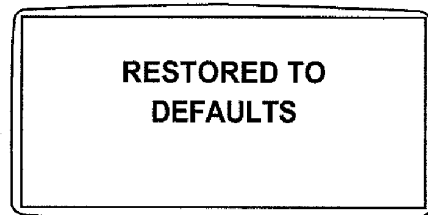


Defaults Selected

OURGP11,00000B1 -19-27MAY16-6/18

RG13197 —UN—29SEP03

7. The display parameters are reset to the factory defaults, then the display will return to the "Setup 1-Up Display" menu.

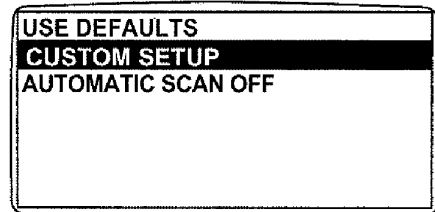


Restored To Defaults

OURGP11,00000B1 -19-27MAY16-7/18

RG13149 —UN—24SEP03

8. **Custom Setup** - To perform a custom setup of the 1-Up Display, use the arrow buttons to scroll to and highlight "Custom Setup" on the display.



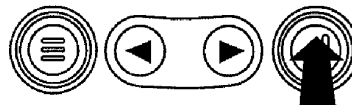
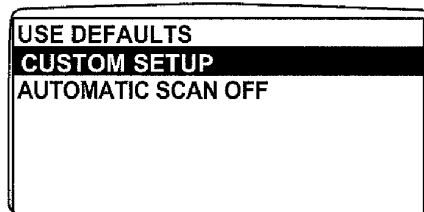
Select Custom Setup

Continued on next page

OURGP11,00000B1 -19-27MAY16-8/18

RG13188 —UN—26SEP03

9. Press the "Enter" key to display a list of engine parameters.

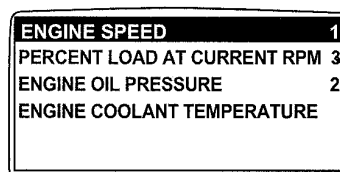


Engine Parameters

OURGP11,00000B1 -19-27MAY16-9/18

RG13199 —UN—26SEP03

10. Use the "Arrow" keys to scroll to and highlight a selected parameter (parameter with a number to right of it).



This number indicates the order of display for the parameters and that the parameter is selected for display.

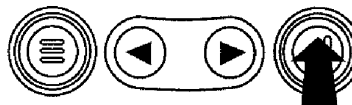
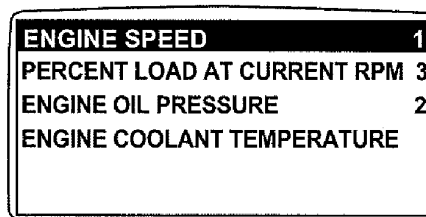


Select Parameters

OURGP11,00000B1 -19-27MAY16-10/18

RG13150 —UN—24SEP03

11. Press the "Enter" key to deselect the selected parameter, removing it from the list of parameters being displayed on the 1-Up Display.



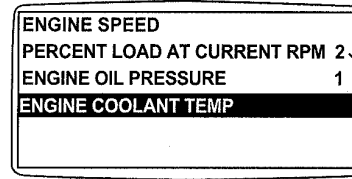
Deselect Parameters

Continued on next page

OURGP11,00000B1 -19-27MAY16-11/18

RG13219 —UN—26SEP03

12. Use the "Arrow" keys to scroll and highlight the desired parameter that has not been selected for display (parameter without a number to right of it).



Note that the numbers now indicate the new order of display for the parameters.

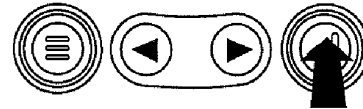
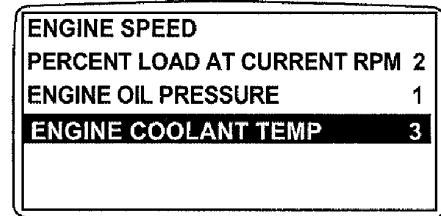


Select Desired Parameters

OURGP11,00000B1 -19-27MAY16-12/18

RG13151—UN—24SEP03

13. Press the "Enter" key to select the parameter for inclusion in the Single Engine Parameter Display.
14. Continue to scroll through and select additional parameters for the custom 1-Up Display. Press the "Menu" key at any time to return to the "Custom Setup" menu.

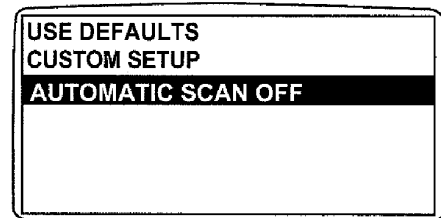


Select Parameters For Display

OURGP11,00000B1 -19-27MAY16-13/18

RG13220—UN—26SEP03

15. **Automatic Scan** - Selecting the scan function will allow the 1- Up Display to scroll through the selected set of parameters one at a time. Use the "Arrow" keys to scroll to the "Automatic Scan" function.



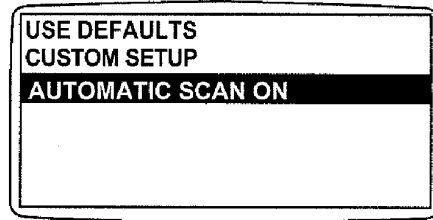
Automatic Scan Off

Continued on next page

OURGP11,00000B1 -19-27MAY16-14/18

RG13221—UN—26SEP03

16. Press the "Enter" key to toggle the "Automatic Scan" function on.

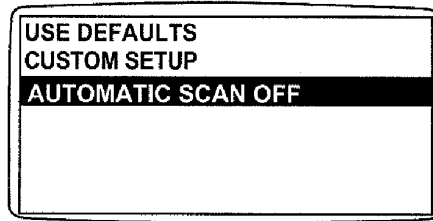


Automatic Scan On

OURGP11,00000B1 -19-27MAY16-15/18

RG13222 —UN—26SEP03

17. Press the "Enter" key again to toggle the "Automatic Scan" function off.

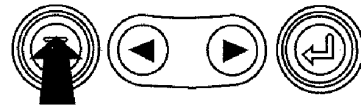
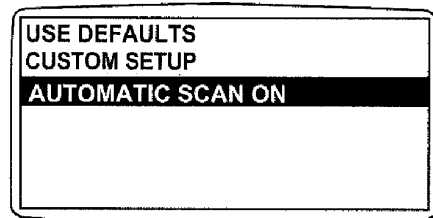


Automatic Scan Off

OURGP11,00000B1 -19-27MAY16-16/18

RG13223 —UN—26SEP03

18. Once the "Use Defaults", "Custom Setup" and "Automatic Scan" functions have been set, press the "Menu" key to return to the main menu.



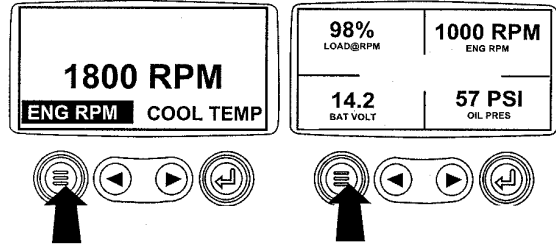
Menu Key

Continued on next page

OURGP11,00000B1 -19-27MAY16-17/18

RG13224 —UN—26SEP03

19. Press the "Menu" key to exit the main menu and return to the engine parameter display.



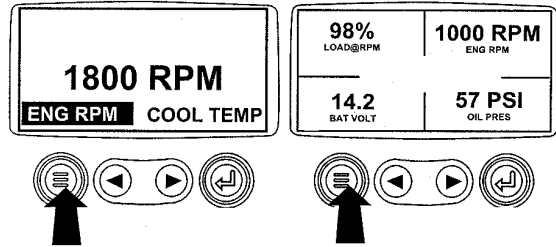
Exit Main Menu

OURGP11,00000B1 -19-27MAY16-18/18

RG13159—UN—26SEP03

Setup 4-Up Display

1. Turn the key switch to the ON position. From the single or four engine parameter display, press the "Menu" key.

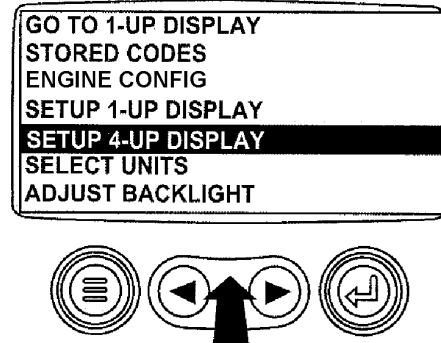


Menu Key

OURGP11,00000B2 -19-27MAY16-1/14

RG13159—UN—26SEP03

2. The main menu will be displayed. Use the "Arrow" keys to scroll through the menu until "Setup 4-Up Display" is highlighted.

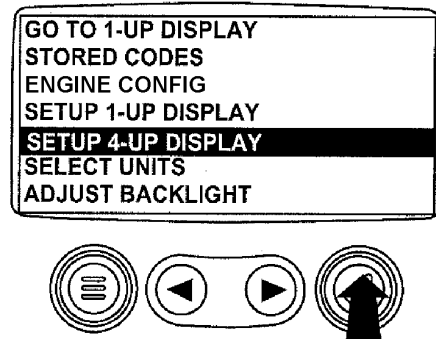


Select Setup 4-Up Display

OURGP11,00000B2 -19-27MAY16-2/14

RG13225—UN—02OCT03

3. Once the "Setup 4-Up Display" menu item has been highlighted, press the "Enter" key to activate the "Setup 4-Up Display" menu.



Press Enter Key

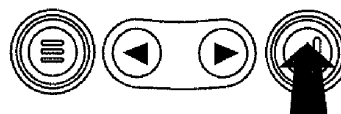
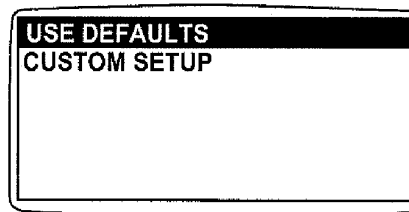
Continued on next page

OURGP11,00000B2 -19-27MAY16-3/14

RG13226—UN—02OCT03

4. Two options are available for the 4-Up Display.

- a. **Use Defaults** – This option contains the following engine parameters for display: Engine Speed, Battery Voltage, Coolant Temperature and Oil Pressure.
- b. **Custom Setup** – This option contains a list of engine parameters. Engine parameters from this list can be selected to replace any or all of the default parameters.

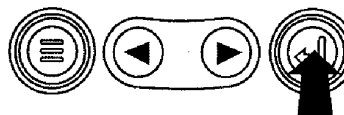
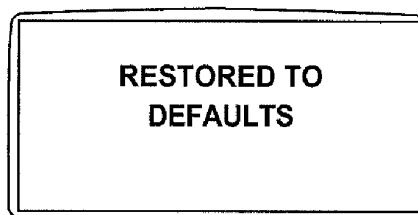


Select Factory Defaults

OURGP11,00000B2 -19-27MAY16-4/14

RG13244 —UN—02OCT03

5. To reset the display parameters to the factory defaults, scroll to and highlight "Use Defaults". Press the "Enter" key to activate the "Use Defaults" function. A message indicating the display parameters are reset to the factory defaults will be displayed, then the display will return to the "Setup 4-Up Display" menu.

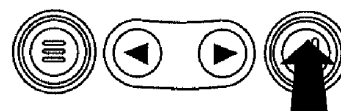
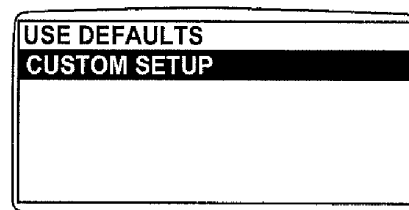


Restored To Defaults

OURGP11,00000B2 -19-27MAY16-5/14

RG13149 —UN—24SEP03

6. **Custom Setup** - To perform a custom setup of the 4-Up Display, use the arrow buttons to scroll to and highlight "Custom Setup" on the display.



Custom Setup

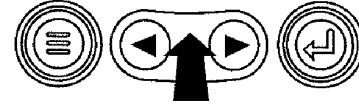
Continued on next page

OURGP11,00000B2 -19-27MAY16-6/14

RG13227 —UN—26SEP03

7. The quadrant with the highlighted parameter value is the current selected parameter. Use the "Arrow" keys to highlight the value in the quadrant you wish to change to a new parameter.

125°F COOL TEMP	1000 RPM ENG RPM
14.2 BAT VOLT	57 PSI OIL PRES



Select Parameters

OURGP11,00000B2 -19-27MAY16-7/14

RG13228 —UN—26SEP03

8. Press the "Enter" key and a list of engine parameters will be displayed.

125°F COOL TEMP	1000 RPM ENG RPM
14.2 BAT VOLT	57 PSI OIL PRES



List Of Engine Parameters

OURGP11,00000B2 -19-27MAY16-8/14

RG13229 —UN—26SEP03

9. The parameter that is highlighted is the selected parameter for the screen. Use the "arrow" keys to highlight the new parameter to be placed in the "4-Up Display".

ENGINE SPEED	3
ENGINE HOURS	
ENGINE COOLANT TEMPERATURE	1
BATTERY POTENTIAL	
ENGINE OIL TEMPERATURE	2
ENGINE OIL PRESSURE	4

The number to the right of the parameter indicates the quadrant in which it is displayed.
1. = Upper Left Quadrant
2. = Lower Left Quadrant
3. = Upper Right Quadrant
4. = Lower Right Quadrant



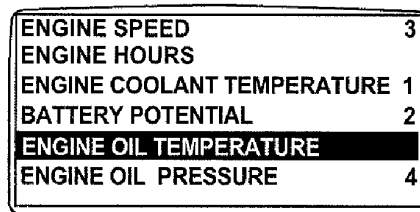
Select Desired Engine Parameter

Continued on next page

OURGP11,00000B2 -19-27MAY16-9/14

RG13230 —UN—26SEP03

10. Press the "Enter" key to change the selected parameter in the quadrant to the new parameter.

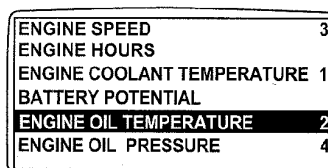


Enter Selected Parameter

OURGP11,00000B2 -19-27MAY16-10/14

RG13231 —UN—26SEP03

11. Use the "Menu" keys to return to the "4-Up Custom Setup" screen.



Note the number to the right of the selected parameter indicating that the parameter is now assigned to that display location.

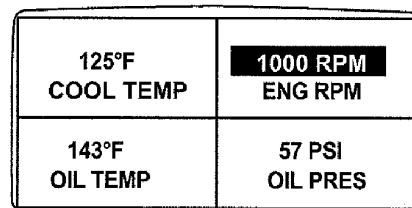


Return To 4-Up Custom Setup

OURGP11,00000B2 -19-27MAY16-11/14

RG13232 —UN—26SEP03

12. The selected quadrant has now changed to the new selected parameter.



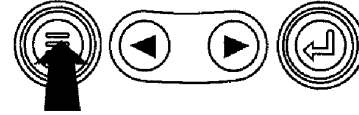
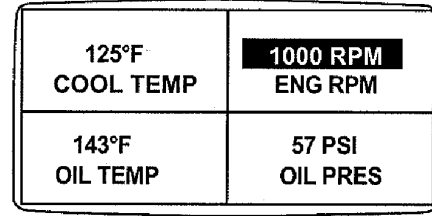
4-Up Display

Continued on next page

OURGP11,00000B2 -19-27MAY16-12/14

RG13153 —UN—24SEP03

13. Repeat the parameter selection process until all spaces are as desired.
14. Press the "Menu" key to return to the main menu.

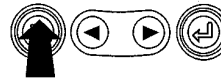
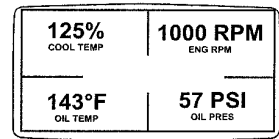
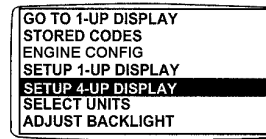


Return To Main Menu

OURGP11,00000B2 -19-27MAY16-13/14

RG13154 —UN—24SEP03

15. Press the "Menu" key to exit the main menu and return to the engine parameter display.



Select Remaining Parameters

OURGP11,00000B2 -19-27MAY16-14/14

RG13155 —UN—07OCT03

John Deere PowerSight

John Deere PowerSight is a web based service that allows remote access to machine data. John Deere PowerSight is accessible from a laptop, desktop or mobile device.

John Deere PowerSight works by combining a controller that includes cellular communication and GPS antennas. Machine data is collected by the controller and wirelessly transferred to a data server, where it is made available on a website.

John Deere PowerSight allows you to:

- Stay informed on machine location and hours
- Protect assets with Geofence and Curfew alerts
- Keep assets running with maintenance tracking and preventive maintenance plans
- Track and analyze machine and fuel usage
- Conduct remote machine diagnostics and programming

For more information and availability, contact the local John Deere dealer, engine distributor, or other service provider.

BL90236,0000031 -19-13MAY25-1/1

Engine Operation

Break-In Service

1. This engine is factory-filled with John Deere Break-In Plus oil. Operate the engine at heavy loads with minimal idling during the break-in period.
2. If the engine has significant operating time at idle, constant speeds, and light load usage, or make-up oil is required in the first 100 hour period, a longer break-in period may be required. In these situations, there are two acceptable options. 1. Drain the oil and replace with fresh Break-In Plus oil and a new John Deere oil filter (recommended). 2. Continue running the engine with the same oil and filter for 100 hours.
3. Check engine oil by pulling out the oil dipstick located the right side of engine. Check oil more frequently during engine break-in period. If oil must be added during this period, John Deere Break-In Plus Oil is preferred. See *John Deere Break-In™ Plus Engine Oil* in the Fuels, Lubricants, and Coolants Section for other oils allowed.

IMPORTANT: DO NOT fill above the top of the crosshatch pattern or the FULL mark, whichever is present. Oil levels anywhere within crosshatch are considered in the acceptable operating range.

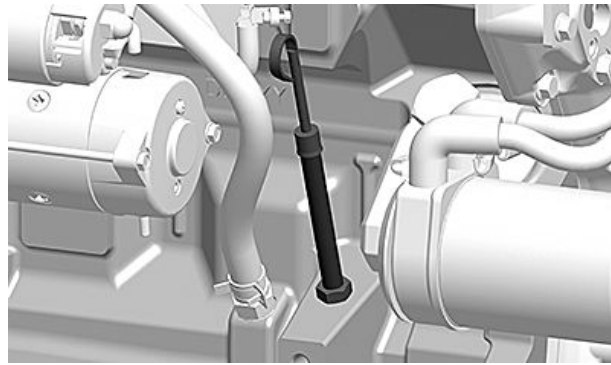
4. During the first 20 hours, avoid prolonged periods of engine idling or sustained maximum load operation.
5. If engine idles longer than 5 minutes, stop engine.
6. During the initial operation of a new or rebuilt engine with Break-In Plus, change the oil and filter at 100 hours. See *Changing Engine Oil and Replacing Filter* in the Lubrication & Maintenance — 500 Hours/12 Months Section. Fill crankcase with seasonal viscosity grade oil. See *John Deere Break-In Plus™ Engine Oil — Interim Tier 4, Final Tier 4, Stage IIIB, Stage IV, and Stage V* in the Fuels, Lubricants, and Coolants Section.

NOTE: *Some increase in oil consumption may be expected when low viscosity oils are used. Check oil levels more frequently.*

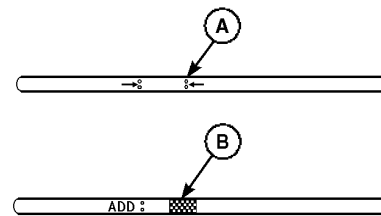
*If air temperature is less than 0°C (32°F), use cold weather starting aids. See *Cold Weather Operation* in the Engine Operation Section.*

If air temperature is less than 0°C (32°F), use an engine block heater.

7. Watch coolant temperature and oil pressure gauges closely during engine operation. If gauge does not



Check Engine Oil Level



Dipstick Markings

A—Full Mark

B—Crosshatch

indicate more than minimum oil pressure specification, stop the engine and determine the cause. If coolant temperature rises above 113°C (235°F), the engine reduces power automatically. Unless temperature drops quickly, stop the engine and determine the cause before resuming operation.

Monitor oil pressure and coolant temperature specifications.

Specification

Engine —Oil Pressure at	
Rated Speed.....	357 kPa (3.57 bar) (52 psi)
Minimum Oil Pressure at	
Low Idle	254 kPa (2.54 bar) (37 psi)
Coolant Temperature	
Range	83—95°C (181—203°F)

8. Check belt for proper alignment and seating in pulley grooves.

ZE59858,000004C -19-12JAN21-1/1

RG26396—UN—16SEP14

RG11528—UN—01DEC00

Generator Set (Standby) Applications

To assure that the engine will deliver efficient standby generator operation when needed, start engine and run at rated speed (with 50%—70% load) for 30 minutes every 2 weeks. DO NOT allow engine to run for an extended period of time with no load.

Biodiesel fuel is not recommended for standby equipment that can have minimal fuel consumption (such as standby generators, fire protection, etc.). For standby applications,

use only petroleum based diesel fuel with John Deere approved fuel conditioners and additives. For fuel conditioners and additives, check with the local John Deere dealer.

Petroleum diesel fuel should not be stored in service tanks longer than two years even when using fuel additives. See the fuel distributor or John Deere dealer for more information.

RK80614,0000009 -19-04SEP25-1/1

Starting the Engine

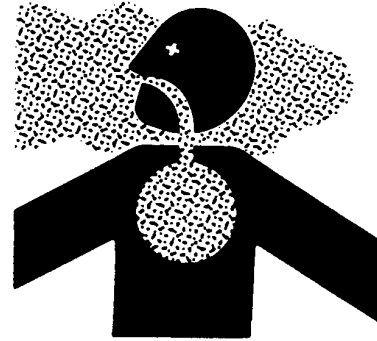
NOTE: The controls and instruments for your engine may be different from those shown here; always follow manufacturer's instructions.

The following instructions apply to the optional controls and instruments available through the John Deere Parts Distribution Network.

CAUTION: Before starting engine in a confined building, install proper outlet exhaust ventilation equipment. Always use safety approved fuel storage and piping.

NOTE: If temperature is below 0 °C (32 °F), it may be necessary to use cold weather starting aids. See *Cold Weather Operation* in the *Engine Operation* Section.

1. Perform all prestarting checks. See *Daily Prestarting Checks* in the *Lubrication & Maintenance - Daily* Section.



Use Proper Ventilation

2. Open the fuel supply shutoff valve, if equipped.
3. Disengage power (or clutch if equipped) to any engine drive lines.

ZE59858,0000297 -19-15SEP14-1/3

4. Set slow idle as follows:

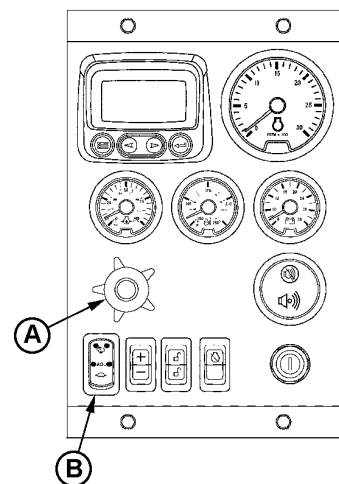
Panels with high-low speed select rocker switch (B) only: Set slow speed by pressing lower half of switch.

Panels with optional analog throttle(s) (A) : Set high-low speed select rocker switch to slow (turtle), then push in on analog throttle handle or turn full counterclockwise to set analog throttle(s) to slow speed.

IMPORTANT: Do not operate the starter for more than 30 seconds at a time. To do so may overheat the starter. If the engine does not start the first time, wait at least 2 minutes before trying again. If engine does not start after four attempts, see *Troubleshooting* Section.

A—Analog Throttle Control (Optional)

B—Speed Select Rocker Switch



Analog Throttle Control and Speed Select Switch

Continued on next page

ZE59858,0000297 -19-15SEP14-2/3

- Turn the key start switch (A) clockwise to the "ON" position. Wait until the Engine Preheater Indicator light turns off, then turn the key start switch clockwise "START" position to crank the engine. (In cold weather, preheater indicator light remains on longer while engine is warmed. See [Cold Weather Operation](#) in the Engine Operation Section.) When the engine starts, release the key switch so that it returns to the "ON" position.

IMPORTANT: If the key switch is released before the engine starts, wait until the starter and the engine stop turning before trying again. This will prevent possible damage to the starter and/or flywheel.

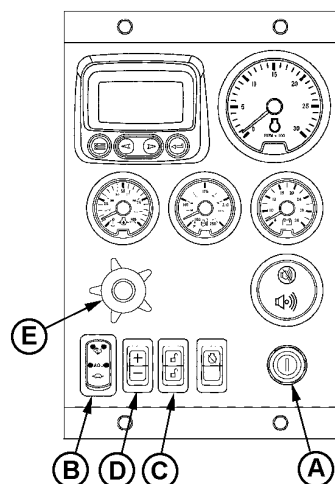
- After engine starts, idle engine at not more than 1200 rpm until warm. See [Warming Engine](#) in the Engine Operation Section.

Panels with high-low speed select rocker switch (B) only: Set rpm using bump speed enable switch (C) with speed select rocker switch (D).

Panels with optional analog throttle (E): Set either high-low speed select switch (B) or analog throttle (E) to slow speed, and set desired speed with remaining control. See [Changing Engine Speed](#) in the Engine Operation Section.

NOTE: Engine Control Unit (ECU) reads the higher of the high-low speed select rocker switch or the analog throttle speed settings.

- Check all gauges for normal engine operation. If operation is not normal, stop the engine and



Start And Idle Engine Controls On Instrument Panel

- | | |
|---------------------------------------|--------------------------------------|
| A—Key Start Switch | D—Speed Select Rocker Switch |
| B—High-Low Speed Select Rocker Switch | E—Analog Throttle Control (Optional) |
| C—Bump Speed Enable Rocker Switch | |

determine the cause. For normal gauge pressures and temperatures, see [Break-In Service](#) in the Engine Operation Section.

ZE59858,0000297 -19-15SEP14-3/3

Normal Engine Operation

Observe engine coolant temperature and engine oil pressure. Temperatures and pressures vary between engines and with changing operating conditions, temperatures, and loads.

Normal engine coolant operating temperature range is 83°—95°C (181°—203°F). If coolant temperature rises above 113°C (235°F), reduce load on engine. Unless temperature drops quickly, stop engine and determine cause before resuming operation.

Normal engine oil pressure at slow idle should be at least 254 kPa (2.54 bar) (37 psi) and should rise to at least 357 kPa (3.57 bar) (52 psi) at rated RPM.

Operate the engine under a lighter load and at slower than normal speed for first 15 minutes after start-up. DO NOT run engine at slow idle.

IMPORTANT: Should the engine die while operating under load, immediately remove load and restart the engine. Overheating of the turbocharger parts may occur when oil flow is stopped.

Stop engine immediately if there are any signs of part failure. Some early signs of engine problems are:

- Sudden drop in oil pressure
- Abnormal coolant temperatures
- Unusual noise or vibration
- Sudden loss of power
- Excessive fuel consumption
- Excessive oil consumption
- Fluid leaks

ZE59858,000004D -19-15SEP14-1/1

Warming Engine

IMPORTANT: To assure proper lubrication, operate engine at or below 1200 rpm with no load for 1–2 minutes. Extend this period 2–4 minutes when operating at temperatures below freezing.

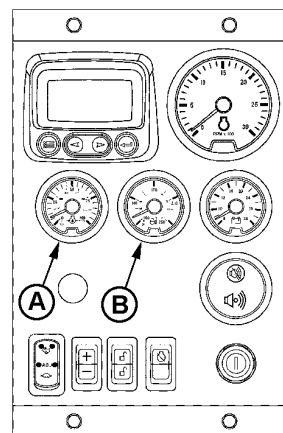
Engines used in generator set applications where the governor is locked at a specified speed may not have a slow idle function. Operate these engines at fast idle for 1–2 minutes before applying the load. This procedure does not apply to standby generator sets where the engine is loaded immediately upon reaching rated speed.

1. Check oil pressure gauge (A) as soon as engine starts. If oil pressure gauge does not increase to more than minimum oil pressure specification, 254 kPa (2.54 bar) (37 psi) within 5 seconds, stop the engine and determine the cause. Normal engine oil pressure is measured at slow idle (850 rpm) and rated full load speed (1800–2500 rpm).

Specification

Oil Pressure—Pressure.....254—357 kPa (2.54—3.57 bar) (37—52 psi)

2. Watch coolant temperature gauge (B). Do not place engine under full load until it is properly warmed up. The normal engine coolant temperature range is 83°–95°C (181°–203°F).



Oil Pressure and Coolant Temperature Gauges On Panel

A—Engine Oil Pressure Gauge B—Engine Coolant Temperature Gauge

NOTE: It is a good practice to operate the engine under a lighter load and at lower speeds than normal for the first few minutes after start-up.

ZE59858,000004E -19-15SEP14-1/1

Idling Engine

Avoid excessive engine idling. Prolonged engine idling may cause the engine coolant temperature to fall below its normal range. This in turn, causes crankcase oil dilution, due to incomplete fuel combustion and permits formation of gummy deposits on valves, pistons, and piston rings. It also promotes rapid accumulation of engine sludge and unburned fuel in the exhaust system.

Once an engine is warmed to normal operating temperatures, engine should be idled at slow idle speed. Slow idle speed for this engine is set at the factory at 800 rpm for standard industrial engines and at 850 rpm for generator sets. If an engine will be idling for more than five minutes, stop and restart later.

To reduce buildup of soot while operating at slow idle speed, ECU increases engine operating speed to rated speed whenever DOC face plugging is possible. Increased engine operating speed increases exhaust temperature and ability to burn soot from DOC face.

NOTE: Generator set applications where the governor is locked at a specified speed may not have a slow idle function. These engines idle at no load governed speed (high idle).

AT89373,0000F80 -19-09FEB16-1/1

Changing Engine Speed

NOTE: On engines with **2-position** throttles, speeds are not adjustable. These throttles allows operation only at the preset rated speed or at idle using the single switch (A).

Changing from slow to fast speed using Standard High-Low Speed Select Rocker Switch (A) (If Equipped):

- For slow speed, press lower half of switch (indicated by turtle symbol).
- For fast speed, press upper half of switch (indicated by rabbit symbol).

NOTE: To adjust preset fast or slow speeds for High-Low Speed Select Rocker Switch:

1. Select fast (rabbit) or slow (turtle) position on High-Low Speed Select Rocker Switch (A).
2. Press and hold top or bottom half of Bump Speed Enable Rocker Switch (B) while using Speed Select Rocker Switch (C).
3. Use Speed Select Rocker Switch (C) to bump engine speed up (+) or down (-).

NOTE: Once the speed has been set, the Bump Speed Enable Switch (B) must be pressed and released three times within two seconds to commit the new slow or fast speed to memory. If not done, the engine's new slow or fast speed will only be effective until the key switch is shut off. Then the speed will revert to its previous setting.

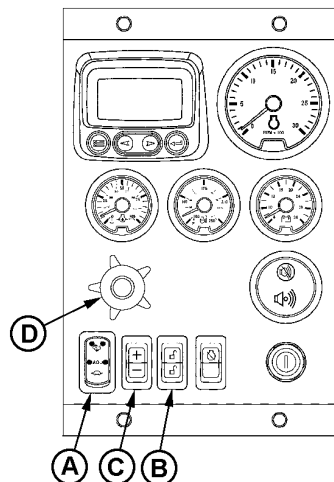
Changing from slow to fast speed using Adjustable High-Low Speed Select Rocker Switch (A) (If Equipped):

Panels have an adjustable **three-position** rocker switch (A) that can be used to select slow idle, fast idle, or an adjustable ("ADJ") intermediate speed.

- For slow speed, press lower half of rocker switch (indicated by turtle symbol).
- For fast speed, press upper half of rocker switch (indicated by rabbit symbol).

NOTE: To adjust preset fast or slow speeds with adjustable High-Low Speed Select Rocker Switch:

1. Select middle position (ADJ) or slow (turtle) position on the optional Adjustable Three-State Speed Select Rocker Switch (A).
2. Press and hold top or bottom half of Bump Speed Enable Rocker Switch (B) while using Speed Select Rocker Switch (C).
3. Use Speed Select Rocker Switch (C) to bump engine speed up (+) or down (-).



Changing Engine Speed On Panel

- | | |
|--|---------------------------------------|
| A— High-Low Speed Select Rocker Switch | C— Speed Select Rocker Switch |
| B— Bump Speed Enable Rocker Switch | D— Analog Throttle Control (Optional) |

NOTE: Slow (turtle) position is factory preset at low engine idle, while middle (ADJ) position is factory set at high engine idle.

NOTE: Once the speed has been set, the Bump Speed Enable Switch (B) must be pressed and released three times within two seconds to commit the new slow or fast speed to memory. If not done, the engine's new slow or fast speed will only be effective until the key is shut off. Then the speed will revert to its previous setting.

Changing engine speed using optional analog throttle (D)

NOTE: Pushing in on analog throttle will immediately take engine to slow idle speed.

1. Set High-Low Speed Select Rocker Switch (A) to low speed "turtle" position.
2. Turn analog throttle (D) clockwise to increase speed or counterclockwise to decrease speed.

NOTE: Engine Control Unit (ECU) reads the higher of the High-Low Speed Select Rocker Switch or the Analog Throttle(s) Speed Settings. With High-Low switch at low speed, Analog Throttle(s) will control speed higher than slow idle setting.

ZE59858,000029A -19-14NOV13-1/1

RG13725 —UN—11NOV04

Cold Weather Operation

CAUTION: Ether is highly flammable. DO NOT use ether when starting an engine equipped with glow plugs or an air intake heater.

DO NOT use starting fluid near fire, sparks, or flames. DO NOT incinerate or puncture a starting fluid container.

IMPORTANT: Engines with Rear PTO must switch off or unload all pumps, auxiliary drives, and compressors before cold weather starting to reduce drag on engine.

Engines may be equipped with a block heater, coolant heater, or fuel heater as cold weather starting aids.

Starting aids are required below 0°C (32°F). They will enhance starting performance above these temperatures and may be needed to start applications that have high parasitic loads during cranking and/or start acceleration to idle.

Using correct grade oil (per engine and machine operator's manual) is critical to achieve adequate cold-weather cranking speed. Synthetic oils have improved flow at low temperatures.

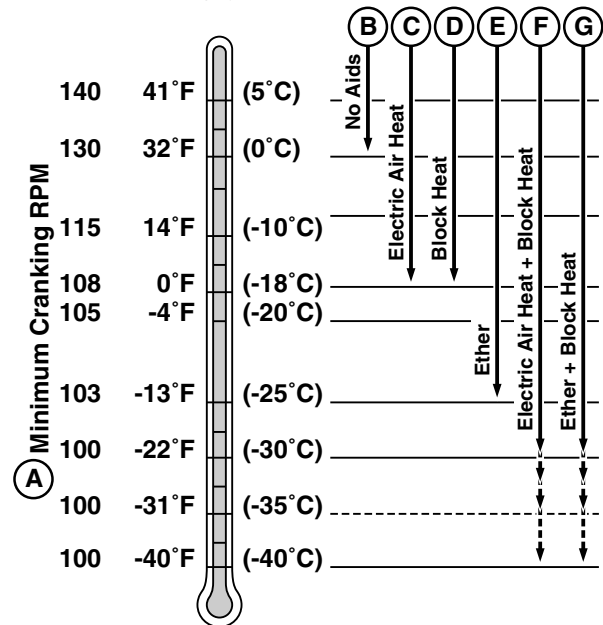
Other cold weather starting aids are required at temperatures below -25°C (-13°F) or at altitudes above 1500 m (5000 ft).

1. Follow steps 1—4 as listed under Starting the Engine in Section 20, then proceed as follows according to the instrument (control) panel on your engine.
2. Use cold weather starting aids as needed. Follow supplier instructions for starting aid provided on your engine. A booster battery can be connected if needed (see Using a Booster Battery or Charger in Section 20).
3. Engines with air intake heaters or glow plugs: Turn key ON but do not crank engine until Engine Preheat Indicator goes off.
4. Follow steps 5—7 as listed under Starting the Engine in Section 20.

Additional information on cold-weather operation is available from your authorized servicing dealer.



Highly Flammable Material



Cold Weather Starting Guidelines

- | | |
|------------------------|------------------------------------|
| A—Minimum Cranking RPM | E—Ether |
| B—No Aids | F—Electric Air Heat and Block Heat |
| C—Electric Air Heat | G—Ether and Block Heat |
| D—Block Heat | |

Stopping the Engine

1. Pull PTO clutch lever rearward (away from engine) to disengage clutch, if equipped.

IMPORTANT: Before stopping an engine that has been operating at working load, idle engine at least 2 minutes at 1000—1200 rpm to cool hot engine parts. If an Exhaust Filter Cleaning has just been performed, increase engine idle time to 4 minutes. If service work is going to be performed on the Exhaust Filter, increase engine idle time to 10 minutes.

Engines in generator set applications, run engine for at least 2 minutes at fast idle and no load. If an Exhaust Filter Cleaning has just been performed, increase engine idle time to 4 minutes. If service work is going to be performed on the Exhaust Filter, increase engine idle time to 10 minutes

2. Run engine at 1000—1200 rpm for at least 2 minutes to cool. If an Exhaust Filter Cleaning has just been performed, increase engine idle time to 4 minutes. If service work is going to be performed on the Exhaust Filter, increase engine idle time to 10 minutes

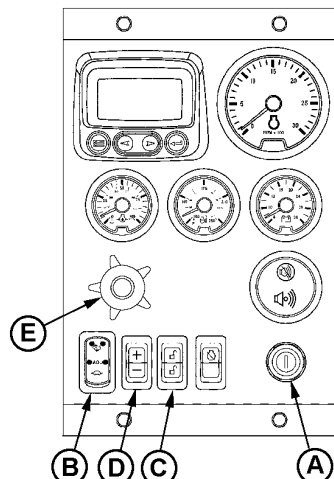
Panels with high-low speed select rocker switch (B) only: Set rpm using bump speed enable switch (C) with speed select rocker switch (D).

Panels with optional analog throttle (E): Set either high-low speed select switch (B) or analog throttle control (E) to slow idle, and set desired speed with remaining control.

NOTE: Engine control unit (ECU) reads the higher of the high-low speed select rocker switch or the analog throttle speed settings.

3. Push in on analog throttle control handle (if equipped) so that engine goes to slow idle, or set slow speed with high-low speed select rocker switch.
4. Turn key start switch (A) to “OFF” position to stop the engine. Remove ignition key.

IMPORTANT: Make sure that exhaust stack rain cap (F) is installed when engine is not running. This will prevent water and dirt from entering engine.



Stopping the Engine Using Panel Controls (Full-Featured Panel Shown)



Exhaust Stack Rain Cap

- | | |
|---------------------------------------|--------------------------------------|
| A—Key Start Switch | D—Speed Select Rocker Switch |
| B—High-Low Speed Select Rocker Switch | E—Analog Throttle Control (Optional) |
| C—Bump Speed Enable Rocker Switch | F—Exhaust Stack Rain Cap |

RG13723 —UN—11NOV04

RG19047 —UN—23AUG10

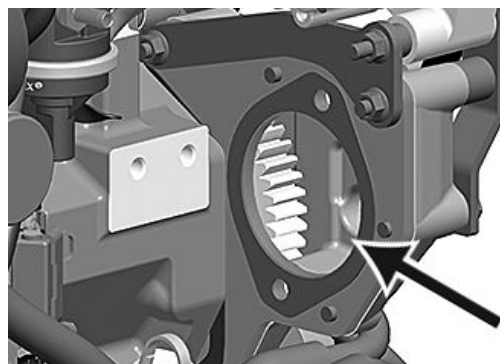
ZE59858,0000305 -19-07JAN14-1/1

Auxiliary Gear Drive Limitations

IMPORTANT: See OEM engine distributor for more information to prevent overloading the auxiliary drive. Severe engine damage could result.

IMPORTANT: When attaching an air compressor, hydraulic pump, or other accessory to be driven by the auxiliary gear drive (engine timing gear train at front of engine), power requirements of the accessory must be limited to values listed:

- 11 kW (15 hp) Continuous Operation at 2400 rpm
- 18 kW (24 hp) Intermittent Operation at 2400 rpm
- 10 kW (13 hp) Continuous Operation at 2200 rpm
- 16.5 kW (22 hp) Intermittent Operation at 2200 rpm



Auxiliary Gear Drive

RG26397—UN—16SEP14

ZE59858,000004F -19-23SEP14-1/1

Using a Booster Battery or Charger

A 12 volt booster battery or charger can be connected in parallel with battery(ies) on the unit to aid in cold weather starting. ALWAYS use heavy-duty jumper cables.

CAUTION: Gas given off by battery is explosive. Keep sparks and flames away from battery. Before connecting or disconnecting a battery charger, turn off charger. Make last connection and first disconnection at a point away from battery. Always connect **NEGATIVE (-)** cable last and disconnect this cable first.



Exploding Battery

TS204—UN—15APR13

WARNING: Battery posts, terminals, and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. **Wash hands after handling.**

IMPORTANT: Be sure that polarity is correct before making connections. Reversed polarity damages electrical system. Always connect positive to positive and negative to ground. Always use 12 volt booster battery for 12 volt electrical systems and 24 volt booster battery(ies) for 24 volt electrical systems.

1. Connect booster battery or batteries to produce the required system voltage for your engine application.

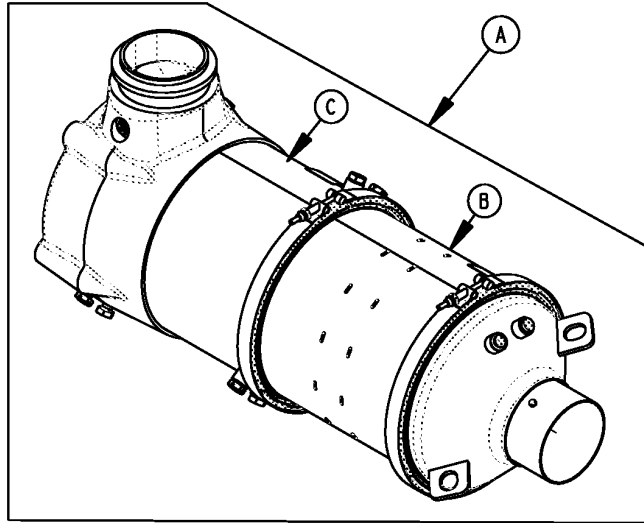
NOTE: To avoid sparks, **DO NOT** allow the free ends of jumper cables to touch the engine.

2. Connect one end of jumper cable to the **POSITIVE (+)** post of the booster battery.
3. Connect the other end of the jumper cable to the **POSITIVE (+)** post of battery connected to starter.
4. Connect one end of the other jumper cable to the **NEGATIVE (-)** post of the booster battery.
5. ALWAYS complete the hookup by making the last connection of the **NEGATIVE (-)** cable to a good ground on the engine frame and away from the battery(ies).
6. Start the engine. Disconnect jumper cables immediately after engine starts. Always disconnect **NEGATIVE (-)** cable first.

ZE59858,0000011 -19-18AUG14-1/1

Aftertreatment System

Exhaust Filter Cleaning and Maintenance



Exhaust Filter

A—Exhaust Filter
B—Diesel Particulate Filter (DPF)
C—Diesel Oxidation Catalyst (DOC)

The purpose of these instructions is to provide proper management of ash generated by the exhaust filter (or “filter”) along with its proper disposal.

RK80614,0000013 -19-16OCT12-1/1

RE537721TMDA02 —UN—04MAR10

Exhaust Filter — Cleaning

The Exhaust Filter, which includes the Diesel Oxidation Catalyst (DOC) and Diesel Particulate Filter (DPF), is a critical component in the engine's emissions control system, which is required to meet governmental emissions regulations. The Exhaust Filter captures diesel particulate matter or “soot” to prevent its release into

the atmosphere. This soot must be eliminated from the DPF to keep it functioning properly. The process of eliminating collected soot is carefully controlled by the Engine Control Unit (ECU) and is called “exhaust filter cleaning” or “regeneration”. During this process, a rise in exhaust temperature occurs and allows the soot to be oxidized within the DPF.

RK80614,0000014 -19-04JUN13-1/1

Diesel Particulate Filter (DPF) Maintenance and Service

NOTE: For some applications, cleaning of the DPF is not applicable. The DPF needs to be replaced if ash and soot level indicator is shown.

The exhaust filter includes the diesel oxidation catalyst (DOC) and diesel particulate filter (DPF). The DPF is designed to retain residual ash, which is a noncombustible result of additives used in crankcase lubrication oils and the fuel. The DPF provides many hours of maintenance free operation. At some point the DPF will require professional service to remove the accumulated ash. The exact number of hours of operation before service is required will vary depending upon the engine power category, duty cycle and operating conditions, engine oil ash content, and fuel quality. Adhering to John Deere's recommended oil and fuel specifications will maximize the hours of operation before professional DPF service is required.

The engine operator/owner is responsible for performing the required maintenance described in your Operator's Manual.

Generally, the ash removal service interval will far exceed the EPA required minimum of 3,000 hours for engines

below 175hp/130kW and 4,500 hours for engines at or above 175hp/130kW. The use of recommended John Deere fluids will extend the life of the aftertreatment system and extend the maintenance intervals of the DPF. When the exhaust filter requires service, the engine control unit (ECU) will alert the operator with a diagnostic trouble code (DTC).

The removal of DPF ash must be done by removing the DPF from the machine and placing it into specialized equipment. Do not remove ash by using water or other chemicals. Removing ash by these methods may damage the material securing the DPF in its canister, resulting in the loosening of the DPF element in the canister and subjecting it to damage from vibration.

Failure to follow the approved ash removal methods may violate your Governing Bodies Regulations along with damage to the DPF, resulting in potential denial of the Diesel Exhaust Filter Emissions Warranty. It is recommended that you take the DPF to an authorized John Deere service location or other qualified service provider for servicing.

KP41357,00000A5 -19-01DEC20-1/1

Exhaust Filter — Diesel Particulate Filter Ash Handling and Disposal

CAUTION: Your Governing Bodies Regulations may classify diesel particulate filter ash as a hazardous waste. Hazardous wastes therefore must be disposed of in accordance with all applicable Governing Bodies Regulations governing hazardous waste disposal. Only a

qualified service provider should remove ash from the DPF. Personal protective equipment and clothing, maintained in a sanitary and reliable condition, should be used when handling and cleaning a DPF. See your John Deere dealer or qualified service provider for assistance.

RK80614,0000016 -19-04SEP25-1/1

Exhaust Filter — Disposal

CAUTION: Proper management of an Exhaust Filter that has reached the end of its useful life is required, since the ash or catalyst material

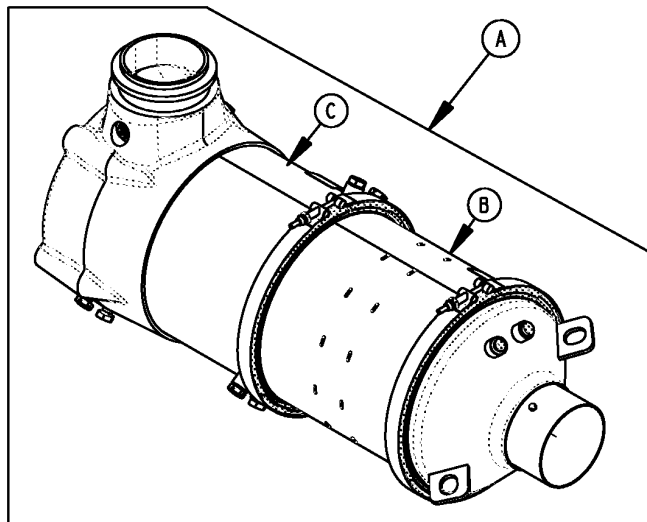
in the device may be classified as hazardous waste under federal, state, and/or local laws or regulations. See your John Deere dealer or qualified service provider for assistance.

RK80614,0000017 -19-04SEP25-1/1

Exhaust Filter System Overview

NOTE: Operator display icons and procedures can vary in other applications. The information contained in this section specifically applies to only OEM engines using the diagnostic gauge. If you are operating

a John Deere vehicle, please see the vehicle operator manual for all exhaust filter cleaning operation information and procedures.



Diesel Exhaust Filter

A—Diesel Exhaust Filter

B—Diesel Particulate Filter (DPF) C—Diesel Oxidation Catalyst (DOC)

John Deere has developed an exhaust filter consisting of a diesel oxidation catalyst (DOC) and a diesel particulate filter (DPF) specifically to meet the demands of off-highway applications. The DOC reduces carbon monoxide, hydrocarbons, and some particulate matter. The downstream DPF traps and holds particulates remaining in the exhaust stream. Trapped particles are eventually oxidized within the DPF through a process known as regeneration or exhaust filter cleaning.

Under normal machine operation and with the system in AUTO mode, the exhaust filter system requires minimal operator interaction.

To avoid unnecessary buildup of diesel particulates or soot in the exhaust filter system;

- 1 — Utilize the Automatic (AUTO) Exhaust Filter Cleaning mode.

- 2 — Avoid unnecessary idling.
- 3 — Use proper engine oil (See Fuels, Lubricants, and Coolants Section for recommendations).
- 4 — Use only ultra low sulfur fuel (See Fuels, Lubricants, and Coolants Section for recommendations).

In addition to soot, ash deposits will also slowly build up in the DPF and cannot be removed through the engine exhaust filter cleaning process. To clean the ash deposits from the DPF see [Diesel Particulate Filter Maintenance and Service](#) in the Aftertreatment Section.

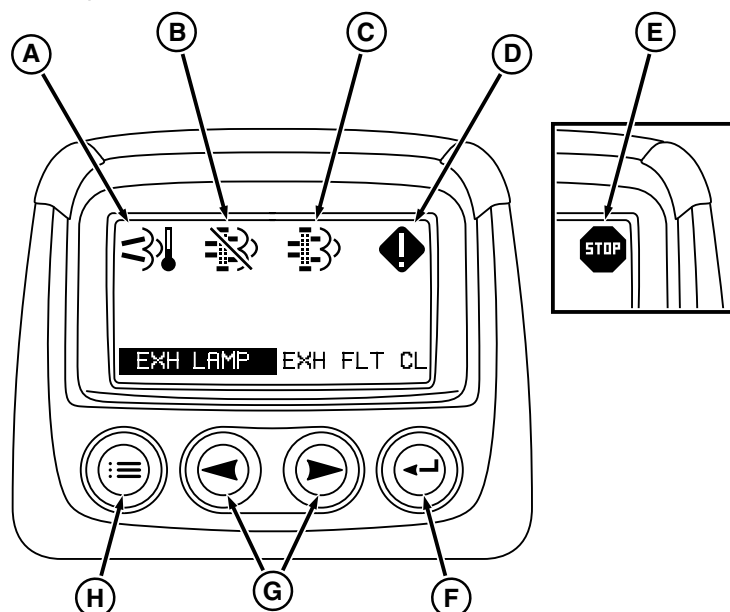
CAUTION: Do not power wash the filter assembly when external skin temperature of assembly exceeds 50 °C (120 °F).

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Diagnostic Gauge Keys and Indicators Overview

The image below shows all the keys and indicators you will see and use through the operator initiated or auto exhaust filter cleaning and disable processes.



Diagnostic Gauge Indicators and Keys

A—Exhaust Filter Cleaning Indicator
B—Auto Cleaning Disabled Indicator

C—Exhaust Filter Indicator
D—Caution Indicator

E—Warning Indicator
F—Enter Key
G—Arrow Keys

H—Menu Key

NOTE: You will never see the diagnostic gauge with all indicators illuminated at the same time (as shown). This image is only to illustrate the indicators you may see during operation.

The exhaust filter cleaning indicator (A) will illuminate when exhaust gas temperature is at optimal regeneration temperature, elevated idle is active, or exhaust filter cleaning is in process.

When this indicator (A) is illuminated, the machine can be operated as normal unless the operator determines the machine is not in a safe location for high exhaust temperatures and disables auto cleaning.

The auto cleaning disabled indicator (B) will illuminate when the operator has engaged the request to disable the auto exhaust filter cleaning function from the diagnostic gauge. This icon will remain illuminated until the operator reengages automatic exhaust filter cleaning from the diagnostic gauge. Disabling auto mode is not recommended for any situation unless it is safety related or if the fuel tank lacks the required fuel to complete the cleaning process.

The exhaust filter indicator (C) will illuminate when the exhaust filter is in need of cleaning and the operator has disabled auto exhaust filter cleaning. DTC 3719.15 will be present on the diagnostic gauge (see Listing of Diagnostic Trouble Codes in the Troubleshooting section for more

information). If conditions are safe, the operator should enable the auto exhaust filter clean setting or perform manual service regeneration or follow DTC procedure.

If the exhaust filter indicator (C) is combined with the caution indicator (D), the engine performance will be reduced by the ECU because the soot level of the exhaust filter is moderately high. DTC 3719.16 will be present on the diagnostic gauge (see Listing of Diagnostic Trouble Codes in the Troubleshooting section for more information) and the amber indicator light on the diagnostic gauge will turn on. If conditions are safe, the operator should enable the auto exhaust filter clean function. If conditions are not safe, the operator should move the machine to a safe location and engage the auto exhaust filter cleaning mode. Perform manual service regeneration or follow DTC procedure

If the exhaust filter indicator (C) is combined with the stop engine warning indicator (E), the engine performance will be further reduced by the ECU because the soot level of the exhaust filter is extremely high. DTC 3719.00 will be present on the diagnostic gauge (see Listing of Diagnostic Trouble Codes in the Troubleshooting section for more information) and the red indicator light on the diagnostic gauge will turn on. If this combination is present, contact the local John Deere dealer, engine distributor, or other service provider.

Continued on next page

JR74534,00001E5 -19-27MAY25-1/2

RG17928 —UN—13JAN10

The instructions in this section refer to the keys on the diagnostic gauge. The Enter key (F) is used when selecting an option on the diagnostic gauge. The Arrow keys (G) are used to scroll up or down between options

on the diagnostic gauge screen. The Menu key (H) is used to access the main menu of options from which the operator can choose.

JR74534,00001E5 -19-27MAY25-2/2

Passive Regeneration

Periodically, the exhaust filter experiences higher temperature levels simply through the engine operating at higher loads. During these times, the higher exhaust temperature cleans a small amount of soot build-up in the exhaust filter. Conversely, unnecessary idling can

cause additional exhaust filter soot to accumulate. For the best possible engine operation which requires the least amount of operator interaction, work engine at higher load conditions whenever possible and keep idling to a minimum.

RK80614,000001A -19-09MAY16-1/1

Automatic (AUTO) Exhaust Filter Cleaning

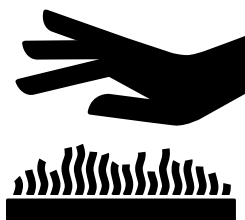
NOTE: Operator display icons and procedures can vary in other applications. The information contained in this section specifically applies to only OEM engines. If you are operating a vehicle, please see the vehicle operator manual for exhaust filter cleaning and handling information and procedures.

Operating the engine in AUTO Mode allows the ECU to perform intelligent exhaust filter cleaning as required. The Exhaust Filter Cleaning Indicator will illuminate when the system is actively performing an exhaust filter cleaning. During this process, the doser will inject small amounts of fuel into the exhaust stream to assist in cleaning the exhaust filter. When the exhaust filter cleaning process has completed its cycle, the cleaning indicator will automatically turn off.

CAUTION:

Servicing machine or attachments during exhaust filter cleaning can result in serious personal injury. Avoid exposure and skin contact with hot exhaust gases and components.

During auto or manual/stationary exhaust filter cleaning operations, the engine will run at elevated idle and hot temperatures for approximately 30 minutes. Exhaust gases and exhaust filter components reach temperatures hot enough to burn people, ignite, or melt common materials.



RG17488 —UN—21AUG09

 CAUTION: If the machine is not in a safe location for elevated exhaust temperatures, move the machine to a safe location and check for adequate fuel level before beginning the exhaust filter cleaning process. Any PTO driven devices (if equipped) should be powered off or disconnected.

If the machine is not able to be moved into a safe location, the operator should temporarily disable auto exhaust filter cleaning (see Disable Exhaust Filter Cleaning later in this section). If the machine is located in a safe location, the auto mode should always be enabled.

JR74534,00001E7 -19-21MAR16-1/1

Manual/Parked Exhaust Filter Cleaning

NOTE: Operator display icons and procedures can vary in other applications. The information contained in this section specifically applies to only OEM engines. If you are operating a vehicle, please see the vehicle operator manual for exhaust filter cleaning and handling information and procedures.

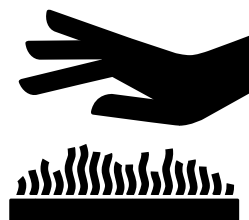
Manual/Parked Exhaust Filter Cleaning is an automated process initiated at the request of the operator. This process allows the system to clean the exhaust filter when the operator previously needed to engage the disable exhaust filter cleaning because of specific conditions. During the process the engine speed will be controlled by the ECU and the machine must remain parked to complete the procedure. Time required for the Manual/Parked Exhaust Filter Cleaning process is dependent upon the level of exhaust filter restriction, ambient temperatures, and current exhaust gas temperature.

Complete cleaning times will vary on several criteria including fuel type, oil type, duty cycle, and the number of previously aborted exhaust filter cleaning requests. Average time for a standard cleaning can range from 20-50 minutes or longer.

CAUTION:

Servicing machine or attachments during exhaust filter cleaning can result in serious personal injury. Avoid exposure and skin contact with hot exhaust gases and components.

During auto or manual/parked exhaust filter cleaning operations, the engine will run at elevated idle and hot temperatures for approximately 30 minutes. Exhaust gases and exhaust filter components reach temperatures hot enough to burn people, ignite, or melt common materials.



RG17488 -UN-21AUG09

CAUTION: Always park the machine in a safe location and check for adequate fuel level before beginning the exhaust filter cleaning process. Any PTO driven devices (if equipped) should be powered off or disconnected.

The exhaust filter indicator will remain off when Filter Cleaning is complete. If you are not returning the machine to service immediately after the procedure, allow the engine and the exhaust filter time to return to normal operating temperature before stopping engine. At any time during the parked procedure, the process can be canceled

Avoid disabling the cleaning procedure unless absolutely necessary. Repeated disabling or ignoring prompts to perform a manual/parked cleaning procedure will cause additional engine power limitations and can eventually lead to dealer required service.

Utilize Exhaust Filter Cleaning AUTO mode to avoid additional service.

JR74534,00001E8 -19-04SEP25-1/1

Disable Exhaust Filter Cleaning

NOTE: Operator display icons and procedures can vary in other applications. The information contained in this section specifically applies to only OEM engines. If you are operating a vehicle, please see the vehicle operator manual for exhaust filter cleaning and handling information and procedures.

NOTE: Disabling the exhaust filter cleaning request is not preferred. Disable the automatic exhaust filter

cleaning only when necessary. Whenever possible, cleaning should be allowed and the diagnostic gauge should be left in the auto mode. When left in auto mode, soot buildup in the exhaust filter system will be at a minimum.

NOTE: When AUTO or PARKED/MANUAL cleaning is enabled, the exhaust temperature may be high under no load or light load conditions at certain times during the exhaust filter cleaning cycle. Disable exhaust filter cleaning in conditions where it may be unsafe for elevated exhaust temperatures.

JR74534,00001E9 -19-21MAR16-1/1

Exhaust Filter Service Required

The exhaust filter cleaning procedures listed earlier in this section clean the soot from your exhaust filter. The exhaust filter also traps ash deposits over time which are not removed during an exhaust filter cleaning. When the exhaust filter has run several thousand hours, these

ash deposits can restrict engine performance due to increased back pressure. To correct this situation, replace the exhaust filter or have the exhaust filter cleaned in specialized equipment. See [Diesel Particulate Filter Maintenance and Service](#) in the Aftertreatment Section.

RK80614,000001E -19-11JUL13-1/1

Lubrication and Maintenance

Required Emission-Related Information

Service Provider

A repair shop or person of the owner's choosing may maintain, replace, or repair emission control devices and systems with original or equivalent replacement parts. However, warranty, recall, and all other services paid for by John Deere must be performed at an authorized John Deere service center.

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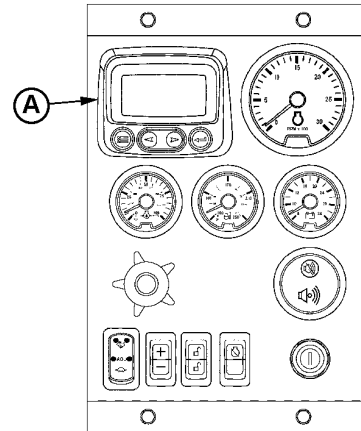
Observe Service Intervals

In an emergency, where an authorized John Deere service location is not available, repairs may be performed at any available service establishment, or by the owner, using any replacement part, provided such parts are warranted by their manufacturer to be the equivalent of John Deere parts in performance and durability and the failure does not arise from the owner's failure to perform required maintenance.

Using hour meter (A) as a guide, perform all services at the hourly intervals indicated on following pages. At each scheduled maintenance interval, perform all previous maintenance operations in addition to the ones specified. Keep a record of hourly intervals and services performed, using charts provided in Lubrication and Maintenance Records section.

IMPORTANT: Recommended service intervals are for normal operating conditions. Perform maintenance at interval which occurs first, for example, either at 500 hours of operation or every 12 months. Service more often if engine operated under adverse conditions. Neglecting maintenance can result in failures or permanent damage to the engine.

Perform all services at the hourly intervals. Record the services performed in the Lubrication and Maintenance



Hour Meter On Instrument Panel

A—Hour Meter

Records Section. When scheduled service at any hourly level is performed, also perform all subordinate hourly level services.

ZE59858,0000050 -19-02JUL15-1/1

Use Correct Fuels, Lubricants, and Coolant

IMPORTANT: Use only fuels, lubricants, and coolants meeting specifications outlined in Fuels, Lubricants, and Coolant Section when servicing your John Deere Engine.

Consult your John Deere Servicing Distributor or your nearest John Deere Parts Network for recommended fuels, lubricants, and coolant. Also available are necessary additives for use when operating engines in tropical, arctic, or any other adverse conditions.



JR74534,000027F -19-18MAY09-1/1

Lubrication and Maintenance Service Interval Chart

Item	Lubrication and Maintenance Service Intervals							
	Daily	250 Hours of Operation or Every 12 Months	500 Hours of Operation or Every 12 Months	1200 Hours of Operation	1500 Hours of Operation or Every 24 Months	2000 Hours of Operation	6000 Hours of Operation or Every 72 Months	Service as Re- quired
Check Engine Oil Level	•							
Check Engine Coolant Level	•							
Check Fan, Alternator, and Accessory Drive Belts	•							
Drain Water From Fuel Filter	•							
Check Air Cleaner Dust Unloader Valve and Restriction Indicator Gauge	•							
Visual Walk Around Inspection	•							
Replace Fuel Filter Elements (For applications, other than OEM, replace fuel filter at 250 hours).		•	•					
Service Fire Extinguisher			•					
Service Battery			•					
Change Engine Oil And Replace Oil Filter (During the initial operation of a new or rebuilt engine with Break-In Plus oil, change the oil and filter at 100 hours and refill with John Deere Plus-50™ II or other diesel engine oil.) (Service intervals depend on sulfur content of the diesel fuel, oil pan capacity, and the oil and filter used.) (See Diesel Engine Oil and Filter Service Intervals in the Fuels, Lubricants, and Coolants Section.) (For applications other than OEM , change oil filter at 250 hours.)		•	•					
Visually Inspect Coolant Pump			•					
Check Open Crankcase Ventilation (OCV) System			•					
Check Engine Mounts			•					
Check Belt and Belt Wear (For applications other than OEM , check belt and belt wear at every 250 hours.)		•	•					
Check Air Intake Hoses, Connections, & System			•					
Check Engine Ground Connection			•					
Check Cooling System			•					
Pressure Test Cooling System			•					
Check Engine Speeds			•					
Check and Adjust Engine Valve Clearance				•				
Change Open Crankcase Ventilation (OCV) Filter					•			
Flush and Refill Cooling System (For applications other than OEM, change coolant at every 2000 hours.)						•	•	
Test Thermostats							•	
Drain Water From Fuel Filters								•
Bleed Fuel System								•

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KP41357,00000A6 -19-16MAY24-1/2

Lubrication and Maintenance

Item	Lubrication and Maintenance Service Intervals							
	Daily	250 Hours of Operation or Every 12 Months	500 Hours of Operation or Every 12 Months	1200 Hours of Operation	1500 Hours of Operation or Every 24 Months	2000 Hours of Operation	6000 Hours of Operation or Every 72 Months	Service as Re- quired
Add Coolant								•
Pre-Start Cleaning Guide								•
Replace Air Cleaner Elements								•
Clean Diesel Particulate Filter (Actual service should take place when the dash indicator light comes on or as indicated by the diagnostic gauge.)(For some applications, cleaning of the DPF is not applicable. The DPF needs to be replaced if ash and soot level indicator is shown.)								•
Replace Fan Belt								•
Check Fuses								•
Check Electrical Wiring and Connections								•
Check Air Compressor (If Equipped)								•

KP41357,00000A6 -19-16MAY24-2/2

Lubrication & Maintenance — Daily

Daily Prestarting Checks

Check the following items BEFORE STARTING THE ENGINE for the first time each day:

- Check engine oil level on dipstick. Fill cap/dipstick may be located on left or right side, depending on application. Add as required, using seasonal viscosity grade oil. (See Diesel Engine Oil — Interim Tier 4, Final Tier 4, Stage IIIB, and Stage IV in the Fuels, Lubricants, and Coolants Section for oil specifications.)

NOTE: Wipe all fittings, caps, and plugs before performing any maintenance to reduce the chance of system contamination.

- Check the coolant level when engine is cold. Fill radiator or surge tank with proper coolant if level is low. (See Adding Coolant in the Service As Required Section.) Check overall cooling system for leaks.
- Check radiator for leaks and trash buildup.

NOTE: It is normal for a small amount of coolant to weep from the coolant pump weep hole, especially as the engine cools down and parts contract. If enough coolant weeps from the engine where coolant drips from the engine, this may

indicate the need to replace the coolant pump seal. Contact the local John Deere dealer, engine distributor, or other service provider for repairs.

- Check fan, alternator, and accessory drive belts for cracks, breaks or other damage.
- Loosen water drain valve on each fuel filter all the way so that the valve opens to drain water and debris as needed. Retighten valves securely.

NOTE: Any water in fuel is drained into the bottom of the fuel filters. The operator is signaled by an amber indicator on the instrument panel. To service, see Drain Water From Fuel Filters in the Service As Required Section.

- Squeeze the automatic dust unloader valve (if equipped) on air cleaner assembly to clear away any dust buildup.
- Check air intake restriction indicator gauge and service air cleaner as required (if equipped).
- Check air intake system hoses and connections for cracks and loose clamps.
- Inspect the engine compartment. Look for fluid leaks, worn fan and accessory drive belts, loose connections, and trash buildup. Remove trash buildup and have repairs made as needed.

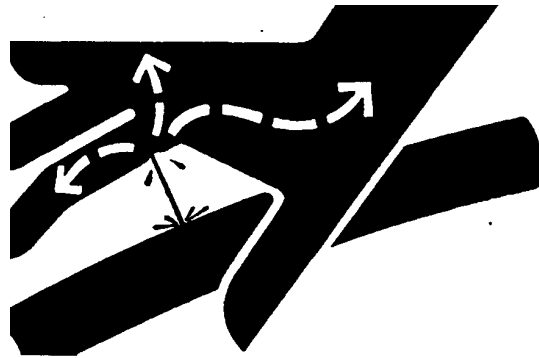
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Removing and Installing Fuel Filter

CAUTION: Escaping fluid under pressure can penetrate the skin causing serious injury. Relieve pressure before disconnecting fuel or other lines. Tighten all connections before applying pressure. Keep hands and body away from pinholes and nozzles which eject fluids under high pressure. Use a piece of cardboard or paper to search for leaks. Do not use your hand.

If any fluid is injected into the skin, it must be surgically removed within a few hours by a doctor familiar with this type injury or gangrene may result. Doctors unfamiliar with this type of injury may call the Deere & Company Medical Department in Moline, Illinois, or other knowledgeable medical source.

IMPORTANT: Replace fuel filter elements anytime audible alarm sounds and trouble codes indicate plugged fuel filters (low fuel pressure). If no



High-Pressure Fluids

alarm sounds during the 12 month service interval, replace elements at that time, or after 250 hours operation, whichever comes first.

NOTE: This procedure is for single filter installation.

Continued on next page

KP41357,00000A3 -19-01FEB21-1/2

X9811 —UN—23AUG88

Remove and Install Primary Fuel Filter Element

IMPORTANT: Avoid damage to the fuel system components. Thoroughly clean filter header, fuel filters, and surrounding area to prevent dirt and debris from entering the fuel system before removing or installing a fuel filter. Dirt or debris can damage fuel system components.

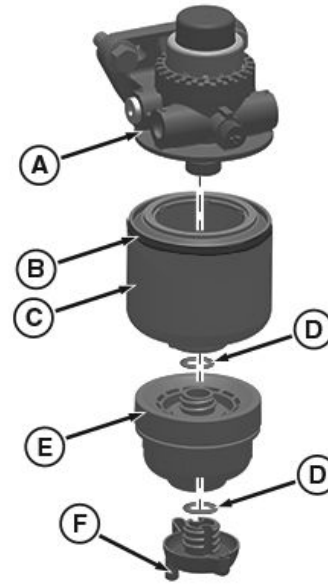
IMPORTANT: Replace fuel filter element anytime audible alarm sounds or DTC indicate plugged fuel filter (low fuel pressure). If no alarm sounds during the 12-month service interval, replace element at that time, or after 250 hours operation, whichever comes first.

IMPORTANT: Prevent damage to filter, bowl, and sensor threads. No tools are required to change the fuel filter. If filter retaining nut is too tight to remove by hand, use a suitable tool to loosen. When reinstalling, only tighten by hand.

NOTE: Both primary and secondary filters must be replaced at the same time.

NOTE: For applications other than OEM, refer to operator's manual for proper servicing, hourly replacement intervals, and filter locations.

1. Thoroughly clean primary filter header (A) and surrounding area to prevent dirt and debris from entering fuel system.
2. Connect a hose to filter drain valve (F) on bottom of primary fuel filter element (C) and drain all fuel from filter canister.
3. Grip and loosen primary fuel filter (C). **DO NOT** loosen by gripping water separator bowl (E).
4. Remove primary fuel filter element (C).
5. Remove the water separator bowl (E). Discard rubber washers (D).
6. Place new rubber washers (D) on both side of the water separator bowl (E). Lubricate with clean diesel fuel.



Primary Fuel Filter Element - Exploded View

A—Primary Fuel Filter Header	D—Rubber Washers (2 used)
B—O-Ring	E—Water Separator Bowl
C—Primary Fuel Filter Element	F—Drain Valve

IMPORTANT: Prevent damage to threads. **DO NOT** tighten water separator bowl past contact plus 1/4 turn.

7. Install water separator bowl (E) to primary fuel filter element (C). Tighten to contact plus 1/4 turn.
8. Apply a thin film of fuel on filter element O-ring (B).

IMPORTANT: Prevent fuel system damage. **Do not fill the new filter with fuel before installing. Contamination to the fuel system will occur.**

9. Install new primary fuel filter (C) to primary fuel filter header (A). Tighten only using primary fuel filter element (C). Tighten by hand to contact plus 3/4 turn.

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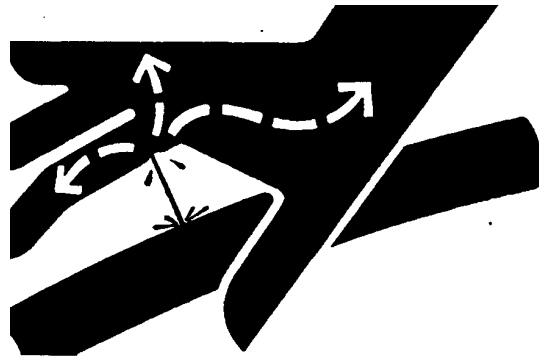
RG33405 —UN—01FEB21

Removing and Installing Fuel Filter

CAUTION: Escaping fluid under pressure can penetrate the skin causing serious injury. Relieve pressure before disconnecting fuel or other lines. Tighten all connections before applying pressure. Keep hands and body away from pinholes and nozzles which eject fluids under high pressure. Use a piece of cardboard or paper to search for leaks. Do not use your hand.

If any fluid is injected into the skin, it must be surgically removed within a few hours by a doctor familiar with this type injury or gangrene may result. Doctors unfamiliar with this type of injury may call the Deere & Company Medical Department in Moline, Illinois, or other knowledgeable medical source.

IMPORTANT: Replace fuel filter elements anytime audible alarm sounds and trouble codes indicate plugged fuel filters (low fuel pressure). If no alarm sounds during the 12 month service interval, replace elements at that time, or after 500 hours operation, whichever comes first.



High-Pressure Fluids

NOTE: This procedure covers both single filter and dual filter installations. Use the appropriate procedure for installation.

NOTE: Depending on applications, the fuel filter header location can vary. Please refer to the appropriate vehicle operator manual.

Continued on next page

KP41357,00000A8 -19-01FEB21-1/4

X9811 —UN—23AUG88

Remove and Install Primary Fuel Filter Element

IMPORTANT: Avoid damage to the fuel system components. Thoroughly clean filter header, fuel filters, and surrounding area to prevent dirt and debris from entering the fuel system before removing or installing a fuel filter. Dirt or debris can damage fuel system components.

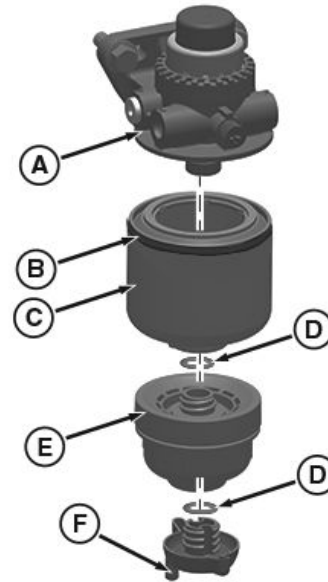
IMPORTANT: Replace fuel filter element anytime audible alarm sounds or DTC indicate plugged fuel filter (low fuel pressure). If no alarm sounds during the 12-month service interval, replace element at that time, or after 250 hours operation, whichever comes first.

IMPORTANT: Prevent damage to filter, bowl, and sensor threads. No tools are required to change the fuel filter. If filter retaining nut is too tight to remove by hand, use a suitable tool to loosen. When reinstalling, only tighten by hand.

NOTE: Both primary and secondary filters must be replaced at the same time.

NOTE: For applications other than OEM, refer to operator's manual for proper servicing, hourly replacement intervals, and filter locations.

1. Thoroughly clean primary filter header (A) and surrounding area to prevent dirt and debris from entering fuel system.
2. Connect a hose to filter drain valve (F) on bottom of primary fuel filter element (C) and drain all fuel from filter canister.
3. Grip and loosen primary fuel filter (C). **DO NOT** loosen by gripping water separator bowl (E).
4. Remove primary fuel filter element (C).
5. Remove the water separator bowl (E). Discard rubber washers (D).
6. Place new rubber washers (D) on both side of the water separator bowl (E). Lubricate with clean diesel fuel.



Primary Fuel Filter Element - Exploded View

A—Primary Fuel Filter Header	D—Rubber Washers (2 used)
B—O-Ring	E—Water Separator Bowl
C—Primary Fuel Filter Element	F—Drain Valve

IMPORTANT: Prevent damage to threads. **DO NOT** tighten water separator bowl past contact plus 1/4 turn.

7. Install water separator bowl (E) to primary fuel filter element (C). Tighten to contact plus 1/4 turn.
8. Apply a thin film of fuel on filter element O-ring (B).

IMPORTANT: Prevent fuel system damage. **Do not fill the new filter with fuel before installing. Contamination to the fuel system will occur.**

9. Install new primary fuel filter (C) to primary fuel filter header (A). Tighten only using primary fuel filter element (C). Tighten by hand to contact plus 3/4 turn.

Continued on next page

KP41357,00000A8 -19-01FEB21-2/4

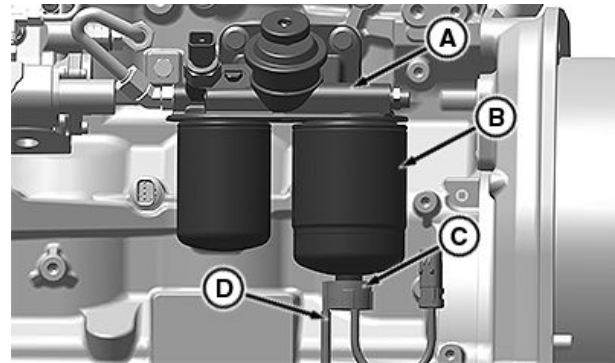
RG33405 —UN—01FEB21

Remove and Install Primary Fuel Filter

1. Thoroughly clean filter header and surrounding area to prevent dirt and debris from entering the fuel system.
2. Connect a hose to the filter drain valve (D) on bottom of the primary fuel filter and drain all fuel and water from the fuel filter.
3. Remove water-in-fuel sensor (C). Perform Water-In-Fuel Sensor — Removal in Section 02, Group 110.
4. Remove primary fuel filter (B).

IMPORTANT: Prevent damage to injectors and other fuel system components. DO NOT fill the new primary fuel filter with fuel before installing. Unfiltered fuel can contaminate the fuel system and can cause damage to injectors and other fuel system components.

5. Install new primary fuel filter (B) until filter seal contacts fuel filter header (A) and then hand tighten an additional 3/4 revolution.



Primary Fuel Filter

A—Fuel Filter Header
B—Primary Fuel Filter

C—Water-In-Fuel Sensor
D—Drain Valve

6. Perform Water-In-Fuel Sensor — Installation in Section 02, Group 110.

KP41357,00000A8 -19-01FEB21-3/4

RG31945 —UN—21NOV19

Remove and Install Secondary Fuel Filter

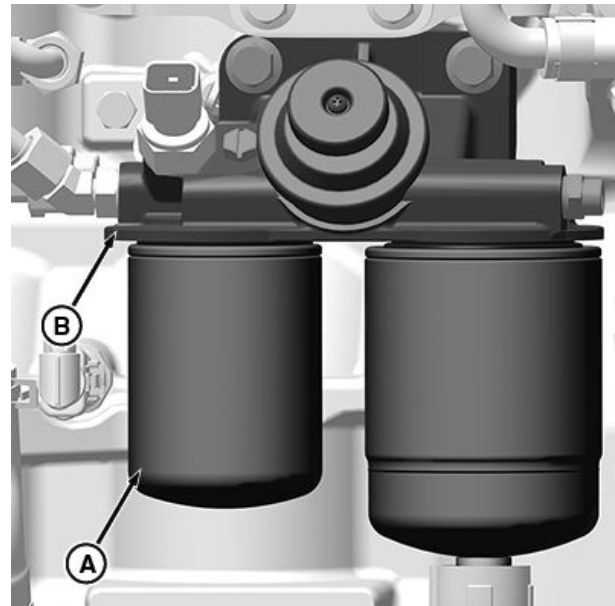
1. Thoroughly clean filter header and surrounding area to prevent dirt and debris from entering the fuel system.
2. Remove secondary fuel filter (A).

IMPORTANT: Prevent damage to injectors and other fuel system components. DO NOT fill the new secondary fuel filter with fuel before installing. Unfiltered fuel can contaminate the fuel system and can cause damage to injectors and other fuel system components.

3. Install new secondary fuel filter (A) until filter seal contacts fuel filter header (B) and then hand tighten an additional 3/4 revolution.

A—Secondary Fuel Filter

B—Fuel Filter Header



Secondary Fuel Filter

KP41357,00000A8 -19-01FEB21-4/4

RG32966 —UN—24SEP20

Servicing Fire Extinguisher

A fire extinguisher (A) is available from the authorized servicing dealer or engine distributor.

Read and follow the instructions which are packaged with it. The extinguisher should be inspected at least every 500 hours of engine operation or every 12 months. Once extinguisher is operated, no matter how long, it must be recharged. Keep record of inspections on the tag which comes with the extinguisher instruction booklet.

A—Fire Extinguisher



Fire Extinguisher

RK80614,0000024 -19-04SEP25-1/1

RW4918 —UN—15DEC88

Servicing Battery

CAUTION: Battery gas can explode. Keep sparks and flames away from batteries. Use a flashlight to check battery electrolyte level.

Never check battery charge by placing a metal object across the posts. Use a voltmeter or hydrometer.

Always remove grounded **NEGATIVE (—)** battery clamp first and replace it last.

WARNING: Battery posts, terminals, and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. **Wash hands after handling.**

IMPORTANT: Wear personal Protective Equipment while doing any type of Battery check or replacement.

1. On regular batteries, check electrolyte level. Fill each cell to bottom of filler neck with distilled water.

NOTE: Low-maintenance or maintenance-free batteries should require little additional service. However, electrolyte level can be checked by cutting the center section of decal on dash-line, and removing cell plugs. Fill each cell to bottom of filler neck with distilled water.

2. Keep batteries clean by wiping them with a damp cloth. Keep all connections clean and tight. Remove



Exploding Battery

any corrosion, and wash terminals with a solution of 1 part baking soda and 4 parts water. Tighten all connections securely.

NOTE: Coat battery terminals and connectors with a mixture of petroleum jelly and baking soda to retard corrosion.

3. Keep battery fully charged, especially during cold weather. If a battery charger is used, turn off charger before connecting charger to battery(ies). Attach **POSITIVE (+)** battery charger lead to **POSITIVE (+)** battery post. Then attach **NEGATIVE (—)** battery charger lead to a good ground.

Continued on next page

ZE59858,0000052 -19-16APR14-1/2

TS204 —UN—15APR13

CAUTION: Sulfuric acid in battery electrolyte is poisonous. It is strong enough to burn skin, eat holes in clothing, and cause blindness if splashed into eyes.

Avoid the hazard by:

1. Filling batteries in a well-ventilated area.
2. Wearing eye protection and rubber gloves.
3. Avoiding breathing fumes when electrolyte is added.
4. Avoiding spilling or dripping electrolyte.
5. Using proper jump start procedure.

If you spill acid on yourself:

1. Flush your skin with water.
2. Apply baking soda or lime to help neutralize the acid.
3. Flush your eyes with water for 10—15 minutes. Get medical attention immediately.

If acid is swallowed:

1. Drink large amounts of water or milk.
2. Then drink milk of magnesia, beaten eggs, or vegetable oil.
3. Get medical attention immediately.

In freezing weather, run engine at least 30 minutes to ensure thorough mixing after adding water to battery.

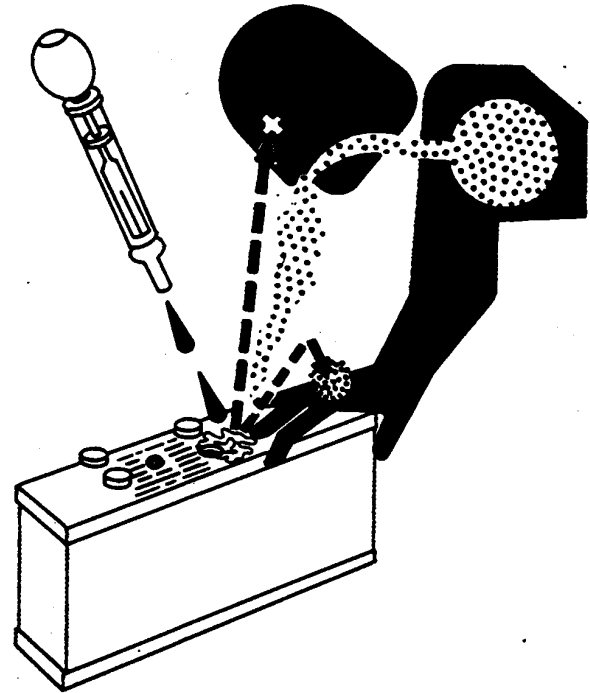
Replacement battery(ies) must meet or exceed the following recommended capacities¹ at -18 °C (0 °F):

Specification

12-Volt System—Minimum Battery Capacity—Cold Cranking

Amps.....640 Minimum
Reserve Capacity (Minutes).....285 Minimum

¹ Total recommended capacity based on batteries connected in series or parallel.



Sulfuric Acid

24-Volt System—Minimum Battery Capacity—Cold Cranking

Amps.....570 Minimum
Reserve Capacity (Minutes).....275 Minimum

ZE59858,0000052 -19-16APR14-2/2

TS203—UN—23AUG88

Changing Engine Oil and Replacing Filter

NOTE: During the initial operation of a new or rebuilt engine with Break-In Plus oil, change the oil and filter at 100 hours and refill with John Deere Plus-50™ II or other diesel engine oil. See Lubrication and Maintenance Service Interval Chart.

OILSCAN or OILSCAN PLUS is a John Deere sampling program to help monitor machine performance and identify potential problems before serious damage occurs. OILSCAN and OILSCAN PLUS kits are available from the local John Deere dealer, engine distributor, or other service provider. Oil samples should be taken prior to the oil change. Refer to instructions provided with kit.

NOTE: Depending on application, the oil pan design and configuration varies. However the installation and removal procedure remains the same.

Depending on the application, mounting location of dipstick guide varies. Refer to the appropriate vehicle technical manual for mounting location.

1. Run engine approximately 5 minutes to warm engine oil. Switch engine off.
2. Remove oil pan drain plug (D).
3. Drain oil from engine while warm.

NOTE: Inspect copper washer for damage, replace if necessary.

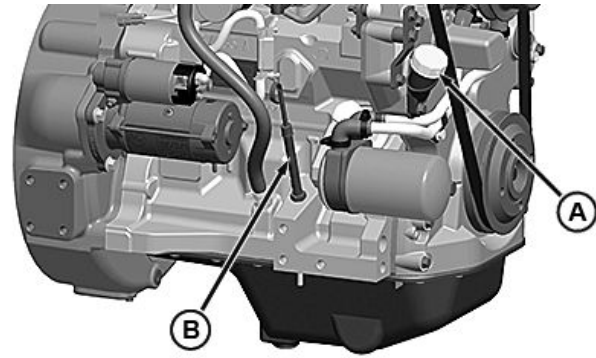
4. Install drain plug (D) and copper washer (E) and tighten to specification.

Specification

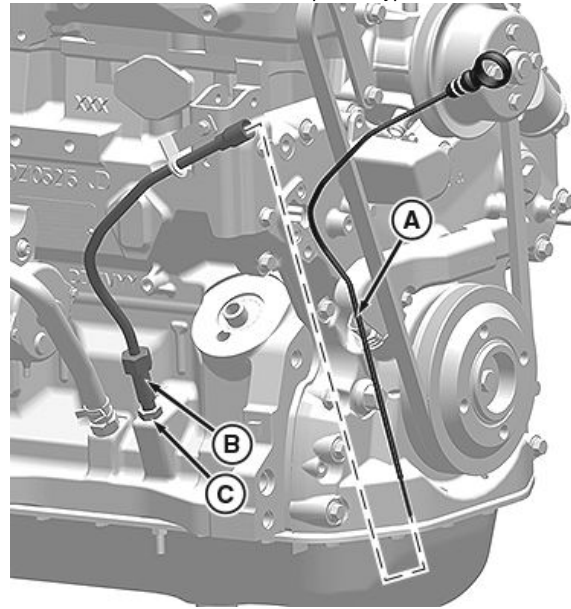
Oil Pan Drain
Plug—Torque..... 70 N·m (52 lb·ft)

A—Dipstick
B—Dipstick Tube
C—Nut

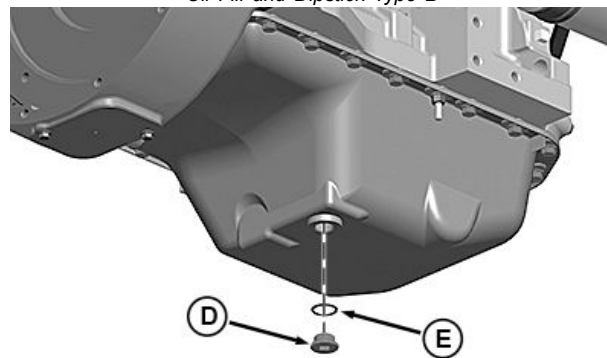
D—Drain Plug
E—Copper Washer
F—Crosshatch Area



Oil Fill and Dipstick Type A

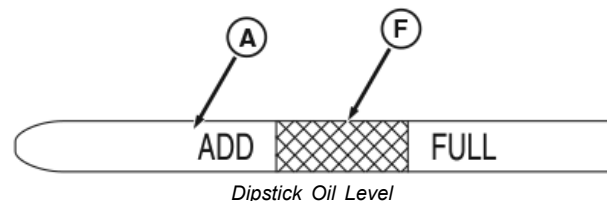


Oil Fill and Dipstick Type B



Oil Drain Plug or Valve

RG18611A —UN—10NOV20



Dipstick Oil Level

Continued on next page

KP41357,0000097 -19-27MAY25-1/2

RG25826A —UN—10NOV20

RG33023 —UN—13OCT20

RG25827 —UN—16MAY14

NOTE: Depending on engine application, oil filter is mounted in the vertical or horizontal position.

5. Remove oil filter (A) using a suitable filter wrench. Discard oil filter (A) with seal (B).

IMPORTANT: Avoid engine wear or damage. Filtration of oils is critical to proper lubrication. Always change filter regularly. Use filter meeting John Deere performance specification.

6. Clean oil filter sealing surface.
7. Apply clean engine oil to the new oil filter seal (B) and to oil filter threads.
8. Thread new oil filter onto oil filter header until the oil filter seal contacts the oil filter header.

IMPORTANT: Avoid possible oil leak or oil filter damage, and oil filter removal problems. **DO NOT** over tighten oil filter.

9. Hand tighten oil filter to specification. **DO NOT** overtighten oil filter.

Specification

Oil Filter—Turn (after seal contact)..... 3/4—1-1/4

NOTE: Crankcase oil capacity may vary slightly. **ALWAYS** ensure oil level is within crosshatch area on dipstick. **DO NOT** overfill.

10. Fill engine crankcase with correct John Deere engine oil through oil filler cap. See Diesel Engine Oil — Interim Tier 4, Final Tier 4, Stage IIIB, and Stage IV in the Fuels, Lubricants, and Coolant Section for determining correct engine oil.

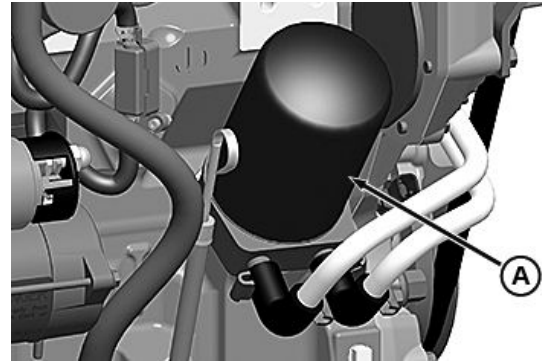
To determine the correct oil fill quantity for the engine, see Engine Crankcase Oil Fill Quantities in the Specifications Section.

IMPORTANT: Avoid engine wear or damage. Ensure adequate lubrication to engine components before starting the engine.

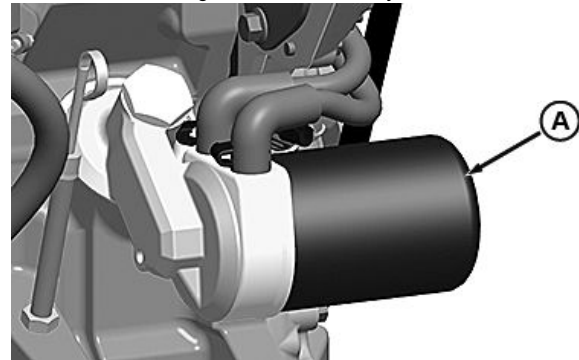
11. Start engine and run at slow idle to check for possible leaks.
12. Stop engine. Wait 10 minutes and check oil level. Oil level reading should be within crosshatch area on dipstick.

A—Oil Filter

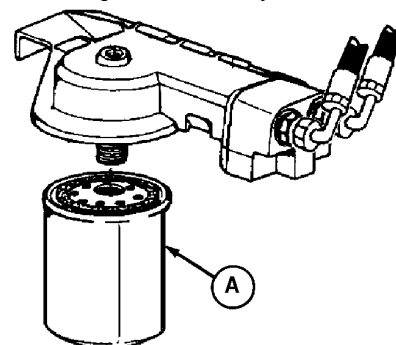
B—Oil Filter Seal



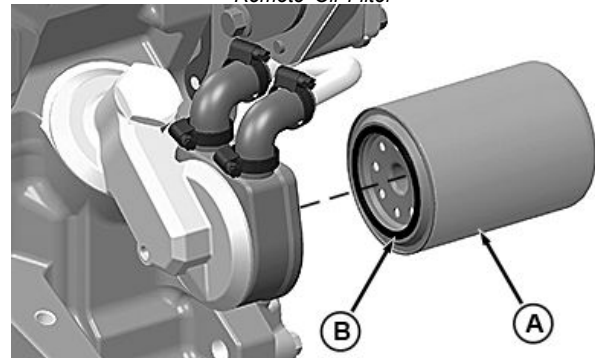
Engine Without Auxiliary Drive



Engine With Auxiliary Drive



Remote Oil Filter



Oil Filter Removal

RG26398 —UN—16SEP14

RG26399 —UN—16SEP14

RG11549 —UN—06DEC00

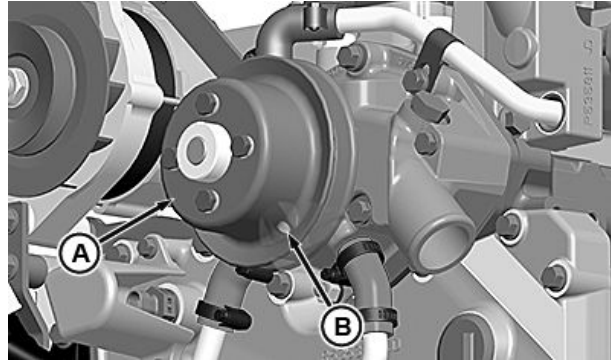
RG25563 —UN—17APR14

KP41357,0000097 -19-27MAY25-2/2

Visually Inspecting Coolant Pump

NOTE: Cooling pump drive pulley is transparent for clarity purposes.

1. Inspect coolant weep hole (B). Clean weep hole if blocked.
2. Coolant leakage indicates a damaged seal.
3. A slight weeping of coolant is normal. If enough coolant leaks from the weep hole that it drips from the engine, the coolant pump assembly should be replaced or repaired.
4. Wiggle coolant pump pulley (A). There should only be slight radial movement in the bearing. If bearing is loose, repair or replace coolant pump.



Inspect Coolant Pump

A—Pulley

B—Weep Hole

ZE59858,0000054 -19-07MAY14-1/1

RG25316—UN—25MAR14

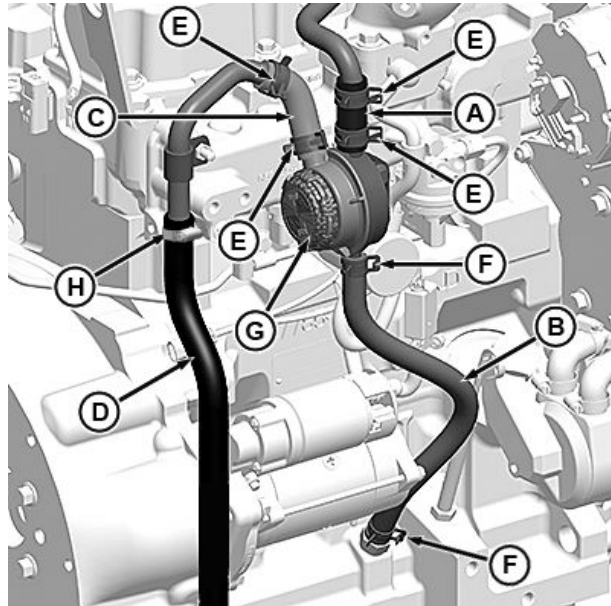
Checking Open Crankcase Vent (OCV)

NOTE: Hose clamp fittings may vary.

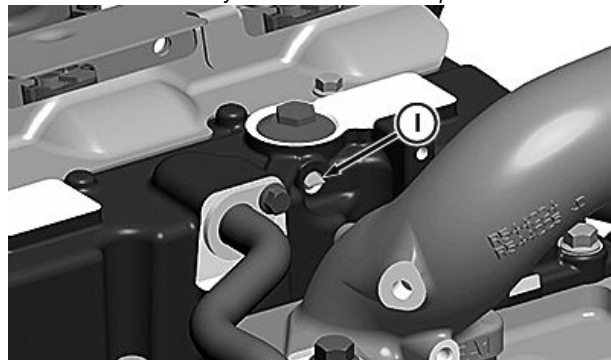
1. Check all hoses (A, B, C, and D), and crankcase vent filter (G) of open crankcase ventilation system for cracks, damage, or breakage.
2. Check all clamps (E, F, and H) for appropriate tension on the hoses.
3. Inspect duckbill valve (I) for leakage or blockage.

A—Inlet Hose
B—Drain Hose
C—Outlet Hose
D—Vent Hose
E—Clamp 25 mm x 15 mm (4 used)

F—Clamp 20 mm x 15 mm (2 used)
G—Crankcase Vent Filter
H—Hose Clamp
I—Duckbill Valve



OCV System Hoses and Clamps



Duckbill Valve

KP41357,0000098 -19-20NOV20-1/1

RG25188B—UN—11NOV20

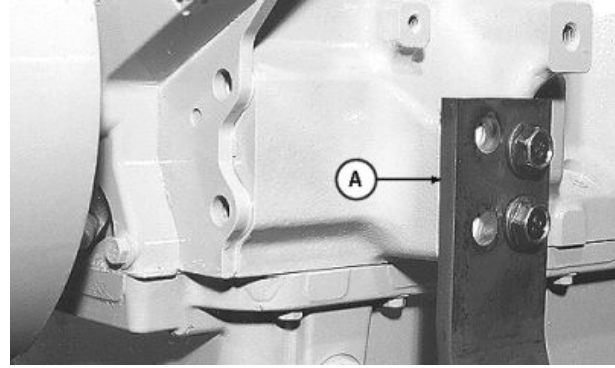
RG26409—UN—24SEP14

Checking Engine Mounts

Engine mounting is the responsibility of the Original Equipment Manufacturer. Follow manufacturer's guidelines for mounting specifications.

IMPORTANT: Use only Grade SAE 8 or higher grade of hardware for engine mounting.

1. Check the engine mounting brackets (A), vibration isolators, and mounting bolts on support frame and engine block for tightness. Tighten as necessary.
2. Inspect overall condition of vibration isolators, if equipped. Replace isolators, as necessary, if rubber has deteriorated or mounts have collapsed.



Engine Mounting

A—Mounting Bracket

ZE59858,00002A2 -19-14NOV13-1/1

RG9905 —UN—06JAN99

Checking Fan And Alternator V-Belt Tension

Low belt tension causes slippage resulting in excessive cover wear, burn spots, overheating, or "slip and grab", causing belt breakage.

High belt tension causes belt heating and excessive stretch, as well as damage to drive components such as pulleys and shafts. V-belts should ride on the sides of standard pulleys not on the bottom of the groove.

Standard V-belt tension can be checked with JDG529 tension gauge (bold arrow) or equivalent gauge. (Gauge is available from the local John Deere dealer, engine distributor, or other service provider.)

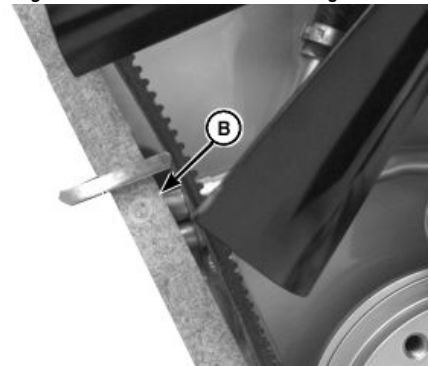
1. Inspect belts for cracks, fraying, or stretched areas. Replace if necessary.
2. Using JDG529 belt tension gauge, or belt tension tester (A) and straightedge (B), check tension of warm belts:
 - a. When using JDG529 belt tension gauge, measure belt tension and compare with specifications.
 - b. Belt deflection, when using belt tension tester (A) with straightedge (B), is measured with force applied halfway between pulleys.

Specification

Standard V-Belt Used,	
Option A with 90 N (20	
lbf) Applied—Deflection.....	19 mm (0.75 in)
Standard V-Belt New,	
Option B with 90 N (20	
lbf) Applied—Deflection.....	9 mm (0.39 in)
Standard V-Belt Used,	
Option B with 90 N (20	
lbf) Applied—Deflection.....	13 mm (0.55 in)



Checking Belt Tension with Tension Gauge



Checking Belt Tension with Straightedge

A—Tension Tester

B—Straightedge

Continued on next page

KP41357,00000A0 -19-27MAY25-1/3

RG7333A —UN—01DEC20

RG7334A —UN—01DEC20

IMPORTANT: Avoid damage to V-belts and alternator. Do Not tighten or loosen belts when belts are hot. Do Not pry against the alternator rear frame.

NOTE: Alternator could be a part of vehicle or engine technical manual, refer to the appropriate manual for alternator adjustments.

3. When adjustment is necessary, apply a back-up wrench to lower cap screw (B) and loosen nut (C).
4. Loosen upper cap screw (A) and rotate the alternator frame until the belt is correctly tensioned.

STANDARD V-BELT—Specification

New V-Belt Option

A—Tension..... 578–623 N (130–140 lbf)

New V-Belt Option

B—Tension..... 520–610 N (117–137 lbf)

Used V-Belt Option

A—Tension..... 378–423 N (85–95 lbf)

Used V-Belt Option

B—Tension..... 400–490 N (90–110 lbf)

5. Tighten upper cap screw (A) and then lower cap screw (B) and nut (C) to specification.

Specification

Option A Cap Screw and

Nut—Torque..... 33 N·m (24 lb·ft)

Option B Cap Screw and

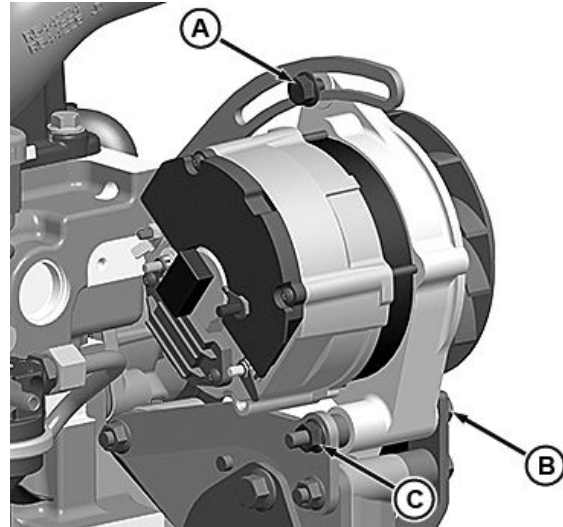
Nut—Torque..... 35 N·m (26 lb·ft)

6. After a new or used belt has run for 10 minutes, recheck belt tension.

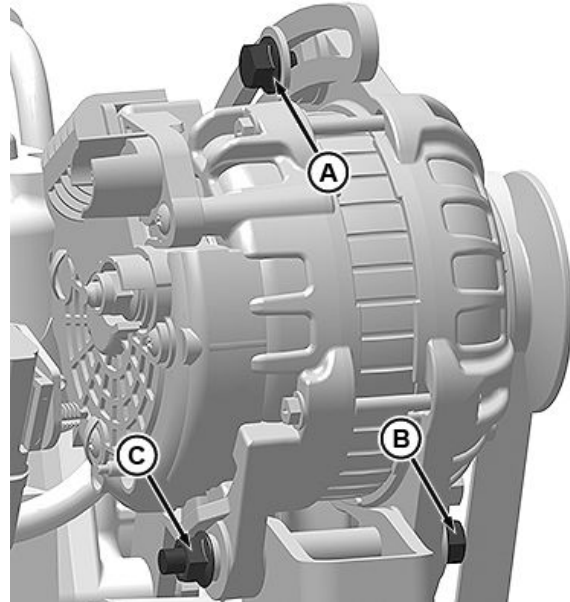
A—Upper Cap Screw

C—Nut

B—Lower Cap Screw



Alternator Option A



Alternator Option B

KP41357,00000A0 -19-27MAY25-2/3

RG33187 —UN—19NOV20

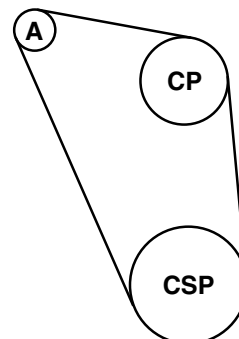
RG33042 —UN—20OCT20

V-Belt Routing

A—Alternator

CP—Coolant Pump

CSP—Crankshaft Pulley



V-Belt Routing

KP41357,00000A0 -19-27MAY25-3/3

RG33193 —UN—20NOV20

Checking Air Intake System

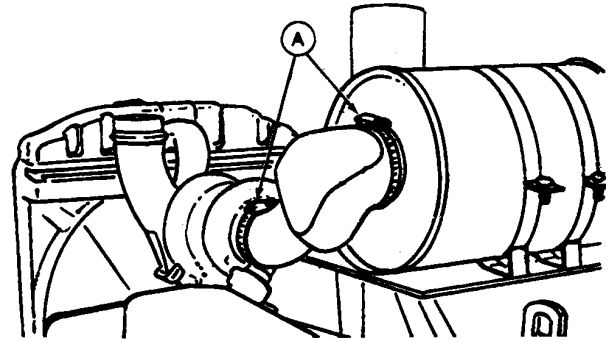
IMPORTANT: The air intake system must not leak. Any leak, no matter how small, may result in internal engine damage due to abrasive dirt and dust entering the intake system.

1. Inspect all intake hoses (piping) for cracks. Replace as necessary.
2. Check clamps (A) on piping which connect the air cleaner, engine and, if present, turbocharger. Tighten clamps as necessary. This will help prevent dirt from entering the air intake system through loose connections causing internal engine damage.
3. If engine has a rubber dust unloader valve (B), inspect the valve on bottom of air cleaner for cracks or plugging. Replace as necessary.

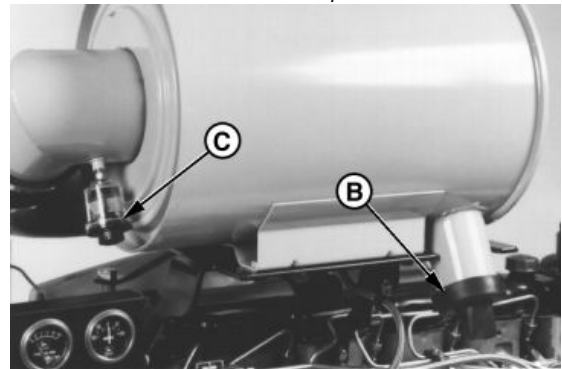
IMPORTANT: ALWAYS REPLACE primary air cleaner element when air restriction indicator shows a vacuum of 625 mm (25 in.) H₂O, is torn, or visibly dirty.

4. Test air restriction indicator (C) for proper operation. Replace indicator as necessary.

IMPORTANT: If not equipped with air restriction indicator, replace air cleaner elements at 500 Hours or at 12 Months, whichever occurs first.



Check Clamps



Unloader Valve and Air Restriction Indicator

A—Clamps
B—Dust Unloader Valve

C—Air Restriction Indicator

JR74534,000025D -19-26APR10-1/1

Checking Engine Ground Connection

Check engine ground connection to be sure that it is secure and clean. This will prevent electrical arcing which can damage engine.

Verify engine to frame ground.

Verify battery ground to frame.

Verify engine control unit to ground (remote mount).

RK80614,0000033 -19-26AUG21-1/1

Checking Cooling System

⚠ CAUTION: Explosive release of fluids from pressurized cooling system can cause serious burns.

Shut off engine. Only remove filler cap when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.

IMPORTANT: Air must be expelled from cooling system when system is refilled. Loosen temperature sending unit fitting at rear of cylinder head or plug in thermostat housing to allow air to escape when filling system. Retighten fitting or plug when all the air has been expelled. Cooling system must be free of air by time engine coolant temperature reaches 80 °C (176 °F).

1. Check entire cooling system for leaks. Tighten all clamps securely.



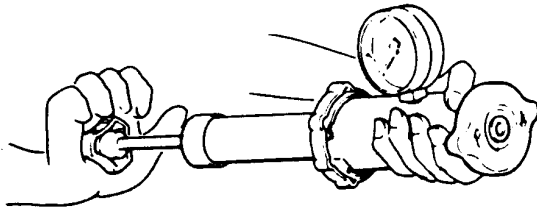
High Pressure Fluids

2. Thoroughly inspect all cooling system hoses for hard, flimsy, or cracked conditions. Replace hoses if any of the above conditions are found.

TS281 —UN—15APR13

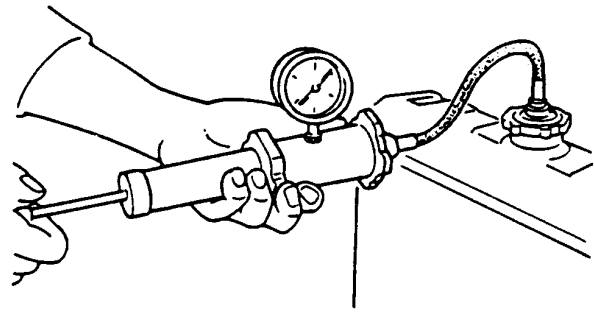
ZE59858,00002F0 -19-17DEC13-1/1

Pressure Testing Cooling System



Test Radiator Cap

RG6557—UN—20JAN93



Test Cooling System

RG6558—UN—20JAN93

CAUTION: Explosive release of fluids from pressurized cooling system can cause serious burns.

Shut off engine. Only remove filler cap when cool enough to touch with bare hands. To relieve pressure before completely removing, slowly remove pressure cap and allow pressure to relieve before completely removing cap.

Test Radiator Cap

1. Remove radiator cap and attach to D05104ST Tester, or similar, as shown.
2. Pressurize cap to following specifications. ¹ Gauge should hold pressure for 10 seconds within the normal range if cap is acceptable.

Specification

Radiator Cap—Maximum
Pressure..... 125 kPa (1.25 bar) (18 psi)

If gauge does not hold pressure, replace radiator cap.

3. Remove the cap from gauge, turn it 180°, and retest cap. This verifies that the first measurement was accurate.

Test Cooling System for Leaks

NOTE: Engine should be warmed up to test overall cooling system for leaks.

¹Test pressures recommended are for all Deere OEM cooling systems. On specific vehicle applications, test cooling system and pressure cap according to the recommended pressure for that vehicle.

1. Allow engine to cool, then carefully remove radiator cap.
2. Fill radiator with coolant to the normal operating level.

IMPORTANT: DO NOT apply excessive pressure to cooling system; doing so may damage radiator and hoses.

3. Connect gauge and adapter to radiator filler neck, or expansion tank. Pressurize cooling system to the following specifications ¹.

Specification

Cooling System—Maximum Pressure..... 125 kPa (1.25 bar) (18 psi)

4. With pressure applied, check all cooling system hose connections, radiator, and overall engine for leaks.

If leakage is detected, correct as necessary and pressure test system again.

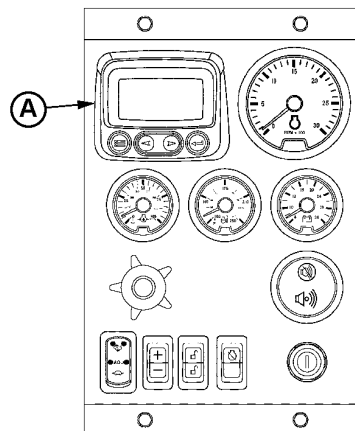
If no leakage is detected, but the gauge indicated a drop in pressure, coolant may be leaking internally within the system or at the block-to-head gasket. Contact the local John Deere dealer, engine distributor, or other service provider to correct this problem immediately.

DN28805,0001EF6 -19-27MAY25-1/1

Checking and Adjusting Engine Speeds

Use tachometer on the diagnostic gauge (A) to verify engine speeds. (See [Engine Power and Speed Rating Specifications](#) in the Specifications Section for engine speed specifications.) If engine speed adjustment is required, contact the local John Deere dealer, engine distributor, or other service provider.

A—Tachometer



Using Tachometer to Check Engine Speeds

ZE59858,00002A6 -19-27MAY25-1/1

RG13728 —UN—11NOV04

Lubrication & Maintenance — 1200 Hours

Checking and Adjusting Valve Clearance

CAUTION: To prevent accidental starting of engine while performing valve adjustments, always disconnect **NEGATIVE (—)** battery terminal.

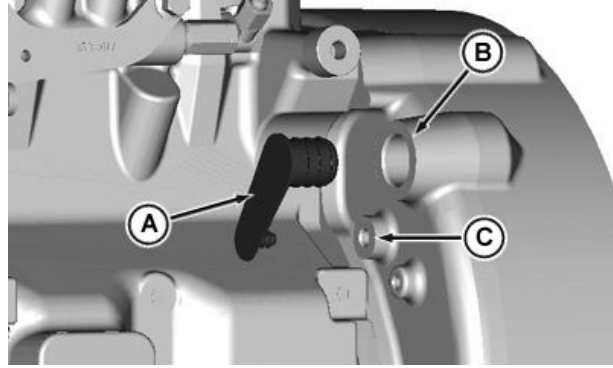
IMPORTANT: Valve clearance **MUST BE** checked and adjusted with engine **COLD**.

1. Remove fuel injector heat shield, crankcase ventilator tube, and rocker arm cover.
2. Remove plastic plug (A) from flywheel housing bores and install appropriate flywheel turning tool JDG820, or JDE83. Install JDG1571 or JDE81-4 flywheel timing pin.

IMPORTANT: Visually inspect contact surfaces of valve tips and rocker arm wear pads. Check all parts for excessive wear, breakage, or cracks. Replace parts that show visible damage.

Rocker arms that exhibit excessive valve clearance should be inspected more thoroughly to identify damaged parts.

3. Rotate engine in operating direction, with the flywheel turning tool until locking pin engages timing hole in flywheel.



Bores to Insert Flywheel Turning Tool and Timing Pin

A—Plastic Plug
B—Flywheel Turning Tool Bore
C—Timing Pin Bore

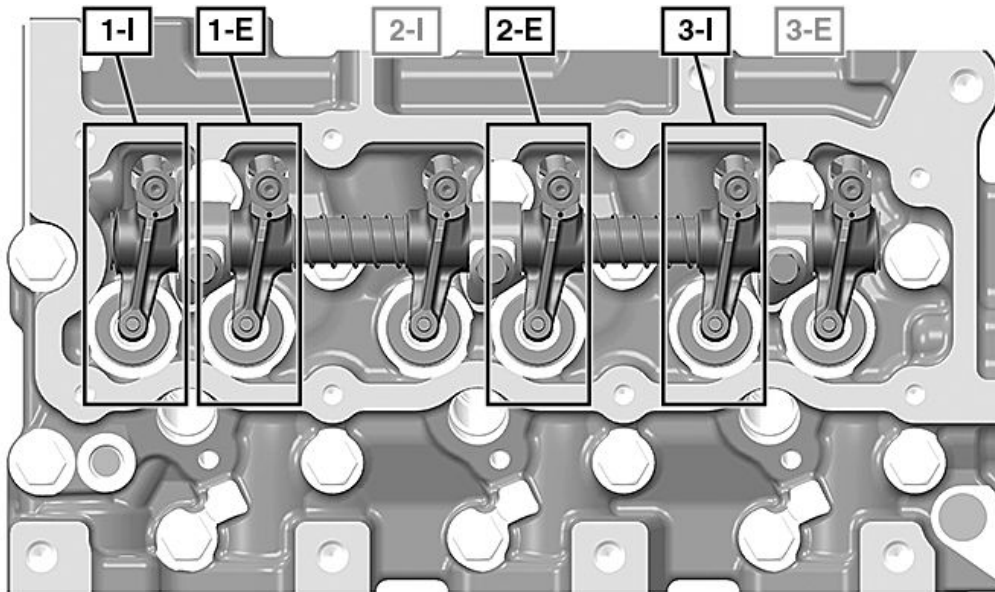
NOTE: If the rocker arms for No. 1 (front) cylinder are loose, the engine is at No. 1 top dead center compression.

*NOTE: If the rocker arms for No. 1 (front) cylinder are **NOT** loose, the engine is at No. 1 top dead center exhaust. Rotate the engine one full revolution (360°) to No. 1 top dead center compression.*

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ZE59858,000005A -19-23SEP14-1/5

RG20536—UN—03JUN11

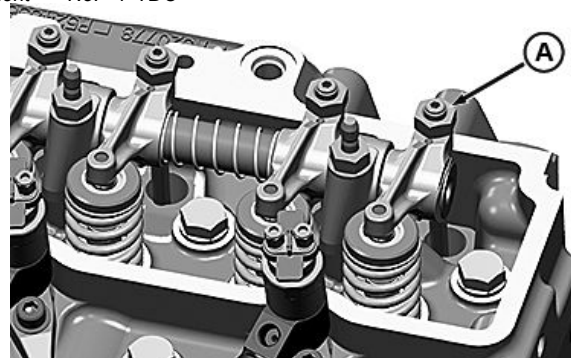


Valve Clearance Adjustment — No. 1 TDC

4. With engine locked at TDC of No. 1 piston compression stroke, use a bent feeler gauge to check valve clearance on No. 1 and 2 exhaust and No. 1 and 3 intake valves. Loosen lock nut (A) on rocker arm adjusting screw. Turn adjusting screw with a 4 mm hex key wrench until feeler gauge slips with a slight drag. Hold the adjusting screw from turning and tighten lock nut to specifications.

Specification

Intake Valve Clearance (Rocker Arm-to-Valve Tip With Engine Cold)	
—Clearance.....	0.35 mm (0.014 in.)
Exhaust Valve Clearance (Rocker Arm-to-Valve Tip With Engine Cold)—Clearance.....	
	0.45 mm (0.018 in.)
Valve Adjusting Screw Lock Nut—Torque.....	
	27 N·m (20 lb.-ft.)



Rocker Arm Lock Nut

A—Lock Nut

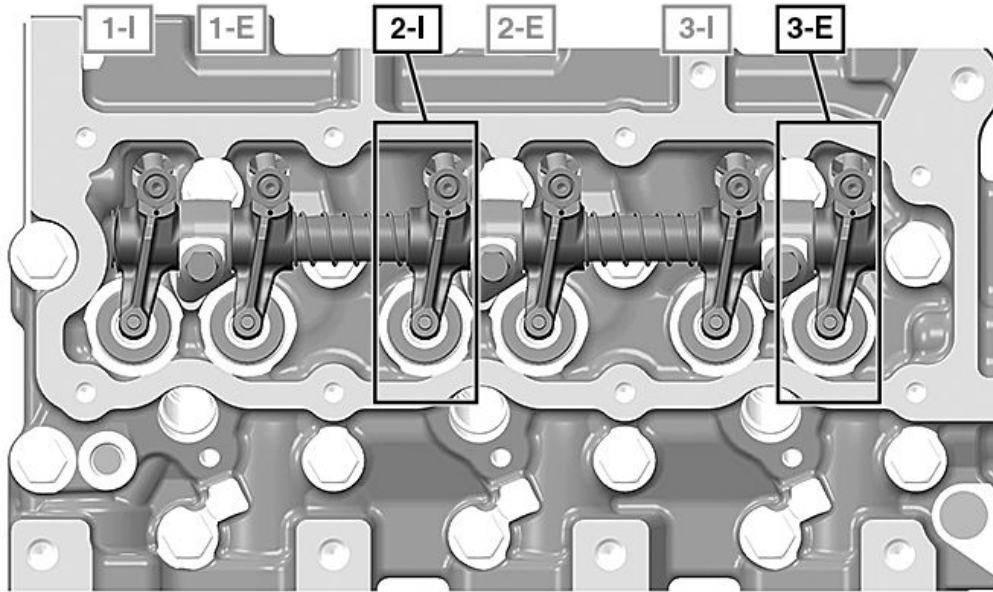
Recheck clearance again after tightening lock nut.
Readjust clearance as necessary.

Continued on next page

ZE59858,000005A -19-23SEP14-2/5

RG25055 —UN—12FEB14

RG24696 —UN—30OCT13



Valve Clearance Adjustment — No. 1 TDC Exhaust

5. Using the flywheel turning tool, rotate engine in operating direction 360°, until locking pin engages timing hole in flywheel. No. 1 piston is at TDC of its exhaust stroke. Rocker arms for No. 1 piston should **NOT** be loose.
6. Check and adjust valve clearance to the same specifications on for No. 3 exhaust and No. 2 intake valves.
7. Remove timing pin and flywheel turning tool. Replace plug in flywheel housing.
8. Lubricate valve components with a generous amount of engine oil.

ZE59858,000005A -19-23SEP14-3/5

9. Install a new gasket (C) onto the cylinder head (D). Do not use sealant on gasket.

IMPORTANT: Replace gasket (C) every time the rocker arm cover is removed.

10. Install rocker arm cover (B) onto the cylinder head
11. Finger start cap screws (A) through the rocker arm cover and gasket into the cylinder head. Tighten cap screws to specification starting from the center and moving towards both the front and rear ends of the cover.

Specification

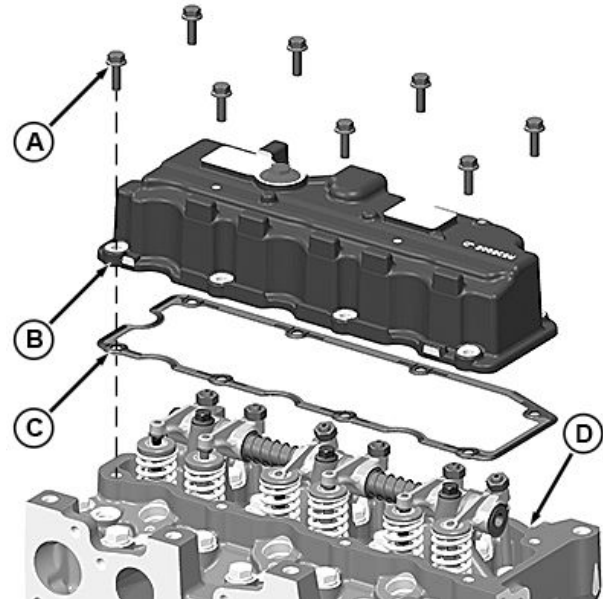
Rocker Arm Cover Cap

Screws —Torque..... 30 N·m (22 lb.-ft.)

12. Install Fuel Injector Heat Shield.

A—Cap Screws (8 used)
B—Rocker Arm Cover

C—Gasket
D—Cylinder Head



Rocker Arm Cover Installation

Continued on next page

ZE59858,000005A -19-23SEP14-4/5

13. Engage the fuel injector heat shield (B) into the external groove (C) in the rocker arm cover.
14. Install cap screws (A) and tighten to specification.

Specification

Cap Screw —Torque..... 11 N·m (97 lb.-in.)

15. Install OCV inlet pipe. Lubricate new O-ring with engine oil and install OCV filter inlet tube into the rocker arm cover. Tighten M6 cap screw to specification.

Specification

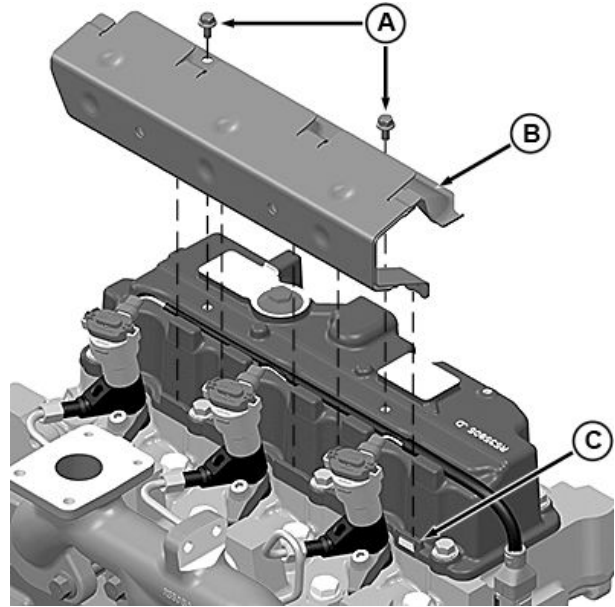
M6 Cap Screw —Torque..... 15 N·m (133 lb.-in.)

16. Reconnect battery terminal.

A—Cap Screw (2 used)

B—Fuel Injector Heat Shield

C—External Groove



Fuel Injector Heat Shield

RG25052 —UN—12FEB14

ZE59858,000005A -19-23SEP14-5/5

Changing Open Crankcase Ventilation (OCV) Filter

Service check of the OCV include checking and/or replacing worn, cracked, leaking, or bulging hoses. Ensure tension clamps are in good condition on all hose ends.

Expectation for minimal service interval will be at least 1500 hours.

NOTE: Hose clamp fittings may vary.

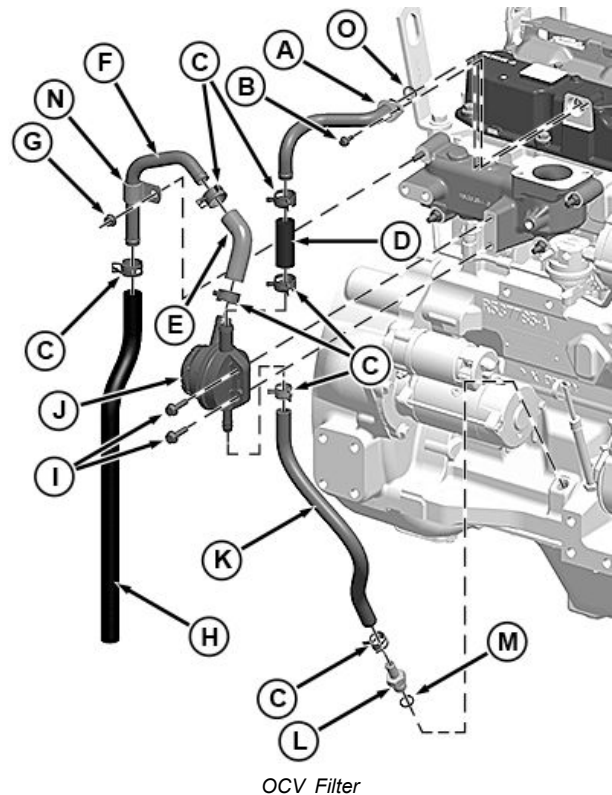
*NOTE: OCV Filter must be replaced as an assembly.
The filter inside is not serviceable.*

Consumable Material:

- AMOJELL® Snow White Grease or Equivalent

Remove OCV Filter

1. Squeeze constant tension clamps (C) on both ends of the OCV filter outlet hose (E) with suitable tool and position clamps onto the OCV filter outlet tube (F).
2. Remove the OCV filter outlet hose (E) from the OCV filter outlet hose barb and OCV filter outlet tube (F).
3. Squeeze constant tension clamps (C) on the OCV filter oil drain hose (K) with suitable tool and position clamp 50 mm (2.0 in.) from the end of the hose.
4. Remove the OCV filter oil drain hose (K) from the OCV filter (J), inspect for damage.
5. Squeeze constant tension clamps (C) on both ends of OCV filter inlet hose (D) with suitable tool and position clamps onto the OCV filter inlet tube (A).
6. Remove the OCV filter inlet hose (D) from the hose barb of the OCV filter (J) and the OCV filter inlet tube (A), inspect for damage.
7. Remove two cap screws (I) from the OCV filter (J).
Remove OCV filter (J).



- | | |
|-----------------------------------|----------------------------------|
| A—OCV Filter Inlet Tube | I— M8 x 30 mm Cap Screw (2 used) |
| B—M6 x 16 mm Cap Screw | J— OCV Filter |
| C—Constant Tension Clamp (7 used) | K—Oil Drain Hose |
| D—OCV Filter Inlet Hose | L— Oil Drain Check Valve |
| E—OCV Filter Outlet Hose | M—15 mm O-Ring |
| F—OCV Filter Outlet Tube | N—P-Clamp |
| G—M8 Flanged Head Nut | O—19 mm O-Ring |
| H—OCV Air Vent Hose | |

Continued on next page

KP41357,00000A2 -19-01DEC20-1/2

RG25157—UN—03MAR14

Install OCV Filter

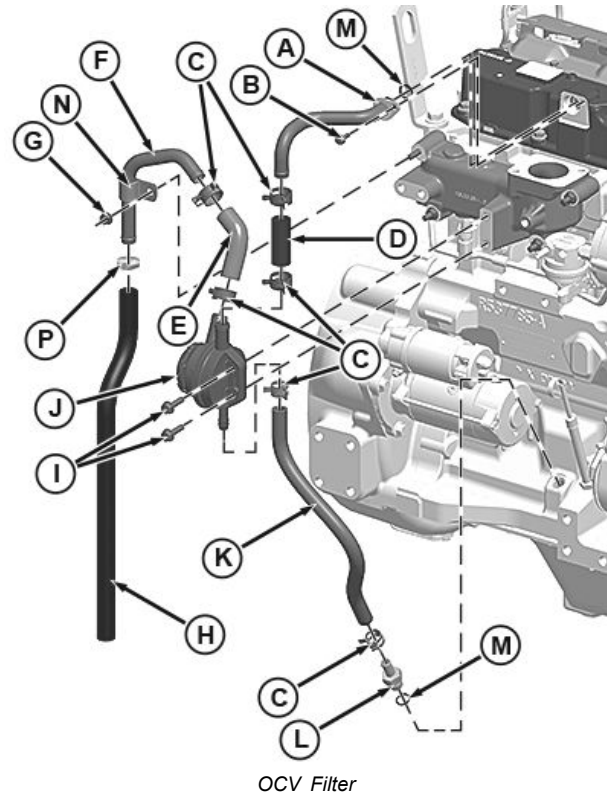
1. Install two cap screws (I) through the OCV filter (J) into the threaded holes in the intake manifold. Tighten cap screws to specification.

Specification

OCV Filter Mounting Cap

Screw —Torque..... 40 N·m (30 lb·ft)

2. Install two constant tension clamps (C) onto the OCV filter inlet tube (A).
3. Lubricate the inside diameter (ID) of both ends of OCV filter inlet hose (D).
4. Insert one end of OCV filter inlet hose (D) onto the OCV filter inlet tube (A). Install the other end onto the inlet hose barb of the OCV filter (J).
5. Squeeze constant tension clamps (C) with suitable tool and position clamps 2—5 mm (0.08—0.20 in) from the end of the hose (D).
6. Lubricate ID of the OCV filter oil drain hose (K). Install the oil drain hose (K) onto the OCV filter (J).
7. Install two constant tension clamps (C) onto OCV filter drain hose (K). Position the clamps 50 mm (2.0 in) from the ends of the hose.
8. Squeeze constant tension clamp (C) with suitable tool and position clamps 2—5 mm (0.08—0.20 in) from the end of the hose (K).
9. Lubricate ID of both ends of OCV filter outlet hose (E).
10. Insert one end of OCV filter outlet hose (E) onto the OCV filter outlet hose barb.
11. Install two constant tension clamps (C) onto the OCV filter outlet tube (F).
12. Install the OCV filter outlet hose (E) onto the OCV filter outlet tube (F).
13. If necessary, orient OCV filter outlet tube (F).
14. Install P-Clamp (N) around tube onto the intake manifold mounting stud. Install flanged head nut (G) and tighten to specification.
15. Squeeze constant tension clamps (C) with suitable tool and position clamps 2—5 mm (0.08—0.20 in) from each end of filter outlet hose (E).



OCV Filter

- | | |
|-----------------------------------|----------------------------------|
| A—OCV Filter Inlet Tube | H—OCV Air Vent Hose |
| B—M6 x 16 mm Cap Screw | I— M8 x 30 mm Cap Screw (2 used) |
| C—Constant Tension Clamp (7 used) | J— OCV Filter |
| D—OCV Filter Inlet Hose | K—Oil Drain Hose |
| E—OCV Filter Outlet Hose | L— Oil Drain Check Valve |
| F—OCV Filter Outlet Tube | M—O-Ring (2 used) |
| G—M8 Flanged Head Nut | N—P-Clamp |

Specification

OCV Filter Outlet Tube

P-Clamp M8 Flanged

Head Nut —Torque..... 35 N·m (26 lb.-ft.)

IMPORTANT: Avoid OCV air vent hose damage.

Position and secure OCV air vent hose out of the way to prevent pinching or blockage of the hose.

KP41357,00000A2 -19-01DEC20-2/2

Flushing and Refilling Cooling System

CAUTION: Explosive release of fluids from pressurized cooling system can cause serious burns.

Shut off engine. Only remove filler cap when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.

NOTE: If COOL-GARD II is not used, the drain interval is reduced to 2000 hours or 24 months of operation.

NOTE: There are two styles of thermostat housing. Use the appropriate procedure.

Consumable Material:

- Engine Coolant
- Gaskets
- AMOJELL® Snow White Grease or Equivalent
- Fleetguard® RESTORE™ or RESTORE PLUS™ or Equivalent

*RESTORE is a trademark of Fleetguard.
RESTORE PLUS is a trademark of Fleetguard.*



High-Pressure Fluids

Drain and Flush the Cooling System

1. If not previously completed, pressure test the entire cooling system and pressure cap. See Pressure Testing Cooling System in the Lubrication & Maintenance — 500 Hours/12 Months Section.

Continued on next page

KP41357,000009A -19-03DEC20-1/4

TS281 —JUN—15APR13

2. Slowly open the radiator cap (A) to relieve pressure and to allow coolant to drain.
3. Remove engine block drain plug (B). Drain all coolant from engine block.
4. Open radiator drain valve. Drain all coolant from radiator.
5. Close all drain valves and reinstall plug after coolant has drained. Tighten plug to specification.

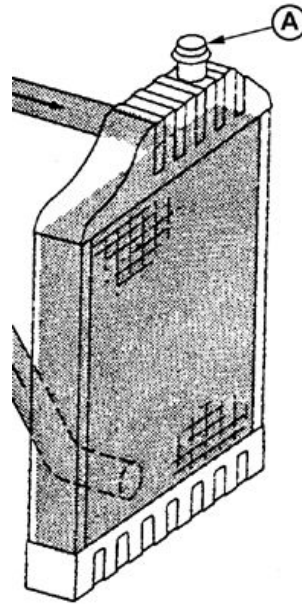
Specification

Cylinder Block Coolant

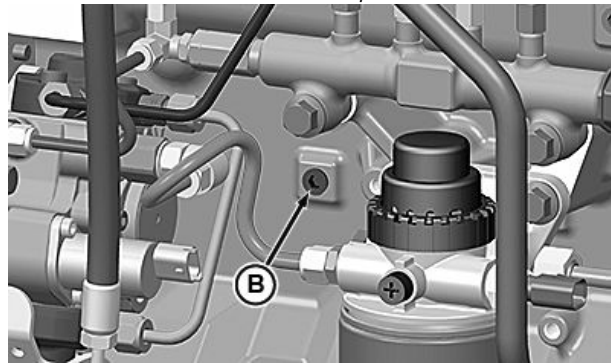
Drain Plug—Torque.....17 N·m (150 lb-in)

A—Radiator Cap

**B—Cylinder Block Coolant
Drain Plug**



Radiator Cap



Coolant Drain Plug

Continued on next page

KP41357,000009A -19-03DEC20-2/4

RG12833 —UN—13FEB03

RG26091 —UN—27JUN14

6. For Option A only, disconnect coolant line (I) from thermostat housing (A).
7. Remove the coolant pump bypass tube (H) from the thermostat housing (A). Remove cap screws (C), thermostat housing (A), and thermostat (E).

NOTE: A new gasket must be used every time the thermostat housing is installed and tightened.

8. Reinstall thermostat housing (A) and gasket (B) without the thermostat. Tighten cap screws (C) to specification.

Specification

Option A Thermostat

Housing Cap

Screw—Torque..... 55 N·m (41 lb·ft)

Option B Thermostat

Housing Cap

Screw—Torque..... 70 N·m (52 lb·ft)

9. Lubricate the inside diameter of bypass seal tube (D) with AMOJELL® Snow White Grease or equivalent.
10. Reinstall the coolant pump bypass tube (H).

11. For option A only, connect coolant line (I) and tighten to specification.

Specification

Coolant Line

Nut—Torque.....20 N·m (177 lb·in)

12. Test thermostat opening temperature. See Testing Thermostat Opening Temperature in the Lubrication & Maintenance — 6000 Hours/72 Months Section.
13. Fill the cooling system with clean water. Run the engine 10 minutes to loosen possible rust or sediment.

CAUTION: Prevent possible burn injuries. Do not run engine longer than 10 minutes. Doing so may cause engine to overheat, which may cause burns when water is drained from engine block and radiator.

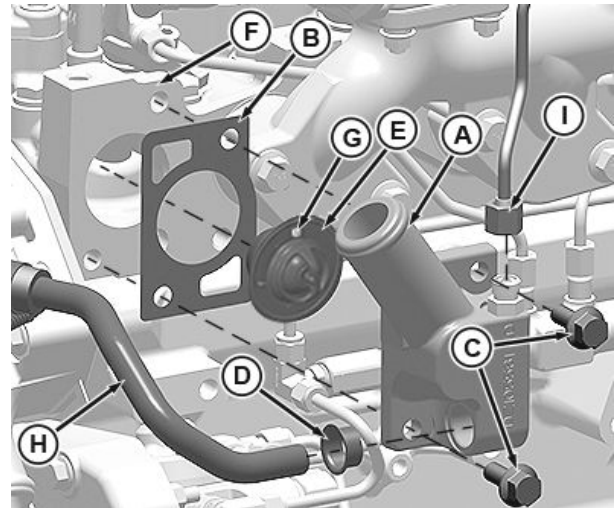
IMPORTANT: Avoid damage to engine from excessive heat. Do not run engine longer than 10 minutes. Doing so may cause engine to overheat, which may cause damage to engine components.

14. Stop engine. Slowly loosen and remove radiator cap and lower radiator hose and immediately drain all remaining water from system before rust and sediment settles.

15. After draining water, reinstall lower radiator hose.

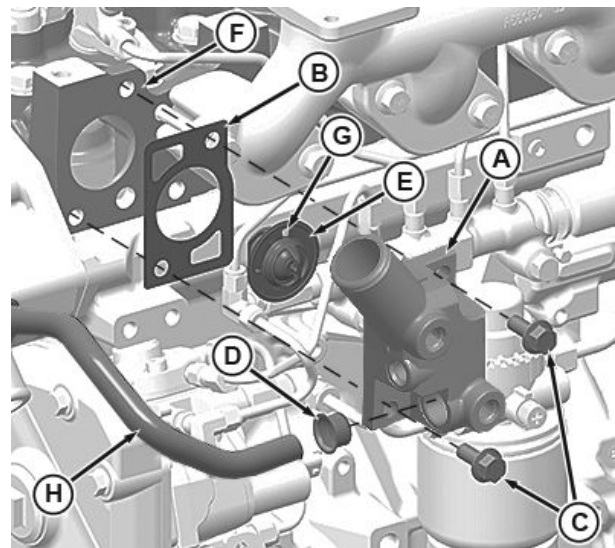
CAUTION: Avoid injury. Many coolant flushing products have alkaline or acidic content. Follow the product safety guidelines.

16. Fill the cooling system with clean water and a heavy-duty cooling system cleaner such as



Thermostat and Housing Option A

- A—Thermostat Housing
B—Gasket
C—M10 x 25 mm Cap Screw (2 used)
D—Bypass Tube Seal
E—Thermostat
F—Cylinder Head
G—Jiggle Valve
H—Bypass Tube
I—Coolant Line



Thermostat and Housing Option B

- A—Thermostat Housing
B—Gasket
C—M10 x 30 mm Cap Screw (2 used)
D—Bypass Tube Seal
E—Thermostat
F—Cylinder Head
G—Jiggle Valve
H—Bypass Tube

Fleetguard® RESTORE™ or RESTORE PLUS™. Reinstall the radiator cap and follow manufacturer's directions on label

17. After the cleaning cycle, allow the system to cool enough to touch with bare hands. Slowly loosen and remove radiator cap.

Continued on next page

KP41357.000009A -19-03DEC20-3/4

18. Open the radiator drain valve and remove the engine coolant drain plug as stated in steps (3 and 4). Completely drain the cooling system cleaner from the cooling system.

19. Close drain valve on radiator and install engine coolant drain plug into engine block. Tighten plug to specification.

Specification

Cylinder Block Coolant
Drain Plug—Torque.....17 N·m (150 lb·in)

20. Remove the thermostat housing (A) as stated in steps (6 through 11).

⚠ CAUTION: Prevent engine damage. Ensure proper deaeration of the cooling system. Orient the juggle pin of the thermostat to the top.

21. Install thermostat (E) with jiggle valve (G) to the top as shown.

NOTE: A new gasket must be used every time the thermostat housing is installed.

22. Install gasket (B), thermostat housing (A), and cap screws (C). Tighten cap screws (C) to specification.

Specification

Thermostat Housing
Cap Screws—Option A
Torque..... 55 N·m (41 lb·ft)
Option B Torque..... 70 N·m (52 lb·ft)

*RESTORE is a trademark of Fleetguard.
RESTORE PLUS is a trademark of Fleetguard.*

23. Lubricate the inside diameter of bypass seal tube (D) with AMOJELL® Snow White Grease or equivalent. Reinstall the coolant pump bypass tube (H).

24. For option A only, connect coolant line (I) and tighten to specification.

Specification

Coolant Line
Nut—Torque.....20 N·m (177 lb·in)

25. Add coolant to surge tank.

26. Coolant level should be at bottom of surge tank filler neck or radiator filler neck. If equipped with a translucent surge tank, coolant level should be at coolant full line indicator on surge tank. Install radiator cap.

27. Coolant system capacities can vary significantly, see your application operator's manual for coolant capacity.

28. Run engine to circulate the coolant through the entire system until normal engine operating temperature specification is attained.

Specification

Engine Coolant—Temperature..... 82°—95°C (180°—203°F)

29. Check coolant level and entire cooling system for leaks.

KP41357,000009A -19-03DEC20-4/4

Testing Thermostat Opening Temperature

NOTE: There are two styles of thermostat housing. Use the appropriate procedure.

Consumable Material:

- Engine Coolant
- Gaskets
- AMOJELL® Snow White Grease or Equivalent

Remove Thermostat

1. Visually inspect area around thermostat housing for leaks.



High-Pressure Fluids

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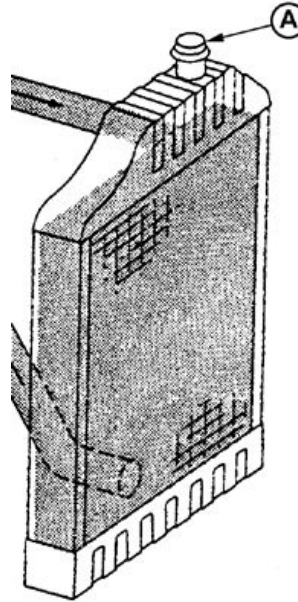
KP41357,000009B -19-03DEC20-1/6

TS281 —UN—15APR13

CAUTION: Explosive release of fluids from pressurized cooling system can cause serious burns.

Shut off engine. Only remove filler cap when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.

2. Slowly open the radiator cap (A) to relieve pressure and allow coolant to drain.



Radiator Cap

KP41357.000009B -19-03DEC20-2/6

RG12833 —UN—13FEB03

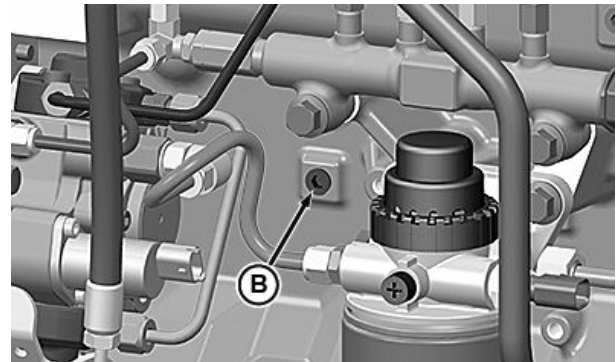
3. Remove engine block drain plug (B). Drain coolant from engine block.
4. Open radiator drain valve. Drain coolant from radiator.
5. Close all drain valves and reinstall plug after coolant has drained. Tighten plug to specification.

Specification

Cylinder Block Coolant
Drain Plug—Torque.....17 N·m (150 lb-in)

A—Radiator Cap

**B—Cylinder Block Coolant
Drain Plug**



Coolant Drain Plug

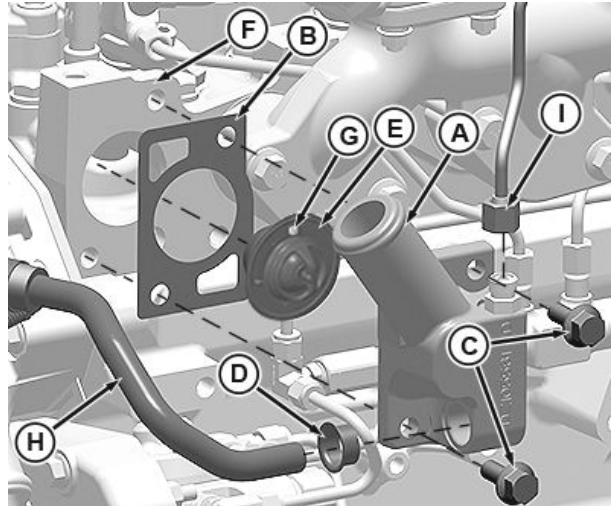
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KP41357.000009B -19-03DEC20-3/6

RG26091 —UN—27JUN14

6. For Option A only, disconnect coolant line (I) from thermostat housing (A).

A—Thermostat Housing
 B—Gasket
 C—M10 x 25 mm Cap Screw (2 used)
 D—Bypass Tube Seal
 E—Thermostat
 F—Cylinder Head
 G—Jiggle Valve
 H—Bypass Tube
 I—Coolant Line



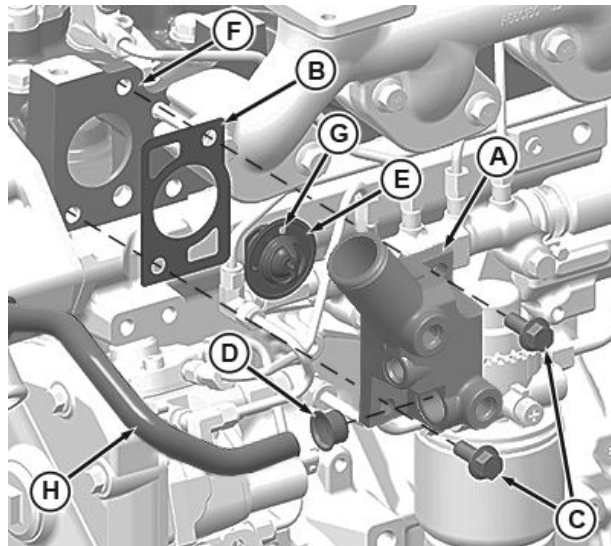
RG33174 —UN—17NOV20

Thermostat and Housing Option A

KP41357,000009B -19-03DEC20-4/6

7. Remove the coolant pump bypass tube (H) from the thermostat housing (A). Remove cap screws (C), thermostat housing (A), and thermostat (E).

A—Thermostat Housing
 B—Gasket
 C—M10 x 30 mm Cap Screw (2 used)
 D—Bypass Tube Seal
 E—Thermostat
 F—Cylinder Head
 G—Jiggle Valve
 H—Bypass Tube



RG33118 —UN—17NOV20

Thermostat and Housing Option B

Continued on next page

KP41357,000009B -19-03DEC20-5/6

Test Thermostat Opening Temperature

1. Visually inspect thermostat for corrosion or damage.

CAUTION: DO NOT allow thermostat or thermometer to rest against the side or bottom of container when heating water. Either may become damaged if overheated.

2. Suspend thermostat and a thermometer in a container of water.
3. Stir the water as it heats. Observe opening action of thermostat and compare with specifications.

Specification

Thermostat Start-to-	
Open—Temperature.....	83°C (181°F)
Thermostat at Full	
Open—Temperature.....	95°C (203°F)

NOTE: Due to varying tolerances of different suppliers, initial opening and full open temperatures may vary slightly from specified temperatures.

4. Remove thermostat and observe its closing action as it cools. In ambient air the thermostat should close completely. Closing action should be smooth and slow.
5. Replace thermostat as necessary.

Installing Thermostat

1. If necessary, install seal (F) into the thermostat housing.
2. If necessary, remove gasket material from cylinder head (F) and thermostat housing (A) surfaces.

IMPORTANT: Avoid engine overheating. Ensure proper deaeration of the cooling system. Orient the juggle pin of the thermostat to the top.

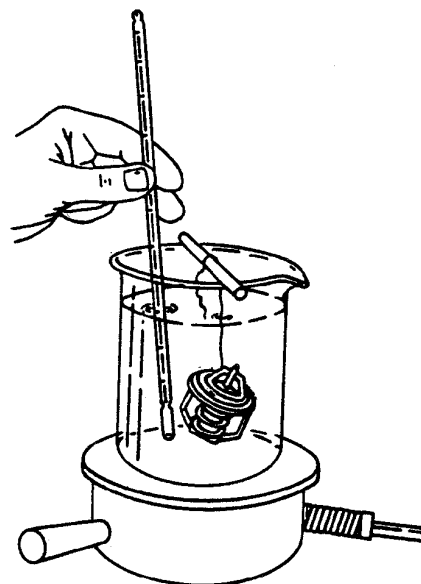
3. Install thermostat (E) with jiggle valve (G) to the top as shown.

NOTE: A new gasket must be used every time the thermostat housing is installed.

4. Install gasket (B), thermostat housing (A), and cap screws (C). Tighten cap screws (C) to specification.

Specification

Thermostat Housing	
Cap Screw—Option A	
Torque.....	55 N·m (41 lb·ft)
Option B Torque.....	70 N·m (52 lb·ft)



Testing Thermostat Opening Temperature

5. Lubricate the inside diameter of bypass seal tube (D) with AMOJELL® Snow White Grease or equivalent. Reinstall the coolant pump bypass tube (H).
6. For option A only, connect coolant line (I) and tighten to specification.

Specification

Coolant Line	
Nut—Torque.....	20 N·m (177 lb·in)

7. Add coolant into surge tank.
8. Coolant level should be at bottom of surge tank filler neck or radiator filler neck. If equipped with a translucent surge tank, coolant level should be at coolant full line indicator on surge tank. Install radiator cap.
9. Coolant system capacities can vary significantly, see your application operator's manual for coolant capacity.
10. Run engine to circulate the coolant through the entire system until normal engine operating temperature specification is attained.

Specification

Engine Coolant—Tem-	
perature.....	82°—95°C (180°—203°F)

11. Check coolant level and entire cooling system for leaks.

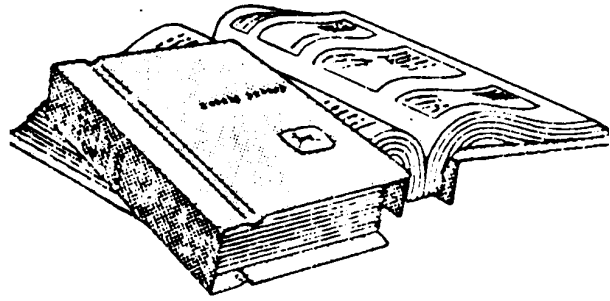
KP41357,000009B -19-03DEC20-6/6

RG5971 —UN—23NOV97

Service As Required

Additional Service Information

This is not a detailed service manual. For more detailed service information, contact the local John Deere dealer, engine distributor, or other service provider.



Component Technical Manuals

RG4624 —UN—15DEC88

OURGP11,0000048 -19-12MAY25-1/1

Do Not Modify Fuel System

CAUTION: Do not open high-pressure fuel system.

High-pressure fluid remaining in fuel lines can cause serious injury. Do not disconnect or attempt repair of fuel lines, sensors, or any other components between the high-pressure fuel pump and nozzles on engines with High Pressure Common Rail (HPCR) fuel system.

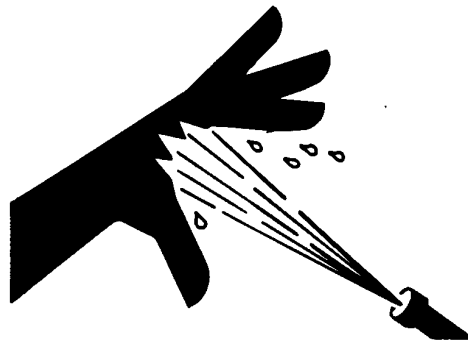
Only technicians familiar with this type of system can perform repairs. Contact the local John Deere dealer, engine distributor, or other service provider.

IMPORTANT: Never steam clean or pour cold water on a high-pressure fuel pump while it is still warm. To do so may cause seizure of pump parts.

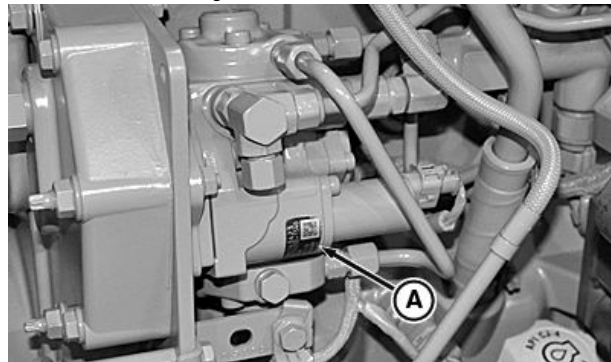
Modification or alteration of the high-pressure fuel pump (A), the injection timing, or the fuel injectors in ways not recommended by the manufacturer will terminate the warranty obligation to the purchaser.

In addition, tampering with fuel system which alters emission-related equipment on engines may result in fines or other penalties, per EPA regulations or other local emission laws.

Do not attempt to service fuel pump, fuel rail, or fuel injectors yourself. Special training and special tools are required. Contact the local John Deere dealer, engine distributor, or other service provider.



High-Pressure Fuel Lines



High Pressure Fuel Pump

A—High-Pressure Fuel Pump

TS1343 —UN—18MAR92

RG20108 —UN—15MAR11

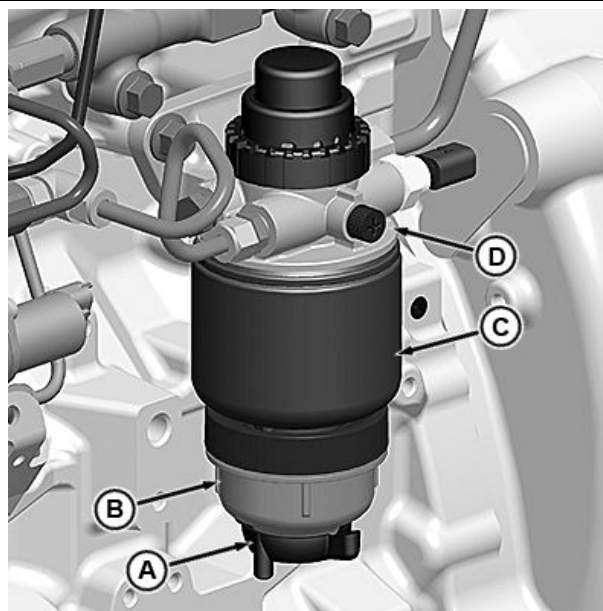
JR74534,0000368 -19-27MAY25-1/1

Drain Water From Fuel Filter

1. Loosen drain valve (A) to drain water and debris as needed. If necessary, open air bleed screw to allow water to drain from separator.
2. Retighten drain valve securely.
3. Bleed air from the fuel system as required. See [Bleeding Fuel System](#) in Service As Required section.

A—Drain Valve
B—Water Separator

C—Primary Fuel Filter
D—Air Bleed Screw



RG25271—UN—18MAR14

ZE59858,000005D -19-23SEP14-1/1

Bleeding Fuel System

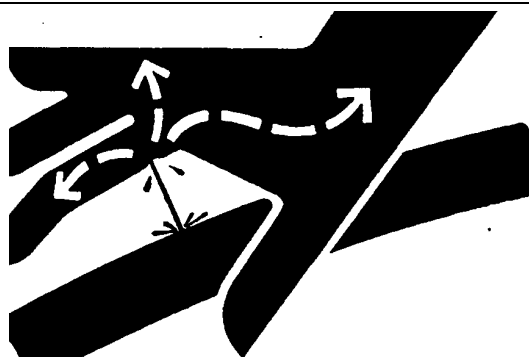
CAUTION: Escaping fluid under pressure can penetrate the skin causing serious injury. Relieve pressure before disconnecting fuel or other lines. Tighten all connections before applying pressure. Keep hands and body away from pinholes and nozzles which eject fluids under high pressure. Use a piece of cardboard or paper to search for leaks. Do not use your hand.

If ANY fluid is injected into the skin, it must be surgically removed within a few hours by a doctor familiar with this type injury or gangrene may result. Doctors unfamiliar with this type of injury may call the Deere & Company Medical Department in Moline, Illinois, or other knowledgeable medical source.

IMPORTANT: Do not operate the engine at high speeds or full loads just before bleeding the fuel system as this may cause fuel injection pump failure.

Bleed the fuel system anytime the fuel system has been opened up. This includes:

- After fuel filter changes.



Keep Skin Away from High-Pressure Fluids

- After pump or nozzle replacement.
- Anytime fuel lines have been disconnected.
- After engine has run out of fuel.

NOTE: Location of the bleed screw varies.

NOTE: This procedure is for engines with mechanical and electric low-pressure fuel supply pumps.

Bleed the fuel system using the following procedure:

Continued on next page

KP41357,000009C -19-27MAY25-1/3

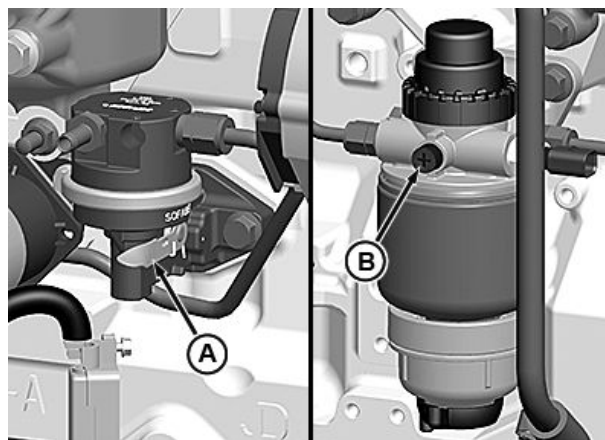
X9811—UN—23AUG88

IMPORTANT: Prevent damage to the engine and components. To prevent debris from entering the fuel system, thoroughly clean around the air bleed screw before opening.

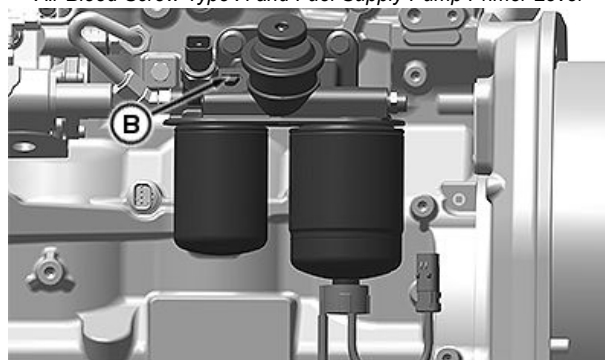
1. Loosen the air bleed vent screw (B) two full turns.
2. On mechanical supply pumps, operate supply pump primer lever (A) until fuel flow from the air bleed vent is free from air bubbles.
3. On electric supply pumps, enable ignition switch to "ON" position until fuel flow from the air bleed vent is free from air bubbles.
4. Tighten air bleed screw securely by hand. Continue operating hand primer until pumping action is not felt. When finished, pull supply pump primer lever (A) upward as far as it will go.
5. Start engine and check for leaks.

If engine does not start, it may be necessary to bleed air from fuel system at the high-pressure fuel pump.

A—Fuel Supply Pump Primer Lever B—Air Bleed Screw



Air Bleed Screw Type A and Fuel Supply Pump Primer Lever



Air Bleed Screw Type B

KP41357,000009C -19-27MAY25-2/3

RG25136 —UN—19FEB14

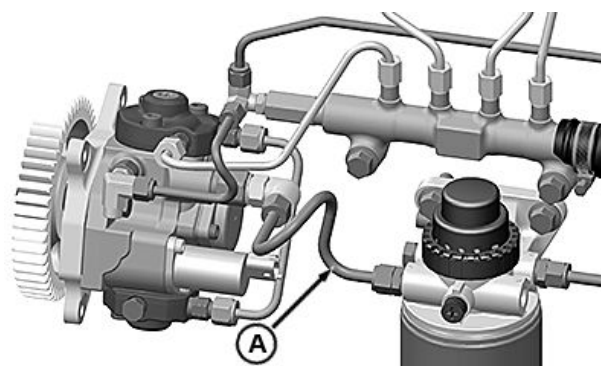
RG33126 —UN—05NOV20

IMPORTANT: Prevent damage to the engine and components. To prevent debris from entering the fuel system, thoroughly clean all fuel lines, fittings, and components prior to making any disconnections or connections.

IMPORTANT: To prevent debris or contaminants from entering the fuel system, cover the inlet to the high-pressure fuel pump while the inlet line is disconnected.

NOTE: Configuration of the fuel inlet line varies.

6. Disconnect high-pressure pump fuel inlet line (A).
7. Attach a temporary fuel line to the fuel inlet line (A), and place other end in a 3.8 L (1.0 gal) or larger container.
8. Manually prime the mechanical transfer pump until discharge stream of fuel into the container is present without air bubbles.
9. Reinstall fuel inlet line (A) and prime the high-pressure fuel pump.
10. With the ignition ON and the engine OFF, manually prime the mechanical transfer pump.



High-Pressure Fuel Pump

A—Fuel Inlet Line

11. Crank the engine for 15 seconds. If engine does not start, perform step 6—10 as necessary. If engine does not start, contact the local John Deere dealer, engine distributor, or other service provider.

KP41357,000009C -19-27MAY25-3/3

RG25141 —UN—19FEB14

Adding Coolant

CAUTION: Explosive release of fluids from pressurized cooling system can cause serious burns.

Shut off engine. Only remove filler cap when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.

IMPORTANT: Never pour cold liquid into a hot engine, as it may crack cylinder head or block. **DO NOT** operate engine without coolant for even a few minutes.

John Deere Cooling System Sealer may be added to the radiator to stop leaks. **DO NOT** use any other stop-leak additives in the cooling system.

Air must be expelled from cooling system when system is refilled and before running the engine is run at normal operating temperatures. Air will escape from the coolant system through an engine coolant vent line (if equipped) when the engine is idled. Allow approximately 30 minutes to ensure all air has escaped the system before returning the engine to normal service. If there is no engine coolant vent line installed on the engine (connected to the coolant surge tank) loosen the temperature sending unit fitting (rear of cylinder head) or a plug in thermostat housing to allow air to escape when filling the system. Retighten fitting or plug when all the air has been expelled.

Coolant level should be maintained to the bottom of the surge tank filler neck or radiator filler neck (A). If needed, add coolant as follows.

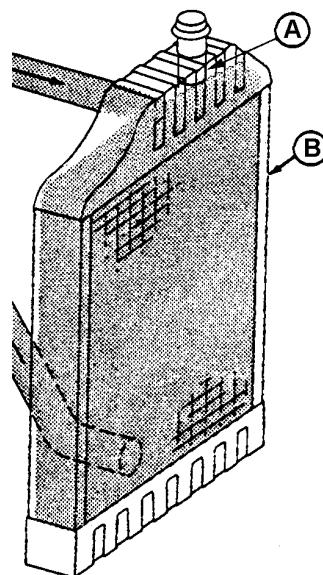
1. Loosen temperature sending unit fitting at rear of cylinder head to allow air to escape when filling system.

IMPORTANT: When adding coolant to the system, use the appropriate coolant solution. (See **ENGINE COOLANT SPECIFICATIONS** in **Fuels, Lubricants, and Coolant Section** for mixing of coolant ingredients before adding to cooling system.)

Do not overfill cooling system. A pressurized system needs space for heat expansion without overflowing at top of radiator.



High-Pressure Fluids



Radiator and Coolant

A—Radiator Filler Neck

B—Radiator

2. Add coolant until level is at bottom of surge tank filler neck or radiator filler neck (A). If equipped with a translucent surge tank, coolant level should be at cool fill line indicator on surge tank.
3. Tighten plugs and fittings when air has been expelled from system.
4. Run engine until it reaches operating temperature.

JR74534,0000276 -19-07OCT10-1/1

TS281—UN—15APR13

RG13295—UN—20NOV03

Pre-Start Cleaning Guide

⚠ CAUTION: Avoid injury. Before cleaning machine, allow ample time for hot surfaces to cool.

IMPORTANT: Avoid machine damage. Do not direct high-pressure spray from hose output directly at or close to electrical connections and sensors.

Cleaning as needed is recommended. Clean more frequently during heavy machine use, and when weather conditions are dry.

- Check enclosed areas daily. Clean the engine and other enclosed areas of equipment to remove debris and any buildup of oil and grease. Keep the engine and engine compartment free of combustible material.
- Check for debris buildup daily on and around intake systems, exhaust systems, and intercooler piping systems. Verify that there are no holes or leaks in intake or exhaust systems. Do not allow debris to build up near hot exhaust components. Verify that hot exhaust components are cleaned as often as environmental conditions require.
- Inspect cooling system daily to determine whether cooling system needs cleaning. Visible buildup of

residue that blocks airflow may degrade machine performance and requires more frequent cleaning depending on environmental conditions.

- Inspect difficult to observe areas daily as conditions may require additional cleaning care to remove debris.
- Check for oil and fuel leaks daily. Replace or repair sources of leaks, including gaskets, seals, breather tubes, fittings, and fluid lines.

Maintenance and Service Reminders

- Keep surfaces free of grease and oil.
- Clean up hydraulic and other fluid leaks.
- Fuel Lines — Check for leaks, cracks, and kinks.
- Fuel Pumps — Check fittings, especially compression ring couplings, for cracks and leaks.
- Fuel Injectors — Check pressure and return lines for signs of leaks.
- When servicing fuel filter or draining water separator, avoid fuel spills. Immediately clean up any fuel spill.
- Check for transmission case venting system seepage, transmission case leakage, power steering cylinder leakage, or power steering line leakage.
- Check for loose electrical connectors, damaged wiring, corrosion, or poor connections.

ZE59858,0000009 -19-07JUL20-1/1

Replacing Single Stage Air Cleaner

IMPORTANT: ALWAYS REPLACE air cleaner when air filter restriction indicator shows a vacuum of 625 mm (25 in.) H₂O, is torn, or visibly dirty.

NOTE: This procedure applies to John Deere single stage air cleaner kits. Refer to manufacturers' instructions for servicing air cleaners not supplied by John Deere.

1. If equipped, loosen body clamp.
2. Loosen clamp around outlet neck (A).
3. Remove air cleaner.
4. Install new filter so that overlap (B) of air cleaner outlet neck and engine intake pipe is to specification below.

Specification

Air Cleaner Neck to
Engine Intake—Overlap..... 38 mm (1.5 in.)

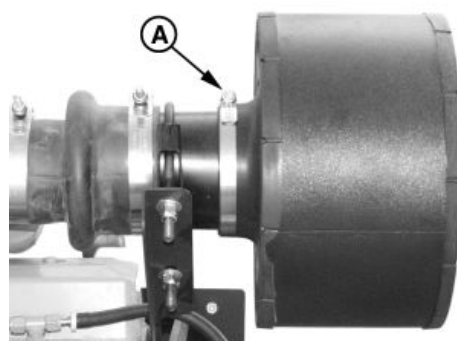
5. Tighten neck clamp (A) to specification below.

Specification

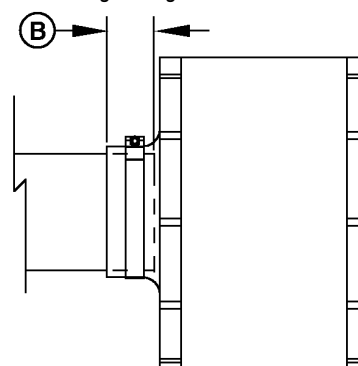
Air Cleaner Neck
Clamp—Torque..... 6.8 N·m (60 lb.-in.)

IMPORTANT: Do NOT overtighten body clamp.
Overtightening may cause crushing of air cleaner body. Tighten body clamp only until snug.

6. If equipped, tighten body clamp until snug.



Single Stage Air Filter



Installation of Single Stage Air Cleaner

A—Outlet Neck Clamp

B—Filter to Engine Overlap

RG, RG34710, 5594 -19-18DEC13-1/2

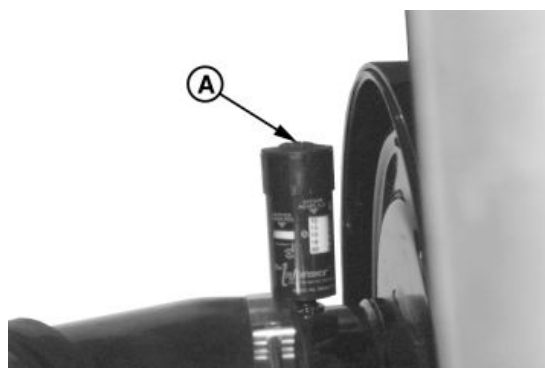
RG11319A—UN—06SEP00

RG11320—UN—07SEP00

IMPORTANT: Whenever the air cleaner has been serviced or removed, ALWAYS fully depress the air filter restriction indicator reset button (if equipped) to assure accurate readings.

7. If equipped, fully depress air filter restriction indicator reset button (A) and release to reset indicator.

A—Air Filter Restriction Indicator



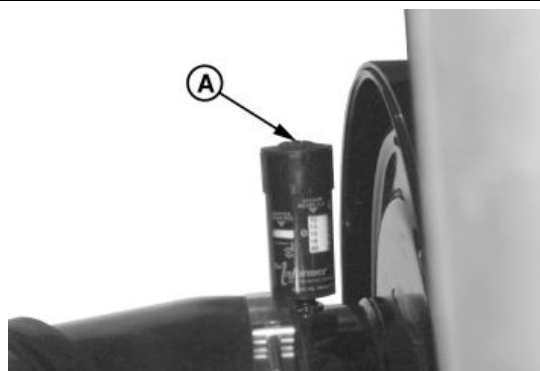
RG, RG34710, 5594 -19-18DEC13-2/2

RG8719B—UN—03SEP99

Replacing Axial Seal Air Cleaner Filter Element

IMPORTANT: ALWAYS REPLACE primary air cleaner element when air restriction indicator (A) shows a vacuum of 625 mm (25 in.) H₂O, is torn, or visibly dirty.

NOTE: This procedure applies to John Deere 2-stage axial seal air cleaner kits. Refer to manufacturers' instructions for servicing air cleaners not supplied by John Deere.



Air restriction Indicator

RG8719B —UN—03SEP99

Continued on next page

OURGP11,000013A -19-24SEP14-1/2

1. Remove wing nut and remove canister cover shown in small illustration inset.
2. Remove wing nut (A) and remove primary element (B) from canister.
3. Thoroughly clean all dirt from inside canister.

NOTE: Some engines may have a dust unloader valve (C) on the air cleaner. If equipped, squeeze valve tip to release any trapped dirt particles.

IMPORTANT: Remove secondary (safety) element (E) ONLY for replacement. DO NOT attempt to clean, wash, or reuse secondary element. Replacement of secondary element is usually necessary ONLY when primary element has a hole in it.

4. To replace secondary element, remove retaining nut (D) and secondary element (E). Immediately replace secondary element with new element to prevent dust from entering air intake system.

Specification

Retaining Nut—Torque..... 20 N·m (177 lb.-in.)

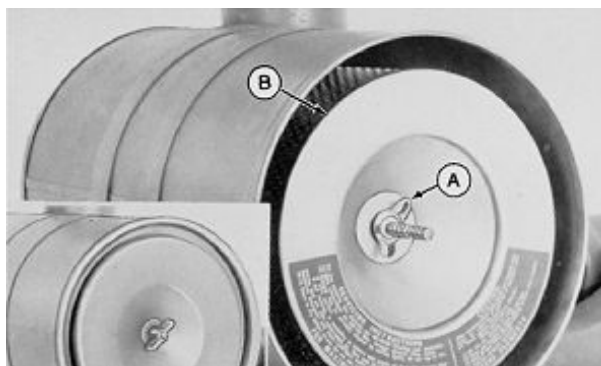
5. Install new primary element and tighten wing nut securely. Install cover assembly and tighten retaining wing nut securely.

IMPORTANT: Whenever the air cleaner has been serviced or had cover removed, ALWAYS fully depress the air restriction indicator reset button (if equipped) to assure accurate readings.

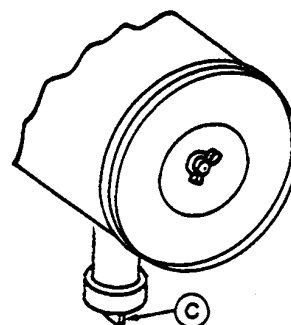
6. If equipped, fully depress air restriction indicator reset button and release to reset indicator.

A—Wing Nut
B—Primary Element
C—Dust Unloader Valve

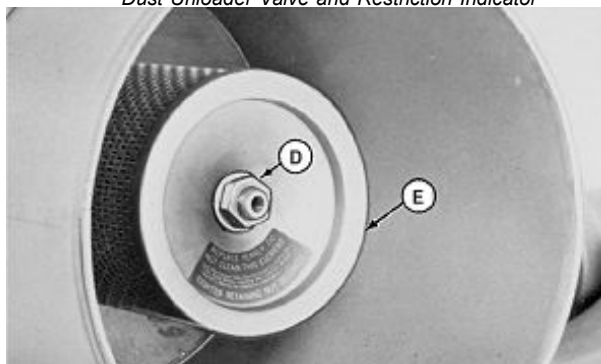
D—Retaining Nut
E—Secondary Element



Wing Nut and Primary Element



Dust Unloader Valve and Restriction Indicator



Retaining Nut and Secondary Element

OURGP11.000013A -19-24SEP14-2/2

RG4686 —UN—20DEC88

RG4687 —UN—20DEC88

RG11088 —UN—26JUN00

Replacing Radial Seal Air Cleaner Filter Element

IMPORTANT: ALWAYS REPLACE primary air cleaner element when air restriction indicator shows a vacuum of 625 mm (25 in.) H₂O, is torn, or visibly dirty.

NOTE: This procedure applies to John Deere 2-stage radial seal air cleaner kits. Refer to manufacturers' instructions for servicing air cleaners not supplied by John Deere.

1. Unlatch and remove dust cap/cover (A) of air cleaner.
2. Move end of filter (B) back and forth gently to break seal.
3. Pull filter (B) off outlet tube and out of housing.
4. Thoroughly clean all dirt from inside housing and from outlet bore.

IMPORTANT: Remove secondary (safety) element (C) ONLY for replacement. DO NOT attempt to clean, wash, or reuse secondary element. Replacement of secondary element is usually necessary ONLY when primary element has a hole in it.

5. To replace secondary element (C), pull filter element out gently. Immediately replace secondary element with new element to prevent dust from entering air intake system.
6. Install new primary filter element. Apply pressure by hand at outer rim of filter.

IMPORTANT: Do NOT use latches on cover to force filter into air cleaner. Using cover to force filter will damage cleaner housing.

7. Close housing with dust unloader valve aimed down and latch latches.

IMPORTANT: Whenever the air cleaner has been serviced or cover has been removed, ALWAYS fully depress the air restriction indicator reset button (if equipped) to assure accurate readings.

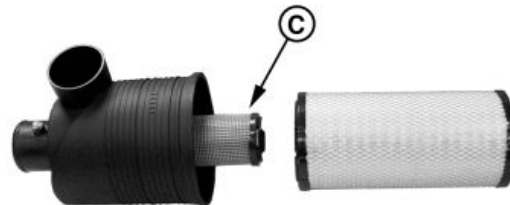
8. If equipped, fully depress air restriction indicator reset button and release to reset indicator.



Dust Cap/Cover



Primary Filter Element



Secondary Filter Element

A—Dust Cap/Cover
B—Primary Filter Element

C—Secondary Filter Element

RG11321A—UN—08SEP00

RG11322A—UN—08SEP00

RG11327A—UN—08SEP00

RG41165,000008B -19-07OCT10-1/1

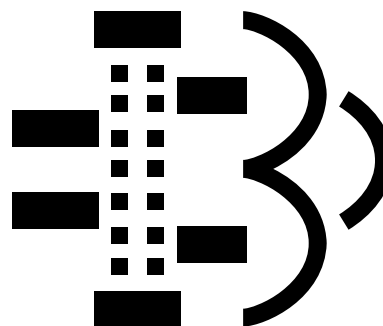
Cleaning the Exhaust Filter

The exhaust filter requires periodic maintenance. Some of the maintenance is transparent to the operator. During continuous heavy loads and other conditions, the engine creates enough heat to clean a small amount of soot build-up in the exhaust filter. When the exhaust filter has accumulated higher levels of soot, the ECU requests (depending on predefined user settings) an exhaust filter cleaning. During this request, move the equipment to a suitable location with adequate ventilation.

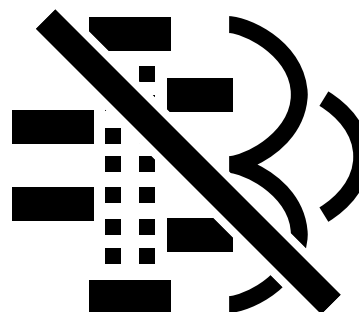
The following symbols may be displayed on the operator interface.

IMPORTANT: During an exhaust filter cleaning verify the area surrounding the engine is free of any flammable objects as temperatures can reach as high as 550°C (1022°F).

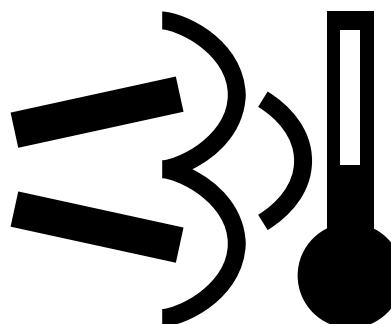
NOTE: For more information on the operator interface icons or exhaust filter cleaning procedures, see the **Aftertreatment System** section.



Exhaust Filter Cleaning is Needed



Exhaust Filter Cleaning is Disabled



Emission System Temperature is High or Exhaust Filter Cleaning is Underway

KW40574,000000B -19-09MAY16-1/1

RG16860—UN—01APR10

RG16861—UN—01APR10

RG16862—UN—01APR10

Replacing Fan Belt

1. Inspect belts for cracks, fraying, or stretched out areas. Replace if necessary.
2. Install new belt, making sure that belt is correctly seated in all pulley grooves. Text on belt (such as John Deere or part number) should be readable when standing at the front of the engine looking back toward the rear.

NOTE: While belt is removed, inspect pulleys and bearings. Rotate and feel for hard turning or

any unusual sounds. If pulleys or bearings need replacement, contact the local John Deere dealer, engine distributor, or other service provider.

3. Adjust belt tension. See Checking Fan And Alternator V-Belt Tension in Lubrication & Maintenance - 500 Hours -12 Months section.
4. Install fan guard if removed.
5. Start engine and check belt alignment.

ZE59858,000005F -19-27MAY25-1/1

Checking Fuses

Check the following fuses located in the control panel wiring harness. Replace defective fuses.

- Control Panel fuse — 30 Amp

- JDLink fuse — 10 Amp
- ECU fuse — 20 Amp
- Transient Voltage Protection (TVP) fuse — 30 Amp

See [2.9 L Wiring Diagram 5](#) in the Troubleshooting Section.

ZE59858,0000060 -19-27JUN14-1/1

Checking Electrical Wiring And Connections

Check for loose or corroded wiring and connectors. Tighten connections or replace wiring as needed. Contact

the local John Deere dealer, engine distributor, or other service provider.

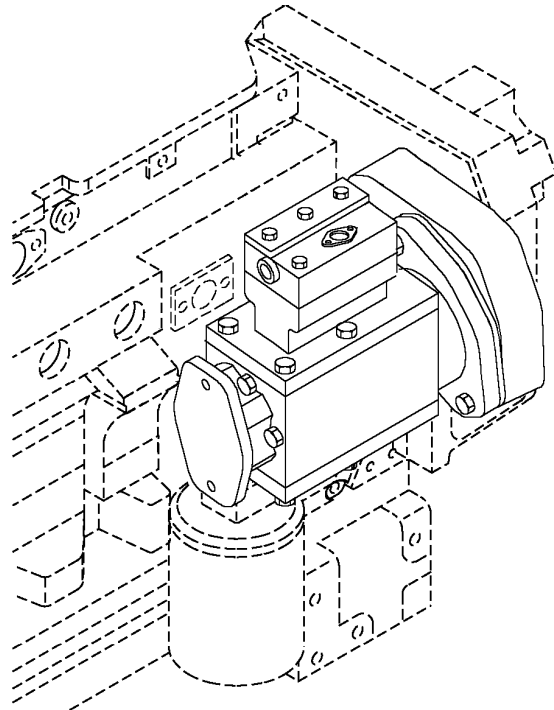
ZE59858,00002D6 -19-27MAY25-1/1

Checking Air Compressors (If Equipped)

Air compressors are offered as options with John Deere OEM engines to provide compressed air to operate air-powered devices like vehicle air brakes.

Air compressors are engine-driven piston types. They are either air cooled or cooled with engine coolant. The compressors are lubricated with engine oil. The compressor runs continuously as gear or spline driven by the auxiliary drive of the engine but has "loaded" and "unloaded" operating modes. This is controlled by the vehicle's air system (refer to vehicle technical manual for complete air system checks and services).

Contact the local John Deere dealer, engine distributor, or other service provider for diagnostic and troubleshooting information. If diagnosis leads to an internal fault in the compressor, replace the complete compressor as a new or remanufactured unit.



Air Compressor (Optional)

RG12836—UN—27FEB03

OURGP12,00001E0 -19-09MAY25-1/1

Troubleshooting

General Troubleshooting Information

In this section, there is a list of possible engine problems that may be encountered, accompanied by possible causes and corrections. The illustrated diagrams and troubleshooting information are of a general nature. Final design of the overall system for your engine application may be different. Contact the local John Deere dealer, engine distributor, or other service provider for any questions.

A reliable program for troubleshooting engine problems should include the following basic diagnostic process:

- Know the engine and all related systems.
- Study the problem thoroughly.
- Relate the symptoms to your knowledge of engines.
- Diagnose the problem starting with the easiest things first.
- Double-check before beginning the disassembly.

- Determine cause and make a thorough repair.
- After making repairs, operate the engine under normal conditions to verify that the problem and cause was corrected.

NOTE: All engines have electronic control systems which may send diagnostic trouble codes to signal problems, see Diagnostic Trouble Codes (DTCs) — Operation in the troubleshooting section.

1. *If fault codes are present, follow the appropriate DTC procedure.*
2. *If the problem is not corrected, contact the local John Deere dealer, engine distributor, or other service provider.*
3. *If engine has problems, but no fault codes are displayed, see Engine Troubleshooting in the troubleshooting section.*

EP89502,0000001 -19-27MAY25-1/1

Diagnostic Trouble Codes (DTCs) — Listing

NOTE: Not all of these codes are used in all engine applications.

NOTE: Not all DTCs are listed below. See your application technical manual for more information.

There are several possible combinations of SPN and FMI codes. To use the table below, first write down the SPN and FMI codes you received from the engine diagnostic gauge. Locate each SPN and its associated definition. In the same way, locate the FMI and its associated definition.

FMI Code	FMI Name
0	Extremely High
1	Extremely Low
2	Invalid
3	Out of Range High
4	Out of Range Low
5	High Resistance
6	Low Resistance
7	Mismatch
8	Signal Missing
9	Loss of Communication
10	Change Abnormal
11	Activated
12	Error
13	Fault
14	Incorrect Message
15	Slightly High
16	Moderately High
17	Slightly Low
18	Moderately Low
19	Communication Error
31	Condition Exists

SPN Code	SPN Name
28	Digital Throttle Signal
29	Secondary Analog Throttle Signal
91	Primary Analog Throttle Signal
94	Low Pressure Fuel Signal
97	Water-in-fuel Signal
100	Engine Oil Pressure Signal
101	Crankcase Pressure Signal
102	Manifold Air Pressure Signal
105	Manifold Air Temperature Signal
108	Barometric Pressure Signal
110	Engine Coolant Temperature Signal
157	Fuel Rail Pressure Signal
158	ECU Power Down
168	Unswitched Battery Voltage
174	Fuel Temperature Signal
189	Engine Speed Derate
190	Engine Speed
237	VIN Security Data
611	Injector Drive #1

Continued on next page

ZE59858,000006B -19-27MAY25-1/2

Troubleshooting

629	ECU EEPROM
636	Camshaft Position Signal
637	Crankshaft Position Signal
651	Injector #1
652	Injector #2
653	Injector #3
676	Cold Start Aid Drive Circuit
970	External Shutdown Commanded
971	External Derate Commanded
974	Remote Analog Throttle Signal Out of Range
1136	ECU Temperature Signal
1180	Calculated Turbocharger Turbine Inlet Temperature
1209	Exhaust Manifold Pressure Signal
1347	Suction Control Valve Circuit
1569	Engine Power Derate
2002-2253	Source Address 2-253
2797	Injector High Voltage Supply #1
3246	DPF Outlet Temperature
3251	DPF Differential Pressure Signal
3465	Exhaust Throttle Actuator Drive Circuit
3509	Sensor Supply #1 Voltage
3510	Sensor Supply #2 Voltage
3511	Sensor Supply #3 Voltage
3512	Sensor Supply #4 Voltage
3513	Sensor Supply #5 Voltage
3514	Sensor Supply #6 Voltage
3597	Injector Power Supply Voltage
3711	DOC Inlet Temp
3719	Calculated Soot Level
3720	Calculated Ash Level
3936	DPF Fault Occurrences
4765	DOC Inlet Temp
4766	DOC Outlet Temp
4795	DPF Missing
5018	DOC Fault Occurrences
5125	Sensor Supply #7 Voltage
5126	Sensor Supply #8 Voltage
5127	Sensor Supply #9 Voltage
5298	DOC Efficiency Fault
520629	Illegal Operation
522495	Exhaust Filter Temp Module

ZE59858,000006B -19-27MAY25-2/2

NOTE: Diagnostic gauge on instrument panel may also display text for communication faults, such as "CAN

Bus FAILURE". Contact the local John Deere dealer, engine distributor, or other service provider.

ZE59858,000006B -19-27MAY25-3/2

Diagnostic Trouble Codes (DTCs) — Operation

SPN/FMI CODES

Stored and active diagnostic trouble codes are output on the diagnostic gauge on the Deere electronic instrument panel according to the J1939 standard as a two-part code as shown on the tables on the following pages.

The first part is a Suspect Parameter Number (SPN) followed by a Failure Mode Identifier (FMI) code. In order to determine the exact failure, both parts (SPN and FMI) of the code are needed.

The SPN identifies the system or the component that has the failure; for example SPN 000110 indicates a failure in the engine coolant temperature circuit.

The FMI identifies the type of failure that has occurred; for example FMI 03 indicates value out of range high. Combining SPN 000110 with FMI 03 yields a fault code "engine coolant temperature input voltage too high". A corrective action will also be displayed, "check sensor and wiring". If this check does not solve the engine fault, contact the local John Deere dealer, engine distributor, or other service provider.

Always Contact the local John Deere dealer, engine distributor, or other service provider for help in correcting unsolved diagnostic trouble codes which are displayed for the engine.

DN28805,0001E6B -19-27MAY25-1/1

Intermittent DTC Diagnostics

Intermittent DTCs are problems that periodically "go away". A problem such as a terminal that intermittently does not make contact can cause an intermittent DTC. Other intermittent DTCs may be set only under certain operating conditions such as heavy load, extended idle, etc. When diagnosing intermittent DTCs, take special note of the condition of wiring and connectors since a high percentage of intermittent problems originates here. Check for loose, dirty, or disconnected connectors. Inspect the wiring routing, looking for possible shorts caused by contact with external parts (for example, rubbing against sharp sheet metal edges). Inspect the connector vicinity, looking for wires that have pulled out of connector terminals, damaged connectors, poorly positioned terminals, and corroded or damaged splices and terminals. Look for broken wires, damaged splices, and wire-to-wire shorts. Use good judgment if component replacement is thought to be required.

NOTE: The engine control unit (ECU) is the component **LEAST** likely to fail.

Suggestions for diagnosing intermittent DTCs:

- If diagnostic charts on preceding pages indicate that the problem is intermittent, try to reproduce the operating conditions that were present when the DTC set.
- If a faulty connection or wire is suspected to be the cause of the intermittent problem: clear DTCs, then check the connection or wire by wiggling it while watching the diagnostic gauge to see if the fault resets.

Possible causes of intermittent DTCs:

- Poor connection between sensor or actuator harness.
- Poor contact between terminals in connector.
- Poor terminal/wire connection.
- Electromagnetic interference (EMI) from an improperly installed 2-way radio, etc., can cause faulty DTCs to appear.

RK80614,000004C -19-23AUG21-1/1

Engine Troubleshooting

NOTE: Before troubleshooting the engine, first retrieve any fault codes on the diagnostic gauge display

and perform the corrective actions. (See earlier in this section.) If any problems remain, use the following charts to solve engine problems.

Symptom	Problem	Solution
Engine Will Not Crank	Low battery output voltage or discharged battery	Charge or replace batteries.
	Loose or corroded connections	Clean and tighten connections.
	Faulty start circuit relay	Contact the local John Deere dealer, engine distributor, or other service provider.
	Blown fuse	Replace fuse.
	Defective main switch or start safety switch	Repair switch as required.
	Starter solenoid defective	Replace solenoid.
	Starter defective	Replace starter.
Starter Cranks Slowly	Low battery output voltage or discharged battery	Charge or replace batteries.
	Too high viscosity crankcase oil	Drain crankcase oil and replace with correct viscosity oil.
	Loose or corroded connections	Clean and tighten connections.
Hard to Start or Will Not Start	Engine starting under load	Disengage PTO.
	Improper starting procedure	Review starting procedure.
	Exhaust restricted	Check and correct exhaust restriction.
	No fuel	Check fuel tank.
	Air in fuel line	Bleed fuel lines.
	Poor fuel quality	Drain fuel and replace with proper grade and quality of fuel for operating condition.
	Water, dirt, or air in fuel system	Drain, flush, fill, and bleed fuel system.
	Fuel filter restricted or full of water	Replace fuel filter or drain water from fuel filter.

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ZE59858,0000075 -19-27MAY25-1/13

Symptom	Problem	Solution
Engine Misfiring or Runs Irregularly	Dirty or faulty fuel injectors	Contact the local John Deere dealer, engine distributor, or other service provider.
	Electronic fuel system problem	Contact the local John Deere dealer, engine distributor, or other service provider.
	Cold weather	Use cold weather starting aids. See <u>Cold Weather Operation</u> in the Engine Operation Section.
	Too high viscosity crankcase oil	Drain crankcase oil and replace with correct viscosity oil.
	Electronic Control System Problem or Basic Engine Problem	Contact the local John Deere dealer, engine distributor, or other service provider.
	Poor fuel quality	Incorrect fuel/dirty fuel Test fuel, drain water from fuel bowl.
	Restricted fuel filter	Replace fuel filter element.
	Water, dirt, or air in fuel system	Drain, flush, fill, and bleed fuel system.
	Low coolant temperature	Remove and check thermostat.
	Dirty or faulty fuel injectors	Contact the local John Deere dealer, engine distributor, or other service provider.
Lack of Engine Power	Electronic fuel system problem	Contact the local John Deere dealer, engine distributor, or other service provider.
	Electronic Control System problem or basic engine problem	Contact the local John Deere dealer, engine distributor, or other service provider.
	Intake air restriction	Service air cleaner.
	Exhaust restricted	Check and correct exhaust restriction.
	Poor fuel quality	Drain fuel and replace with proper grade and quality of fuel for operating condition.

Continued on next page

ZE59858,0000075 -19-27MAY25-2/13

Symptom	Problem	Solution
	Restricted fuel filter	Replace fuel filter elements.
	Engine overloaded	Reduce engine load.
	Improper crankcase oil	Drain crankcase oil and replace with correct viscosity oil.
	Low coolant temperature	Remove and check thermostat.
	Improper valve clearance	Adjust valve clearance. See Adjusting Valve Clearance in the Lubrication & Maintenance — 2000 Hours/24 Months.
	Dirty or faulty fuel injectors	Contact the local John Deere dealer, engine distributor, or other service provider.
	Turbocharger not functioning properly	Contact the local John Deere dealer, engine distributor, or other service provider.
	Air leak in engine intake or exhaust manifold	Check intake and exhaust manifold gaskets and manifolds; repair as required. Contact the local John Deere dealer, engine distributor, or other service provider.
	Engine is in derate due to DTC	Contact the local John Deere dealer, engine distributor, or other service provider.
	Electronic Control System problem or basic engine problem	Contact the local John Deere dealer, engine distributor, or other service provider.
Engine Idles Poorly	Poor fuel quality	Drain fuel and replace with proper grade and quality of fuel for operating condition.
	Electronic control system problem or basic engine problem	Contact the local John Deere dealer, engine distributor, or other service provider.
Excessive Fuel Consumption	Engine overloaded	Reduce engine load.
	Air cleaner restricted or dirty	Replace air cleaner element as required.

Continued on next page

ZE59858,0000075 - 19-27MAY25-3/13

Symptom	Problem	Solution
	Compression too low	Determine cause of low compression and repair as required.
	Leaks in fuel supply system	Locate source of leak and repair as required.
	Improper type of fuel	Drain fuel and replace with proper grade and quality of fuel for operating condition.
	Poor fuel quality	Drain fuel and replace with proper grade and quality of fuel for operating condition.
	Improper valve clearance	Adjust valve clearance. See <u>Adjusting Valve Clearance</u> in the <u>Lubrication & Maintenance — 2000 Hours/24 Months</u> .
	Dirty or faulty fuel injectors	Contact the local John Deere dealer, engine distributor, or other service provider.
	Electronic fuel system problem	Contact the local John Deere dealer, engine distributor, or other service provider.
	Electronic Control System problem or basic engine problem	Contact the local John Deere dealer, engine distributor, or other service provider.
	Turbocharger not functioning properly	Inspect turbocharger. Contact the local John Deere dealer, engine distributor, or other service provider.
	Low engine temperature	Remove and check thermostat.
Fuel in Oil	Restricted fuel return line	Check and fix fuel return lines.
	Engine load too light	Increase engine load
	Leaking fuel injectors	Contact the local John Deere dealer, engine distributor, or other service provider.
Low-Pressure Fuel System — Fuel Pressure Low	Restricted fuel filter	Replace fuel filter.
	Restricted fuel line	Locate restriction, repair as required.

Continued on next page

ZE59858,0000075 -19-27MAY25-4/13

Symptom	Problem	Solution
Abnormal Engine Noise	Faulty transfer pump	Contact the local John Deere dealer, engine distributor, or other service provider.
	Faulty high-pressure fuel pump	Remove fuel pump, repair/replace pump as required. Contact the local John Deere dealer, engine distributor, or other service provider.
	Worn main or connecting rod bearings	Determine bearing clearance. Contact the local John Deere dealer, engine distributor, or other service provider.
	Excessive crankshaft end play	Check crankshaft end play. Contact the local John Deere dealer, engine distributor, or other service provider.
	Loose main bearing caps	Check bearing clearance; replace bearings and bearing cap screws as required. Contact the local John Deere dealer, engine distributor, or other service provider.
	Worn connecting rod bushings and piston pins	Inspect piston pins and bushings. Contact the local John Deere dealer, engine distributor, or other service provider.
	Scored pistons	Inspect pistons. Contact the local John Deere dealer, engine distributor, or other service provider.
	Worn timing gears or excess backlash	Check timing gear back lash. Contact the local John Deere dealer, engine distributor, or other service provider.
	Excessive valve clearance	Check and adjust valve clearance. See Adjusting Valve Clearance in the Lubrication & Maintenance 2000 Hours/24 Months Section.
	Worn camshaft lobes	Inspect camshaft. Contact the local John Deere dealer, engine distributor, or other service provider.
	Worn rocker arm shaft(s)	Inspect rocker arm shafts. Contact the local John Deere dealer, engine distributor, or other service provider.

Continued on next page

ZE59858,0000075 -19-27MAY25-5/13

Troubleshooting

Symptom	Problem	Solution
	Worn valve guides	Check valve guides for wear. Contact the local John Deere dealer, engine distributor, or other service provider.
	Damaged valve retainers	Inspect retainer and retainer locks for excessive wear. Contact the local John Deere dealer, engine distributor, or other service provider.
	Loose or worn rocker arms	Inspect rocker arms for wear. Contact the local John Deere dealer, engine distributor, or other service provider.
	Bent pushrods	Inspect pushrods for straightness and check contact ends for wear and damage. Contact the local John Deere dealer, engine distributor, or other service provider.
	Broken valve springs	Inspect valve springs. Contact the local John Deere dealer, engine distributor, or other service provider.
	Bent connecting rods	Inspect connecting rod and cap for damage. Contact the local John Deere dealer, engine distributor, or other service provider.
	Worn flywheel	Inspect flywheel and ring gear for damage. Contact the local John Deere dealer, engine distributor, or other service provider.
	Loose flywheel	Check flywheel mounting screws. Contact the local John Deere dealer, engine distributor, or other service provider.
	Excessive piston to liner clearance	Check and adjust piston liner clearance. Contact the local John Deere dealer, engine distributor, or other service provider.
	Excessive thrust bearing clearance	Check and adjust thrust bearing clearance. Contact the local John Deere dealer, engine distributor, or other service provider.
	High oil viscosity	Drain engine oil and refill with correct viscosity engine oil

Continued on next page

ZE59858,0000075 -19-27MAY25-6/13

Symptom	Problem	Solution
Turbocharger “Screams”	Leak in intake air system	Check air system for loose clamps, damaged tubes, charged air cooler leaks, and intake manifold gasket leaks; repair as required. Contact the local John Deere dealer, engine distributor, or other service provider.
Turbocharger Noise or Vibration <i>NOTE: Do not confuse the whine heard during run down with noise which indicates a bearing failure.</i> <i>The whine heard during turbocharger run down is normal.</i>	Bearings not lubricated (insufficient oil pressure)	Determine cause of lack of lubrication; repair as required. Contact the local John Deere dealer, engine distributor, or other service provider.
	Air leak in engine intake or exhaust manifold	Check intake and exhaust manifold gaskets and manifolds; repair as required. Contact the local John Deere dealer, engine distributor, or other service provider.
	Improper clearance between turbine wheel and turbine housing	Inspect turbocharger; repair/replace as required. Contact the local John Deere dealer, engine distributor, or other service provider.
	Broken blades (or other wheel failures)	Inspect turbocharger; repair/replace as required. Contact the local John Deere dealer, engine distributor, or other service provider.
Engine has reached Service Only Soot Level	Auto Filter cleaning is disabled for an extended period of time	Enable exhaust filter cleaning.
	Frequent engine shut downs occurred while auto cleaning was in process	Let engine run for 30 min to clean the exhaust filter.
	Interlock switches are not properly set to allow DPF recovery/Regeneration to occur	Machine must be stationary (Parked). Engine speed must be above the minimum setpoint. Any PTO driven device must be shut off. Engine load must be stable.
Engine Emits White Smoke	Engine compression too low	Determine cause of low compression and repair as required. Contact the local John Deere dealer, engine distributor, or other service provider.
	Defective thermostat(s) (does not close)	Test thermostats; replace thermostats as required.

Continued on next page

ZE59858,0000075 -19-27MAY25-7/13

Troubleshooting

Symptom	Problem	Solution
	Coolant entering combustion chamber (failed cylinder head gasket or cracked cylinder head)	Repair or replace as required. Contact the local John Deere dealer, engine distributor, or other service provider.
	Electronic Control System problem or basic engine problem	Contact the local John Deere dealer, engine distributor, or other service provider.
	Improper type of fuel	Drain fuel and replace with proper grade and quality of fuel for operating condition.
	Poor fuel quality	Drain fuel and replace with proper grade and quality of fuel for operating condition.
	Low engine temperature	Warm up engine to normal operating temperature.
	Defective thermostat.	Remove and check thermostat.
	Defective fuel injectors	Contact the local John Deere dealer, engine distributor, or other service provider.
	Engine overloaded	Reduce engine load.
	Engine burning oil	Contact the local John Deere dealer, engine distributor, or other service provider.
	Air cleaner restricted or dirty	Replace air cleaner element as required.
Engine Emits Black, Gray or Blue Smoke	Electronic control system problem or basic engine problem	Contact the local John Deere dealer, engine distributor, or other service provider.
	Exhaust filter is cracked or damaged	Contact the local John Deere dealer, engine distributor, or other service provider.
	Improper type of fuel	Use proper fuel.
	Fuel injectors dirty	Contact the local John Deere dealer, engine distributor, or other service provider.

Continued on next page

ZE59858,0000075 -19-27MAY25-8/13

Symptom	Problem	Solution
Engine Overheats	Electronic Control System problem or basic engine problem	Contact the local John Deere dealer, engine distributor, or other service provider.
	Turbocharger not functioning properly	Contact the local John Deere dealer, engine distributor, or other service provider.
	Air cleaner restricted or dirty	Replace air cleaner element as required.
	Lack of coolant in cooling system	Fill cooling system to proper level. Check radiator and hoses for loose connections or leaks.
	Low engine oil level	Check oil level. Add oil as required.
	Radiator core dirty	Clean cooling system as required.
	Cooling system needs flushing	Flush coolant system. (See Flushing And Refilling Cooling System in the Lubrication & Maintenance — 6000 Hours/72 Months Section.)
	Engine overloaded	Reduce engine load.
	Loose or defective fan belt	Check fan and alternator V-belt tension. Replace as required. (See Checking Fan And Alternator V-Belt Tension in the Lubrication & Maintenance — 500 Hours/12 Months Section.)
	Defective or wrong type of thermostat	Test thermostat opening temperature, replace thermostat as required.
	Damaged cylinder head gasket	Replace cylinder head gasket. Contact the local John Deere dealer, engine distributor, or other service provider.
	Leak at cylinder head gasket	Replace cylinder head gasket. Contact the local John Deere dealer, engine distributor, or other service provider.
	Defective coolant pump	Replace coolant pump. Contact the local John Deere dealer, engine distributor, or other service provider.

Continued on next page

ZE59858,0000075 -19-27MAY25-9/13

Troubleshooting

Symptom	Problem	Solution
Coolant Temperature Below Normal	Defective radiator cap	Replace radiator cap as required.
	Defective temperature gauge or sender	Check coolant temperature with thermometer and replace, if necessary.
	Incorrect grade of fuel	Use correct grade of fuel.
	Defective thermostat	Test thermostat, replace thermostat as required.
	Defective temperature gauge or temperature sender	Check gauge, sender, and connections.
Coolant in Crankcase	Cylinder head gasket defective	Replace cylinder head gasket. Contact the local John Deere dealer, engine distributor, or other service provider.
	Cylinder head or block cracked	Locate crack, repair/replace components as required. Contact the local John Deere dealer, engine distributor, or other service provider.
	Cylinder liner seals leaking	Remove and inspect cylinder liners. Contact the local John Deere dealer, engine distributor, or other service provider.
	Pitted cylinder liners	Remove and inspect cylinder liners. Contact the local John Deere dealer, engine distributor, or other service provider.
	Leaking oil cooler	Pressure test oil cooler, repair/replace as required. Contact the local John Deere dealer, engine distributor, or other service provider.
Low Oil Pressure	Low crankcase oil level	Fill crankcase to proper oil level.
	High crankcase oil level	Fill crankcase to proper oil level.
	Faulty pressure sensor	Replace sensor. Contact the local John Deere dealer, engine distributor, or other service provider.

Continued on next page

ZE59858,0000075 -19-27MAY25-10/13

Symptom	Problem	Solution
High Oil Pressure	Restricted oil cooler or filter	Remove and inspect oil cooler. Contact the local John Deere dealer, engine distributor, or other service provider.
	Excessive oil temperature	Remove and inspect oil cooler. Contact the local John Deere dealer, engine distributor, or other service provider.
	Defective oil pump	Remove and inspect oil pump. Contact the local John Deere dealer, engine distributor, or other service provider.
	Incorrect oil	Drain crankcase and refill with correct oil.
	Oil pressure regulating valve failure	Remove and inspect oil pressure regulating valve. Contact the local John Deere dealer, engine distributor, or other service provider.
	Restricted oil pump screen or cracked pick-up tube	Remove oil pan and clean screen/replace pick-up tube.
	Excessive main or connecting rod bearing clearance	Determine bearing clearance. Contact the local John Deere dealer, engine distributor, or other service provider.
	Crankcase oil level too high	Check engine oil level and drain as necessary.
	Improper oil classification	Drain crankcase and refill with correct oil.
	Faulty pressure sensor	Replace sensor. Contact the local John Deere dealer, engine distributor, or other service provider.
	Oil pressure regulating valve failure	Remove and inspect oil pressure regulating valve. Contact the local John Deere dealer, engine distributor, or other service provider.
	Stuck or damaged filter bypass valve	Remove and inspect filter bypass valve. Contact the local John Deere dealer, engine distributor, or other service provider.

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ZE59858,0000075 -19-27MAY25-11/13

Symptom	Problem	Solution
Excessive Oil Consumption	Stuck or damaged oil cooler bypass valve	Remove and inspect oil cooler bypass valve. Contact the local John Deere dealer, engine distributor, or other service provider.
	Too low viscosity crankcase oil	Drain crankcase and refill with correct viscosity oil.
	Crankcase oil level too high	Drain oil until oil level is correct.
	External oil leak(s)	Determine source of oil leak(s) and repair as required.
	Excessive oil pressure	See High Oil Pressure
	Oil control rings not seated	Contact the local John Deere dealer, engine distributor, or other service provider.
	Oil control rings worn or broken	Replace piston rings. Contact the local John Deere dealer, engine distributor, or other service provider.
	Restricted crankcase vent tube or filter.	Clean vent tube and change crankcase ventilation filter, verify that crankcase oil level is not too high.
	Defective turbocharger	Contact the local John Deere dealer, engine distributor, or other service provider.
	Scored cylinder liners or pistons	Remove and inspect cylinders and liners; replace as required. Contact the local John Deere dealer, engine distributor, or other service provider.
	Worn valve guides or stems	Inspect and measure valve stems and valve guides; repair as required. Contact the local John Deere dealer, engine distributor, or other service provider.
	Piston ring grooves excessively worn	Remove and inspect pistons. Contact the local John Deere dealer, engine distributor, or other service provider.
	Piston rings sticking in ring grooves	Remove and inspect pistons. Contact the local John Deere dealer, engine distributor, or other service provider.

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ZE59858,0000075 - 19-27MAY25-12/13

Troubleshooting

Symptom	Problem	Solution
	Insufficient piston ring tension	Remove and inspect pistons. Contact the local John Deere dealer, engine distributor, or other service provider.
	Piston ring gaps not staggered	Remove and inspect pistons. Contact the local John Deere dealer, engine distributor, or other service provider.
	Front and/or rear crankshaft oil seal faulty	Replace oil seals. Contact the local John Deere dealer, engine distributor, or other service provider.
Undercharged Electrical System	Excessive electrical load from added accessories	Remove accessories or install higher output alternator. Contact the local John Deere dealer, engine distributor, or other service provider.
	Excessive engine idling	Increase engine rpm when heavy electrical load is used.
	Poor electrical connections on battery, ground strap, starter, or alternator	Inspect and clean as necessary.
	Defective battery	Test batteries.
	Defective alternator	Test charging system.
Battery Used Too Much Water	Cracked battery case	Check for moisture and replace as necessary.
	Defective battery	Test battery.
	Battery charging rate too high	Test charging system.
Batteries Will Not Charge	Loose or corroded connections	Clean and tighten connections.
	Sulfated or worn-out batteries	Replace batteries.
	Stretched belt or defective belt tensioner	Adjust belt tension or replace belts.
Starter and Hourmeter Functions; Rest of Electrical System Does Not Function	Blown fuse	Replace fuse.
Entire Electrical System Does Not Function	Faulty battery connection	Clean and tighten connections.

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Troubleshooting

Symptom	Problem	Solution
	Sulfated or worn-out batteries	Replace batteries.
	Blown fuse	Replace fuse.

ZE59858,0000075 -19-27MAY25-14/13

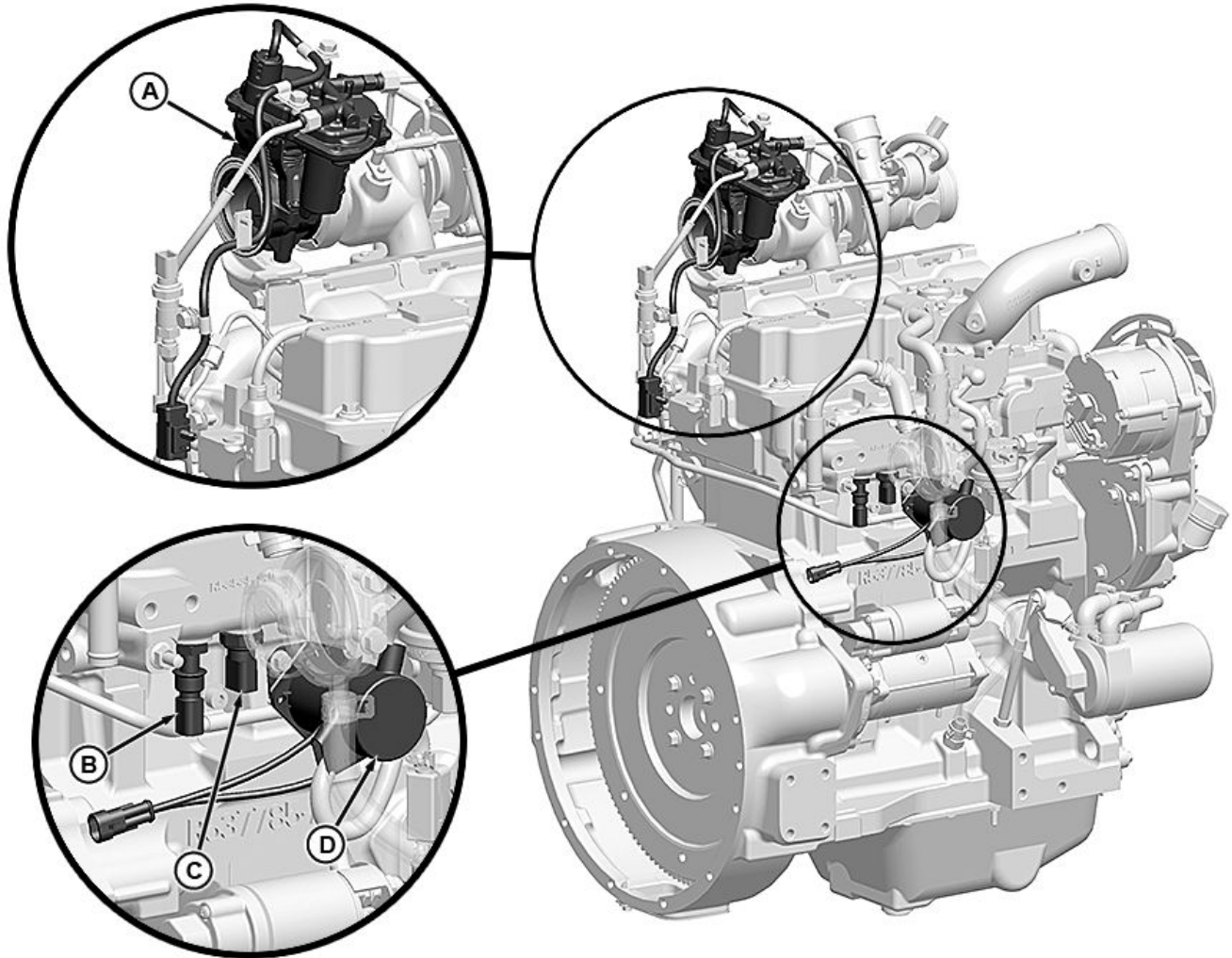
Precautions for Electrical System When Steam Cleaning Engine

IMPORTANT: Do not steam clean any electrical or electronic components while steam cleaning the engine as it could damage sensitive parts.

OURGP11,000012A -19-24AUG10-1/1

Engine Wiring Harness Layout

NOTE: Location of some sensors may change depending upon the application.



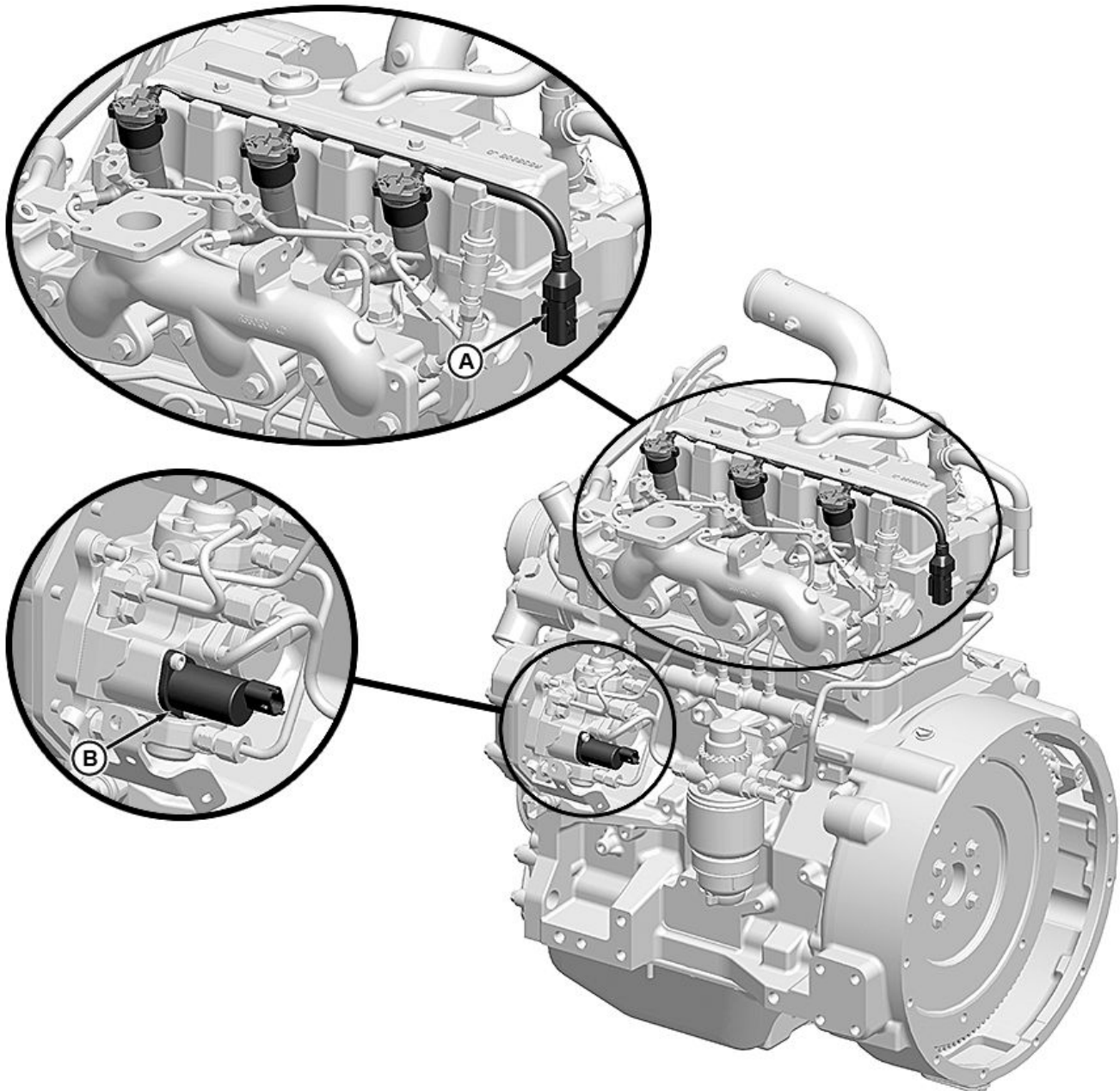
A—Exhaust Throttle Actuator
B—Manifold Air Temperature (MAT) Sensor

C—Manifold Air Pressure (MAP) Sensor
D—Cold Start Aid Relay

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ZE59858,000006A -19-17APR14-1/5

RG25292 —UN—20MAR14



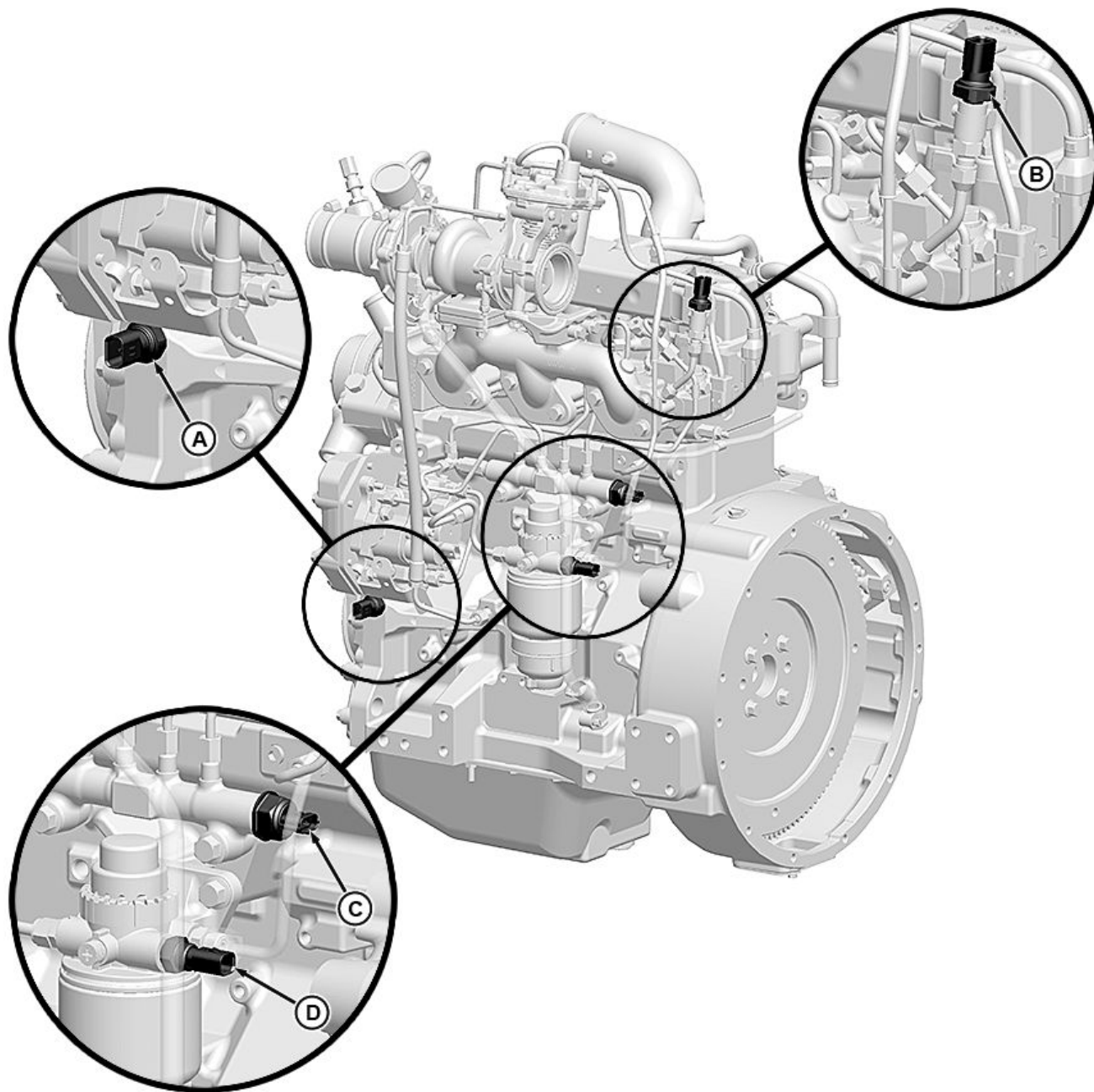
A—Fuel Injector Harness Connector

B—Suction Control Valve

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RG25294 —UN—20MAR14

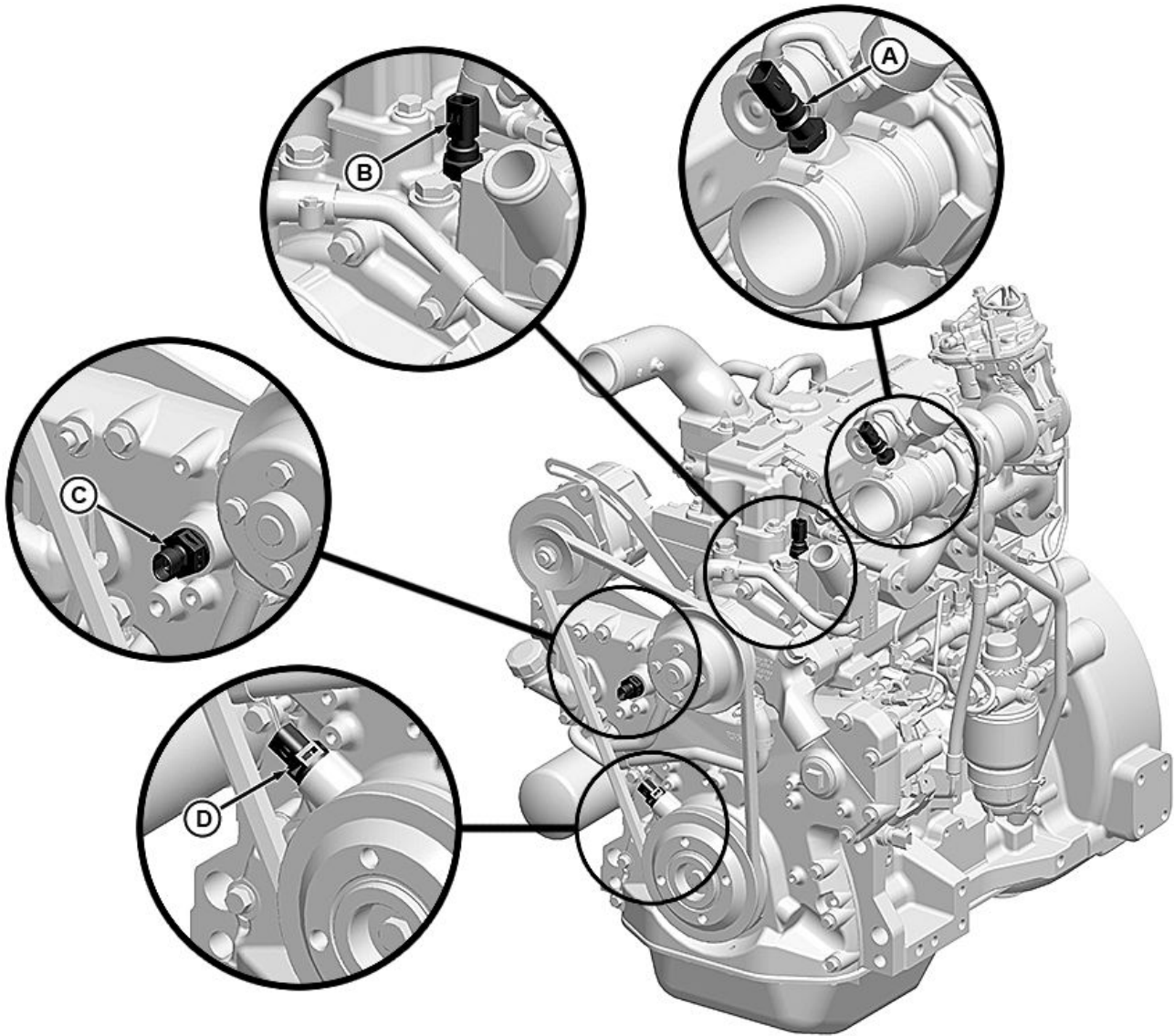


- A—Engine Oil Pressure Sensor
B—Exhaust Manifold Pressure Sensor
C—Fuel Rail Pressure Sensor
D—Fuel Temperature Sensor

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RG25291 —UN—20MAR14



RC25293 —UN—16SEP14

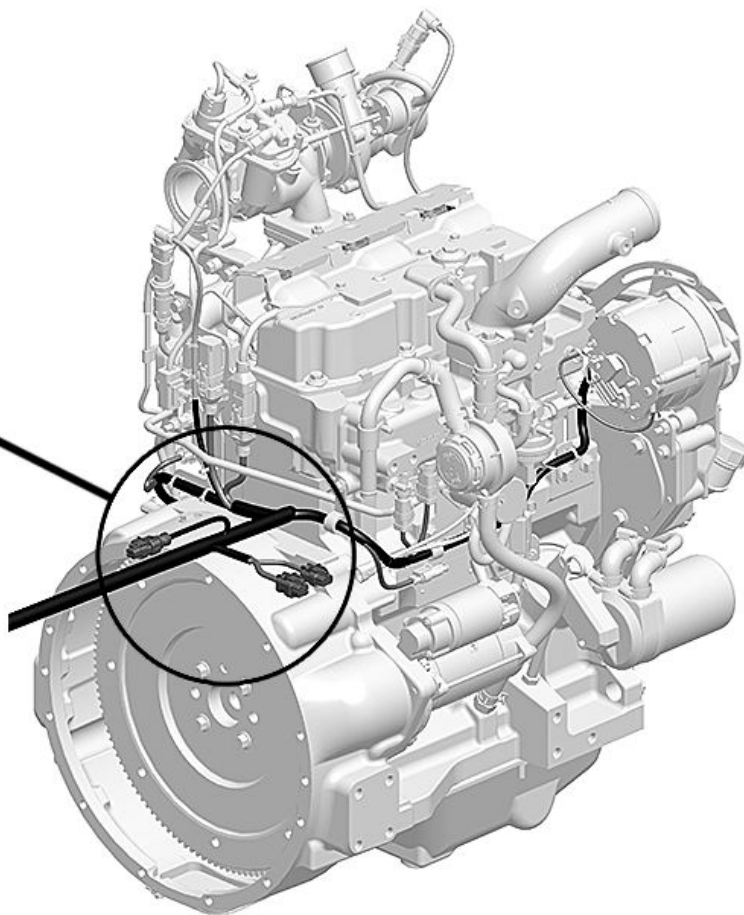
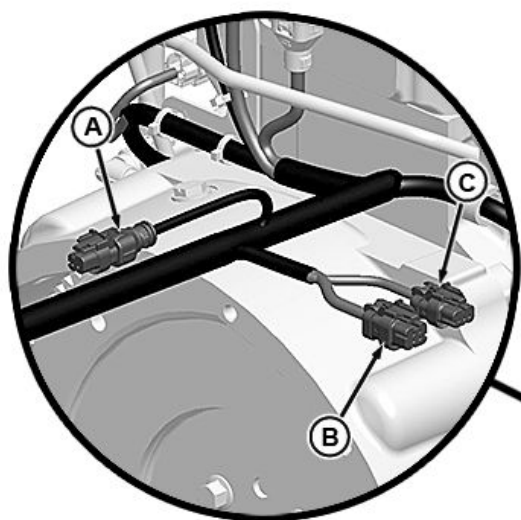
**A—Intake Air Temperature
Sensor**

**B—Engine Coolant Temperature
Sensor**

**C—Camshaft Position Sensor
D—Crankshaft Position Sensor**

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ZE59858,000006A -19-17APR14-4/5



A—Air Filter Restriction Indicator Connector B—Exhaust Filter Temperature Module Connector C—DPF Differential Pressure Sensor Connector

RG25295 —UN—20MAR14

ZE59858,000006A -19-17APR14-5/5

Precautions for Welding

Remove paint before welding or heating (see Safety Section in this manual for more information on paint removal and high-pressure lines).

CAUTION: Avoid potentially toxic fumes and dust. Hazardous fumes can be generated when paint is heated by welding, soldering, or using a torch. Do all work outside or in a well ventilated area. Dispose of paint and solvent properly. If you sand or grind paint, avoid breathing the dust by wearing an approved respirator. If you use solvent or paint stripper, remove with soap and water before welding. Remove solvent or paint stripper containers and other flammable material from area before welding. Allow fumes to disperse at least 15 minutes before welding or heating.

IMPORTANT: Welding on the engine is **NOT ALLOWED**. If welding must be performed on the machine, follow these precautions.

IMPORTANT: High currents or electrostatic discharge into electronic components from welding may cause permanent damage.

1. Remove paint from the area to be welded and ground cable clamp location.
2. Disconnect the negative (-) battery cable(s) or open battery (-) switch if equipped.



TS953 —UN—15MAY90

3. Disconnect the positive (+) battery cable(s) or open battery (+) switch if equipped.
4. Clear or move any wiring harness sections away from the welding area.
5. Welding on engine components is not allowed.
6. Never connect the welder ground to any engine component or engine driven components that may be connected to the engine.
7. After welding, reverse steps 2—3.

DX,WELDING,PRECAUTIONS -19-06DEC10-1/1

2.9 L Wiring Diagram 1

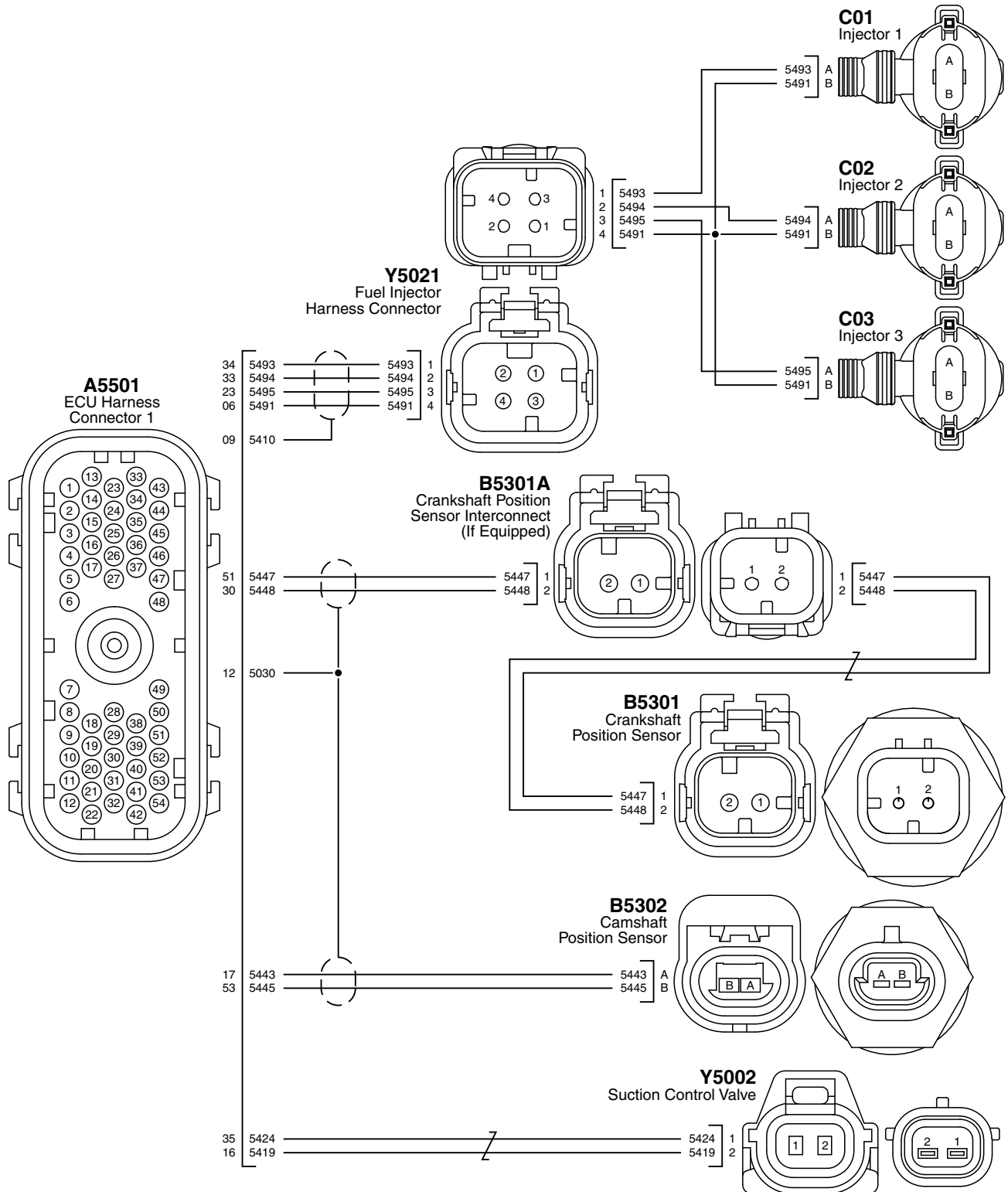
NOTE: Wiring harness circuit wires and pins may vary per application.

NOTE: The wiring diagrams provided are for a typical John Deere Power Systems supplied harness for an OEM manufacturer. Wire number, colors, and

interconnects may not apply to all applications. See the John Deere equipment technical manual or OEM manufacturer's technical manual for complete circuit information.

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RG26533 —UN—16SEP14

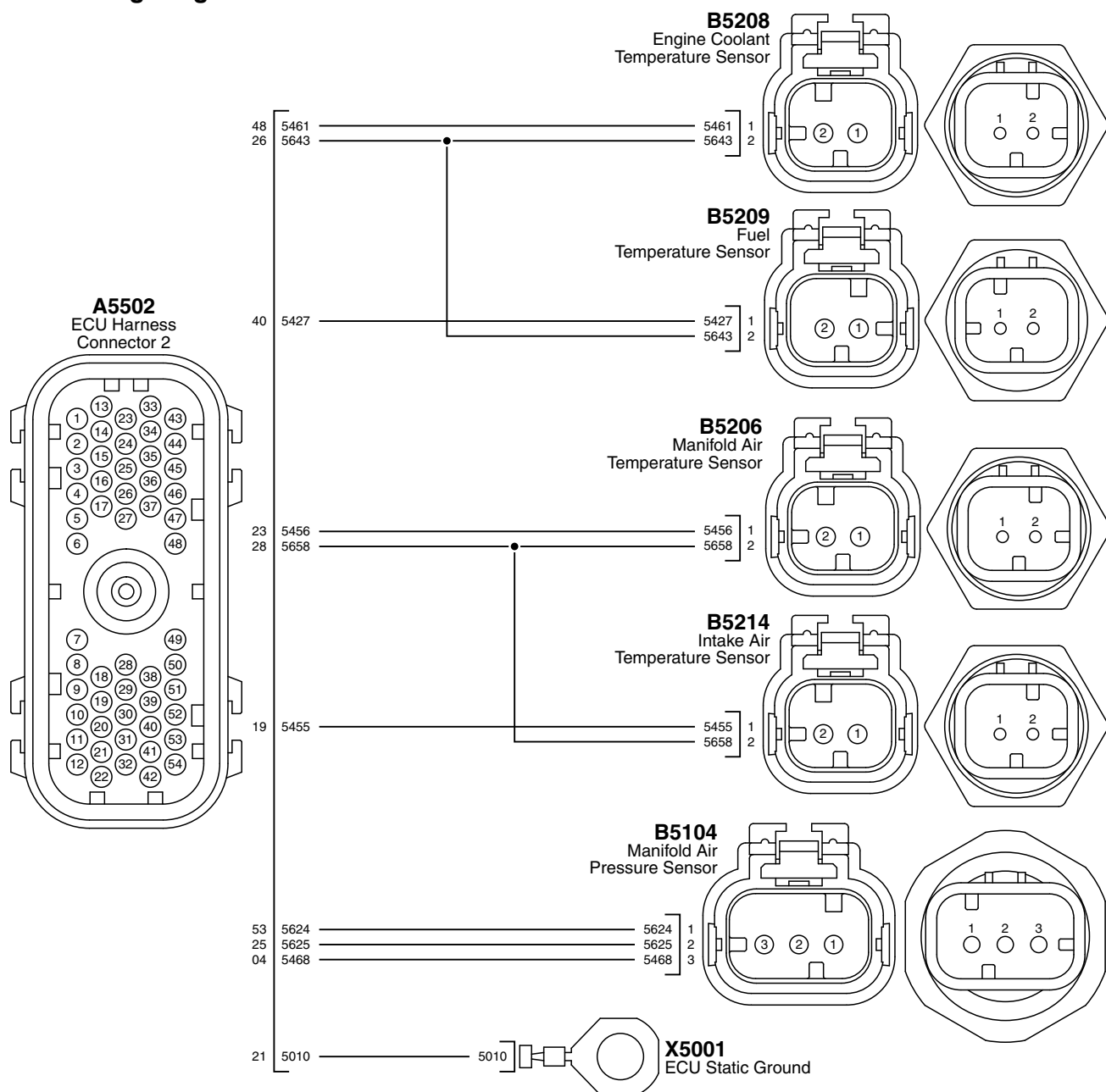
KP41357,000009D -19-09NOV20-2/2

Troubleshooting

A5501— ECU Connector 1	A5501-23— [5495 Green] Injector #3 Pulse	A5501-51— [5447 Violet] Crankshaft Position Sensor Signal	C01— Fuel Injector #1
A5501-06— [5491 Brown] Injector #1, #2, and #3 Power	A5501-30— [5448 Gray] Crankshaft Position Sensor Return	A5501-53— [5445 Green] Camshaft Position Sensor Signal	C02— Fuel Injector #2
A5501-09— [5410 Black] Wiring Shield	A5501-33— [5494 Yellow] Injector #2 Pulse	B5301— Crankshaft Position Sensor	C03— Fuel Injector #3
A5501-12— [5030 Black] Wiring Shield	A5501-34— [5493 Orange] Injector #1 Pulse	B5301A— Crankshaft Position Sensor Interconnect (If Equipped)	Y5002— Suction Control Valve
A5501-16— [5419 White] Suction Control Valve Drive Negative	A5501-35— [5424 Yellow] Suction Control Valve Drive Positive	B5302— Camshaft Position Sensor	Y5021— Fuel Injector Harness Connector
A5501-17— [5443 Orange] Camshaft Position Sensor Return			

KP41357,000009D -19-09NOV20-3/2

2.9 L Wiring Diagram 2



RG25534 —UN—16SEP14

A5502— ECU Connector 2
A5502-04— [5468 Gray] Manifold
Air Pressure Sensor
Signal
A5502-19— [5455 Green] Intake
Air Temperature Sensor
Signal
A5502-21— [5010 Black] Single
Point Ground
A5502-23— [5456 Blue] Manifold
Air Temperature Sensor
Signal

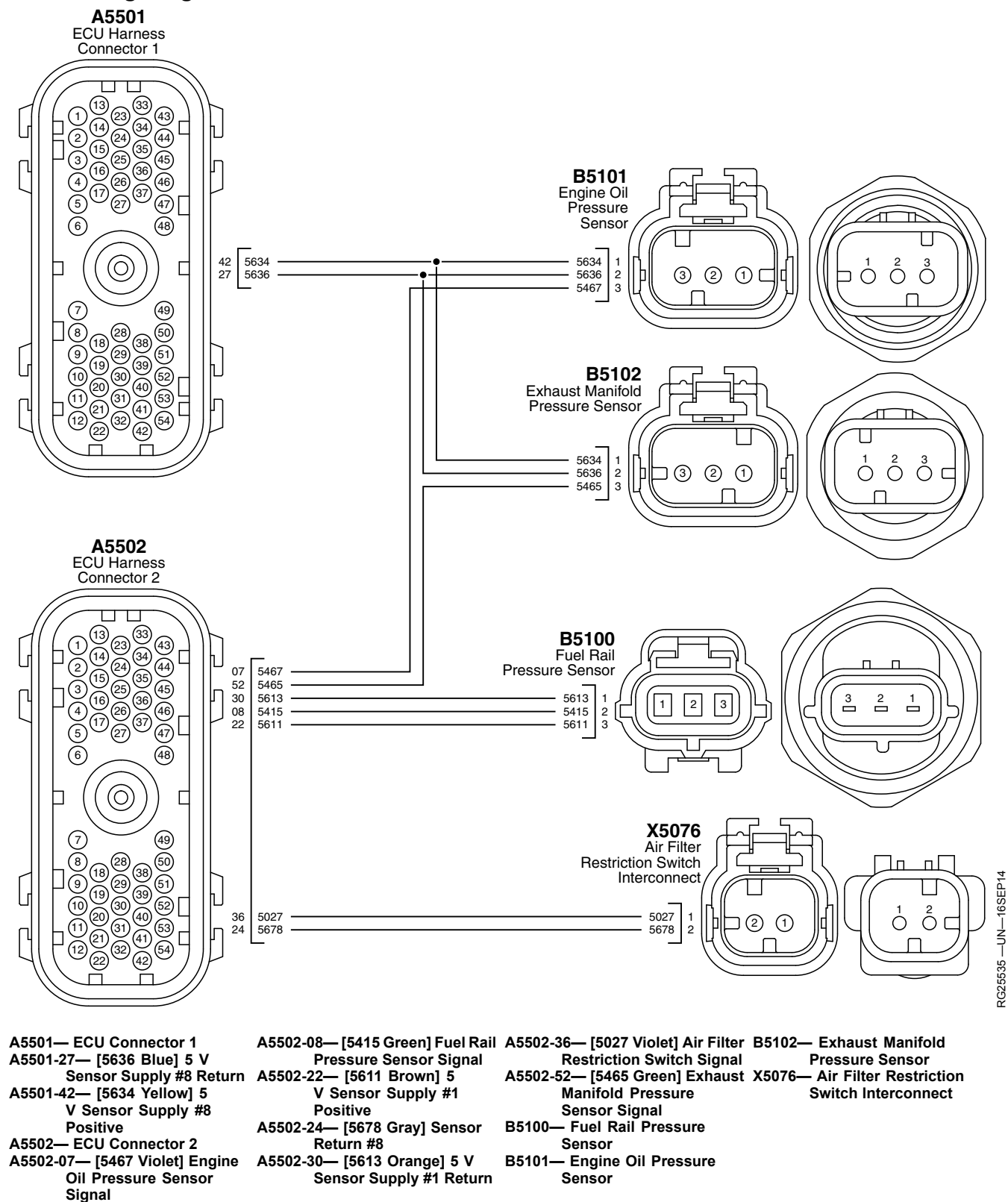
A5502-25— [5625 Green] 5 V
Sensor Supply #7 Return
A5502-26— [5643 Orange] Sensor
Return #1
A5502-28— [5658 Gray] Sensor
Return #6
A5502-40— [5427 Violet] Fuel
Temperature Sensor
Signal
A5502-48— [5461 Brown] Engine
Coolant Temperature
Sensor Signal

A5502-53— [5624 Yellow] 5
V Sensor Supply #7
Positive
B5104— Manifold Air Pressure
Sensor
B5206— Manifold Air
Temperature Sensor
B5208— Engine Coolant
Temperature Sensor
B5209— Fuel Temperature
Sensor

B5214— Intake Air Temperature
Sensor
X5001— ECU Static Ground

ZE59858,0000062 -19-17SEP14-1/1

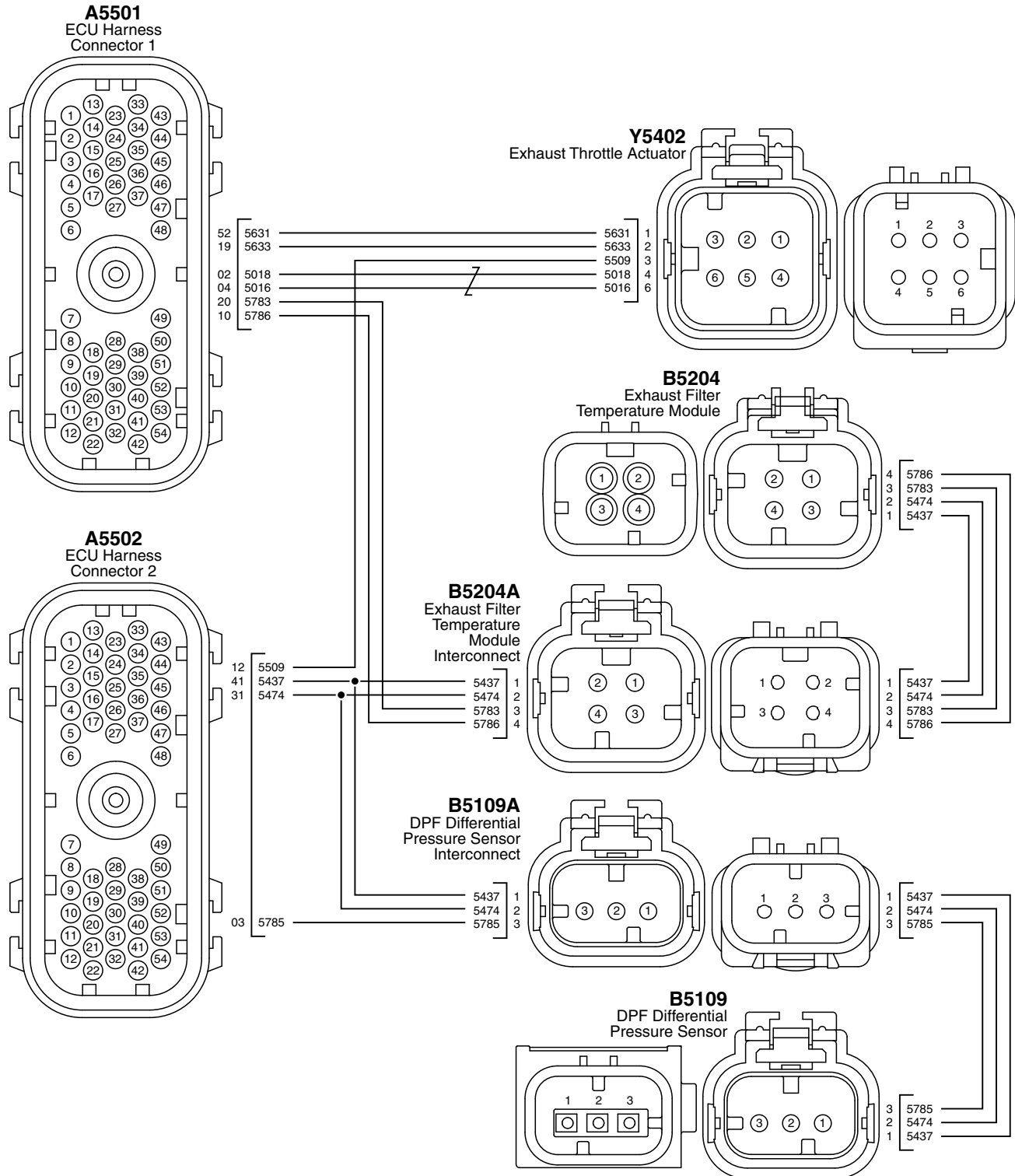
2.9 L Wiring Diagram 3



RG25535 —UN—16SEP14

ZE59858,0000063 -19-17SEP14-1/1

2.9 L Wiring Diagram 4



RG25536 —UN—16SEP14

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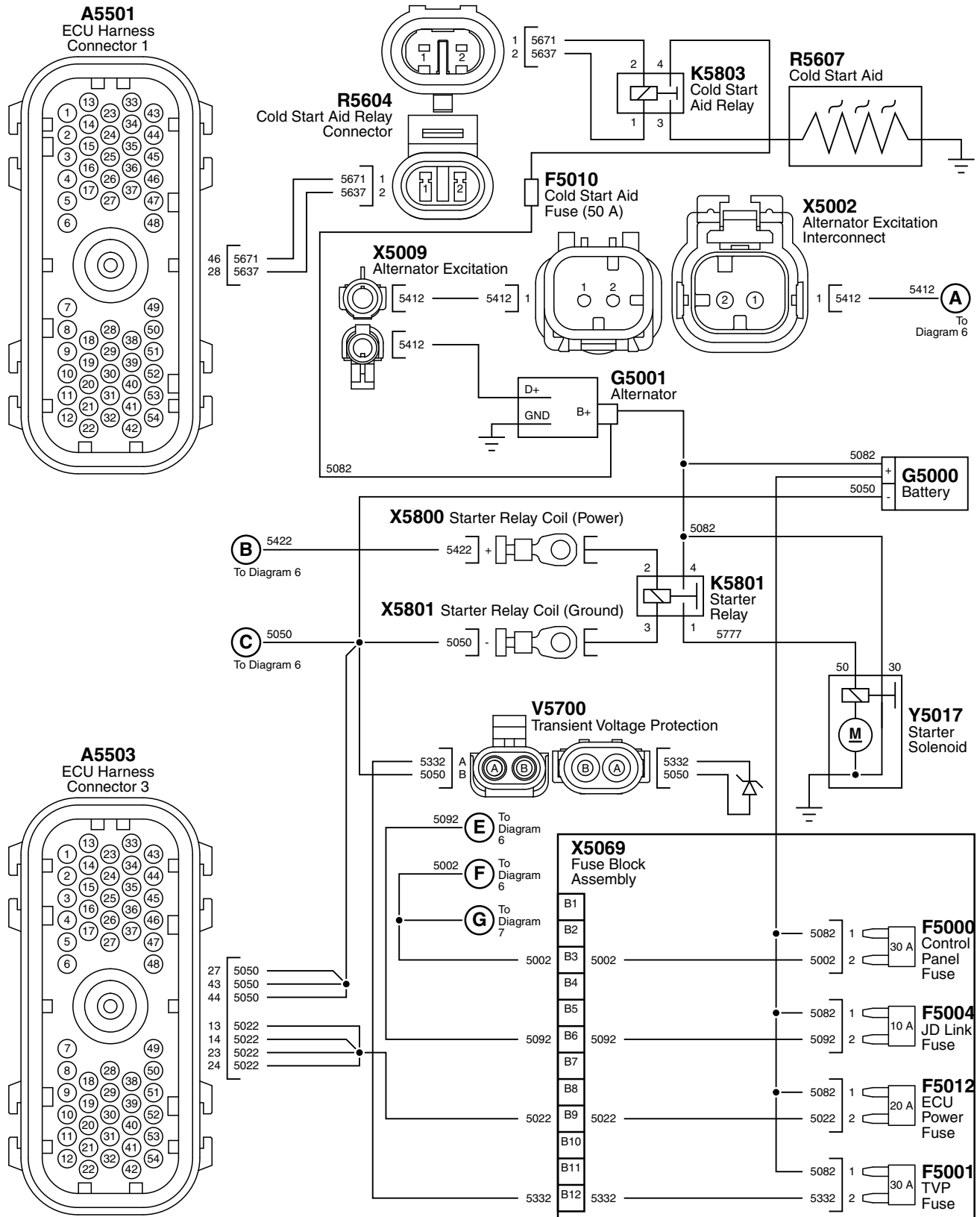
ZE59858,0000064 -19-17SEP14-1/2

Troubleshooting

A5501— ECU Connector 1	A5501-19— [5633 Orange] 5 V	A5502-12— [5509 White] Exhaust	B5109A— DPF Differential
A5501-02— [5018 Gray] Exhaust	Sensor Supply #3 Return	Throttle Actuator	Pressure Sensor
Throttle Actuator Drive	A5501-20— [5783 Orange] 10 V	Position Signal	Interconnect
Negative	Sensor Supply	A5502-31— [5474 Yellow] 5 V	B5204— Exhaust Filter
A5501-04— [5016 Blue] Exhaust	A5501-52— [5631 Brown] 5	Sensor Supply #6 Return	Temperature Module
Throttle Actuator Drive	V Sensor Supply #3	A5502-41— [5437 Violet] 5	B5204A— Exhaust Filter
Positive	Positive	V Sensor Supply #6	Temperature Module
A5501-10— [5786 Blue] Exhaust	A5502— ECU Connector 2	Positive	Interconnect
Filter Temperature	A5502-03— [5785 Green] DPF	B5109— DPF Differential	Y5402— Exhaust Throttle
Module Signal	Differential Pressure	Pressure Sensor	Actuator
	Sensor Signal		

ZE59858,0000064 -19-17SEP14-2/2

2.9 L Wiring Diagram 5



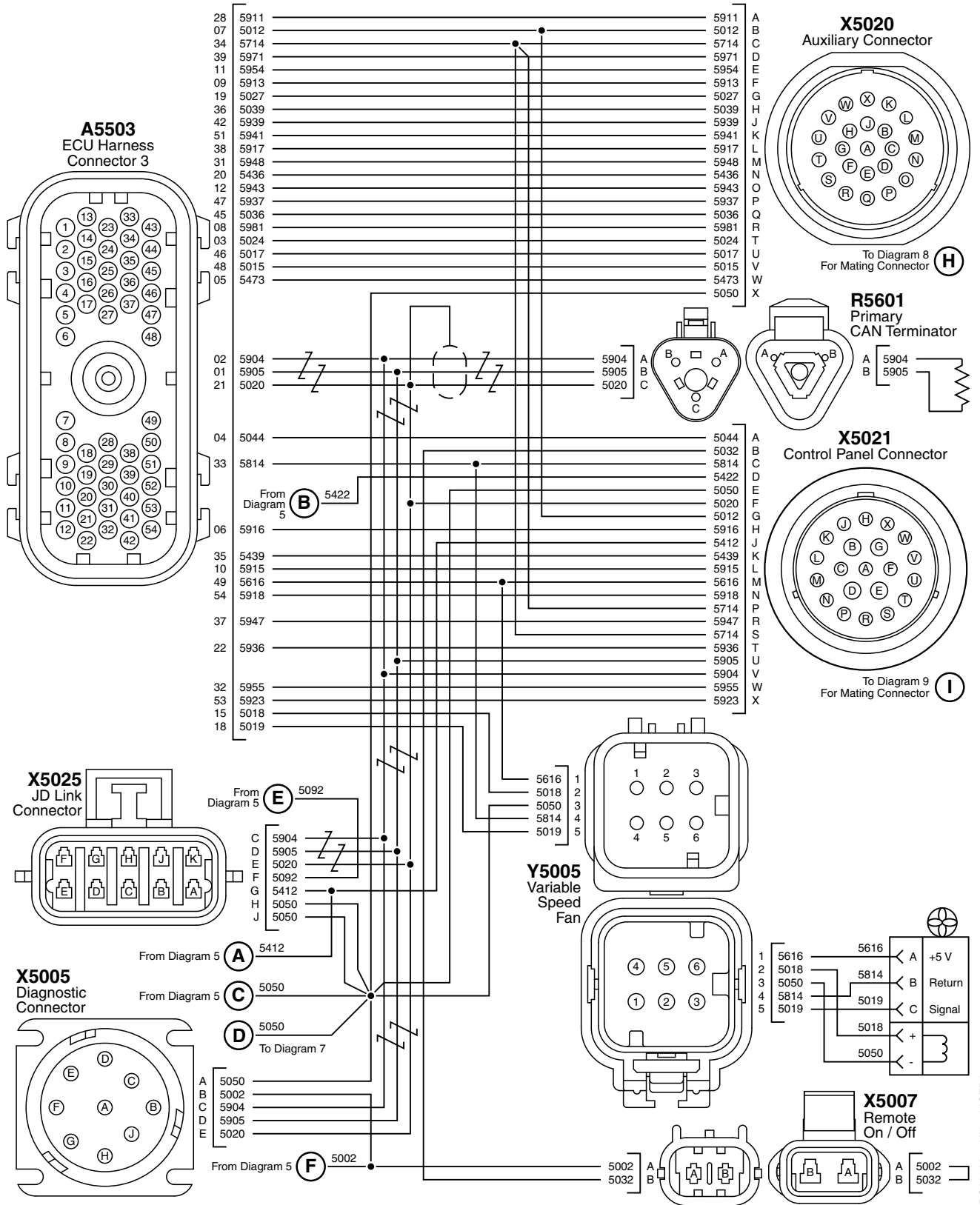
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ZE59858,0000065 -19-17SEP14-1/2

A— [5412 Red] Alternator Excitation To 2.9 L Wiring Diagram 6	A5503-43— [5050 Black] Battery Negative	F5004— JD Link Fuse (10 Amp)	R5607— Cold Start Aid
A5501— ECU Connector 1	A5503-44— [5050 Black] Battery Negative	F5010— Cold Start Aid Fuse (50 Amp)	V5700— Transient Voltage Protection
A5501-28— [5637 Violet] Sensor Return #4	B— [5422 Red] Start To 2.9 L Wiring Diagram 6	F5012— ECU Power Fuse (20 Amp)	X5002— Alternator Excitation Interconnect
A5501-46— [5671 Brown] Cold Start Aid Relay Drive Positive	C— [5050 Black] Battery Negative To 2.9 L Wiring Diagram 6	G— [5002 Red] Control Panel Unswitched Power To 2.9 L Wiring Diagram 7	X5009— Alternator Excitation
A5503— ECU Connector 3	E— [5092 Red] JD Link Unswitched Power To 2.9 L Wiring Diagram 6	G5000— Battery	X5069— Fuse Block Assembly
A5503-13— [5022 Red] ECU Power Positive	F— [5002 Red] Control Panel Unswitched Power To 2.9 L Wiring Diagram 6	G5000-Positive— [5082 Red] Battery Power Positive	X5069-B12— [5332 Red] Transient Voltage Protection
A5503-14— [5022 Red] ECU Power Positive	F5000— Control Panel Fuse (30 Amp)	G5001— Alternator	X5800— Starter Relay Coil (Power)
A5503-23— [5022 Red] ECU Power Positive	F5001— Transient Voltage Protection Fuse (30 Amp)	K5801— Starter Relay	X5801— Starter Relay Coil (Ground)
A5503-24— [5022 Red] ECU Power Positive		K5801-1— [5777 Violet] Starter Excitation	Y5017— Starter Solenoid
A5503-27— [5050 Black] Battery Negative		R5604— Cold Start Aid Relay Connector	

ZE59858.0000065 -19-17SEP14-2/2

2.9 L Wiring Diagram 6



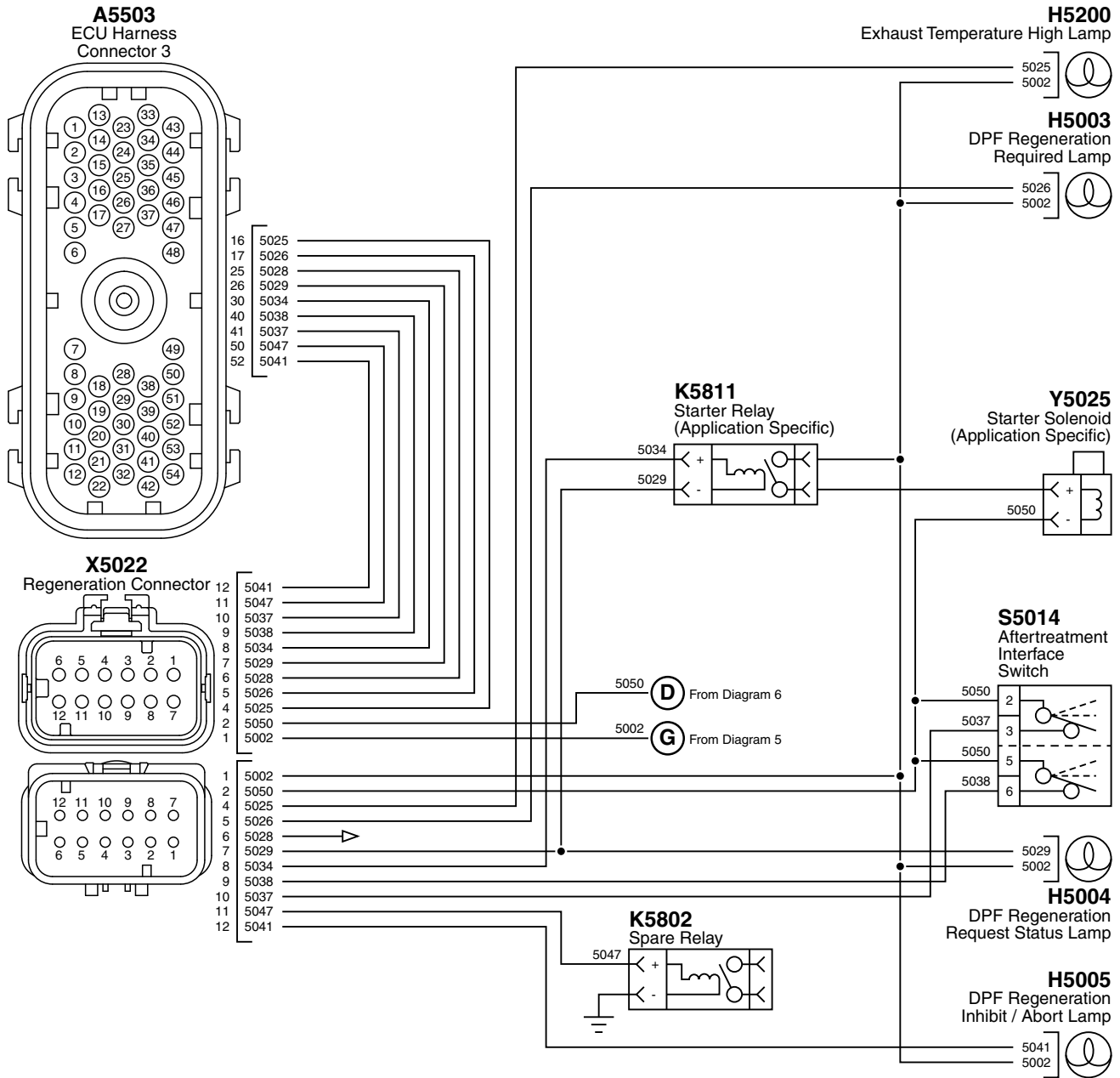
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ZE59858,0000066 -19-17SEP14-1/2

A— [5412 Red] Alternator Excitation From 2.9 L Wiring Diagram 5	A5503-18— [5019 White] Variable Speed Fan Signal	A5503-38— [5917 Violet] Cruise Remote Switch	D— [5050 Black] Battery Negative To 2.9 L Wiring Diagram 7
A5503— ECU Connector 3	A5503-19— [5027 Violet] PTO Speed	A5503-39— [5971 Brown] Cruise Cancel/Resume Switch	E— [5092 Red] JD Link Unswitched Power From 2.9 L Wiring Diagram 5
A5503-01— [5905 Green] Primary CAN Low	A5503-20— [5436 Blue] Engine Coolant Level Switch	A5503-42— [5939 White] External Derate Switch	F— [5002 Red] Control Panel Unswitched Power From 2.9 L Wiring Diagram 5
A5503-02— [5904 Yellow] Primary CAN High	A5503-21— [5020 Black] Primary CAN Shield	A5503-45— [5036 Blue] Optional Sensor	H— To 2.9 L Wiring Diagram 8 For Mating Connector
A5503-03— [5024 Yellow] Remote Throttle	A5503-22— [5936 Blue] Cruise Resume/Bump Down Switch	A5503-46— [5017 Violet] AC High Pressure Switch	I— To 2.9 L Wiring Diagram 9 For Mating Connector
A5503-04— [5044 Yellow] Wait To Start Lamp	A5503-28— [5911 Brown] 5 V Sensor Supply #5 Positive	A5503-47— [5937 Violet] Isochronous Governor	R5601— Primary CAN Terminator
A5503-05— [5473 Orange] Stop Engine Lamp	A5503-31— [5948 Gray] Cruise External Override	A5503-48— [5015 Green] Spare Driver Positive	X5005— Diagnostic Connector
A5503-06— [5916 Blue] Warning Lamp	A5503-32— [5955 Green] Set Accelerator/Bump Up Switch	A5503-49— [5616 Blue] 5 V Sensor Supply #4 Positive	X5007— Remote On/Off
A5503-07— [5012 Red] Key Switch	A5503-33— [5814 Yellow] 5 V Sensor Supply #4 Return	A5503-51— [5941 Brown] External Shutdown Switch	X5020— Auxiliary Connector
A5503-08— [5981 Brown] PWM Throttle/Alternator Feedback	A5503-34— [5714 Yellow] 5 V Sensor Supply #5 Return	A5503-53— [5923 Orange] Bump Enable Switch	X5021— Control Panel Connector
A5503-09— [5913 Orange] Secondary Throttle	A5503-35— [5439 White] Tachometer	A5503-54— [5918 Gray] Shutdown Override Switch	X5021-B— [5032 Red] Fused Unswitched Power
A5503-10— [5915 Green] Primary Throttle	A5503-36— [5039 White] Vehicle Speed Signal	B— [5422 Red] Start From 2.9 L Wiring Diagram 5	X5025— JD Link Connector
A5503-11— [5954 Yellow] Cruise On Switch	A5503-37— [5497 Violet] Multi-State Throttle	C— [5050 Black] Battery Negative From 2.9 L Wiring Diagram 5	Y5005— Variable Speed Fan
A5503-12— [5943 Orange] Cruise Brake Switch			
A5503-15— [5018 Gray] Variable Speed Fan Clutch Control			

ZE59858,0000066 -19-17SEP14-2/2

2.9 L Wiring Diagram 7



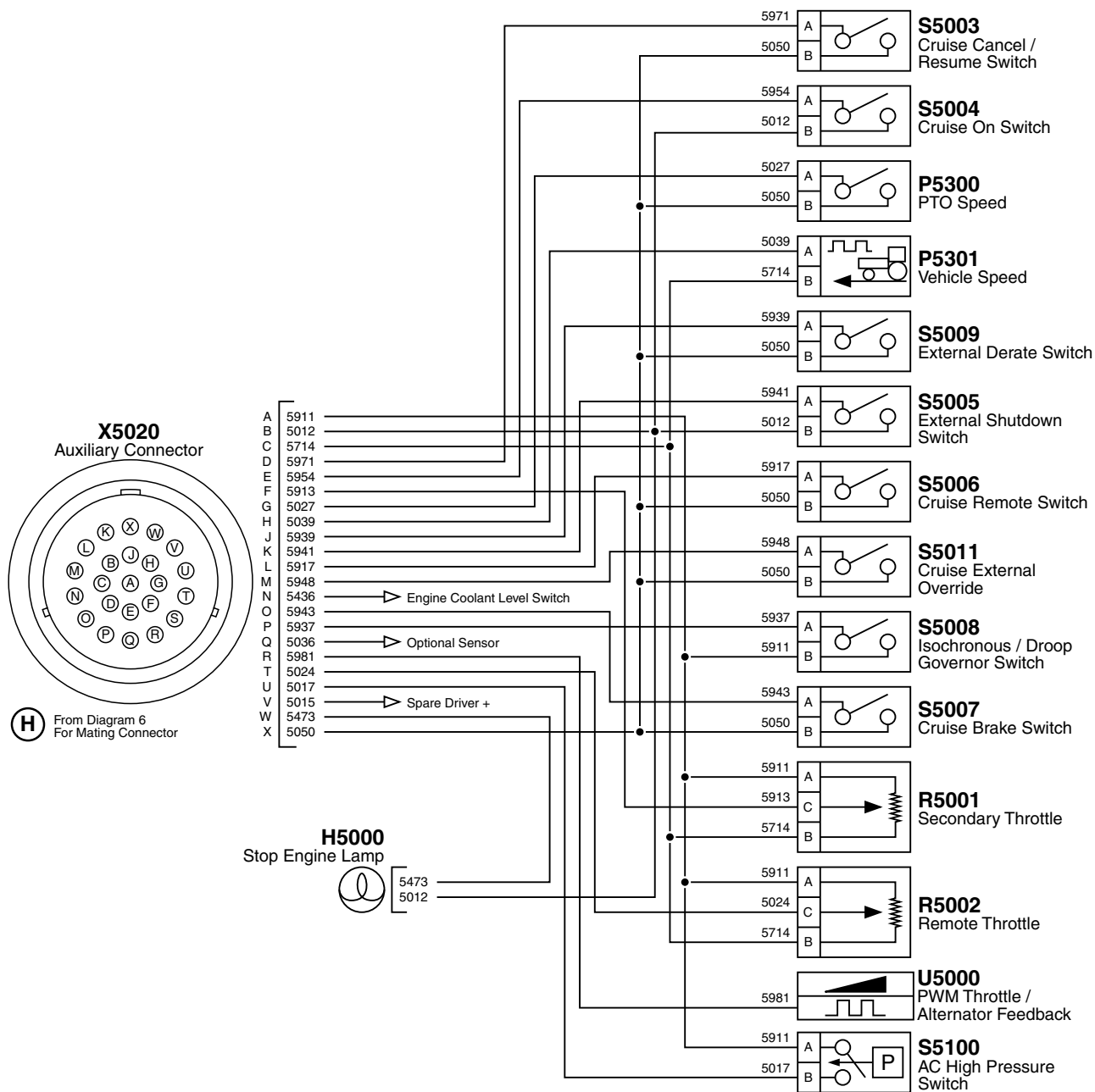
A5503— ECU Connector 3
A5503-16— [5025 Green] Exhaust Temperature High Lamp
A5503-17— [5026 Blue] DPF Regeneration Required Lamp
A5503-25— [5028 Gray] Spare Driver Positive
A5503-26— [5029 White] DPF Regeneration Status Lamp/Starter Relay Control Negative

A5503-30— [5034 Yellow] Starter Relay Control Positive
A5503-40— [5038 Gray] DPF Regeneration Request Switch
A5503-41— [5037 Violet] DPF Regeneration Inhibit/Abort Switch
A5503-50— [5047 Violet] Spare Driver Positive
A5503-52— [5041 Brown] DPF Regeneration Inhibit/Abort Lamp

D— [5050 Black] Battery Negative From 2.9 L Wiring Diagram 6
G— [5002 Red] Control Panel Unswitched Power From 2.9 L Wiring Diagram 5
H5003— DPF Regeneration Required Lamp
H5004— DPF Regeneration Request Status Lamp
H5005— DPF Regeneration Inhibit/Abort Lamp

H5200— Exhaust Temperature High Lamp
K5802— Spare Relay
K5811— Starter Relay (Application Specific)
S5014— Aftertreatment Interface Switch
X5022— Regeneration Connector
Y5025— Starter Solenoid (Application Specific)

2.9 L Wiring Diagram 8



RG25540—UN—16SEP14

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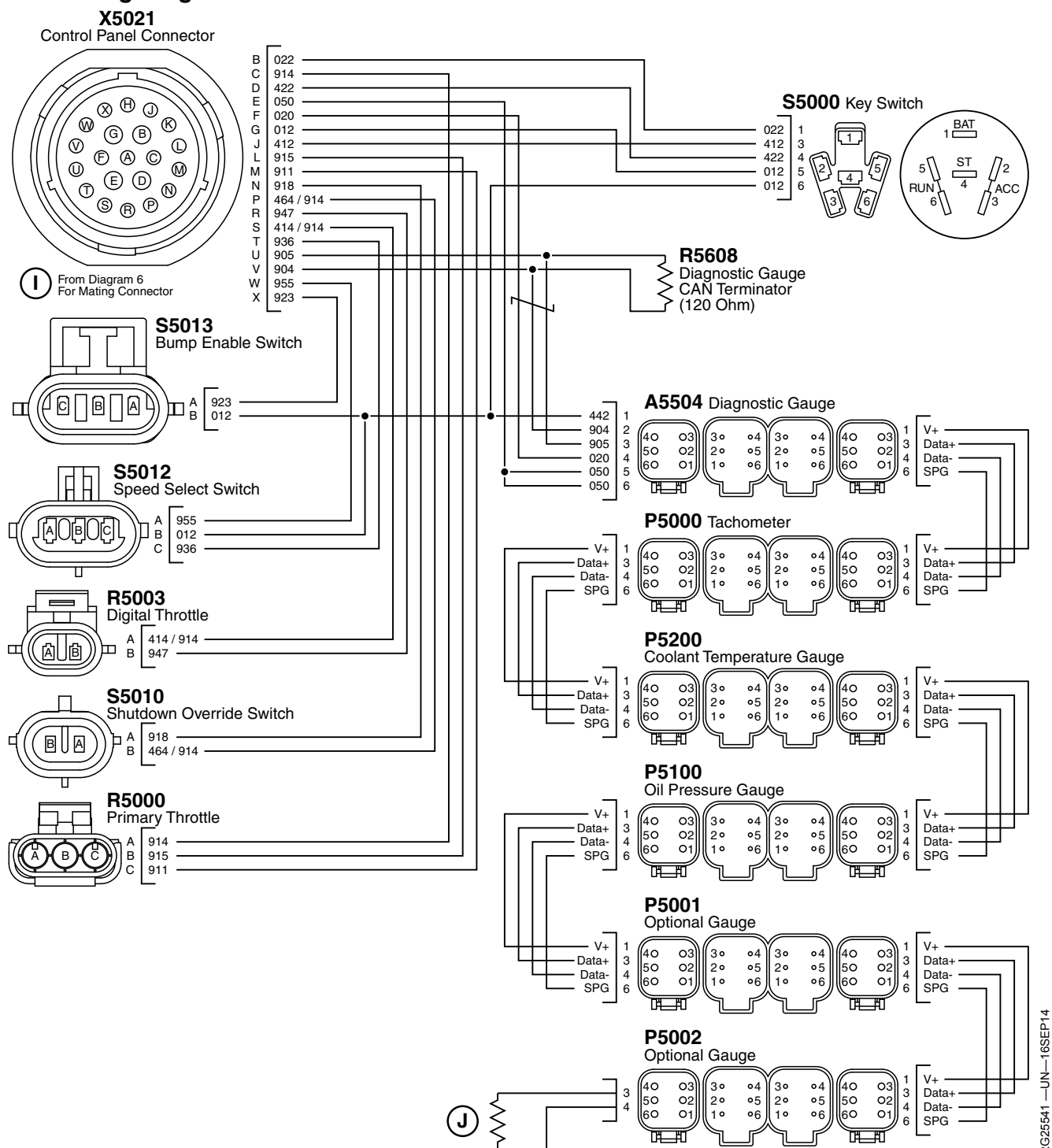
ZE59858,0000068 -19-17SEP14-1/2

Troubleshooting

H— From 2.9 L Wiring Diagram 6 For Mating Connector	S5009— External Derate Switch	X5020-G— [5027 Violet] PTO Speed	X5020-Q— [5036 Blue] Optional Sensor
H5000— Stop Engine Lamp	S5100— AC High Pressure Switch	X5020-H— [5039 White] Vehicle Speed Signal	X5020-R— [5981 Brown] PWM Throttle/Alternator Feedback
P5300— PTO Speed	U5000— PWM Throttle/Alternator Feedback	X5020-J— [5939 White] External Derate Switch	X5020-T— [5024 Yellow] Remote Throttle
P5301— Vehicle Speed	X5020— Auxiliary Connector	X5020-K— [5941 Brown] External Shutdown Switch	X5020-U— [5017 Violet] AC High Pressure Switch
R5001— Secondary Throttle	X5020-A— [5911 Brown] 5 V Sensor Supply #5 Positive	X5020-L— [5917 Violet] Cruise Remote Switch	X5020-V— [5015 Green] Spare Driver Positive
R5002— Remote Throttle	X5020-B— [5012 Red] Key Switch	X5020-M— [5948 Gray] Cruise External Override	X5020-W— [5473 Orange] Stop Lamp
S5011— Cruise External Override Switch	X5020-C— [5714 Yellow] 5 V Sensor Supply #5 Return	X5020-N— [5436 Blue] Engine Coolant Level Switch	X5020-X— [5050 Black] Battery Negative
S5003— Cruise Cancel/Resume Switch	X5020-D— [5971 Brown] Cruise Cancel/Resume Switch	X5020-O— [5943 Orange] Cruise Brake Switch	
S5004— Cruise On Switch	X5020-E— [5954 Yellow] Cruise On Switch	X5020-P— [5937 Violet] Isochronous Governor	
S5005— External Shutdown Switch	X5020-F— [5913 Orange] Secondary Throttle		
S5006— Cruise Remote Switch			
S5007— Cruise Brake Switch			
S5008— Isochronous/Droop Governor Switch			

ZE59858,0000068 -19-17SEP14-2/2

2.9 L Wiring Diagram 9



Continued on next page

ZE59858,0000069 -19-17SEP14-1/2

Troubleshooting

A5504— Diagnostic Gauge	S5000— Key Switch	X5021-G— [012 White] Key Switch	X5021-T— [936 White] Cruise
A5504-01— [Red] Voltage Positive	S5010— Shutdown Override	X5021-J— [412 White] Alternator	Resume/Bump Down
A5504-03— [White] Data Positive	Switch	Excitation	Switch
A5504-04— [Orange] Data	S5012— Speed Select Switch	X5021-L— [915 White] Primary	X5021-U— [905 White] Primary
Negative	S5013— Bump Enable Switch	Throttle	CAN Low
A5504-06— [Black] Single Point	X5021— Control Panel Connector	X5021-M— [911 White] 5 V Sensor	X5021-V— [904 White] Primary
Ground	X5021-B— [022 White] Fused	Supply #4 Positive	CAN High
I— From 2.9 L Wiring Diagram 6	Unswitched Power	X5021-N— [918 White] Shutdown	X5021-W— [955 White] Set
For Mating Connector	X5021-C— [914 White] 5 V Sensor	Override Switch	Accelerator/Bump Up
J— Resistor 120 Ohm	Supply #4 Return	X5021-P— [464/914 White] 5 V	Switch
R5000— Primary Throttle	X5021-D— [422 White] Start	Sensor Supply #5 Return	X5021-X— [923 White] Bump
R5003— Digital Throttle	X5021-E— [050 White] Battery	X5021-R— [947 White] Multi-State	Enable Switch
R5608— Diagnostic Gauge CAN	Negative	Throttle	
Terminator (120 Ohm)	X5021-F— [020 White] Primary	X5021-S— [414/914 White] 5 V	
	CAN Shield	Sensor Supply #5 Return	

ZE59858,0000069 -19-17SEP14-2/2

Storage

Engine Storage Guidelines

IMPORTANT: Avoid possible poor engine performance and damage. Special considerations should be taken prior to storage when using biodiesel. See biodiesel Fuel in the Fuels, Lubricants, and Coolant Section.

1. John Deere engines can be stored outside for up to three months with no long-term preparation if covered by a waterproof covering. No outside storage is recommended without a waterproof covering.
2. John Deere engines can be stored in a standard overseas shipping container for up to three months with no long-term preparation.
3. John Deere engines can be stored inside for up to six months with no long-term preparation.
4. John Deere engines expected to be stored for more than six months **must** have long-term storage preparation. See Preparing Engine for Long-Term Storage in the Storage Section.

RK80614,0000060 -19-31AUG21-1/1

Preparing Engine for Long-Term Storage

IMPORTANT: Any time the engine is not used for over six months, the following recommendations for storing it and removing it from storage helps to minimize corrosion and deterioration.

IMPORTANT: Long-term storage is not advised when using BioDiesel. For storage longer than one year, use straight hydrocarbon fuel.

If BioDiesel must be used it is recommended the blend not exceed B7 and a high-quality fuel stabilizer be used. Storage should not exceed one year.

For more information see **BioDiesel Fuel** in the Fuels, Lubricants, and Coolants Section.

NOTE: The following storage preparations are used for long-term engine storage up to one year. After that, the engine should be started, warmed up, and retreated for an extended storage period.

1. Change engine oil and replace filter. Used oil does not give adequate protection. Add 30 mL of rust preventive oil to the engine crankcase for every 1 L of engine oil, or 1 oz of rust preventative oil per 1 qt. of engine oil. This rust preventive oil should be an SAE 10W oil with 1%-4% morpholine or equivalent vapor corrosion inhibitor, such as NOX RUST VCI-10 OIL from Daubert Chemical Company, Inc.
2. Replace air cleaner.

IMPORTANT: Avoid damage to the engine cooling system components. Engine cooling system must be drained, flushed, and refilled for prolong storage of more than one year.

3. Draining and flushing of cooling system is not necessary if the engine is only stored for less than one year. However, for extended storage periods of a year or longer, it is recommended that the cooling system be drained, flushed, and refilled. Refill with appropriate coolant. See **Diesel Engine Coolant (engine with wet sleeve cylinder liners)** in the Fuels, Lubricants, and Coolants Section.
4. Prepare a solution of diesel fuel and rust preventive oil in a temporary container, add 78 mL of rust preventive oil per 1 L of diesel fuel, 10 oz. of rust preventive oil per 1 gal. of diesel fuel.
5. Remove existing lines and plugs as required. Run a temporary line from the temporary container to the engine fuel intake before the fuel filters, and another temporary line from the fuel return to the temporary container, so rust preventive oil solution is circulated through the injection system during cranking.

IMPORTANT: Do not operate starter more than 30 seconds at a time. Wait at least 2 minutes for starter to cool before trying again.



RG35531 —UN—22MAR22



RG35532 —UN—22MAR22

Effects of Prolong Storage of Coolant — More Than One Year

6. Crank the engine several revolutions with starter. Do not allow the engine to start. This allows rust preventive oil solution to circulate.

Contact the local John Deere dealer, engine distributor, or other service provider.

7. Remove temporary lines installed in Step 5 above, and replace any lines or plugs previously removed.
8. Loosen (or remove) and store fan and alternator poly-vee belt.

Continued on next page

ZE59858,00002D8 -19-27MAY25-1/2

9. Remove and clean batteries. Store them in a cool, dry place and keep them fully charged.
10. Disengage the clutch for any driveline.
11. Clean the exterior of the engine with salt-free water and touch up any scratched or chipped painted surfaces with a good quality paint.
12. Coat all exposed bare metal surfaces with grease or corrosion inhibitor if not feasible to paint.
13. Seal all openings on engine with plastic bags and tape.
14. Store the engine in a dry protected place. If engine must be stored outside, cover it with a waterproof canvas or other suitable protective material and use a strong waterproof tape.

ZE59858,00002D8 -19-27MAY25-2/2

Removing Engine from Long-Term Storage

NOTE: The following storage removal procedure is used for long-term engine storage up to one year. After that, the engine should be started, warmed up, and retreated for an extended storage period.

Refer to the appropriate section for detailed services listed below or contact the local John Deere dealer, engine distributor, or other service provider to perform unfamiliar services.

1. Remove all protective coverings from engine. Unseal all openings in engine and remove covering from electrical systems.
2. Remove grease from all exposed metal surfaces.
3. Remove the batteries from storage. Install batteries (fully charged) and connect the terminals.
4. Install fan and alternator poly-vee belt, if removed.
5. Fill fuel tank.
6. Perform all appropriate prestarting checks. See [Daily Prestarting Checks](#) in the Lubrication & Maintenance — Daily Section for more information.

IMPORTANT: DO NOT operate starter more than 30 seconds at a time. Wait at least 2 minutes for starter to cool before trying again.

7. Crank engine for 20 seconds with starter. Do not allow the engine to start. Wait 2 minutes and crank engine an additional 20 seconds to assure bearing surfaces are adequately lubricated.

Contact the local John Deere dealer, engine distributor, or other service provider.

8. Start engine and run at low idle and no load for 15 minutes.
9. Shut engine off. Change engine oil and replace filter.
10. Warm up engine and check all gauges before placing engine under load.
11. On the first day of operation after storage, check overall engine for leaks and check all gauges for correct operation.

NOTE: If using BioDiesel blends after long-term storage, frequency of fuel filter plugging can increase initially.

ZE59858,00002D9 -19-27MAY25-1/1

Specifications

General OEM Engine Specifications

ITEM	UNIT OF MEASURE	3029HFC03 3029HFG03
General Data		
Number of Cylinders		3
Bore	mm (in.)	106.5 (4.2)
Stroke	mm (in.)	110 (4.3)
Displacement	L (cu in.)	2.9 (177)
Compression Ratio		16.9:1
Aspiration		Turbocharged
Engine Firing Order		1-2-3
Valves Per Cylinder		1 Intake 1 Exhaust
Valve Clearance (Cold)	mm (in.)	Intake — 0.35 (0.014) Exhaust — 0.45 (0.018)
Physical Dimensions		
Length	mm (in.)	715 (28.1)
Width	mm (in.)	596 (23.5)
Height	mm (in.)	956 (37.6)
Weight	kg (lb.)	400 (882)
Performance Data		
Power and Speed Ratings	See Engine Power And Speed Rating Specifications in the Specifications Section.	
Lubrication System		
Crankcase Oil Fill Capacity	See Engine Crankcase Oil Fill Quantities in the Specifications Section.	
Oil Pressure At Rated Speed	kPa (Bar) (psi)	357 (3.57) (52)
Oil Pressure At Low Idle (Minimum)	kPa (Bar) (psi)	254 (2.54) (37)
Cooling System		
Thermostat Start To Open Temperature	°C (°F)	83 (181)
Thermostat Fully Open Temperature	°C (°F)	95 (203)
Recommended Radiator Pressure Cap	kPa (Bar) (psi)	125 (1.25) (18)
Fuel System		
ECU Level		L23
Fuel Injection Type		HPCR
Primary Fuel Filter		5 micron
Electrical System		
Battery Capacities 12-Volt System	CCA	640
Battery Capacities 24-Volt System	CCA	570
Air System		

Continued on next page

ZE59858,000006C -19-23SEP14-1/2

Specifications

ITEM	UNIT OF MEASURE	3029HFC03 3029HFG03
Maximum Air Intake Restriction	kPa (Bar) (psi)	3.0 (0.03) (0.44)
Maximum Exhaust Back Pressure	kPa (Bar) (psi)	7.5 (0.075) (1.09)

ZE59858,000006C -19-23SEP14-2/2

Engine Power Ratings And Fuel System Specifications

NOTE: Power ratings are for bare engines without drag effect of cooling fan or accessories like air compressors.

NOTE: Engine speeds listed are preset to factory specification. Slow idle speed may be reset

depending upon specific vehicle application requirements. Refer to your machine operator's manual for engine speeds that are different from those preset at the factory.

Engine Model	Electronic Software Option Codes	System Voltage V	Power Rating @ Rated Speed kW (hp)	Rated Speed (rpm)
3029HFC03	7APG	12	36 (48)	2200
	7APE	12	36 (48)	2400
	7ANY	12	48 (64)	2200
	7ANW	12	48 (64)	2400
	7ANU	12	55 (74)	2200
	7ANS	12	55 (74)	2400
3029HFG03	7APN	12	36 (48); 36 (48)	1800; 1500
	7APL	12	48 (64); 48 (64)	1800; 1500
	7APJ	12	55 (74); 48 (64)	1800, 1500

ZE59858,000006D -19-10MAR15-1/1

Engine Crankcase Oil Fill Quantities

JOHN DEERE Number PY3029R000093

3029HMY43 2.9 L 1553 C

1111 1399 1425 1524 1606 1708 1928 2002 2699 2815 2909 3008 3512 3914 4026
 4391 4607 4702 4803 4903 5002 5103 5215 5407 5511 5615 5709 5927 6543 6801
 6901 72F3 7306 7703 7897 8422 8911 9805

Customer No. OPTION CODES

RG24034—UN—06AUG13

A—Engine Base Code

To determine the option code for the oil fill quantity of your engine, refer to the engine option code label affixed to the rocker arm cover. The first two digits of the code (19) identify the oil pan option group. The last two digits of each code identify the specific oil pan on your engine.

The following table lists engine crankcase oil fill quantities:

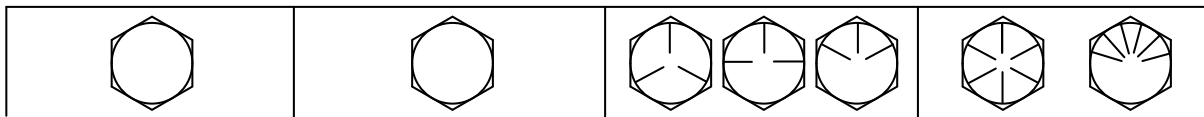
Oil Pan Option Code	Crankcase Oil Capacity
19GN	8.5 L (9.0 qt.)
19ER	8.5 L (9.0 qt.)

NOTE: Crankcase oil capacity may vary slightly from amount shown. ALWAYS fill crankcase to within crosshatch on dipstick. DO NOT overfill.

KP41357,00000A1 -19-06NOV20-1/1

Unified Inch Bolt and Screw Torque Values

TS1671 —UN—01MAY03



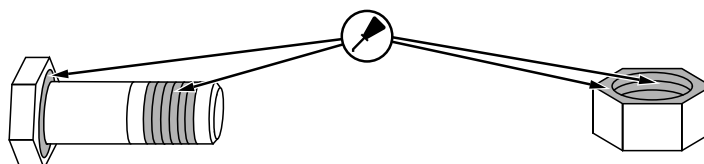
Bolt or Screw Size	SAE Grade 1 ^a				SAE Grade 2 ^b				SAE Grade 5, 5.1 or 5.2				SAE Grade 8 or 8.2			
	Hex Head ^c		Flange Head ^d		Hex Head ^c		Flange Head ^d		Hex Head ^c		Flange Head ^d		Hex Head ^c		Flange Head ^d	
	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in
1/4	3.1	27.3	3.2	28.4	5.1	45.5	5.3	47.3	7.9	70.2	8.3	73.1	11.2	99.2	11.6	103
													N·m	lb·ft	N·m	lb·ft
5/16	6.1	54.1	6.5	57.7	10.2	90.2	10.9	96.2	15.7	139	16.8	149	22.2	16.4	23.7	17.5
									N·m	lb·ft	N·m	lb·ft				
3/8	10.5	93.6	11.5	102	17.6	156	19.2	170	27.3	20.1	29.7	21.9	38.5	28.4	41.9	30.9
					N·m	lb·ft	N·m	lb·ft								
7/16	16.7	148	18.4	163	27.8	20.5	30.6	22.6	43	31.7	47.3	34.9	60.6	44.7	66.8	49.3
	N·m	lb·ft	N·m	lb·ft												
1/2	25.9	19.1	28.2	20.8	43.1	31.8	47	34.7	66.6	49.1	72.8	53.7	94	69.3	103	75.8
9/16	36.7	27.1	40.5	29.9	61.1	45.1	67.5	49.8	94.6	69.8	104	77	134	98.5	148	109
5/8	51	37.6	55.9	41.2	85	62.7	93.1	68.7	131	96.9	144	106	186	137	203	150
3/4	89.5	66	98	72.3	149	110	164	121	230	170	252	186	325	240	357	263
7/8	144	106	157	116	144	106	157	116	370	273	405	299	522	385	572	422
1	216	159	236	174	216	159	236	174	556	410	609	449	785	579	860	634
1-1/8	305	225	335	247	305	225	335	247	685	505	751	554	1110	819	1218	898
1-1/4	427	315	469	346	427	315	469	346	957	706	1051	775	1552	1145	1703	1256
1-3/8	564	416	618	456	564	416	618	456	1264	932	1386	1022	2050	1512	2248	1658
1-1/2	743	548	815	601	743	548	815	601	1665	1228	1826	1347	2699	1991	2962	2185

The nominal torque values listed are for general use only with the assumed wrenching accuracy of 20%, such as a manual torque wrench. DO NOT use these values if a different torque value or tightening procedure is given for a specific application. For lock nuts, for stainless steel fasteners, or for nuts on U-bolts, see the tightening instructions for the specific application.

Replace fasteners with the same or higher property class. If higher property class fasteners are used, tighten these to the strength of the original.

- Make sure that fastener threads are clean.
- Apply a thin coat of Hy-Gard™ or equivalent oil under the head and on the threads of the fastener, as shown in the following image.
- Be conservative with the amount of oil to reduce the potential for hydraulic lockup in blind holes due to excessive oil.
- Properly start thread engagement.

TS1741 —UN—22MAY18



^aGrade 1 applies for hex cap screws over 6 in (152 mm) long, and for all other types of bolts and screws of any length.

^bGrade 2 applies for hex cap screws (not hex bolts) up to 6 in (152 mm) long.

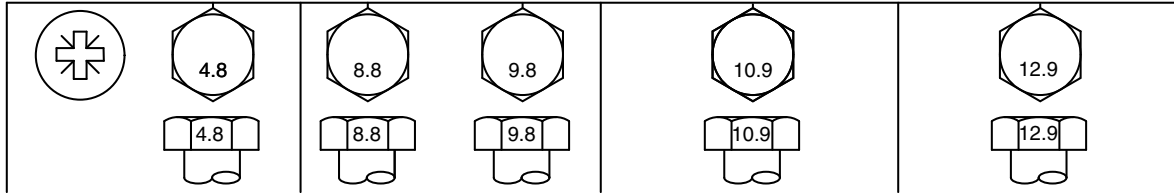
^cHex head column values are valid for ISO 4014 and ISO 4017 hex head, ISO 4162 hex socket head, and ISO 4032 hex nuts.

^dHex flange column values are valid for ASME B18.2.3.9M, ISO 4161, or EN 1665 hex flange products.

DX,TORQ1 -19-09MAY22-1/1

Metric Bolt and Screw Torque Values

TS1742 —UN—31MAY18



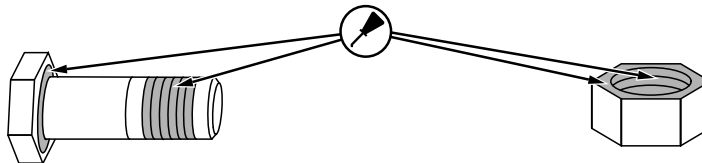
Bolt or Screw Size	Class 4.8				Class 8.8 or 9.8				Class 10.9				Class 12.9			
	Hex Head ^a		Flange Head ^b		Hex Head ^a		Flange Head ^b		Hex Head ^a		Flange Head ^b		Hex Head ^a		Flange Head ^b	
	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in
M6	3.6	31.9	3.9	34.5	6.7	59.3	7.3	64.6	9.8	86.7	10.8	95.6	11.5	102	12.6	112
									N·m	lb·ft	N·m	lb·ft	N·m	lb·ft	N·m	lb·ft
M8	8.6	76.1	9.4	83.2	16.2	143	17.6	156	23.8	17.6	25.9	19.1	27.8	20.5	30.3	22.3
			N·m	lb·ft	N·m	lb·ft	N·m	lb·ft								
M10	16.9	150	18.4	13.6	31.9	23.5	34.7	25.6	46.8	34.5	51	37.6	55	40.6	60	44.3
	N·m	lb·ft														
M12	—	—	—	—	55	40.6	61	45	81	59.7	89	65.6	95	70.1	105	77.4
M14	—	—	—	—	87	64.2	96	70.8	128	94.4	141	104	150	111	165	122
M16	—	—	—	—	135	99.6	149	110	198	146	219	162	232	171	257	190
M18	—	—	—	—	193	142	214	158	275	203	304	224	322	245	356	263
M20	—	—	—	—	272	201	301	222	387	285	428	316	453	334	501	370
M22	—	—	—	—	365	263	405	299	520	384	576	425	608	448	674	497
M24	—	—	—	—	468	345	518	382	666	491	738	544	780	575	864	637
M27	—	—	—	—	683	504	758	559	973	718	1080	797	1139	840	1263	932
M30	—	—	—	—	932	687	1029	759	1327	979	1466	1081	1553	1145	1715	1265
M33	—	—	—	—	1258	928	1398	1031	1788	1319	1986	1465	2092	1543	2324	1714
M36	—	—	—	—	1617	1193	1789	1319	2303	1699	2548	1879	2695	1988	2982	2199

The nominal torque values listed are for general use only with the assumed wrenching accuracy of 20%, such as a manual torque wrench. DO NOT use these values if a different torque value or tightening procedure is given for a specific application. For lock nuts, for stainless steel fasteners, or for nuts on U-bolts, see the tightening instructions for the specific application.

Replace fasteners with the same or higher property class. If higher property class fasteners are used, tighten these to the strength of the original.

- Make sure that fastener threads are clean.
- Apply a thin coat of Hy-Gard™ or equivalent oil under the head and on the threads of the fastener, as shown in the following image.
- Be conservative with the amount of oil to reduce the potential for hydraulic lockup in blind holes due to excessive oil.
- Properly start thread engagement.

TS1741 —UN—22MAY18



^aHex head column values are valid for ISO 4014 and ISO 4017 hex head, ISO 4162 hex socket head, and ISO 4032 hex nuts.

^bHex flange column values are valid for ASME B18.2.3.9M, ISO 4161, or EN 1665 hex flange products.

DX,TORQ2 -19-09MAY22-1/1

Lubrication and Maintenance Records

Using Lubrication and Maintenance Records

Refer to specific Lubrication and Maintenance Section for detailed service procedures.

1. Keep a record of the number of hours you operate your engine by regular observation of hour meter.
2. Check your record regularly to learn when your engine needs service.
3. DO ALL the services within an interval section. Write the number of hours (from your service records) and

the date in the spaces provided. For a complete listing of all items to be performed and the service intervals required, refer to the quick-reference chart near the front of the Lubrication and Maintenance Section.

IMPORTANT: The service recommendations covered in this manual are for the accessories that are provided by John Deere. Follow manufacturer's service recommendations for servicing engine driven equipment not supplied by Deere.

KP41357,00000A9 -19-04DEC20-1/1

Daily (Prestarting) Service

- Check engine oil level.
- Check coolant level.
- Check fan, alternator, and drive belts.

- Check fuel filters/water bowls.
- Check air cleaner dust unloader valve and air filter restriction indicator, if equipped.
- Perform visual walkaround inspection.

ZE59858,00002CE -19-06DEC13-1/1

250 Hours or 12 Months Service

- Replace fuel filter elements.

Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									

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500 Hours or 12 Months Service

- Service fire extinguisher.
- Service battery.
- Change engine oil and filter.¹
- Replace fuel filter elements.²
- Inspect coolant pump.
- Check open crankcase vent system.
- Check engine mounts.
- Check V-belt wear.
- Check Air Intake System.
- Check engine electrical ground connection.
- Check cooling system.
- Pressure test cooling system.
- Check engine speeds.

Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									

¹Service intervals depend on sulfur content of the diesel fuel, oil pan capacity, and the oil and filter used. (See DIESEL ENGINE OIL AND FILTER SERVICE INTERVALS, in Fuels, Lubricants, and Coolant Section.)

²For applications with dual fuel filters, replace at 500 hours.

1200 Hours

- Check and Adjust Engine Valve Clearance.

Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
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Hours									
Date									
Hours									
Date									

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1500 Hours or 24 Months Service

- Changing Open Crankcase Ventilation (OCV) Filter.

Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									

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6000 Hours or 72 Months Service

• Flush and refill cooling system.

• Test thermostats.

Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
Date									
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Hours									
Date									
Hours									
Date									

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Service As Required

- Drain water from fuel filter.
- Bleed fuel system.
- Add coolant.
- Pre-Start Cleaning Guide.
- Service/Replace air cleaner.

- Clean exhaust filter.¹²
- Replace fan belt.
- Check fuses.
- Check electrical wiring and connections.
- Check air compressor (if equipped).

Hours									
Date									
Hours									
Date									
Hours									
Date									
Hours									
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Hours									
Date									
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Hours									
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¹Actual service should take place when the dash indicator light comes on or as indicated by the diagnostic gauge.

²For some applications, cleaning of the DPF is not applicable. The DPF needs to be replaced if ash and soot level indicator is shown.

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Warranty

John Deere Warranty in OEM Applications

Overview

This section focuses on John Deere engines marketed in products manufactured by companies other than John Deere or its affiliates, and on John Deere repower engines in all applications. Herein appears the original warranty applicable to the engine as delivered to the retail purchaser on or after 1 May 2010. The following is information about the warranty and warranty service.

NOTE: "John Deere" means John Deere Power Systems with respect to users in the United States, John Deere Canada ULC with respect to users in Canada, and Deere & Company or its subsidiary responsible for making John Deere equipment in other countries where the user is located.

Promptly register the engine online at <https://warrantyregistration.deere.com/WarrantyReg/web/WarrantyReg>.

When Warranty Service Is Needed

The nearest dealer stands ready with genuine parts and trained and equipped personnel should the need arise. If following the Operator's Manual delivered with the engine/machine are not adequate to correct an engine problem, contact the nearest John Deere service dealer for assistance. Authorized engine service dealers can be found at: <https://www.deere.com/> or <https://www.deere.ca/> (click on "Find a Dealer").

NOTE: When requesting warranty service, the purchaser must be prepared to provide proof that the engine is within the warranty period.

The following information is always required: Engine serial number, date of delivery, engine owner, name and location of dealer and specific person contacted, date of contact, nature of engine problem, and outcome of the service dealer contact.

Given that normally it is the dealer contacted who in the end provides the service required, maintaining a purchaser-dealer relationship of mutual respect from the beginning is always helpful.

Privacy Notice

At John Deere privacy is important. We collect, use, and disclose personal information in accordance with the John Deere privacy statement. For instance, we collect, use, and disclose personal information to provide the products and services requested; to communicate with the customer (examples include warranty and product improvement programs) and to meet safety and legal requirements; and for marketing and promotional purposes. Sometimes, we may ask our John Deere affiliates, dealers, or business partners to do work for us, which involves personal information. For complete

details on privacy rights and to obtain a copy of the John Deere Privacy Statement, visit our website at <https://www.deere.com/> or <https://www.deere.ca/>.

Warranty Duration

Unless otherwise provided in writing, John Deere makes the following warranty to the first retail purchaser and each subsequent purchaser (if purchase is made prior to expiration of applicable warranty) of each John Deere new off-highway engine marketed as part of a product manufactured by a company other than John Deere or its affiliates and on each John Deere engine used in an off-highway repower application:

- 12 months, unlimited hours of use, or
- 24 months and prior to the accumulation of 2000 hours of use

NOTE: In the absence of a functional hour meter, hours of use will be determined on the basis of 12 hours of use per calendar day.

Warranty Coverage

All John Deere-warranted parts and components of John Deere engines which, as delivered to the purchaser, are defective in materials and/or workmanship will be repaired or replaced, as John Deere elects, without charge for parts or engine repair labor, including reasonable costs of labor to remove and reinstall non-engine parts or components of the equipment in which the engine is installed, and, when required, reasonable costs of labor for engine removal and reinstallation, if such defect appears within the warranty period as measured from the date of delivery to the first retail purchaser.

Emissions Warranty

Emissions warranties appear in the Operator's Manual, that is furnished with the engine/machine.

Obtaining Warranty Service

Warranty service is to be performed by a local John Deere engine service outlet before the expiration of the warranty. An authorized service outlet is a John Deere engine distributor, a John Deere engine service dealer, or a John Deere equipment dealer selling and servicing equipment with an engine of the type covered by this warranty. Authorized service outlets will use only new or remanufactured parts or components furnished or approved by John Deere.

Authorized service locations can be found by using the dealer locator on www.johndeere.com, or by calling 1-800-JDENGINE (800-533-6446).

At the time of requesting warranty service, the purchaser must be prepared to present evidence of the engine's delivery date.

Continued on next page

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John Deere reimburses authorized service outlets for limited travel expenses incurred in making warranty service repairs in non-John Deere applications when travel is actually performed. Contact your local authorized service dealer for current travel reimbursement limits. If distances and travel times are greater than reimbursed by John Deere, the service outlet will charge the purchaser for the difference.

Authorized service outlets will use only new or remanufactured parts or components furnished or approved by John Deere.

NOTE: Authorized engine service locations are listed on the Internet at <https://www.deere.com/> or <https://www.deere.ca/> (click on "Find a Dealer").

At the time of requesting warranty service, the purchaser must be prepared to present evidence of the date of delivery of the engine.

John Deere reimburses authorized service outlets for limited travel expenses incurred in making warranty service repairs in non-John Deere applications when travel is performed. The limit, as of the date of publication of this booklet, is US\$400.00 (US\$500.00 if engine is marine) or equivalent. **If distances and travel times are greater than reimbursed by John Deere, the service outlet will charge the purchaser for the difference.**

Warranty Exclusions

John Deere's obligations will not apply to components and accessories that are not furnished or installed by John Deere, nor to failures caused by such items, except as required by law.

Purchaser's Responsibilities

The cost of normal maintenance and depreciation.

Periodic cleaning of the Diesel Exhaust Filter.

Consequences of negligence, misuse, or accident involving the engine, or improper application, installation, or storage of the engine.

Consequences of service performed by someone other than a party authorized to perform warranty service, if such service, in John Deere's judgment, has adversely affected the performance or reliability of the engine.

Consequences of any modification or alteration of the engine not approved by John Deere, including, but not limited to, tampering with fuel and air delivery systems.

Consequences of fuels, lubricants or coolant that fails to meet the specifications and requirements listed in the Operator's Manual.

The effects of cooling system neglect as manifested in cylinder liner or block cavitation ("pitting", "erosion", "electrolysis").

Any premium for overtime labor requested by the purchaser.

Costs of transporting the engine or the equipment in which it is installed to and from the location at which the warranty service is performed, if such costs are in excess of the maximum amount payable to the service location were the warranty service performed at the engine's location.

Costs incurred in gaining access to the engine; i.e., overcoming physical barriers such as walls, fences, floors, decks or similar structures impeding access to the engine, rental of cranes or similar, or construction of ramps or lifts or protective structures for engine removal and reinstallation.

Incidental travel costs including meals, lodging, and similar.

Service outlet costs incurred in solving or attempting to solve non-warrantable problems.

Services performed by a party other than an authorized John Deere engine service dealer, unless required by law.

Charges by dealers for initial engine start-up and inspection, deemed unnecessary by John Deere when operation and maintenance instructions supplied with the engine are followed.

Costs of interpretation or translation services.

Periodic cleaning of the Diesel Exhaust Filter.

John Deere will not be responsible for the cost of Exhaust Filter or Diesel Particulate Filter (DPF) cleaning unless:

- The need for cleaning resulted from the failure of a part that is covered by the engine's Standard Product Warranty or Extended Warranty, or
- The engine is located in California and the need for cleaning was caused by a failure covered under applicable CARB emissions regulations.

No Representations or Implied Warranty

Where permitted by law, neither John Deere nor any company affiliated with it makes any guaranties, warranties, conditions, representations or promises, express or implied, oral or written, as to the nonoccurrence of any defect or the quality or performance of its engines other than those set forth herein, and DOES NOT MAKE ANY IMPLIED WARRANTY OR CONDITIONS OF MERCHANTABILITY OR FITNESS otherwise provided for in the Uniform Commercial Code or required by any Sale of Goods Act or any other statute. This exclusion includes fundamental terms. In no event will a John Deere engine distributor or engine service dealer, John Deere equipment dealer, John Deere or any company affiliated with John Deere be liable for incidental or consequential damages or injuries including, but not limited to, loss of profits, loss of crops, rental of substitute equipment or other commercial loss, damage to the equipment in which the engine is installed or for damage suffered by purchaser as a result of fundamental breaches of contract or breach of fundamental terms, unless such damages or injuries are caused by the gross negligence or intentional acts of the foregoing parties.

Remedy Limitation

The remedies set forth in this warranty are the purchaser's exclusive remedies in connection with the performance of, or any breach of guaranty, condition, or warranty in respect of new John Deere engines. In the event the above warranty fails to correct purchaser's performance problems caused by defects in workmanship and/or materials, purchaser's exclusive remedy shall be limited to payment by John Deere of actual damages in an amount not to exceed the depreciated cost of the product.

No Seller's Warranty

No person or entity, other than John Deere, who sells the engine or product in which the engine has been installed makes any guaranty or warranty of its own on any engine warranted by John Deere unless it delivers to the purchaser a separate written guaranty certificate specifically guaranteeing the engine, in which case John Deere shall have no obligation to the purchaser. Neither original equipment manufacturers, engine or equipment distributors, engine or equipment dealers, nor any other person or entity, has any authority to make any representation or promise on behalf of John Deere or to modify the terms or limitations of this warranty in any way.

Replacement Parts Warranty

John Deere and John Deere Reman parts and components (excluding replacement engines) installed during engine warranty service are warranted for the remaining warranty period of the engine or the applicable warranty term for the installed service part, whichever is greater. A new or remanufactured engine replacing a

failed engine under warranty is warranted for 90 days or the remaining warranty period of the original engine, whichever is greater.

Warranty Transfer

The remainder of the original engine warranty and the emissions control-related warranty may be transferred to a subsequent owner of the engine. The Engine Warranty Transfer card should be used to report the transfer to John Deere. If a card is not available, contact your Dealer or simply send the following Information to JDPS Warranty Administration at Diesel-US@JohnDeere.com.

1. The complete 13-character engine serial number.
2. The name and mailing address of the original purchaser.
3. Delivery date to the original purchaser.
4. Hours at the time of transfer.
5. Date of transfer to the new owner.
6. Name and mailing address of the new owner.
7. How the engine/drivetrain being used, that is, what equipment it powers, by manufacturer and model.
8. Equipment it powers, by manufacturer and model.

Purchased Extended Warranty

Extended warranty may be purchased on most engines in many areas of the world. John Deere engine distributors and equipment dealers, and dealers of manufacturers using John Deere engines in their products, have details. John Deere may also be contacted at U.S.A. fax number 1-309-749-0816, or in Europe fax number 33.2.38.84.62.66.

Emissions Warranties

Emissions warranties appear in the Operator's Manual furnished with the engine/machine. **(Warning: Statutes providing severe penalties for tampering with emissions controls may apply at the user's location.)** John Deere may also be contacted at U.S.A. fax number 1-309-749-0816; or in Europe fax number 33.2.38.84.62.66.

Local Warranty Requirements

Warranties required by local statutes will be furnished by the seller.

Option Codes (Engine Manufacturing Configuration)

When in need of engine replacement parts, your authorized John Deere service dealer will must know the corresponding "Option Codes" for your engine. The option code label on the engine rocker arm cover may become damaged over time. By recording the four-digit codes when the engine is new, and storing this manual where it can be found when parts are needed, fast, accurate parts ordering and service will be assured. See Engine Option Codes in Section 01.

Should there be a question about an engine option code, note the engine serial number and call 1-800-JDENGINE from the U.S.A. or Canada, or fax U.S.A. number 1-309-749-0816; or E-mail at diesel-us@johndeere.com, Attention: Warranty Administration; or in Europe fax number 33.2.38.84.62.66, or E-mail at saranservice@johndeere.com.

Registering the Engine for Warranty

Completion and submission of the John Deere Engine Warranty Registration form (cut out sheet found in this manual) is important. John Deere will not deny warranty service on an engine within its warranty period if the engine has not been registered. However, registering your engine will assure your servicing dealer that the engine is within the warranty period.

The easiest way to register your engine is via the Internet. Go to website <https://www.johndeere.com/enginewarranty>. You can use the sheet in this manual to gather the information needed to register the warranty.

NOTE: Information provided on the form must be legible!

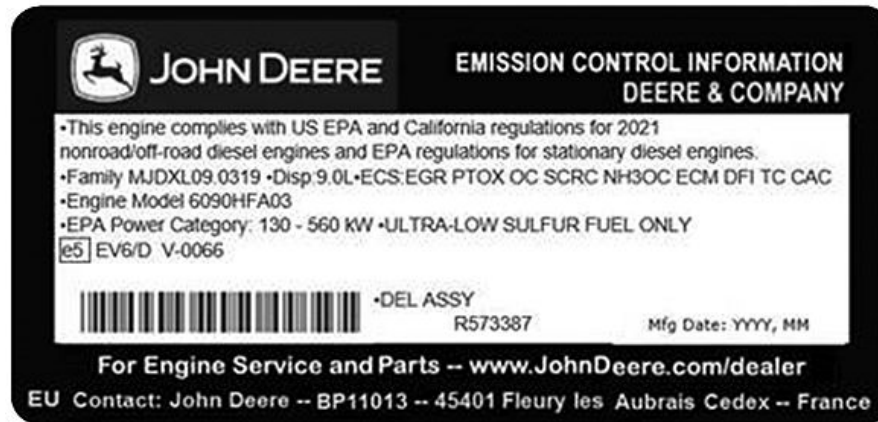
Typing is preferred, but legible handwritten reports are acceptable. "Block" numbers and Roman alphabet letters should be used. For example: 1,2,3,4 and A, B, C, D.

All requested information should be given. Much of it contributes to reports, including those required by governments.

The purchaser's telephone number or E-mail address allows John Deere to make contact should there be questions concerning the registration. The purchaser should sign and date the form.

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Emissions Control System Certification Label



Engine Emissions Label

CAUTION: Statutes providing severe penalties for tampering with emissions controls may apply to the user or dealer.

The emissions warranty applies to those engines marketed by John Deere that have been certified by the United States Environmental Protection Agency (EPA) and/or California Air Resources Board (CARB); and used in the United States and Canada in Non-road equipment. The presence of an emissions label like the one shown signifies that the engine has been certified with the EPA and/or CARB. The EPA and CARB warranties only apply to new engines having the certification label affixed to the engine and sold as stated above in the geographic areas. The presence of an EU number signifies that the engine has been certified with the European Union countries per Regulation (EU) 2016/1628 and supplementing legislation. The EPA and/or CARB emissions warranties do not apply to the EU countries.

The emissions label has applicable US EPA and/or CARB regulatory year. The regulatory year determines which warranty statement is applicable to engine. See "EPA Non-road Emissions Control Warranty Statement—Compression Ignition" and "CARB Non-road Emissions Control Warranty Statement—Compression Ignition". For additional regulatory year warranty statements, see www.JohnDeere.com or contact the nearest John Deere service dealer for assistance.

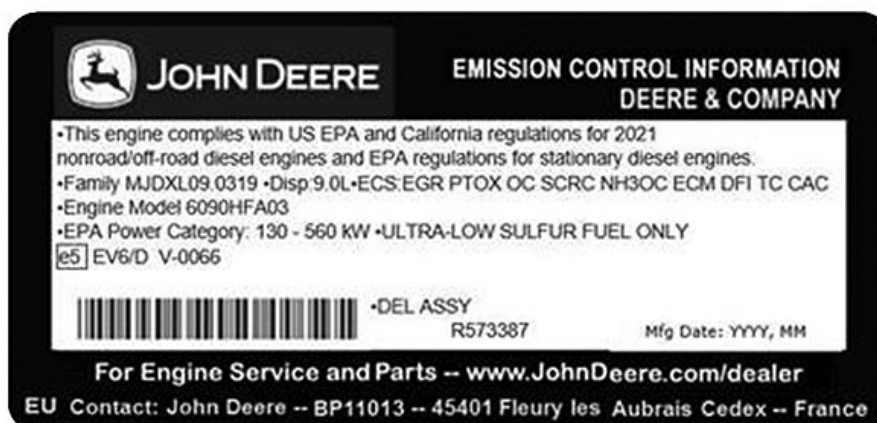
Emission Control System(s) Laws

The U.S. EPA and California ARB prohibit the removal or rendering inoperative of any device or element of design installed on or in engines/equipment in compliance with applicable emission regulations prior to or after the sale and delivery of the engines/equipment to the ultimate purchaser.

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RG33429 —UN—04FEB21

Carbon Dioxide Emissions (CO₂)



RG33429 —UN—04FEB21

SAMPLE - Engine Emissions Label

To identify the carbon dioxide (CO₂) output, locate the engine emissions label. Find the appropriate family on the emissions label and reference the chart.

NOTE: The first letter of the family number is not utilized for family identification on the chart.

This CO₂ measurement results from testing over a fixed test cycle under laboratory conditions a(n) (parent) engine representative of the engine type (engine family) and shall not imply or express any guarantee of the performance of a particular engine.

Emissions Label Family	CO ₂ Result
_JDXL02.9323	952 g/kW-hr
_JDXL02.9327	784 g/kW-hr
_JDXL04.5337	819 g/kW-hr
_JDXL04.5338	682 g/kW-hr
_JDXL04.5304	1004 g/kW-hr
_JDXN04.5174	792 g/kW-hr
_JDXL06.8324	720 g/kW-hr
_JDXL06.8328	683 g/kW-hr
_JDXL06.8336	701 g/kW-hr
_JDXN06.8175	771 g/kW-hr
_JDXL09.0319	646 g/kW-hr
_JDXL09.0325	695 g/kW-hr
_JDXL09.0329	657 g/kW-hr
_JDXL09.0333	650 g/kW-hr
_JDXL13.5326	684 g/kW-hr
_JDXL13.6320	651 g/kW-hr
_JDXL13.5340	632 g/kW-hr
_JDXL18.0341	683 g/kW-hr
_JDXL18.0342	687 g/kW-hr
F28	870 g/kW-hr
F32	710 g/kW-hr
F33	677 g/kW-hr

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DX,EMISSIONS,CO2 -19-23JUN23-1/2

EPA Non-road Emissions Control Warranty Statement—Compression Ignition

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JOHN DEERE

U.S. AND CANADA EMISSION CONTROL WARRANTY STATEMENT YOUR WARRANTY RIGHTS AND OBLIGATIONS

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emissions Control Information" label located on the engine. If the engine is operated in the United States or Canada and the Emissions Control information label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine conforms to US EPA nonroad compression-ignition regulations", refer to the "U.S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the label states: "This engine complies with US EPA and CARB regulations for nonroad diesel engines", or "This engine conforms to US EPA and California nonroad compression-ignition emission regulations", also refer to the "California Emission Control Warranty Statement."

Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emissions-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

JOHN DEERE'S WARRANTY RESPONSIBILITY

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine including all parts of its emission-control system was designed, built and equipped so as to conform at the time of the sale with Section 213 of the Clean Air Act and is free from defects in materials and workmanship which would cause the engine to fail to conform with applicable US EPA regulations for a period of five years from the date the engine is placed into service or 3,000 hours of operation, whichever first occurs.

Where a warrantable condition exists, John Deere will repair or replace, as it elects, any part or component with a defect in materials or workmanship that would increase the engine's emissions of any regulated pollutant within the stated warranty period at no cost to you, including expenses related to diagnosing and repairing or replacing emission-related parts. Warranty coverage is subject to the limitations and exclusions set forth herein. Emission- related components include engine parts developed to control emissions related to the following:

Air-Induction System
Fuel System
Ignition System
Exhaust Gas Recirculation Systems

Aftertreatment Devices
Crankcase Ventilation Valves
Sensors
Engine Electronic Control Units

EMISSION WARRANTY EXCLUSIONS

John Deere may deny warranty claims for malfunctions or failures caused by:

- Non-performance of maintenance requirements listed in the Operator's Manual
- The use of the engine/equipment in a manner for which it was not designed
- Abuse, neglect, improper maintenance or unapproved modifications or alterations
- Accidents for which it does not have responsibility or by acts of God

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel can harm the emissions control system of the engine/equipment and is not approved for use.

To the extent permitted by law John Deere is not liable for damage to other engine components caused by a failure of an emission-related part, unless otherwise covered by standard warranty.

THIS WARRANTY IS EXPRESSLY IN LIEU OF ANY OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. REMEDIES UNDER THIS WARRANTY ARE LIMITED TO THE PROVISIONS OF MATERIAL AND SERVICES AS SPECIFIED HEREIN. WHERE PERMITTED BY LAW, NEITHER JOHN DEERE NOR ANY AUTHORIZED JOHN DEERE ENGINE DISTRIBUTOR, DEALER, OR REPAIR FACILITY OR ANY COMPANY AFFILIATED WITH JOHN DEERE WILL BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES.

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JOHN DEERE

**U.S. AND CANADA EMISSION CONTROL WARRANTY STATEMENT
YOUR WARRANTY RIGHTS AND OBLIGATIONS**

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emissions Control Information" label located on the engine. If the engine is operated in the United States or Canada and the Emissions Control information label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine conforms to US EPA nonroad compression-ignition regulations", refer to the "U.S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the label states: "This engine complies with US EPA and CARB regulations for nonroad diesel engines", or "This engine conforms to US EPA and California nonroad compression-ignition emission regulations", also refer to the "California Emission Control Warranty Statement."

Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emissions-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

JOHN DEERE'S WARRANTY RESPONSIBILITY

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine including all parts of its emission-control system was designed, built and equipped so as to conform at the time of the sale with Section 213 of the Clean Air Act and is free from defects in materials and workmanship which would cause the engine to fail to conform with applicable US EPA regulations for a period of five years from the date the engine is placed into service or 3,000 hours of operation, whichever first occurs.

Where a warrantable condition exists, John Deere will repair or replace, as it elects, any part or component with a defect in materials or workmanship that would increase the engine's emissions of any regulated pollutant within the stated warranty period at no cost to you, including expenses related to diagnosing and repairing or replacing emission-related parts. Warranty coverage is subject to the limitations and exclusions set forth herein. Emission-related components include engine parts developed to control emissions related to the following:

Air-Induction System
Fuel System
Ignition System
Exhaust Gas Recirculation Systems

Aftertreatment Devices
Crankcase Ventilation Valves
Sensors
Engine Electronic Control Units

EMISSION WARRANTY EXCLUSIONS

John Deere may deny warranty claims for malfunctions or failures caused by:

- Non-performance of maintenance requirements listed in the Operator's Manual
- The use of the engine/equipment in a manner for which it was not designed
- Abuse, neglect, improper maintenance or unapproved modifications or alterations
- Accidents for which it does not have responsibility or by acts of God

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel can harm the emissions control system of the engine/equipment and is not approved for use.

To the extent permitted by law John Deere is not liable for damage to other engine components caused by a failure of an emission-related part, unless otherwise covered by standard warranty.

THIS WARRANTY IS EXPRESSLY IN LIEU OF ANY OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. REMEDIES UNDER THIS WARRANTY ARE LIMITED TO THE PROVISIONS OF MATERIAL AND SERVICES AS SPECIFIED HEREIN. WHERE PERMITTED BY LAW, NEITHER JOHN DEERE NOR ANY AUTHORIZED JOHN DEERE ENGINE DISTRIBUTOR, DEALER, OR REPAIR FACILITY OR ANY COMPANY AFFILIATED WITH JOHN DEERE WILL BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES.

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TS1721—UN—15JUL13

DX,EMISSIONS,EPA -19-12DEC12-2/2

CARB Non-road Emissions Control Warranty Statement—Compression Ignition

Emissions Control Warranty Statement 2022 through 2024

DXLOGOV1 —UN—28APR09



JOHN DEERE

CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT YOUR WARRANTY RIGHTS AND OBLIGATIONS

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emission Control Information" label located on the engine. If the engine is operated in the United States or Canada and the engine label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine complies with US EPA regulations for stationary emergency diesel engines", refer to the "U. S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the engine label states: "This engine complies with US EPA and California regulations for nonroad/off-road diesel engines" also refer to the "California Emissions Control Warranty Statement." Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emission-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:

The California Air Resources Board (CARB) is pleased to explain the emission-control system warranty on 2022 through 2024 off-road diesel engines. In California, new off-road engines must be designed, built and equipped to meet the State's stringent anti-smog standards. John Deere must warrant the emission control system on your engine for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine was designed, built, and equipped so as to conform at the time of sale with all applicable regulations adopted by CARB. John Deere warrants that this engine is free from defects in materials and workmanship which would cause the failure of emissions warranted parts to be identical in all material respects to the part as described in John Deere's application for certification for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. This applies to all engines rated at 19 kW and greater. In the absence of a device to measure hours of use, the engine shall be warranted for a period of five years.

EMISSIONS WARRANTY EXCLUSIONS:

John Deere may deny warranty claims for failures caused by the use of an add-on or modified part which has not been exempted by the CARB. A modified part is an aftermarket part intended to replace an original emission-related part which is not functionally identical in all respects and which in any way affects emissions. An add-on part is any aftermarket part which is not a modified part or a replacement part.

In no event will John Deere, any authorized engine distributor, dealer, or repair facility, or any company affiliated with John Deere be liable for incidental or consequential damage.

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DX,EMISSIONS,CARB -19-15DEC23-1/7

JOHN DEERE'S WARRANTY RESPONSIBILITY:

Where a warrantable condition exists, John Deere will repair or replace, as it elects, your off-road diesel engine at no cost to you, including diagnosis, parts or labor. Warranty coverage is subject to the limitations and exclusions set forth herein. The off-road diesel engine is warranted for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. The following are emissions-related parts:

Air Induction System

- Intake manifold
- Turbocharger
- Charge air cooler

Fuel Metering system

- Fuel injection system
- Exhaust Gas Recirculation

- EGR valve
- Catalyst or Thermal Reactor Systems

- Catalytic converter
- Exhaust manifold

Emission control labels

Particulate Controls

- Any device used to capture particulate emissions
- Any device used in the regeneration of the capturing system
- Enclosures and manifolding
- Smoke Puff Limiters

Positive Crankcase Ventilation (PCV) System

- PCV valve
- Oil filler cap

Advanced Oxides of Nitrogen (NOx) Controls

- NOx absorbers and catalysts
- SCR systems and urea containers/dispensing systems

Miscellaneous Items used in Above Systems

- Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware

Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

OWNER'S WARRANTY RESPONSIBILITIES:

As the off-road diesel engine owner you are responsible for the performance of the required maintenance listed in your Operator's Manual. John Deere recommends that the owner retain all receipts covering maintenance on the off-road diesel engine, but John Deere cannot deny warranty solely for the lack of receipts or for the owner's failure to ensure the performance of all scheduled maintenance. However, as the off-road diesel engine owner, you should be aware that John Deere may deny you warranty coverage if your off-road diesel engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel may result in the engine no longer operating in compliance with applicable emissions requirements.

The owner is responsible for initiating the warranty process, and should present the machine to the nearest authorized John Deere dealer as soon as a problem is suspected. The warranty repairs should be completed by the authorized John Deere dealer as quickly as possible.

Emissions regulations require the customer to bring the unit to an authorized servicing dealer when warranty service is required. As a result, John Deere is NOT liable for travel or mileage on emissions warranty service calls.

Emission_CI_CARB (14Apr20)

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DX,EMISSIONS,CARB -19-15DEC23-2/7

Emissions Control Warranty Statement 2022 through 2024

DXLOGOV1 —UN—28APR09



JOHN DEERE

CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT YOUR WARRANTY RIGHTS AND OBLIGATIONS

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emission Control Information" label located on the engine. If the engine is operated in the United States or Canada and the engine label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine complies with US EPA regulations for stationary emergency diesel engines", refer to the "U.S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the engine label states: "This engine complies with US EPA and California regulations for nonroad/off-road diesel engines" also refer to the "California Emissions Control Warranty Statement."

Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emission-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:

The California Air Resources Board (CARB) is pleased to explain the emission-control system warranty on 2022 through 2024 off-road diesel engines. In California, new off-road engines must be designed, built and equipped to meet the State's stringent anti-smog standards. John Deere must warrant the emission control system on your engine for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine was designed, built, and equipped so as to conform at the time of sale with all applicable regulations adopted by CARB. John Deere warrants that this engine is free from defects in materials and workmanship which would cause the failure of emissions warranted parts to be identical in all material respects to the part as described in John Deere's application for certification for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. This applies to all engines rated at 19 kW and greater. In the absence of a device to measure hours of use, the engine shall be warranted for a period of five years.

EMISSIONS WARRANTY EXCLUSIONS:

John Deere may deny warranty claims for failures caused by the use of an add-on or modified part which has not been exempted by the CARB. A modified part is an aftermarket part intended to replace an original emission-related part which is not functionally identical in all respects and which in any way affects emissions. An add-on part is any aftermarket part which is not a modified part or a replacement part.

In no event will John Deere, any authorized engine distributor, dealer, or repair facility, or any company affiliated with John Deere be liable for incidental or consequential damage.

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DX,EMISSIONS,CARB -19-15DEC23-3/7

RG32758 —UN—19AUG20

JOHN DEERE'S WARRANTY RESPONSIBILITY:

Where a warrantable condition exists, John Deere will repair or replace, as it elects, your off-road diesel engine at no cost to you, including diagnosis, parts or labor. Warranty coverage is subject to the limitations and exclusions set forth herein. The off-road diesel engine is warranted for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. The following are emissions-related parts:

Air Induction System

- Intake manifold
- Turbocharger
- Charge air cooler

Fuel Metering system

- Fuel injection system

Exhaust Gas Recirculation

- EGR valve

Catalyst or Thermal Reactor Systems

- Catalytic converter
- Exhaust manifold

Emission control labels

Particulate Controls

- Any device used to capture particulate emissions
- Any device used in the regeneration of the capturing system
- Enclosures and manifolding
- Smoke Puff Limiters

Positive Crankcase Ventilation (PCV) System

- PCV valve
- Oil filler cap

Advanced Oxides of Nitrogen (NOx) Controls

- NOx absorbers and catalysts

SCR systems and urea containers/dispensing systems

Miscellaneous Items used in Above Systems

- Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware

Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

OWNER'S WARRANTY RESPONSIBILITIES:

As the off-road diesel engine owner you are responsible for the performance of the required maintenance listed in your Operator's Manual. John Deere recommends that the owner retain all receipts covering maintenance on the off-road diesel engine, but John Deere cannot deny warranty solely for the lack of receipts or for the owner's failure to ensure the performance of all scheduled maintenance. However, as the off-road diesel engine owner, you should be aware that John Deere may deny you warranty coverage if your off-road diesel engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel may result in the engine no longer operating in compliance with applicable emissions requirements.

The owner is responsible for initiating the warranty process, and should present the machine to the nearest authorized John Deere dealer as soon as a problem is suspected. The warranty repairs should be completed by the authorized John Deere dealer as quickly as possible.

Emissions regulations require the customer to bring the unit to an authorized servicing dealer when warranty service is required. As a result, John Deere is NOT liable for travel or mileage on emissions warranty service calls.

Emission_CI_CARB (14Apr20)

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DX,EMISSIONS,CARB -19-15DEC23-4/7

RG32759 —UN—19AUG20

Emissions Control Warranty Statement 2025 through 2027

DXLOGOV1 —UN—28APR09



JOHN DEERE

CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT YOUR WARRANTY RIGHTS AND OBLIGATIONS

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emission Control Information" label located on the engine. If the engine is operated in the United States or Canada and the engine label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine complies with US EPA regulations for stationary emergency diesel engines", refer to the "U.S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the engine label states: "This engine complies with US EPA and California regulations for nonroad/off-road diesel engines" also refer to the "California Emissions Control Warranty Statement." Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emission-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:

The California Air Resources Board (CARB) is pleased to explain the emission-control system warranty in 2025 through 2027 off-road diesel engines. In California, new off-road engines must be designed, built and equipped to meet the State's stringent anti-smog standards. John Deere must warrant the emission control system on your engine for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine was designed, built, and equipped so as to conform at the time of sale with all applicable regulations adopted by CARB and is free from defects in materials and workmanship which would cause the failure of a warranted part to be identical in all material respects to the part as described in John Deere's application for certification for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first for all engines rated at 19 kW and greater. In the absence of a device to measure hours of use, the engine shall be warranted for a period of five years.

EMISSIONS WARRANTY EXCLUSIONS:

John Deere may deny warranty claims for failures caused by the use of an add-on or modified part which has not been exempted by the CARB. A modified part is an aftermarket part intended to replace an original emission-related part which is not functionally identical in all respects and which in any way affects emissions. An add-on part is any aftermarket part which is not a modified part or a replacement part.

In no event will John Deere, any authorized engine distributor, dealer, or repair facility, or any company affiliated with John Deere be liable for incidental or consequential damage.

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DX,EMISSIONS,CARB -19-15DEC23-5/7

JOHN DEERE'S WARRANTY RESPONSIBILITY:

Where a warrantable condition exists, John Deere will repair or replace, as it elects, your off-road diesel engine at no cost to you, including diagnosis, parts and labor. Warranty coverage is subject to the limitations and exclusions set forth herein. The off-road diesel engine is warranted for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. The following are emissions-related parts:

Air Induction System

- Intake manifold
- Turbocharger
- Charge air cooler

Fuel Metering system

- Fuel injection system
- Exhaust Gas Recirculation

- EGR valve
- Catalyst or Thermal Reactor Systems

- Catalytic converter
- Exhaust manifold

Emission control labels

Particulate Controls

- Any device used to capture particulate emissions
- Any device used in the regeneration of the capturing system
- Enclosures and manifolding
- Smoke Puff Limiters

Positive Crankcase Ventilation (PCV) System

- PCV valve
- Oil filler cap

Advanced Oxides of Nitrogen (NOx) Controls

- NOx absorbers and catalysts
- SCR systems and urea containers/dispensing systems

Miscellaneous Items used in Above Systems

- Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware

Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

OWNER'S WARRANTY RESPONSIBILITIES:

As the off-road diesel engine owner you are responsible for the performance of the required maintenance listed in your Operator's Manual. John Deere recommends that the owner retain all receipts covering maintenance on the off-road diesel engine, but John Deere cannot deny warranty solely for the lack of receipts or for the owner's failure to ensure the performance of all scheduled maintenance. However, as the off-road diesel engine owner, you should be aware that John Deere may deny you warranty coverage if your off-road diesel engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel may result in the engine no longer operating in compliance with applicable emissions requirements.

The owner is responsible for initiating the warranty process, and should present the machine to the nearest authorized John Deere dealer as soon as a problem is suspected. The warranty repairs should be completed by the authorized John Deere dealer as quickly as possible.

Emissions regulations require the customer to bring the unit to an authorized servicing dealer when warranty service is required. As a result, John Deere is NOT liable for travel or mileage on emissions warranty service calls.

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DX,EMISSIONS,CARB -19-15DEC23-6/7

CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT YOUR WARRANTY RIGHTS AND OBLIGATIONS

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emission Control Information" label located on the engine. If the engine is operated in the United States or Canada and the engine label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine complies with US EPA regulations for stationary emergency diesel engines", refer to the "U.S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the engine label states: "This engine complies with US EPA and California regulations for nonroad/off-road diesel engines" also refer to the "California Emissions Control Warranty Statement."

Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emission-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:

The California Air Resources Board (CARB) is pleased to explain the emission-control system warranty in 2025 through 2027 off-road diesel engines. In California, new off-road engines must be designed, built and equipped to meet the State's stringent anti-smog standards. John Deere must warrant the emission control system on your engine for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine was designed, built, and equipped so as to conform at the time of sale with all applicable regulations adopted by CARB and is free from defects in materials and workmanship which would cause the failure of a warranted part to be identical in all material respects to the part as described in John Deere's application for certification for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first for all engines rated at 19 kW and greater. In the absence of a device to measure hours of use, the engine shall be warranted for a period of five years.

EMISSIONS WARRANTY EXCLUSIONS:

John Deere may deny warranty claims for failures caused by the use of an add-on or modified part which has not been exempted by the CARB. A modified part is an aftermarket part intended to replace an original emission-related part which is not functionally identical in all respects and which in any way affects emissions. An add-on part is any aftermarket part which is not a modified part or a replacement part.

In no event will John Deere, any authorized engine distributor, dealer, or repair facility, or any company affiliated with John Deere be liable for incidental or consequential damage.

JOHN DEERE'S WARRANTY RESPONSIBILITY:

Where a warrantable condition exists, John Deere will repair or replace, as it elects, your off-road diesel engine at no cost to you, including diagnosis, parts and labor. Warranty coverage is subject to the limitations and exclusions set forth herein. The off-road diesel engine is warranted for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. The following are emissions-related parts:

Air Induction System	Emission control labels	Advanced Oxides of Nitrogen (NOx Controls)
Intake manifold	Particulate Controls	NOx absorbers and catalysts
Turbocharger	Any device used to capture particulate emissions	SCR systems and urea containers / dispensing systems
Charge air cooler	Any device used in the regeneration of the capturing system	Miscellaneous Items used in Above Systems
Fuel Metering System	Enclosures and manifold	Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware
Fuel injection system	Smoke Puff Limiters	
Exhaust Gas Recirculation	Positive Crankcase Ventilation (PCV) System	
EGR valve	PCV valve	
Catalyst or Thermal Reactor Systems	Oil filler cap	
Catalytic converter		
Exhaust manifold		

Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

OWNER'S WARRANTY RESPONSIBILITIES:

As the off-road diesel engine owner you are responsible for the performance of the required maintenance listed in your Operator's Manual. John Deere recommends that the owner retain all receipts covering maintenance on the off-road diesel engine, but John Deere cannot deny warranty solely for the lack of receipts or for the owner's failure to ensure the performance of all scheduled maintenance. However, as the off-road diesel engine owner, you should be aware that John Deere may deny you warranty coverage if your off-road diesel engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel may result in the engine no longer operating in compliance with applicable emissions requirements.

The owner is responsible for initiating the warranty process, and should present the machine to the nearest authorized John Deere dealer as soon as a problem is suspected. The warranty repairs should be completed by the authorized John Deere dealer as quickly as possible.

Emissions regulations require the customer to bring the unit to an authorized servicing dealer when warranty service is required. As a result, John Deere is NOT liable for travel or mileage on emissions warranty service calls.

DX,EMISSIONS,CARB -19-15DEC23-7/7

rg595770 —UN—07DEC23

rg595771 —UN—07DEC23

China Emission Control Warranty Statement



CHINA EMISSION CONTROL WARRANTY STATEMENT YOUR WARRANTY RIGHTS AND OBLIGATIONS

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emissions Control Information" label located on the engine. If the engine is operated in China and the Emissions Control Information label contains an Information Disclosure number, refer to the "China Emission Control Warranty Statement".

Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emissions-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 400-6576-555.

JOHN DEERE'S WARRANTY RESPONSIBILITY:

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine including all parts of its emission-control system was designed, built and equipped so as to conform at the time of sale with GB20891-2014 and HJ1014-2020 and is free from defects in materials and workmanship which would cause the engine to fail to conform with applicable China regulations for a period of five years from the date the engine is placed into service or 3,000 hours of operation, whichever first occurs.

Where a warrantable condition exists, John Deere will repair or replace, as it elects, any part or component with a defect in materials or workmanship that would increase the engine's emissions of any regulated pollutant within the stated warranty period at no cost to you, including expenses related to diagnosing and repairing or replacing emission-related parts. Warranty coverage is subject to the limitations and exclusions set forth herein. Emission-related components include engine parts developed to control emissions related to the following:

Air-induction system	Aftertreatment devices
Fuel System	Sensors
Exhaust gas recirculation systems	Electronic control units

EMISSION WARRANTY EXCLUSIONS:

John Deere may deny warranty claims for malfunctions or failures caused by:

- Non-performance of maintenance requirements listed in the Operator's Manual.
- The use of the engine / equipment in a manner for which it was not designed.
- Abuse, neglect, improper maintenance or unapproved modifications or alterations.
- Accidents for which it does not have responsibility or by acts of God.

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel can harm the emissions control system of the engine / equipment and is not approved for use.

To the extent permitted by law John Deere is not liable for damage to other engine components caused by a failure of an emission-related part, unless otherwise covered by standard warranty.

THIS WARRANTY IS EXPRESSLY IN LIEU OF ANY OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. REMEDIES UNDER THIS WARRANTY ARE LIMITED TO THE PROVISIONS OF MATERIAL AND SERVICES AS SPECIFIED HEREIN. WHERE PERMITTED BY LAW, NEITHER JOHN DEERE NOR ANY AUTHORIZED JOHN DEERE ENGINE DISTRIBUTOR, DEALER, OR REPAIR FACILITY OR ANY COMPANY AFFILIATED WITH JOHN DEERE WILL BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES.

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DX,EMISSIONS,NR4 -19-21APR22-1/2



中国排放物控制质保声明 您的质保权利和责任

为了确定约翰迪尔发动机是否符合下述额外质保，请查看发动机的“排放标签”。如果发动机是在中国销售使用并且“排放标签”包含信息公开编号，请参考本声明。

本质保声明只涉及与发动机排放相关的零部件。对于发动机整机以及与非排放相关零部件的质保声明将另行提供。如果您对您的质保权利和责任有任何疑问，请致电 400-6576-555 联系约翰迪尔。

约翰迪尔保修责任

约翰迪尔向最终购买者和每位后续购买者保证：该非道路柴油发动机，包括其排放控制系统的所有零件的设计、制造和配置在销售时均符合《非道路移动机械用柴油机排气污染物排放限值及测量方法（三、四阶段）》（GB20891-2014）和《非道路柴油移动机械污染物排放控制技术要求》（HJ1014-2020）标准的规定，发动机材料无缺陷，在工艺上不会导致不符合中国法规的缺陷。保修期从发动机销售之日起算五年或作业 3000 小时，先到者为准。

如符合质保条件，约翰迪尔将按其选择，修理或者更换任何在材料或工艺存在缺陷、会导致法规规定的发动机排放污染物增加的零部件，在规定的质保期内，您无需支付任何费用，包括与诊断、维修或更换排放相关零部件的费用。保修范围受以下限制和排除条款约束。排放相关的部件包括下列为控制排放物而开发的发动机零件：

进气系统
燃油系统
废气再循环系统

后处理装置
传感器
发动机电子控制单元

排放保修除外条款

约翰迪尔有权拒绝由以下原因引起故障或失效的保修申请：

- 不履行操作手册中列出的维修要求
- 不按设计的方式使用发动机/设备
- 误用、疏忽、不正确的维修或未经批准而进行的修改或改装
- 非因约翰迪尔责任导致的事故或不可抗力引起的事故

该非道路柴油发动机的运行需要使用指定的柴油机燃油，这一点在操作手册中“燃油、润滑油和冷却液”章节中明确规定。任何其他燃油的使用都可能导致发动机/设备的排放控制系统受损，因此不得使用。

在法律允许的范围内，除非标准保修另有规定，否则约翰迪尔对因排放相关零部件故障而导致的其他发动机部件损坏不承担责任。

本质保声明将替代所有其他明示或暗示的保证，包括任何促销性或出于其他目的的间接保证。本质保声明所涉及的保修服务仅限于本声明规定的零部件和质保条款。在法律允许的情况下，约翰迪尔或任何约翰迪尔授权的发动机批发商、经销商或维修机构或任何约翰迪尔附属公司均不对间接或后继损失负责。

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