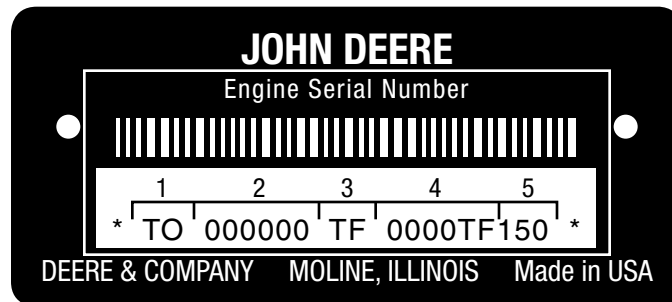


# **TECHNICAL BULLETIN**

## **John Deere “Powertech” Engine Identification**

Very few parts on most Powertech engine are interchangeable with the older series engines. We do not have the engine that you are working on in front of us; it is up to you to determine what engine you have. The following information may help you make this determination.

- The Engine Serial Number tag can be found as either a one-line, or a two-line style. On either style if the number concludes with a 150 or higher it is a “Powertech”



### **SINGLE LINE STYLE**

1. Engine manufacturer. “TO=Dubuque, RG=Waterloo, Ect...”
2. Number of cylinders & displacement “4045 = 4 cyl, 4.5 liter”
3. Fuel type or special condition. “DF=Non turbo Diesel, TF=Turbo Diesel”
4. Engine serial number.
5. Application/user. If this number ends in 150 or higher it is a “Powertech”

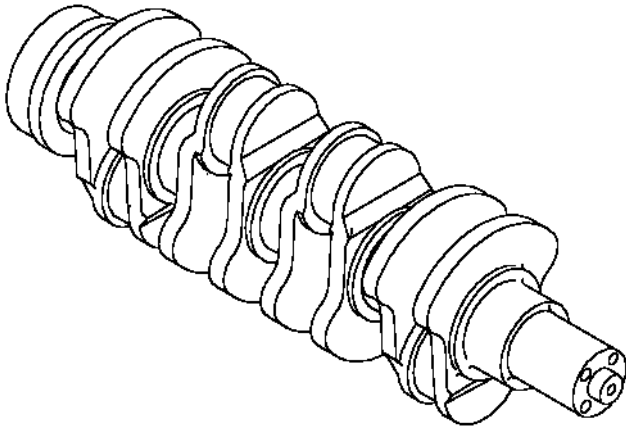


### **TWO LINE STYLE**

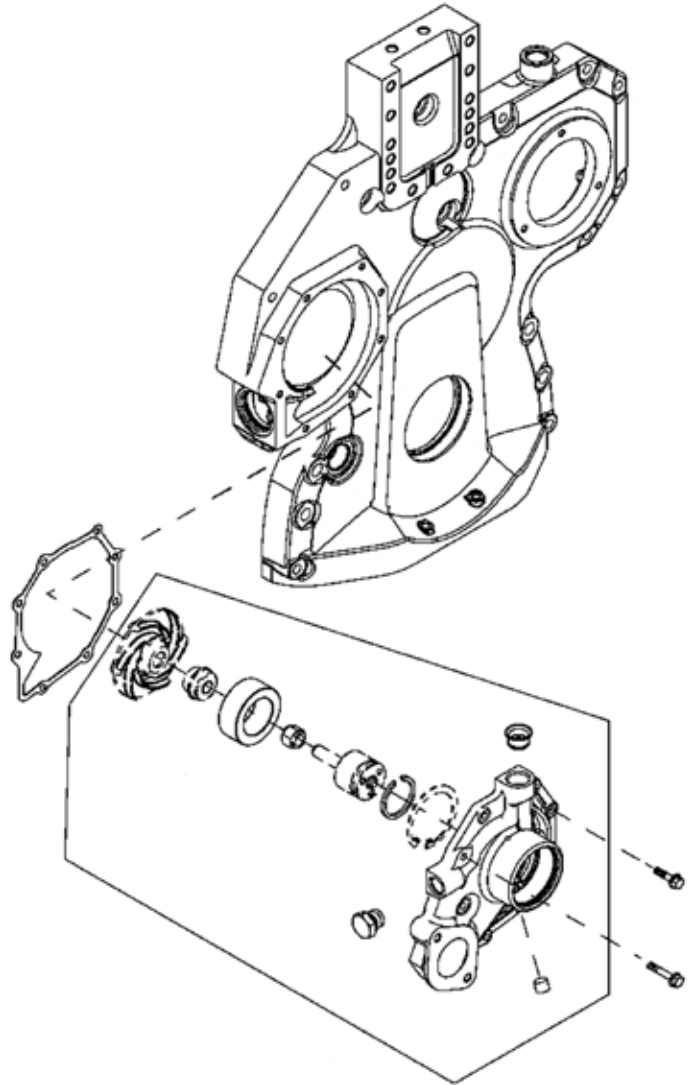
1. Engine manufacturer. “PE = Torreon, Mexico”
2. Number of cylinders. “4”
3. Displacement. “024 = 2.4 liter”
4. Type of air intake system. T = Turbocharged
5. Engine serial number.
6. The first six digits will be the same as items two thru four from above.
7. Seven thru eleven is application/user. If this number ends in 150 or higher it is a “Powertech”

*(continued on back)*

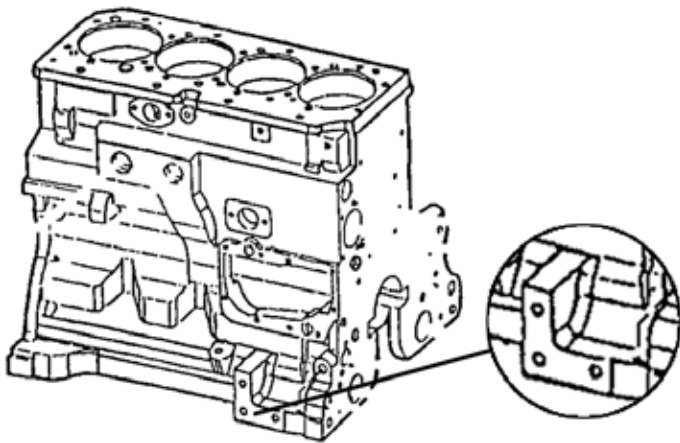
- The nose of the crankshaft has four bolts for the crankshaft pulley, be sure to check how many bolts are on the pulley.



- The water pump is an integral part of the front engine cover, on the right side.



- The front engine mounts have been redesigned, and only use three bolts in an "L" shaped pattern.



If you have positively identified your engine as a Powertech engine you now must know what internal engine components you are working with. No Powertech engine kit can be ordered without having at least the marking # off the piston, and usually the connecting rod casting number. Without this information it is doubtful that you will be ordering the correct parts for your application.