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January 2005

Test 2259: Case IH MXU125 Diesel

Nebraska Tractor Test Lab

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SUMMARY OF OECD TEST 2259—NEBRASKA SUMMARY 495

CASE IH MXU125 DIESEL

24 SPEED

POWER TAKE-OFF PERFORMANCE

| Power HP (kW) | Crank shaft speed rpm | Gal/hr (l/h) | lb/hp.hr (kg/kW.h) | Hp.hr/gal (kW.h/l) | Mean Atmospheric Conditions |
|---|--------------------------------|-----------------|-----------------------|-----------------------|--------------------------------|
| MAXIMUM POWER AND FUEL CONSUMPTION | | | | | |
| Rated Engine Speed—(PTO speed—1038 rpm) | | | | | |
| 109.4 (81.6) | 2200 | 6.65 (25.17) | 0.429 (0.261) | 16.45 (3.24) | |
| Standard Power Take-off Speed (1001 rpm) | | | | | |
| 113.6 (84.7) | 2123 | 6.64 (25.14) | 0.413 (0.251) | 17.11 (3.37) | |
| Maximum Power (2 hours) | | | | | |
| 121.2 (90.4) | 1895 | 6.61 (25.03) | 0.385 (0.234) | 18.33 (3.61) | |

VARYING POWER AND FUEL CONSUMPTION

| | | | | | |
|-----------------|------|-----------------|------------------|-----------------|----------------------|
| 109.4 (81.6) | 2200 | 6.65 (25.17) | 0.429 (0.261) | 16.45 (3.24) | Air temperature |
| 95.1 (70.9) | 2249 | 6.12 (23.15) | 0.454 (0.276) | 15.53 (3.06) | 72°F (22°C) |
| 72.7 (54.2) | 2294 | 5.18 (19.61) | 0.503 (0.306) | 14.03 (2.76) | Relative humidity |
| 49.3 (36.7) | 2324 | 4.26 (16.13) | 0.610 (0.371) | 11.56 (2.28) | 29% |
| 24.9 (18.5) | 2348 | 3.27 (12.36) | 0.926 (0.564) | 7.60 (1.50) | Barometer |
| -- | 2372 | 2.36 (8.93) | -- | -- | 30.3" Hg (102.6 kPa) |

Maximum Torque - 373.3 lb.-ft. (528.0 Nm) at 1406 rpm
 Maximum Torque Rise - 49.0%
 Torque rise at 1800 engine rpm - 32%

DRAWBAR PERFORMANCE (Unballasted - Front Drive Engaged)

FUEL CONSUMPTION CHARACTERISTICS

| Power Hp (kW) | Drawbar pull lbs (kN) | Speed mph (km/h) | Crank- shaft speed rpm | Slip % | Fuel Consumption lb/hp.hr (kg/kW.h) | Hp.hr/gal (kW.h/l) | Temp. °F (°C) cool- ing med | Air dry bulb | Barom. inch Hg (kPa) |
|--|--------------------------------|------------------------|---------------------------------|-----------|---|-----------------------|--------------------------------------|--------------------|-------------------------------|
| Maximum Power—12th (2 II Hi) Gear | | | | | | | | | |
| 88.5 (66.0) | 7405 (32.9) | 4.48 (7.21) | 2201 | 3.6 | 0.534 (0.325) | 13.20 (2.60) | 180 (82) | 52 (11) | 29.9 (101.3) |
| 75% of Pull at Maximum Power—12th (2 II Hi) Gear | | | | | | | | | |
| 68.9 (51.4) | 5555 (24.7) | 4.65 (7.49) | 2272 | 3.0 | 0.569 (0.346) | 12.39 (2.44) | 181 (83) | 52 (11) | 29.9 (101.3) |
| 50% of Pull at Maximum Power—12th (2 II Hi) Gear | | | | | | | | | |
| 47.1 (35.1) | 3710 (16.5) | 4.76 (7.66) | 2302 | 2.1 | 0.748 (0.455) | 9.44 (1.86) | 181 (83) | 52 (11) | 29.9 (101.3) |
| 75% of Pull at Reduced Engine Speed—13th (3 II Lo) Gear | | | | | | | | | |
| 69.1 (51.5) | 5550 (24.7) | 4.67 (7.51) | 1948 | 2.8 | 0.505 (0.307) | 14.01 (2.76) | 178 (81) | 61 (16) | 30.0 (101.5) |
| 50% of Pull at Reduced Engine Speed—13th (3 II Lo) Gear | | | | | | | | | |
| 47.1 (35.1) | 3695 (16.4) | 4.78 (7.69) | 1980 | 2.0 | 0.589 (0.358) | 11.98 (2.36) | 180 (82) | 61 (16) | 30.0 (101.5) |

Location of test: Silsoe Research Institute, Wrest Park, Silsoe, MK45 4HS, United Kingdom

Dates of test: March to May, 2005.

Manufacturer: CNH U.K. Ltd., Basildon, Essex, SS14 3AD, England

FUEL and OIL: Fuel No. 2 Diesel **Specific gravity converted to 60°/60°F (15°/15°C)** 0.847 **Fuel weight** 7.04 lbs/gal (0.8453 kg/l) **Oil SAE** 10W30 **API service classification** CH-4 **Transmission and hydraulic lubricant** NH410B fluid **Front axle lubricant** NH 410B fluid

ENGINE: Make CNH Diesel **Type** six cylinder vertical with turbocharger and air to air intercooler **Serial No.** 00103907 **Crankshaft** lengthwise **Rated engine speed** 2200 **Bore and stroke** 4.094" x 5.196" (104.0 mm x 132.0 mm) **Compression ratio** 17.0 to 1 **Displacement** 410 cu in (6728 ml) **Starting system** 12 volt **Lubrication** pressure **Air cleaner** two paper elements and aspirator **Oil filter** one full flow cartridge **Oil cooler** engine coolant heat exchanger for crankcase oil, radiator for hydraulic and transmission oil **Fuel filter** one paper element **Muffler** vertical **Cooling medium temperature control** thermostat and variable speed fan

CHASSIS: **Type** front wheel assist **Serial No.** 216664 **Tread width** rear 68.1" (1730 mm) to 83.9" (2130 mm) front 64.2" (1630 mm) to 81.9" (2080 mm) **Wheelbase** 104.4" (2652 mm) **Hydraulic control system** direct engine drive **Transmission** selective gear fixed ratio with partial (2) range operator controlled powershift **Nominal travel speeds mph (km/h)** first 1.02 (1.64) second 1.25 (2.01) third 1.49 (2.40) fourth 1.83 (2.94) fifth 2.13 (3.43) sixth 2.56 (4.12) seventh 2.61 (4.20) eighth 3.11 (5.00) ninth 3.13 (5.04) tenth 3.75 (6.04) eleventh 3.80 (6.11) twelfth 4.59 (7.39) thirteenth 5.36 (8.62) fourteenth 6.20 (9.98) fifteenth 6.56 (10.55) sixteenth 7.59 (12.21), seventeenth 7.80 (12.55), eighteenth 9.08 (14.62), nineteenth 9.54 (15.35), twentieth 11.11 (17.88), twenty-first 12.97 (20.88), twenty-second 15.87 (25.54), twenty-third 18.88 (30.38), twenty-fourth 23.09 (37.16) reverse 1.06 (1.70), 1.29 (2.08), 1.55 (2.49), 1.89 (3.04), 2.21 (3.55), 2.65 (4.26), 2.70 (4.34), 3.21 (5.17), 3.24 (5.21), 3.88 (6.24) 3.93 (6.32), 6.20 (7.64), 5.54 (8.92), 6.41 (10.32), 6.78 (10.91), 7.84 (12.62), 8.07 (12.98), 9.40 (15.12), 9.86 (15.87), 11.49 (18.49), 13.42 (21.59), 16.41 (26.41), 19.52 (31.41), 23.87 (38.42)

DRAWBAR PERFORMANCE

(Unballasted - Front Drive Engaged) MAXIMUM POWER IN SELECTED GEARS

| Power Hp (kW) | Drawbar pull lbs (kN) | Speed mph (km/h) | Crank- shaft speed rpm | Slip % | Fuel Consumption lb/hp.hr (kg/kW.h) | Consumption Hp.hr/gal (kW.h/l) | Temp. °F(°C) cool- ing med | Air dry bulb | Barom. inch Hg (kPa) |
|---------------------|--------------------------------|------------------------|---------------------------------|-----------|---|--------------------------------------|-------------------------------------|--------------------|-------------------------------|
| 2nd(1 I Hi) Gear | | | | | | | | | |
| 40.0 (29.8) | 12770 (56.8) | 1.17 (1.89) | 2321 | 11.9 | 0.747 (0.454) | 9.44 (1.86) | 185 (85) | 52 (11) | 29.9 (101.3) |
| 3rd(2 I Lo) Gear | | | | | | | | | |
| 47.7 (35.6) | 12680 (56.4) | 1.41 (2.27) | 2303 | 11.0 | 0.688 (0.418) | 10.25 (2.02) | 183 (84) | 52 (11) | 29.9 (101.3) |
| 4th(2 I Hi) Gear | | | | | | | | | |
| 57.8 (43.1) | 12590 (56.0) | 1.72 (2.77) | 2292 | 10.6 | 0.620 (0.377) | 11.37 (2.24) | 183 (84) | 52 (11) | 29.9 (101.3) |
| 5th(3 I Lo) Gear | | | | | | | | | |
| 66.2 (49.4) | 12340 (54.9) | 2.01 (3.24) | 2274 | 9.9 | 0.605 (0.368) | 11.65 (2.29) | 183 (84) | 52 (11) | 29.9 (101.3) |
| 6th(1 II Lo) Gear | | | | | | | | | |
| 79.1 (59.0) | 12410 (55.2) | 2.39 (3.85) | 2229 | 8.9 | 0.563 (0.342) | 12.54 (2.47) | 181 (83) | 57 (14) | 29.9 (101.4) |
| 7th(3 I Hi) Gear | | | | | | | | | |
| 79.9 (59.6) | 12275 (54.6) | 2.44 (3.93) | 2223 | 9.0 | 0.554 (0.337) | 12.74 (2.51) | 183 (84) | 59 (15) | 29.9 (101.4) |
| 8th(4 I Lo) Gear | | | | | | | | | |
| 90.1 (67.2) | 12115 (53.9) | 2.79 (4.49) | 2131 | 8.5 | 0.515 (0.313) | 13.70 (2.70) | 180 (82) | 57 (14) | 29.9 (101.3) |
| 9th(1 II Hi) Gear | | | | | | | | | |
| 91.3 (68.1) | 12115 (53.9) | 2.83 (4.55) | 2139 | 8.5 | 0.517 (0.314) | 13.65 (2.69) | 180 (82) | 57 (14) | 29.9 (101.4) |
| 10th(2 II Lo) Gear | | | | | | | | | |
| 96.0 (71.6) | 11645 (51.8) | 3.09 (4.98) | 1931 | 7.3 | 0.478 (0.291) | 14.76 (2.91) | 178 (81) | 59 (15) | 29.9 (101.4) |
| 11th(4 I Hi) Gear | | | | | | | | | |
| 98.6 (73.5) | 11735 (52.2) | 3.15 (5.07) | 1946 | 7.4 | 0.473 (0.288) | 14.92 (2.94) | 178 (81) | 52 (11) | 29.9 (101.3) |
| 12th(2 II Hi) Gear | | | | | | | | | |
| 99.8 (74.4) | 9845 (43.8) | 3.80 (6.11) | 1891 | 5.0 | 0.466 (0.284) | 15.13 (2.98) | 178 (81) | 54 (12) | 29.9 (101.3) |
| 13th(3 II Lo) Gear | | | | | | | | | |
| 97.9 (73.0) | 8230 (36.6) | 4.46 (7.18) | 1882 | 4.0 | 0.487 (0.296) | 14.48 (2.85) | 178 (81) | 52 (11) | 29.9 (101.3) |
| 14th(1 III Lo) Gear | | | | | | | | | |
| 99.6 (74.3) | 7240 (32.2) | 5.16 (8.30) | 1874 | 3.6 | 0.457 (0.278) | 15.43 (3.04) | 176 (80) | 55 (13) | 29.9 (101.4) |
| 15th(3 II Hi) Gear | | | | | | | | | |
| 99.2 (74.0) | 6730 (29.9) | 5.53 (8.90) | 1897 | 3.4 | 0.463 (0.282) | 15.23 (3.00) | 178 (81) | 52 (11) | 29.9 (101.3) |
| 16th(1 III Hi) Gear | | | | | | | | | |
| 100.7 (75.1) | 5935 (26.4) | 6.36 (10.23) | 1878 | 3.1 | 0.448 (0.273) | 15.74 (3.10) | 176 (80) | 55 (13) | 29.9 (101.4) |
| 17th(4 II Lo) Gear | | | | | | | | | |
| 97.8 (72.9) | 5580 (24.8) | 6.57 (10.57) | 1884 | 2.8 | 0.474 (0.288) | 14.87 (2.93) | 176 (80) | 52 (11) | 29.9 (101.3) |
| 18th(2 III Lo) Gear | | | | | | | | | |
| 96.6 (72.0) | 4690 (20.9) | 7.72 (12.42) | 1894 | 2.5 | 0.495 (0.301) | 14.26 (2.81) | 178 (81) | 55 (13) | 29.9 (101.4) |
| 19th(4 II Hi) Gear | | | | | | | | | |
| 97.9 (73.0) | 4560 (20.3) | 8.05 (12.96) | 1881 | 2.5 | 0.478 (0.290) | 14.77 (2.91) | 178 (81) | 55 (13) | 29.9 (101.4) |

TIRES AND WEIGHT

Rear tires - No., size, ply & psi(kPa)

Front tires - No., size, ply & psi(kPa)

Height of Drawbar

Static Weight with operator- Rear

- Front

- Total

Tested Without Ballast

Two 600/65R38; **,10 (70)

Two 480/65R28; **,10 (70)

20.9 in (465 mm)

7500 lb (3402 kg)

4730 lb (2146 kg)

12230 lb (5548 kg)

Clutch multiple wet disc electro-hydraulically operated by foot pedal **Brakes** wet disc hydraulically operated by two foot pedals that can be locked together **Steering** hydrostatic **Power take-off** 540 rpm at 1969 engine rpm or 1000 rpm at 2120 engine rpm **Unladen tractor mass** 12065 lb (5473 kg)

REPAIRS AND ADJUSTMENTS: No repairs or adjustments.

NOTE 1: The test results on this Summary were obtained from tests carried out on the New Holland TS125A Diesel.

NOTE 2: All results reported were for a tractor equipped with a cab unless noted otherwise.

REMARKS: All test results were determined from observed data obtained in accordance with official OECD test procedures. This tractor did not meet the manufacturer's claims of 25 Hp increase with "power boost", 26.5 GPM (100 lpm) hydraulic flow with a variable displacement pump nor 3 point lift claims of 9285 lbs (4212 kg) with mechanical lower links or 12185 lbs (5527 kg) with electronic draft control. The performance figures on this summary were taken from a test conducted under the OECD Code II test procedure.

We, the undersigned, certify that this is a true summary of data from OECD Report No. **2259** Nebraska Summary 495, December 15, 2005.

Leonard L. Bashford
Director

M.F. Kocher
V.I. Adamchuk
J.A. Smith
Board of Tractor Test Engineers

DRAWBAR PERFORMANCE
(Unballasted - Front Drive Disengaged)
FUEL CONSUMPTION CHARACTERISTICS

| Power Hp (kW) | Drawbar pull lbs (kN) | Speed mph (km/h) | Crank- shaft speed rpm | Slip % | Fuel Consumption lb/hp.hr (kg/kW.h) | Temp. °F (°C) | Air dry bulb | Barom. in Hg (kPa) |
|--|--------------------------------|------------------------|---------------------------------|-----------|--|------------------|--------------------|-----------------------------|
| Maximum Power—16th (1 III Hi) Gear | | | | | | | | |
| 90.4 (67.4) | 4590 (20.4) | 7.38 (11.88) | 2199 | 2.6 | 0.501 (0.305) | 14.06 (2.77) | 180 (82) | 50 (10) |
| 75% of Pull at Maximum Power—16th(1 III Hi) Gear | | | | | | | | |
| 70.3 (52.4) | 3435 (15.3) | 7.67 (12.35) | 2272 | 2.1 | 0.547 (0.333) | 12.89 (2.54) | 180 (82) | 50 (10) |
| 50% of Pull at Maximum Power—16th(1 III Hi) Gear | | | | | | | | |
| 47.6 (35.5) | 2285 (10.2) | 7.81 (12.57) | 2302 | 1.5 | 0.682 (0.415) | 10.34 (2.04) | 181 (83) | 50 (10) |
| 75% of Pull at Reduced Engine Speed—18th(2 III Lo) Gear | | | | | | | | |
| 70.4 (52.5) | 3440 (15.3) | 7.68 (12.36) | 1901 | 2.2 | 0.481 (0.293) | 14.66 (2.89) | 178 (81) | 54 (12) |
| 50% of Pull at Reduced Engine Speed—18th(2 III Lo) Gear | | | | | | | | |
| 47.7 (35.6) | 2295 (10.2) | 7.79 (12.54) | 1919 | 1.6 | 0.579 (0.352) | 12.18 (2.40) | 178 (81) | 54 (12) |
| MAXIMUM POWER IN SELECTED GEARS | | | | | | | | |
| 2nd(1 I Hi) Gear | | | | | | | | |
| 30.3 (22.6) | 9845 (43.8) | 1.16 (1.86) | 2334 | 12.7 | 0.827 (0.503) | 8.53 (1.68) | 185 (85) | 52 (11) |
| 3rd(2 I Lo) Gear | | | | | | | | |
| 36.6 (27.3) | 9765 (43.4) | 1.41 (2.26) | 2325 | 10.9 | 0.781 (0.475) | 9.04 (1.78) | 183 (84) | 52 (11) |
| 4th(2 I Hi) Gear | | | | | | | | |
| 44.7 (33.3) | 9665 (43.0) | 1.73 (2.79) | 2312 | 9.7 | 0.665 (0.405) | 10.60 (2.09) | 183 (84) | 52 (11) |
| 5th(3 I Lo) Gear | | | | | | | | |
| 51.2 (38.2) | 9530 (42.4) | 2.01 (3.24) | 2299 | 9.7 | 0.649 (0.395) | 10.86 (2.14) | 183 (84) | 52 (11) |
| 6th(1 II Lo) Gear | | | | | | | | |
| 60.7 (45.3) | 9465 (42.1) | 2.41 (3.88) | 2284 | 9.4 | 0.613 (0.373) | 11.51 (2.27) | 183 (84) | 54 (12) |
| 7th(3 I Hi) Gear | | | | | | | | |
| 62.1 (46.3) | 9440 (42.0) | 2.47 (3.97) | 2286 | 9.1 | 0.591 (0.359) | 11.94 (2.35) | 181 (83) | 52 (11) |
| 8th(4 I Lo) Gear | | | | | | | | |
| 73.2 (54.6) | 9395 (41.8) | 2.92 (4.70) | 2266 | 8.8 | 0.565 (0.344) | 12.49 (2.46) | 181 (83) | 52 (11) |
| 9th(1 II Hi) Gear | | | | | | | | |
| 73.4 (54.7) | 9380 (41.7) | 2.93 (4.72) | 2261 | 8.9 | 0.554 (0.337) | 12.74 (2.51) | 181 (83) | 54 (12) |
| 10th(2 II Lo) Gear | | | | | | | | |
| 84.8 (63.2) | 9315 (41.4) | 3.41 (5.49) | 2196 | 9.0 | 0.532 (0.323) | 13.26 (2.61) | 181 (83) | 54 (12) |
| 11th(4 I Hi) Gear | | | | | | | | |
| 87.2 (65.0) | 9285 (41.3) | 3.52 (5.67) | 2217 | 8.0 | 0.487 (0.296) | 14.47 (2.85) | 181 (83) | 52 (11) |
| 12th(2 II Hi) Gear | | | | | | | | |
| 95.1 (70.9) | 8970 (39.9) | 3.98 (6.40) | 2047 | 6.9 | 0.479 (0.291) | 14.72 (2.90) | 180 (82) | 55 (13) |
| 13th(3 II Lo) Gear | | | | | | | | |
| 97.9 (73.0) | 8330 (37.0) | 4.41 (7.09) | 1915 | 5.5 | 0.463 (0.282) | 15.23 (3.00) | 178 (81) | 55 (13) |
| 14th(1 III Lo) Gear | | | | | | | | |
| 100.3 (74.8) | 7305 (32.5) | 5.15 (8.29) | 1907 | 4.2 | 0.465 (0.283) | 15.18 (2.99) | 176 (80) | 50 (10) |
| 15th(3 II Hi) Gear | | | | | | | | |
| 100.8 (75.2) | 6970 (31.0) | 5.42 (8.73) | 1895 | 4.0 | 0.462 (0.281) | 15.23 (3.00) | 176 (80) | 54 (12) |
| 16th(1 III Hi) Gear | | | | | | | | |
| 102.7 (76.6) | 6105 (27.2) | 6.31 (10.16) | 1894 | 3.4 | 0.455 (0.277) | 15.48 (3.05) | 176 (80) | 50 (10) |
| 17th(4 II Lo) Gear | | | | | | | | |
| 99.8 (74.4) | 5815 (25.8) | 6.44 (10.37) | 1878 | 3.2 | 0.453 (0.275) | 15.58 (3.07) | 176 (80) | 50 (10) |
| 18th(2 III Lo) Gear | | | | | | | | |
| 99.6 (74.3) | 4910 (21.8) | 7.61 (12.25) | 1895 | 2.8 | 0.460 (0.280) | 15.33 (3.02) | 176 (80) | 52 (11) |
| 19th(4 II Hi) Gear | | | | | | | | |
| 99.6 (74.3) | 4690 (20.9) | 7.97 (12.82) | 1888 | 2.7 | 0.465 (0.283) | 15.18 (2.99) | 176 (80) | 50 (10) |

This vehicle is equipped with an electronically controlled engine Power management system that monitors and boosts engine power output in certain circumstances. This is achieved by electronically changing the characteristics of the engine power-speed curve. The engine Power management function ("boosted" power level) becomes active in the higher transmission gears (13th and above) and for road transport applications. The system is also activated when power transfer through the PTO exceeds a preset level (and forward speed exceeds 0.5 km/h), for mobile PTO driven implement applications. An override system is provided to enable PTO operations at the "boosted" power level while the vehicle is stationary for test purposes. The results of of this PTO output test are presented below.

POWER TAKE-OFF PERFORMANCE

| Power HP (kW) | Crank shaft speed rpm | Gal/hr (l/h) | lb/hp.hr (kg/kW.h) | Hp.hr/gal (kW.h/l) | Mean Atmospheric Conditions |
|---|--------------------------------|-----------------|-----------------------|-----------------------|--------------------------------|
| MAXIMUM POWER AND FUEL CONSUMPTION | | | | | |
| Rated Engine Speed—(PTO speed—1038 rpm) | | | | | |
| 132.8 (99.0) | 2201 | 7.86 (29.74) | 0.418 (0.254) | 16.90 (3.33) | |
| Standard Power Take-off Speed - (1000 rpm) | | | | | |
| 136.5 (101.8) | 2120 | 7.79 (29.47) | 0.403 (0.245) | 17.52 (3.45) | |
| Maximum Power (2 hours) | | | | | |
| 143.9 (107.3) | 1901 | 7.72 (29.23) | 0.378 (0.230) | 18.63 (3.67) | |

VARYING POWER AND FUEL CONSUMPTION

| | | | | | |
|-----------------|------|-----------------|------------------|-----------------|----------------------|
| 132.8 (99.0) | 2201 | 7.86 (29.74) | 0.418 (0.254) | 16.90 (3.33) | Air temperature |
| 114.7 (85.5) | 2235 | 7.00 (26.49) | 0.430 (0.262) | 16.39 (3.23) | 70°F (21°C) |
| 87.4 (65.2) | 2272 | 5.80 (21.97) | 0.469 (0.285) | 15.08 (2.97) | Relative humidity |
| 59.3 (44.2) | 2308 | 4.58 (17.33) | 0.544 (0.331) | 12.94 (2.55) | 36% |
| 30.0 (22.4) | 2344 | 3.44 (13.02) | 0.809 (0.492) | 8.73 (1.72) | Barometer |
| -- | 2372 | 2.28 (8.63) | -- | -- | 30.4" Hg (102.9 kPa) |

Maximum Torque 424.8 lb.-ft. (576.0 Nm) at 1647 rpm
 Maximum Torque Rise - 34.0%
 Torque rise at 1800 rpm - 30%

| TRACTOR SOUND LEVEL WITHOUT CAB | Front Wheel Drive | |
|---------------------------------|---------------------|------------------|
| | Disengaged dB(A) | Engaged dB(A) |
| At no load in 7th (1C) gear | 84.0 | 84.0 |
| Bystander | -- | -- |

| TRACTOR SOUND LEVEL WITH CAB | Front Wheel Drive | |
|-----------------------------------|---------------------|------------------|
| | Disengaged dB(A) | Engaged dB(A) |
| At no load in 12th (2 II hi) gear | 68.0 | 69.0 |
| Bystander | -- | -- |

THREE POINT HITCH PERFORMANCE (OECD Static Test)

CATEGORY: II

Quick Attach: No

Maximum Force Exerted Through Whole Range: 7330 lbs (32.6 kN) Mechanical lower links
9530 lbs (42.4 kN) Electronic draft control

| | | |
|---|-------------------------|----------------------------|
| i) Opening pressure of relief valve: | NA | NA |
| | fixed disp. pump | variable disp. pump |
| Sustained pressure at compensator cutoff: | 3120 psi (215 bar) | 3105 psi (214 bar) |
| ii) Pump delivery rate at minimum pressure: | 21.8 GPM(82.5 l/min) | 26.2 GPM(99.0 l/min) |
| iii) Pump delivery rate at maximum hydraulic power: | 18.3 GPM(69.2 l/min) | 25.0 GPM(94.5 l/min) |
| Delivery pressure: | 2685 psi (185 bar) | 2610 psi (180 bar) |
| Power: | 28.6 HP (21.3 kW) | 38.0 HP (28.3 kW) |

THREE POINT HITCH PERFORMANCE

| | | | | | |
|---|----------------|-----------|-----------|-----------|-----------|
| Observed Maximum Pressure psi.(bar) | 3060(211) | | | | |
| Location: | lift cylinder | | | | |
| Hydraulic oil temperature: °F(°C) | 150(65) | | | | |
| Location: | hydraulic sump | | | | |
| Category: | II | | | | |
| Quick attach: | none | | | | |
| Mechanical lower links | | | | | |
| SAE Static Test —System pressure 2625 psi (181 Bar) (2x 50 mm boost cylinders) | | | | | |
| Hitch point distance to ground level in. (mm) | 7.9(200) | 16.3(415) | 23.0(585) | 28.5(723) | 34.4(875) |
| Lift force on frame lb | 13330 | 12565 | 11355 | 10185 | 8950 |
| " " " " " " (kN) | (59.3) | (55.9) | (50.5) | (45.3) | (39.8) |
| Electronic draft control | | | | | |
| SAE Static Test —System pressure 2685 psi (185 Bar) (two 90 mm external cylinders) | | | | | |
| Hitch point distance to ground level in. (mm) | 7.7(195) | 15.6(395) | 23.0(585) | 30.3(770) | 36.2(920) |
| Lift force on frame lb | 14500 | 13510 | 12970 | 12455 | 11240 |
| " " " " " " (kN) | (64.5) | (60.1) | (57.7) | (55.4) | (50.0) |

HITCH DIMENSIONS AS TESTED—NO LOAD

| | OECD test | | SAE test | |
|---|-----------|------|----------|------|
| | inch | mm | inch | mm |
| A | 27.6 | 700 | 28.0 | 710 |
| B | 12.2 | 310 | 12.2 | 310 |
| C | 15.6 | 395 | 15.6 | 395 |
| D | 14.6 | 370 | 14.6 | 370 |
| E | 8.2 | 208 | 10.8 | 275 |
| F | 9.3 | 235 | 9.3 | 235 |
| G | 32.3 | 820 | 32.3 | 820 |
| H | 1.9 | 48 | 1.9 | 48 |
| I | 17.9 | 455 | 16.9 | 430 |
| J | 23.0 | 585 | 23.0 | 585 |
| K | 19.8 | 505 | 23.0 | 585 |
| L | 44.0 | 1118 | 44.0 | 1118 |
| M | 22.2 | 563 | 22.2 | 563 |
| N | 37.4 | 950 | 37.4 | 950 |
| O | 8.5 | 217 | 7.9 | 200 |
| P | 47.0 | 1195 | 42.0 | 1068 |
| Q | 32.3 | 820 | 32.3 | 820 |
| R | 30.0 | 762 | 32.1 | 815 |

