



JOHN DEERE

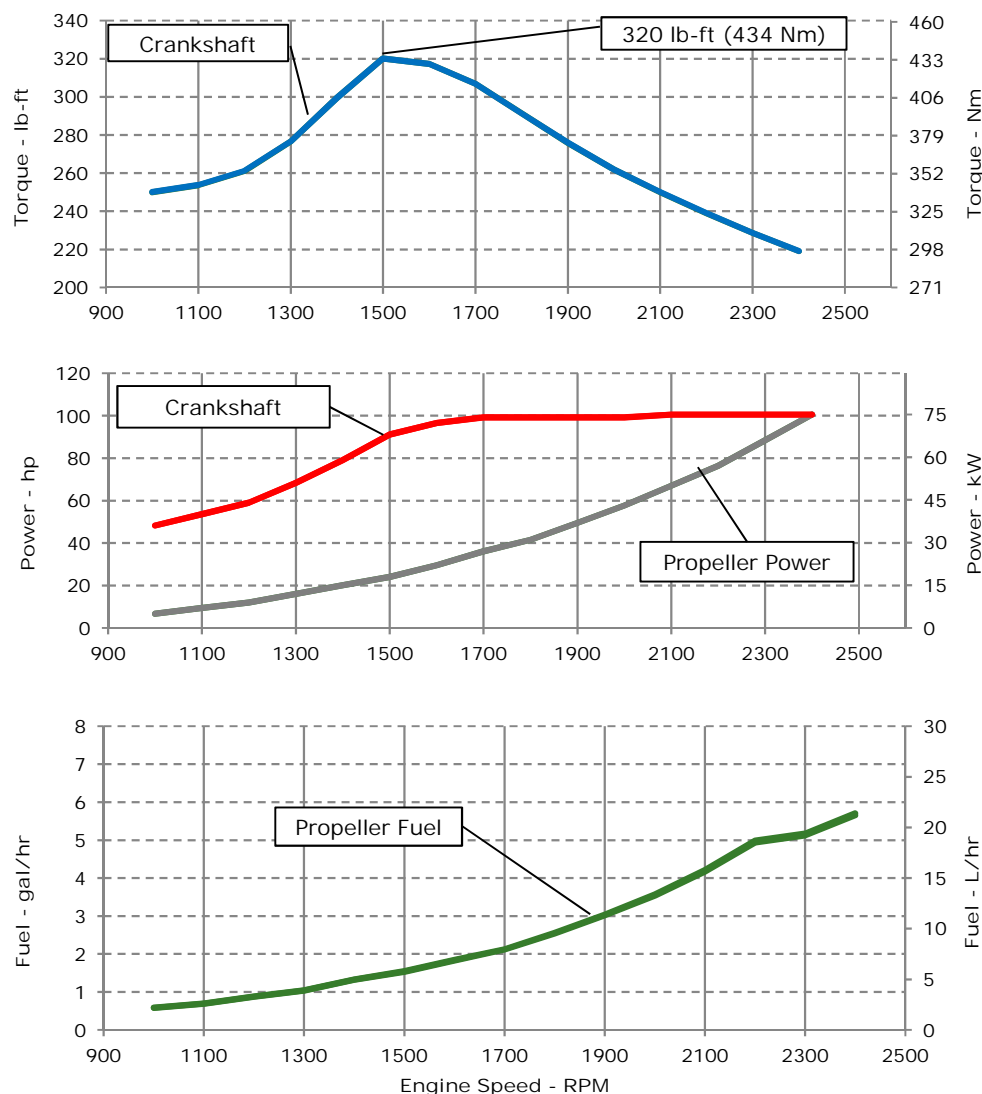
## ENGINE PERFORMANCE CURVE

Rating: M1 - 100hp (75kW) @2400 RPM  
Application: Marine

www.silniki.info.pl **TECHBUD**

PowerTech™ 4.5L Engine

Model: 4045TFM85



### REFERENCE CONDITIONS

Air Intake Restriction.....12 in.H<sub>2</sub>O (3 kPa)  
Exhaust Back Pressure.....30 in.H<sub>2</sub>O (7.5 kPa)

Rated speed and power  
Gross power guaranteed within  $\pm 5\%$  at SAE J1995 and ISO 3046  
J1995 and ISO 3046 conditions:

77 °F (25 °C) air inlet temperature  
29.31 in.Hg (99 kPa) barometric pressure  
104 °F (40 °C) fuel inlet temperature  
0.853 fuel specific gravity @ 60 °F (15.5 °C)

Ambient air temperature is defined to be the temperature of ambient air close to operating vessel that is not influenced in any manner by operating characteristics of the vessel (free field temp).

Conversion factors:

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

All values from currently available data. Subject to manufacturing and measurement variations and to change without notice.  
Actual performance is subject to application and operation conditions outside of John Deere control.

### Notes:

**M1:** The M1 rating is for marine propulsion applications that may operate up to 24 hours per day uninterrupted full power and have load factors greater than 65 percent.

**Possible applications:** Line hauls tugs and towboats, fish and shrimp trawlers/draggers, and displacement hull fishing boats

Designed/Calibrated to meet:

- EPA Commercial Marine Tier 3
- NRMM (97/68/EC), as amended

Ref: Engine Emission Label

Certified by:

22-Aug-16

Performance Curve: 4045TFM85\_C

All values at rated speed, power, and standard conditions, per SAE J1995 unless otherwise noted.

## Engine Installation Criteria

General Data

Model	4045TFM85			
Number of Cylinders	4			
Bore	106	mm	4.17	in
Stroke	127	mm	5.00	in
Displacement	4.5	L	275	in <sup>3</sup>
Compression Ratio	19.0:1			
Valves per Cylinder, Intake/Exhaust	1/1			
Combustion System	Direct injection			
Firing Order	1-3-4-2			
Engine Type	In line, 4 Cycle			
Aspiration	Turbocharged			
Aftercooling System	None			
Engine Crankcase Vent System	None, Offered as Accessory			

Cooling System\*

Total Engine to Seawater Heat Rejection**	70	kW	3984	BTU/min
Coolant Flow	160	L/min	42	gal/min
Min. Coolant Pump Inlet Pressure	30.3	kPa	4.4	psi
Thermostat Start to Open	82	°C	180	°F
Thermostat Fully Open	94	°C	202	°F
Engine Coolant Capacity, HE	14	L	3.7	gal
Engine Coolant Capacity, KC	17	L	4.5	gal
Min. Coolant Fill Rate	12	L/min	3.2	gal/min
Min. Pressure Cap	69	kPa	10	psi
Max. External Coolant Restriction	40	kPa	5.8	psi
Normal Operation Max Top Tank Temperature	100	°C	212	°F
≤ 5% of Total Operating Time Top Tank Temperature	100-110	°C	212-230	°F
Absolute Max Top Tank Temperature	110	°C	230	°F
Recommended Fuel Cooler	3	kW	174	BTU/min
Engine Radiated Heat	11	kW	626	BTU/min

\* The cooling system should be capable of typical at ambient up to the maximum conditions in which the vessel will operate.

Typical operation is defined as the average load sustainable in the vessel over 10 min.

\*\* Reference 32 °C Sea Water Temperature

Physical Data

Length to rear face of block	739	mm	29.1	in
Length to rear face of flywheel housing (SAE #3)	877	mm	34.5	in
Length maximum	1020	mm	40.2	in
Width maximum	808	mm	31.8	in
Height, crank centerline to top	625	mm	24.6	in
Height, crank centerline to bottom	287	mm	11.3	in
Weight, with oil, no coolant (includes engine, flywheel housing, flywheel, and electronics)	507	kg	1117	lb
Center of Gravity Location, X-axis From Rear Face of Block	250	mm	9.8	in
Center of Gravity Location, Y-axis Right of Crankshaft	-3.7	mm	-0.1	in
Center of Gravity Location, Z-axis Above Crankshaft	200	mm	7.9	in
Max. Allowable Static Bending Moment At Rear Face of Flywheel Housing (for installations up to 5-G)	814	Nm	600	lb-ft
Thrust Bearing Load Limit, Forward Continuous	2.2	kN	495	lbf
Thrust Bearing Load Limit, Forward Intermittent	4	kN	899	lbf
Thrust Bearing Load Limit, Rearward Continuous	1	kN	225	lbf
Thrust Bearing Load Limit, Rearward Intermittent	2	kN	450	lbf

Electrical System

Min. Recommended Battery Capacity, 12V @32 °F (0 °C)	625	amps
Min. Recommended Battery Capacity, 24V @32 °F (0 °C)	500	amps
Starter Rolling Current, 12V @32 °F (0 °C)	920	amps
Starter Rolling Current, 24V @32 °F (0 °C)	600	amps
Min. Voltage at ECU during Cranking, 12V	6	volts
Min. Voltage at ECU during Cranking, 24V	10	volts
Max. Allowable Start Circuit Resistance, 12V	0.002	ohms
Max. Allowable Start Circuit Resistance, 24V	0.0012	ohms
Electrical Component Maximum Temperature Limit	125	°C 257 °F
Maximum ECU Temperature	105	°C 221 °F

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Fuel System

ECU Description	L16			
Fuel Injection Pump	HPCR			
Governor Type	Electronic			
Volumetric Fuel Consumption	21.5	L/hr	5.7	gal/hr
Mass Fuel Consumption	18.3	kg/hr	40	lb/hr
Total Fuel Volumetric Flow	79	L/hr	20.9	gal/hr
Total Fuel Mass Flow	67.2	kg/hr	148	lb/hr
Max. Fuel Inlet Restriction*	20	kPa	80	in.H <sub>2</sub> O
Max. Fuel Inlet Pressure	20	kPa	80	in.H <sub>2</sub> O
Max Fuel Return Pressure	20	kPa	80	in.H <sub>2</sub> O
Normal Operation Fuel Temperature	40	°C	104	°F
Max. Fuel Inlet Temperature	100	°C	212	°F
Min. Recommended Fuel Line Inside Diameter	4.78	mm	0.19	in
Min. Recommended Fuel Line Size	4 (-) AN			
Primary Fuel Filter	10	mic		
Secondary Fuel Filter	2	mic		

Lubrication System

Oil Pressure at Rated Speed	330	kPa	48	psi
Oil Pressure at Low Idle (800rpm)**	200	kPa	29	psi
Max. Crankcase Pressure	2	kPa	8	in.H <sub>2</sub> O
Maximum Installed Angle, Front Down	0 deg			
Maximum Installed Angle, Front Up	12 deg			
Engine Angularity Limits Any Direction, Continuous***	30 deg			
Engine Angularity Limits Any Direction, Intermittent***	45 deg			

Seawater Pump System

Seawater Pump Flow	127	L/min	34	gal/min
Max. Suction Lift	3	m	9.8	ft
Max. Outlet Pressure	140	kPa	20	psi
Max. Inlet Restriction	30	kPa	4	psi

\* With clean filters

\*\* With John Deere Plus-50 II™ 15w-40, not applicable with break in oil.

\*\*\* With 1932 option

Air Intake System

Engine Air Flow	7.4	m <sup>3</sup> /min	261.3	ft <sup>3</sup> /min
Intake Manifold Pressure	83	kPa	12.0	psi
Manifold Air Temperature	110	°C	230	°F
Maximum Manifold Air Temperature	185	°C	365	°F
Max. Allowable Temperature Rise, Ambient	17	°C	30	°F
Air to Engine Inlet				
Max. Air Intake Restriction, Clean Air Cleaner	3	kPa	12	in.H <sub>2</sub> O
Max. Air Intake Restriction, Dirty Air Cleaner	6.25	kPa	25	in.H <sub>2</sub> O
Min. Ventilation Area	0.046	m <sup>2</sup>	71	in <sup>2</sup>

Performance Data

Rated Power	75	kW	101	hp
Rated Speed	2400 RPM			
Peak Torque Speed	1500 RPM			
Low Idle Speed	600 RPM			
Rated Torque	297	Nm	219	ft-lb
Peak Torque	434	Nm	320	ft-lb
BMEP, Rated	829	kPa	120	psi
Rated Pferdestärke (metric hp)	101 ps			
Front Drive Capacity, Intermittent	542	Nm	400	lb-ft
Front Drive Capacity, Continuous	542	Nm	400	lb-ft

Exhaust System

Exhaust Flow	16	m <sup>3</sup> /min	565	ft <sup>3</sup> /min
Exhaust Flow @ gas STP	7.1	m <sup>3</sup> /min	251	ft <sup>3</sup> /min
Exhaust Temperature	398	°C	748	°F
Max. Allowable Exhaust Restriction	7.5	kPa	30	in.H <sub>2</sub> O
Max. Shear on Turbocharger Exhaust Outlet	11	kg	24.3	lb
Max. Bending Moment on Turbocharger Exhaust Outlet	7	Nm	15.4	lb-ft
Min. Exhaust Pipe Diameter, Dry	76.2	mm	3.0	in
Min. Exhaust Pipe Diameter, Wet	88.9	mm	3.5	in

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## Engine Installation Criteria

Engine Performance Data Table

Engine Speed	Crank Power		Crank Torque		* Prop Power		* Prop Fuel		* Prop BSFC
RPM	kW	hp	Nm	lb-ft	kW	hp	L/hr	gal/hr	g/kW-hr
2400	75	101	297	219	75	101	21.4	5.7	244
2300	75	101	310	229	66	89	19.4	5.1	251
2200	75	101	324	239	57	76	18.7	4.9	277
2100	75	101	339	250	50	67	15.8	4.2	270
2000	74	99	355	262	43	58	13.4	3.5	265
1900	74	99	374	276	37	50	11.4	3.0	262
1800	74	99	395	291	31	42	9.6	2.5	259
1700	74	99	416	307	27	36	8.0	2.1	256
1600	72	97	430	317	22	30	6.9	1.8	267
1500	68	91	434	320	18	24	5.8	1.5	269
1400	59	79	406	299	15	20	5.0	1.3	284
1300	51	68	375	277	12	16	3.9	1.0	281
1200	44	59	354	261	9	12	3.3	0.9	302
1100	40	54	344	254	7	9	2.6	0.7	306
1000	36	48	339	250	5	7	2.2	0.6	355

\* Theoretical 3.0 exponent propeller curve , measured at flywheel

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