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January 1995

Test 1692: Agco Allis 9435 Diesel 32-Speed

Nebraska Tractor Test Lab

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NEBRASKA OECD TRACTOR TEST 1692—SUMMARY 178

AGCO ALLIS 9435 DIESEL

32 SPEED

Location of Test: Tractor Testing Laboratory,
University of Nebraska, Lincoln, Nebraska 68583-0832

Dates of Test: May 17 to June 5, 1995

Manufacturer: AGCO Corporation, Duluth,
Georgia 30136

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—1053 rpm)					
135.69 (101.19)	2200	8.33 (31.52)	0.428 (0.260)	16.30 (3.21)	
Standard Power Take-off Speed (1000 rpm)					
140.86 (105.04)	2089	8.31 (31.47)	0.411 (0.250)	16.94 (3.34)	
Maximum Power (2 hours)					
143.78 (107.21)	1950	8.22 (31.11)	0.399 (0.242)	17.49 (3.45)	
VARYING POWER AND FUEL CONSUMPTION					
135.69 (101.19)	2200	8.33 (31.52)	0.428 (0.260)	16.30 (3.21)	Air temperature
118.14 (88.10)	2251	7.53 (28.50)	0.444 (0.270)	15.69 (3.09)	76°F (24°C)
89.67 (66.87)	2279	6.28 (23.78)	0.488 (0.297)	14.27 (2.81)	Relative humidity
60.62 (45.21)	2310	5.12 (19.38)	0.589 (0.358)	11.84 (2.33)	43%
30.63 (22.84)	2335	3.96 (14.99)	0.901 (0.548)	7.74 (1.52)	Barometer
0.43 (0.32)	2355	2.71 (10.26)	44.050 (26.795)	0.16 (0.03)	28.76"Hg (97.38 kPa)

Maximum Torque 426 lb.-ft. (577Nm) at 1451 rpm

Maximum Torque Rise 31.5%

Torque rise at 1802 rpm 27%

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—13th (A1H) Gear									
120.26 (89.68)	9195 (40.90)	4.90 (7.89)	2201	3.63	0.476 (0.289)	14.65 (2.89)	188 (87)	70 (21)	28.86 (97.73)
75% of Pull at Maximum Power—13th (A1H) Gear									
93.70 (69.87)	6901 (30.70)	5.09 (8.19)	2263	2.67	0.522 (0.318)	13.35 (2.63)	187 (86)	73 (23)	28.82 (97.60)
50% of Pull at Maximum Power—13th (A1H) Gear									
63.99 (47.71)	4601 (20.46)	5.22 (8.39)	2298	1.78	0.615 (0.374)	11.33 (2.23)	185 (85)	73 (23)	28.82 (97.60)
75% of Pull at Reduced Engine Speed—18th (C1H) Gear									
93.62 (69.81)	6893 (30.66)	5.09 (8.20)	1638	2.58	0.448 (0.273)	15.56 (3.06)	188 (86)	73 (23)	28.82 (97.60)
50% of Pull at Reduced Engine Speed—18th (C1H) Gear									
63.95 (47.69)	4596 (20.44)	5.22 (8.40)	1664	1.69	0.491 (0.299)	14.19 (2.80)	184 (84)	73 (23)	28.82 (97.60)

FUEL OIL and TIME: Fuel No. 2 Diesel Cetane No. 50.6 Specific gravity converted to 60°/60° F (15°/15°C) 0.8374 Fuel weight 6.972 lbs/gal (0.836 kg/l) Oil SAE 15W-40 API service classification CD-II, SG To motor 6.098 gal (23.084 l) Drained from motor 5.812 gal (22.002 l) Transmission and hydraulic lubricant AGCO Power Fluid 821XL Front axle lubricant AGCO Gear Lube 715 SAE 80W-90 Total time engine was operated 28.5 hours.

ENGINE: Make Detroit Diesel Series 40 Diesel Type six cylinder vertical with turbocharger Serial No. WF3327N0911072 Crankshaft lengthwise Rated engine speed 2200 Bore and stroke (as specified) 4.30" × 5.35" (109.2 mm × 135.9 mm) Compression ratio 15.8 to 1 Displacement 466 cu in (7600 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 final drive oil, radiator for transmission oil Fuel filter two paper elements Muffler underhood Exhaust vertical Cooling medium temperature control one thermostat.

ENGINE OPERATING PARAMETERS: Fuel rate: 54.5-60.4 lb/h (24.7-27.4 kg/h) High idle: 2325-2425 rpm Turbo boost nominal 15.6 psi (108 kPa) as measured 13.7 psi (95 kPa)

CHASSIS: Type front wheel assist Serial No. 935508ML Tread width rear 61.5" (1562 mm) to 127.5" (3239 mm) front 59.7" (1516 mm) to 91.4" (2322 mm) Wheel base 116.5" (2959 mm) Hydraulic control system direct engine drive Transmission selective gear fixed ratio partial (4) range operator controlled powershift Nominal travel speeds mph (km/h) first 1.53 (2.46) second 1.79 (2.88) third 2.11 (3.40) fourth 2.32 (3.73) fifth 2.47 (3.97) sixth 2.72 (4.37) seventh 3.20 (5.15) eighth 3.31 (5.33) ninth 3.75 (6.03) tenth 3.88 (6.24) eleventh 4.51 (7.25) twelfth 4.57 (7.36) thirteenth 5.03 (8.10) fourteenth 5.28 (8.49) fifteenth 5.36 (8.62) sixteenth 5.88 (9.47) seventeenth 6.23 (10.02) eighteenth 6.95 (11.18) nineteenth 7.29 (11.73) twentieth 7.64 (12.29) twenty-first 8.13 (13.09) twenty-second 8.94 (14.38) twenty-third 10.54 (16.97) twenty-fourth 10.91 (17.55) twenty-fifth 12.35 (19.87) twenty-sixth 12.76 (20.54) twenty-seventh 14.85 (23.89) twenty-eighth 15.07 (24.25) twenty-ninth 17.37 (27.96) thirtieth 17.64 (28.38) thirty-first 20.51 (33.00) thirty-second 24.00 (38.63) reverse 1.53 (2.46), 1.79 (2.88), 2.11 (3.40), 2.32 (3.73), 2.47 (3.97), 2.72 (4.37), 3.20 (5.15), 3.31

DRAWBAR PERFORMANCE AT 1950 RPM
(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 (g/kW.h)	Hp.hr/gal (kW.h/l)	Temp.°F (°C) cool- ing med	Air dry bulb	Barom. inch Hg (kPa)
6th (B2L) Gear									
99.03 (73.85)	15390 (68.46)	2.41 (3.88)	2236	13.42	0.545 (0.332)	12.78 (2.52)	185 (85)	64 (18)	28.84 (97.66)
7th (C2L) Gear									
112.91 (84.20)	14857 (66.08)	2.85 (4.59)	2170	10.65	0.512 (0.311)	13.62 (2.68)	186 (85)	65 (18)	28.84 (97.66)
8th (A3L) Gear									
115.08 (85.81)	14520 (64.59)	2.97 (4.78)	2170	9.90	0.500 (0.304)	13.93 (2.74)	186 (86)	66 (19)	28.84 (97.66)
9th (D2L) Gear									
118.26 (88.19)	14025 (62.39)	3.16 (5.09)	2056	10.65	0.487 (0.296)	14.31 (2.82)	188 (87)	71 (22)	28.84 (97.66)
10th (B3L) Gear									
120.14 (89.59)	13557 (60.30)	3.32 (5.35)	2056	9.22	0.482 (0.293)	14.47 (2.85)	188 (87)	72 (22)	28.83 (97.63)
11th (A4L) Gear									
125.17 (93.34)	12401 (55.16)	3.78 (6.09)	1951	6.30	0.453 (0.276)	15.38 (3.03)	189 (87)	71 (22)	28.85 (97.70)
12th (C3L) Gear									
124.25 (92.65)	12016 (53.45)	3.88 (6.24)	1953	5.40	0.456 (0.278)	15.27 (3.01)	189 (87)	71 (22)	28.83 (97.63)
13th (A1H) Gear									
126.95 (94.67)	11070 (49.24)	4.30 (6.92)	1948	4.48	0.447 (0.272)	15.59 (3.07)	189 (87)	70 (21)	28.86 (97.73)
14th (B4L) Gear									
126.10 (94.03)	10484 (46.64)	4.51 (7.26)	1948	4.39	0.449 (0.273)	15.51 (3.06)	191 (88)	71 (22)	28.85 (97.70)
15th (D3L) Gear									
125.99 (93.95)	10277 (45.71)	4.60 (7.40)	1952	4.22	0.451 (0.274)	15.46 (3.05)	191 (88)	71 (22)	28.85 (97.70)
16th (B1H) Gear									
126.79 (94.55)	9335 (41.52)	5.09 (8.20)	1953	3.71	0.448 (0.272)	15.58 (3.07)	190 (88)	70 (21)	28.86 (97.73)
17th (C4L) Gear									
124.99 (93.20)	8691 (38.66)	5.39 (8.68)	1949	3.28	0.456 (0.277)	15.30 (3.01)	189 (87)	68 (20)	28.85 (97.70)
18th (C1H) Gear									
126.43 (94.28)	7837 (34.86)	6.05 (9.74)	1951	2.93	0.452 (0.275)	15.42 (3.04)	188 (87)	68 (20)	28.85 (97.70)
19th (D4L) Gear									
123.85 (92.36)	7314 (32.53)	6.35 (10.22)	1950	2.67	0.458 (0.278)	15.24 (3.00)	190 (88)	68 (20)	28.85 (97.70)
20th (A2H) Gear									
126.40 (94.26)	7115 (31.65)	6.66 (10.72)	1950	2.58	0.445 (0.271)	15.66 (3.08)	189 (87)	68 (20)	28.85 (97.70)
21st (D1H) Gear									
125.89 (93.87)	6661 (29.63)	7.09 (11.41)	1945	2.58	0.452 (0.275)	15.43 (3.04)	190 (88)	68 (20)	28.85 (97.70)
22nd (B2H) Gear									
124.71 (92.99)	5971 (26.56)	7.83 (12.61)	1951	2.14	0.454 (0.276)	15.35 (3.02)	190 (88)	69 (21)	28.86 (97.73)
23rd (C2H) Gear									
121.97 (90.95)	4938 (21.96)	9.26 (14.91)	1948	1.87	0.465 (0.283)	14.99 (2.95)	190 (88)	70 (21)	28.86 (97.73)

TIRES, BALLAST AND WEIGHT

Rear Tires—No., size, ply & psi (kPa)
Ballast—Duals (total)
—Test Equip. (total)
Front Tires—No., size, ply & psi (kPa)
Ballast—Liquid (total)
—Test Equip. (total)

Height of Drawbar

Static Weight with Operator—Rear
—Front
—Total

With Ballast

Four 18.4R42; **, 20 (140)
1680 lb (762 kg)
198 lb (90 kg)
Two 14.9R30; ***, 24 (165)
None
14 lb (6 kg)
25.0 in (635 mm)
11964 lb (5427 kg)
5642 lb (2559 kg)
17606 lb (7986 kg)

Without Ballast

Two 18.4R42; **, 20 (140)
None
None
Two 14.9R30; ***, 24 (165)
None
None
24.0 in (610 mm)
10086 lb (4575 kg)
5628 lb (2553 kg)
15714 lb (7128 kg)

(5.33), 3.75 (6.03), 3.88 (6.24), 4.51 (7.25), 4.57 (7.36), 5.03 (8.10), 5.28 (8.49), 5.36 (8.62), 5.88 (9.47), 6.23 (10.02), 6.95 (11.18), 7.29 (11.73), 7.64 (12.29), 8.13 (13.09), 8.94 (14.38), 10.54 (16.97), 10.91 (17.55), 12.35 (19.87), 12.76 (20.54), 14.85 (23.89), 15.07 (24.25), 17.37 (27.96), 17.64 (28.38), 20.51 (33.00), 24.00 (38.63) **Clutch** dual dry discs actuated by foot pedal **Brakes** wet multiple disc hydraulically actuated by two foot pedals which can be locked together **Steering** hydrostatic **Power take-off** 540 rpm at 1992 engine rpm and 1000 rpm at 2090 engine rpm **Unladen tractor mass** 15432 lb (7000 kg)

REPAIRS AND ADJUSTMENTS: No repairs or adjustments

REMARKS: All test results were determined from observed data obtained in accordance with official OECD, SAE and Nebraska test procedures. For the maximum power tests, the fuel temperature at the injection pump return was maintained at 130° F (54°C). The pull in 4th (A2L) gear, ballasted tractor, was limited to avoid excessive tractor bouncing. The performance results on this summary were taken from OECD tests conducted under the Code II Restricted Standard Test Code procedure.

We, the undersigned, certify that this is a true and correct report of official Tractor Test No. **1692**, Summary 178, July 12, 1995.

LOUIS I. LEVITICUS
Engineer-in-Charge

L.L. BASHFORD
R.D. GRISSE
M.F. KOCHER
Board of Tractor Test Engineers

DRAWBAR PERFORMANCE
(Ballasted—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)	Hp.hr/gal (kW.h/l)	Temp. °F (°C) cool- ing med	Air dry bulb	Barom. inch Hg (kPa)
Maximum Power—13th (A1H) Gear									
120.21 (89.64)	9232 (41.07)	4.88 (7.86)	2199	3.93	0.478 (0.291)	14.58 (2.87)	188 (87)	68 (20)	29.00 (98.21)
75% of Pull at Maximum Power—13th (A1H) Gear									
93.90 (70.02)	6917 (30.77)	5.09 (8.19)	2264	2.71	0.515 (0.313)	13.53 (2.67)	186 (86)	65 (18)	28.98 (98.14)
50% of Pull at Maximum Power—13th (A1H) Gear									
64.14 (47.83)	4614 (20.52)	5.21 (8.39)	2299	2.09	0.609 (0.371)	11.44 (2.25)	184 (84)	65 (18)	28.98 (98.14)
75% of Pull at Reduced Engine Speed—18th (C1H) Gear									
93.90 (70.02)	6920 (30.78)	5.09 (8.19)	1638	2.89	0.449 (0.273)	15.52 (3.06)	186 (86)	65 (18)	28.98 (98.14)
50% of Pull at Reduced Engine Speed—18th (C1H) Gear									
64.23 (47.89)	4608 (20.50)	5.23 (8.41)	1668	1.92	0.490 (0.298)	14.23 (2.80)	183 (84)	65 (18)	28.98 (98.14)
MAXIMUM POWER IN SELECTED GEARS									
6th (B2L) Gear									
102.10 (76.14)	15793 (70.25)	2.42 (3.90)	2242	13.35	0.542 (0.329)	12.87 (2.54)	185 (85)	64 (18)	28.94 (98.00)
7th (C2L) Gear									
113.68 (84.77)	14553 (64.73)	2.93 (4.71)	2186	8.88	0.506 (0.308)	13.78 (2.71)	186 (85)	62 (17)	29.02 (98.27)
8th (A3L) Gear									
115.34 (86.01)	14257 (63.42)	3.03 (4.88)	2190	9.03	0.499 (0.303)	13.98 (2.75)	187 (86)	63 (17)	29.03 (98.31)
9th (D2L) Gear									
119.59 (89.18)	13941 (62.01)	3.22 (5.18)	2041	8.65	0.477 (0.290)	14.61 (2.88)	188 (86)	65 (18)	29.02 (98.27)
10th (B3L) Gear									
120.39 (89.77)	13701 (60.95)	3.30 (5.30)	2024	8.73	0.477 (0.290)	14.62 (2.88)	188 (86)	67 (19)	29.01 (98.24)
11th (A4L) Gear									
124.60 (92.91)	12300 (54.71)	3.80 (6.11)	1952	6.02	0.454 (0.276)	15.36 (3.03)	189 (87)	67 (19)	29.01 (98.24)
12th (C3L) Gear									
123.90 (92.40)	12042 (53.56)	3.86 (6.21)	1949	6.02	0.457 (0.278)	15.25 (3.00)	189 (87)	67 (19)	29.01 (98.24)
13th (A1H) Gear									
125.69 (93.72)	10991 (48.89)	4.29 (6.90)	1951	5.03	0.450 (0.274)	15.48 (3.05)	190 (88)	68 (20)	29.00 (98.21)
14th (B4L) Gear									
125.25 (93.40)	10427 (46.38)	4.50 (7.25)	1948	4.69	0.450 (0.274)	15.49 (3.05)	190 (88)	67 (19)	29.01 (98.24)
15th (D3L) Gear									
125.18 (93.35)	10247 (45.58)	4.58 (7.37)	1949	4.52	0.450 (0.274)	15.49 (3.05)	192 (89)	67 (19)	29.01 (98.24)
16th (B1H) Gear									
125.87 (93.86)	9315 (41.43)	5.07 (8.16)	1950	4.10	0.449 (0.273)	15.54 (3.06)	190 (88)	69 (21)	29.00 (98.21)
17th (C4L) Gear									
124.44 (92.80)	8679 (38.61)	5.38 (8.65)	1950	3.76	0.454 (0.276)	15.36 (3.03)	190 (88)	69 (21)	29.00 (98.21)
18th (C1H) Gear									
125.07 (93.27)	7765 (34.54)	6.04 (9.72)	1953	3.15	0.451 (0.275)	15.45 (3.04)	189 (87)	69 (21)	28.99 (98.17)
19th (D4L) Gear									
123.48 (92.08)	7305 (32.49)	6.34 (10.20)	1951	3.06	0.458 (0.279)	15.22 (3.00)	190 (88)	69 (21)	28.99 (98.17)
20th (A2H) Gear									
126.30 (94.18)	7113 (31.64)	6.66 (10.72)	1953	2.89	0.448 (0.273)	15.56 (3.06)	190 (88)	67 (19)	28.98 (98.14)
21st (D1H) Gear									
125.77 (93.79)	6635 (29.51)	7.11 (11.44)	1953	2.80	0.454 (0.276)	15.37 (3.03)	189 (87)	68 (20)	28.98 (98.14)
22nd (B2H) Gear									
124.94 (93.17)	5990 (26.64)	7.82 (12.59)	1952	2.54	0.456 (0.277)	15.28 (3.01)	190 (88)	67 (19)	28.98 (98.14)
23rd (C2H) Gear									
122.15 (91.09)	4946 (22.00)	9.26 (14.90)	1950	2.09	0.464 (0.282)	15.01 (2.96)	189 (87)	65 (18)	28.98 (98.14)

DRAWBAR PERFORMANCE AT 1950 RPM
(Ballasted—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)	Hp.hr/gal (kW.h/l)	Temp. °F (°C) cool- ing med	Air dry bulb	Barom. inch Hg (kPa)
4th (A2L) Gear									
105.37 (78.57)	18485 (82.22)	2.14 (3.44)	2243	10.98	0.528 (0.321)	13.20 (2.60)	185 (85)	56 (13)	28.99 (98.17)
5th (D1L) Gear									
110.48 (82.39)	17867 (79.48)	2.32 (3.73)	2237	9.02	0.510 (0.310)	13.68 (2.69)	186 (85)	58 (14)	28.99 (98.17)
6th (B2L) Gear									
115.39 (86.05)	17366 (77.25)	2.49 (4.01)	2187	9.09	0.496 (0.302)	14.06 (2.77)	186 (85)	60 (16)	29.00 (98.21)
7th (C2L) Gear									
121.51 (90.61)	16376 (72.84)	2.78 (4.48)	2047	7.92	0.474 (0.288)	14.71 (2.90)	187 (86)	61 (16)	29.01 (98.24)
8th (A3L) Gear									
122.46 (91.32)	16239 (72.23)	2.83 (4.55)	2017	8.24	0.468 (0.285)	14.89 (2.93)	187 (86)	62 (17)	29.02 (98.27)
9th (D2L) Gear									
125.19 (93.35)	14850 (66.06)	3.16 (5.09)	1951	6.24	0.452 (0.275)	15.43 (3.04)	188 (86)	64 (18)	29.03 (98.31)
10th (B3L) Gear									
125.34 (93.47)	14425 (64.17)	3.26 (5.24)	1943	6.24	0.453 (0.276)	15.39 (3.03)	189 (87)	66 (19)	29.02 (98.27)
11th (A4L) Gear									
127.03 (94.73)	12332 (54.86)	3.86 (6.22)	1950	4.82	0.446 (0.272)	15.62 (3.08)	188 (87)	67 (19)	29.01 (98.24)
12th (C3L) Gear									
126.11 (94.04)	12044 (53.57)	3.93 (6.32)	1950.	4.65	0.449 (0.273)	15.53 (3.06)	189 (87)	67 (19)	29.01 (98.24)
13th (A1H) Gear									
127.37 (94.98)	10987 (48.87)	4.35 (7.00)	1953	4.23	0.443 (0.270)	15.73 (3.10)	189 (87)	68 (20)	29.00 (98.21)

DRAWBAR PERFORMANCE AT 1950 RPM
(Ballasted—Front Drive Engaged)
MAXIMUM POWER IN SELECTED GEARS

14th (B4L) Gear									
127.12 (94.79)	10434 (46.41)	4.57 (7.35)	1952	3.80	0.446 (0.271)	15.63 (3.08)	190 (88)	67 (19)	29.01 (98.24)
15th (D3L) Gear									
127.00 (94.71)	10224 (45.48)	4.66 (7.50)	1958	3.71	0.447 (0.272)	15.59 (3.07)	193 (89)	67 (19)	29.01 (98.24)
16th (B1H) Gear									
127.39 (94.99)	9331 (41.50)	5.12 (8.24)	1950	3.54	0.444 (0.270)	15.72 (3.10)	190 (88)	68 (20)	29.00 (98.21)
17th (C4L) Gear									
125.46 (93.55)	8667 (38.55)	5.43 (8.74)	1949	3.19	0.455 (0.277)	15.34 (3.02)	190 (88)	69 (21)	29.00 (98.21)
18th (C1H) Gear									
126.16 (94.08)	7784 (34.62)	6.08 (9.78)	1948	2.75	0.450 (0.274)	15.49 (3.05)	190 (88)	69 (21)	28.99 (98.17)
19th (D4L) Gear									
124.28 (92.68)	7279 (32.38)	6.40 (10.31)	1954	2.75	0.454 (0.276)	15.35 (3.02)	190 (88)	69 (21)	29.00 (98.21)
20th (A2H) Gear									
126.89 (94.62)	7102 (31.59)	6.70 (10.78)	1950	2.67	0.446 (0.271)	15.63 (3.08)	190 (88)	67 (19)	28.98 (98.14)
21st (D1H) Gear									
125.74 (93.76)	6584 (29.28)	7.16 (11.53)	1953	2.40	0.451 (0.274)	15.45 (3.04)	190 (88)	68 (20)	28.98 (98.14)
22nd (B2H) Gear									
125.43 (93.54)	5985 (26.62)	7.86 (12.65)	1947	2.22	0.453 (0.276)	15.38 (3.03)	189 (87)	66 (19)	28.98 (98.14)
23rd (C2H) Gear									
122.03 (91.00)	4906 (21.82)	9.33 (15.01)	1950	1.78	0.464 (0.282)	15.02 (2.96)	190 (88)	66 (19)	28.98 (98.14)

TRACTOR SOUND LEVEL WITH CAB

dB(A)

At 75% load in 12th (C3L) gear	76.0
Bystander	—

THREE POINT HITCH PERFORMANCE (OECD Static Test)

CATEGORY: III

Quick Attach: None

Maximum Force Exerted Through Whole Range: 12087 lbs (53.8 kN)

i) Opening pressure of relief valve: NA

Sustained pressure with pump stalled: 2880 psi (198 bar)

ii) Pump delivery rate at minimum pressure and

rated engine speed: 31.1 GPM (117.7 l/min)

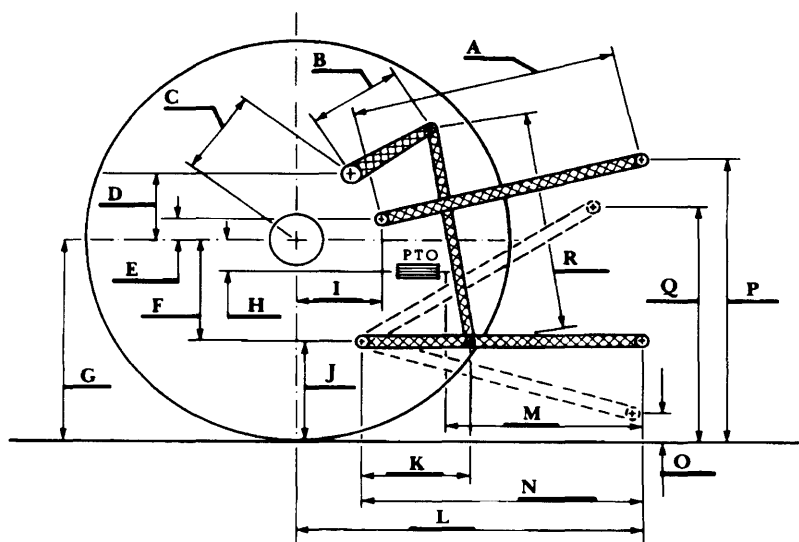
iii) Pump delivery rate at maximum

hydraulic power: 27.1 GPM (102.6 l/min)

Delivery pressure: 2550 psi (176 bar)

Power: 40.3 HP (30.1 kW)

HITCH DIMENSIONS AS TESTED—NO LOAD



	inch	mm
A	30.5	775
B	14.3	362
C	18.5	470
D	17.0	432
E	9.3	237
F	11.8	300
G	35.0	889
H	3.0	76
I	16.9	428
J	23.2	589
K	23.6	600
L	47.2	1199
M	25.5	648
N	38.4	975
O	9.0	229
P	51.4	1306
Q	34.2	870
R	33.3	845



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