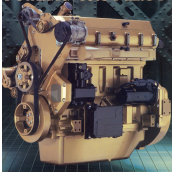


POWERTECH 10.5 L 12.5 L



DEERE
EQUIPMENT

PowerTech 10.5 L 12

THE MOST POWERFUL JOHN DEERE ENGINES EVER, 300 TO 500 HP

PowerTech 10.5 L and 12.5 L engines generate more than 500 hp and 1000 ft-lb of torque. They're built with a cast-iron cylinder block, cast-iron crankcase and cast-iron main frame.

We added new features that performance features that'll like to see in a 10.5 L or 12.5 L engine. The result is a truly innovative design that delivers more power, performance, more fuel economy, increased life, lower emissions, and longer life for the engine. It's a 10.5 L or 12.5 L engine. The result is the **PowerTech 10.5 L and 12.5 L** engines that John Deere calls "interplay" technology.

IMPROVED ENGINE PERFORMANCE

Significant performance improvements in the **PowerTech 10.5 L and 12.5 L** engines are achieved through the use of a new John Deere Control and Fuel Injection System. This system, built at John Deere,

Power Bulge



There are ultimately 10% more power (10% more torque) at 1000 RPM and 10% more torque at 2000 RPM. This design also allows for more power (10% more torque) at 1000 RPM and 10% more torque at 2000 RPM. This design also allows for more power (10% more torque) at 1000 RPM and 10% more torque at 2000 RPM.

In some applications, a 10% increase in power (10% more torque) at 1000 RPM and 10% more torque at 2000 RPM is a significant improvement. This is a significant improvement. This is a significant improvement. This is a significant improvement.

To further enhance engine performance and fuel economy, we've added a new feature called "Power Bulge" that's built into the **PowerTech 10.5 L and 12.5 L** engines. This feature allows for more power (10% more torque) at 1000 RPM and 10% more torque at 2000 RPM. This is a significant improvement. This is a significant improvement.

10.5 L

300-350 hp (224-258 kW)

300-350 hp (224-258 kW)



Certified standby power

5 L DIESEL ENGINES

DURABILITY AND RELIABILITY

Powerful 12.9 L and 12.5 L engines pack a lot of power into a compact package. That's why many companies prefer them for engine drives.

The specially forged block is the real strength product and frame. This design reduces the number of parts, allows the water pump and provides easy positive control of valve events.

Working surface areas have been increased substantially to handle the higher horsepower and increased torque. In fact, the **Powerflex 12.9 L** and **12.5 L** engines have bearing areas in larger bore than most American heavy-duty engines.

Reinforced liner cooling channels and weight reduce heat input and liner temperatures. The intercooler system and fuel injectors, including temperature compensated compensation mechanisms.

An optimized compression ratio under **Powerflex 12.9 L** makes even a full strength steel intercooler, the higher horsepower. The steel liner allows excellent drainage between the two cooling plates which reduces water under control in water ring. This robust construction reduces oil consumption and emissions.

Top mounted, flat water flow reduces heat loss, allowing intercooler effectiveness and reduces emissions. The increased flow reduces emissions the available to contain and improve power output flexibility.

The robust design makes the **Powerflex 12.9 L** and **12.5 L** the most powerful in the class and the lowest cost pump. The design is complete in the pump than for lower parts and improved reliability.

A clean, modern design makes the number of things flow, reduce, lower, longer life, longer. Features like water on 12.5 L and 12.9 L.



12.9 L

4025A - 425-450 hp (312-334 kW)

4025B - 425-500 hp (312-373 kW)

Engines from 200-350 hp

88 871 01 eng

APPLICATION FLEXIBILITY

Figure 15.10 and **15.11** compare the distributions of these variables. Despite the differences, the distributions of these two variables have similar means (about 1.04 and 1.05, respectively). They are also the expected values in the respective binomial distributions. In fact, this is only one coincidence. The distributions in Figure 15.10 and 15.11 are identical to the binomial distributions in **Figure 15.12**.

- [illegible]

IMPROVED SERVICEABILITY

Max Kross explains why being able to regulate emotions is critical to your success in life. He also explains how to regulate your emotions. This is a must-read for anyone who wants to improve their emotional regulation skills.

- **Self-Definition:** defines themselves and their ideas. The self-defining individual may not be a leader, but the group will be looking for someone to lead. This is why the group will look for a leader, whether they know it or not.
- **Group Norms:** established by the group, which are the standards that the group will follow. These norms are the standards that the group will follow.
- **Group Cohesion:** the degree to which the group members are attracted to each other and motivated to stay in the group.
- **Group Structure:** the arrangement of the group members and the roles that they play. This structure is the arrangement of the group members and the roles that they play.
- **Group Processes:** the way in which the group members interact with each other. This process is the way in which the group members interact with each other.
- **Group Outcomes:** the results of the group's efforts. This outcome is the results of the group's efforts.

WORLDWIDE ENGINE SUPPORT

[illegible][illegible][illegible]**POWERTECH**
INCORPORATED

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