

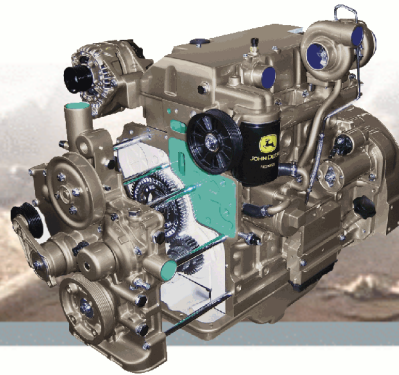


# JOHN DEERE

## PowerTech™ E

# 5030H Diesel Engine

### Specifications



5030HF Engine shown

#### General Data

Model	5030HF285	Aspiration	Air-to-Air
Number of cylinders	5	Length-- mm (in)	799 (31.5)
Displacement-- L (cu in)	3.05 (186)	Width-- mm (in)	566 (22.3)
Bore and Stroke-- mm (in)	86 x 105 (3.39 x 4.13)	Height-- mm (in)	800 (31.5)
Compression Ratio	18.2:1	Weight, dry-- kg (lb)	287 (633)
Engine Type	In-line, 4-Cycle		

Rated BHP is the power rating for variable speed and load applications where full power is required intermittently.

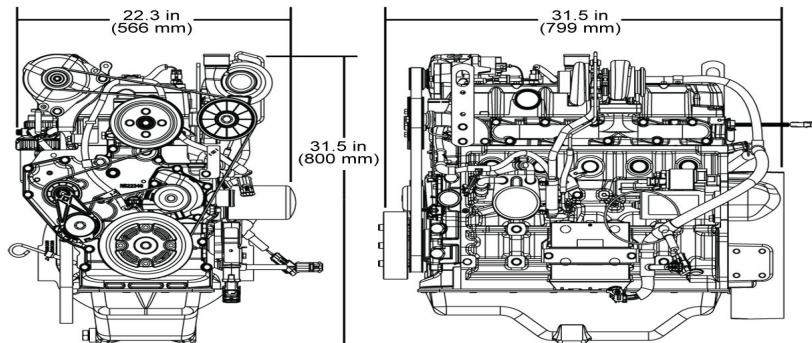
Continuous BHP is the power rating for applications operating under a constant load and speed for long periods of time.

Heavy duty - see application ratings/definitions, engine performance curves. Power output is within + or - 5% at standard SAE J 1995 and ISO 3046.

#### Certifications

- CARB
- EPA Tier 3
- EU Stage III A

#### Dimensions



#### Performance data

##### Rated Speed

Intermittent 57 kW (76 hp) @ 2400 rpm

##### Peak power

Power bulge % 57 kW (76 hp) @ 2400 rpm

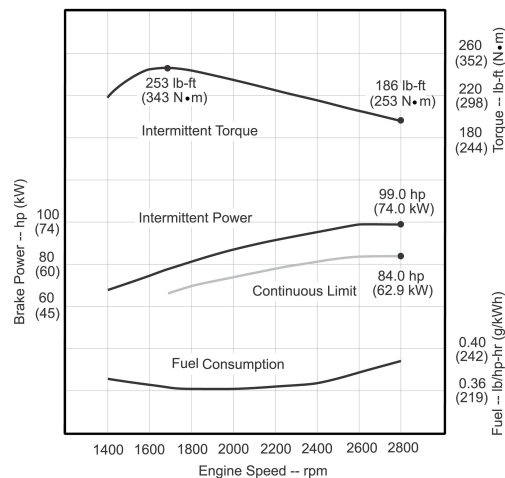
0% @ NA rpm

##### Peak torque

Torque Rise % 276 N-m ( 204 ft-lb) @ 1800 rpm

22% @ 1800 rpm

Performance curve



Features and Benefits

**2-Valve Cylinder Head**

- Cross flow head design that provides excellent breathing from a lower cost two-valve cylinder head

**Electronic Unit Pump (EUP) Fuel System**

- Regulated rated speed flexibility and improved cold-start and warm-up control

**Fixed Geometry Turbocharger**

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

**Air-to-Air Aftercooled**

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

**Compact Size**

- Mounting points are the same as Tier 2/Stage II engine models

**Engine Performance**

- Increased low-speed torque
- New higher-peak torque ratings
- Faster torque rise
- Lower-rated speeds available for reduced noise and fuel economy

**John Deere Electronic Engine Controls**

- Electronic engine controls monitor critical engine functions providing warning and/or shutdown to prevent costly engine repairs and eliminate the need for add-on governing components all lowering total installed costs. Snapshot diagnostic data can be retrieved using commonly available diagnostic service tools
- Controls utilize new common wiring interface connector for vehicles or available OEM instrumentation packages; new solid conduit and "T" connectors reduce wiring stress, providing greater durability and improving appearance
- Factory-installed, engine mounted ECU or remote-mounted ECU comes with wiring harness and associated components. Industry-standard SAE J1939 interface communicates with other vehicle systems, eliminating redundant sensors and reducing vehicle installed cost

**Additional Features**

- Self-adjusting poly-vee fan drive
- Forged-steel connecting rods
- Either-side service
- 500-hour oil change
- Gear driven auxiliary drive



John Deere Power Systems  
3801 W. Ridgeway Ave.  
PO Box 5100  
Waterloo, IA 50704-5100  
Phone: 800.553.6446  
Fax: 319.292.5075

John Deere Power Systems  
Usine de Saran  
La Foulonnerie - B.P. 11.13  
45401 Fleury les Aubrais Cedex  
France  
Phone: 33.2.38.82.61.19  
Fax: 33.2.38.82.60.00