OECD APPROVAL # 1546
(Restricted code)
Date of approval: 16 February, 1995

NEBRASKA TRACTOR TESTING LABORATORY
DEPARTMENT OF BIOLOGICAL SYSTEMS ENGINEERING
INSTITUTE OF AGRICULTURE AND NATURAL RESOURCES
UNIVERSITY OF NEBRASKA - EAST CAMPUS
LINCOLN, NEBRASKA 68583-0832, USA

REPORT ON TEST IN ACCORDANCE WITH OECD RESTRICTED CODE (CODE II)

FOR THE OFFICIAL TESTING OF AGRICULTURAL TRACTORS





WHITE 6175 MFWD

MANUFACTURED BY: AGCO Corporation
Duluth, Georgia 30136
USA

NEBRASKA TEST NO. 1685
Test dates: 18 till 27 October, 1994

This test report provides the results of the tests conducted in accordance with the OECD Standard Test Code for the Official Testing of Agricultural Tractor Performance - C(87)53 Final - Annex II, Restricted Code.

This report has been approved by the OECD Coordinating Centre in Paris (CEMAGREF) on 16 February, 1995

WHITE 6175 MFWD OECD # 1546

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SPECIFICATIONS OF TRACTOR.

Manufacturers name/address	AGCO Corporation Duluth, Georgia, USA
Submitted for test by	The manufacturer
Selected for test by	The manufacturer in agreement with the test station.
Place of running in	AGCO Corporation, Coldwater, Ohio, USA
Duration of running in	50 hours
Location of Test	Tractor Testing Laboratory Lincoln, Nebraska,USA.

TRACTOR SPECIFICATIONS.

Make	WHITE
Model	6175
Type	Unit construction;Mechanical Front Wheel Drive (MFWD)
Number of driving wheels	2 front, 2 or 4 rear
Serial Number	66048PL
1st Serial number	660001

ENGINE.

Make	Cummins
Model	6CT8.3A
Type	Diesel; 4-stroke; turbocharged; direct injection
Serial Number	45010186
Cylinders	
Number/Disposition	6, in line vertical
Bore/stroke	114 mm x 135 mm
Capacity	8270 cm^3
Compression Ratio	17.3:1
Arrangement of valves	In head, 2 per cylinder
Cylinder liners	Yes
Super charging	
Make/Model/Type	Holset/3919199/HLE Exhaust gas driven
Pressure	105 kPa
Fuel System	
Feed system	Two tanks with engine mounted transfer pump
Make/Type/Model of filters	Metal screen in tank; Spin-on 74394407 AGCO primary filter; spin on DAVCO paper element secondary
Fuel tank capacity	367 l

Make/Model/Type Injection Pump	Bosch/PES-6A-100D-320/3RS691-4
Pump Serial number	46304260
Production setting of pump Flow Rate (Rated Eng.Spd & Full Load)	30.0 to 35.0 kg/h
Make/Model/Type Injectors	Bosch/DLLA/multi-hole
Injection pressure	431 kPa
Timing	22 +/- 2° before TDC
Governor	
Make/Model/Type	Bosch/RSV-1100A/Mechanical
Governed engine speed range	800-2425 rpm
Rated engine speed	2200 rpm
High-idle speed range	2325 - 2425 rpm
Air Cleaner.	
Pre-cleaner	Integral with main cleaner
Main Cleaner	
Make/Model/Type	Donaldson/STV-11-0089/Paper main and secondary elements; exhaust aspirated
Location	Under hood, left side, front of engine compartment
Secondary cleaner	Under hood, left side, front of engine compartment
Maintenance indicator	Restriction warning light on dash
Lubrication system.	
Type of feed pump	Gear pump
Type of filters	Full flow spin-on
Number	One
Oil cooler	Water-to-oil heat exchanger
Cooling system.	
Type of coolant	Water + Ethylene Glycol
Type of pump	Centrifugal
Fan specification	Steel; 58.4 mm pitch
Number of fan blades	8
Fan diameter	635 mm
Coolant system capacity	23.0 liter
Type of temperature control	2 thermostats
Superpressure system	48 kPa radiator cap
Starting system.	
Make/Model/Type of starter	DELCO/37MT/Type 300/Solenoid engaged
Power Rating	4.48 kW
Cold starting aid	KBI; ether injection into intake manifold
Safety device	Clutch pedal interlock and PTO switch interlock

Electrical system.	
Voltage & grounding.	12 Volt, Negative ground
Alternator	
Make/Model/Type	DELCO/15SI/Belt driven
Power rating	105 Amp
Batteries	
Number & connection	Two 12-Volt in parallel
Rating	580 CCA each at -17.5°C, 130 minute rating
Exhaust system.	
Muffler Make/Model/Type	Nelson/24524A/Reactive
Location	Under hood; above engine
Exhaust stack location	Right side of Cab along post

TRANSMISSION.

Clutch. (travel)	
Make/Model/Type	Funk/9400/wet plate type
Number of plates	14 (master clutch)
Plate diameter	148.8 mm
Method of operation	Hydraulic
Gear Box.	
Make/Model/Type	Funk/YZ15021A/9400EB Powershift Mechanical
Arrangement	Countershaft type with 9 clutch packs and 8 shafts; two forward and one reverse master clutch.
Number of gears	18 forward; 9 reverse single lever control
Oil cooler	Oil-air heat exchanger
Available options	None
Rear axle and final drives.	
Make/Model/Type (before serial # 00100)	AGCO/Crown wheel and pinion/ differential and in-board planetary reduction
Make/Model/Type (from serial # 00100)	David Brown/Crown wheel and pinion/differential and inboard planetary reduction
Differential Lock-Type	Multi-Disc wet clutch, electrically activated
Method of engagement	Rocker switch on right arm rest
Method of disengagement	Service brake pedal
Front Axle and final drives.	
Make/Model/Type	ZF/5052C/Central drive input
Differential lock	None

Gear ratios and travel speeds.
(Tire dynamic radius of 945 mm)

Gear Number	Number of engine revolutions for one revolution of the driving wheels	Nominal travel speed at rated engine speed of 2200 rev/min [km/h]
Forward		
1	291.7	2.686
2	246.8	3.175
3	210.9	3.714
4	184.1	4.255
5	155.8	5.027
6	133.2	5.884
7	113.1	6.926
8	95.7	8.186
9	81.8	9.580
10	70.4	11.127
11	59.6	13.145
12	50.9	15.385
13	44.5	17.623
14	37.6	20.827
15	32.1	24.371
16	27.3	28.684
17	23.1	33.907
18	19.7	39.679
Reverse		
1 (R4)	240.5	3.257
2 (R5)	203.5	3.849
3 (R6)	173.9	4.504
4 (R7)	151.8	5.159
5 (R8)	128.5	6.098
6 (R9)	109.8	7.136
7 (R10)	93.3	8.400
8 (R11)	78.9	9.928
9 (R12)	67.4	11.621

Number of front wheel revolutions
for one rear wheel revolution: 1.2953

POWER - TAKE - OFF.

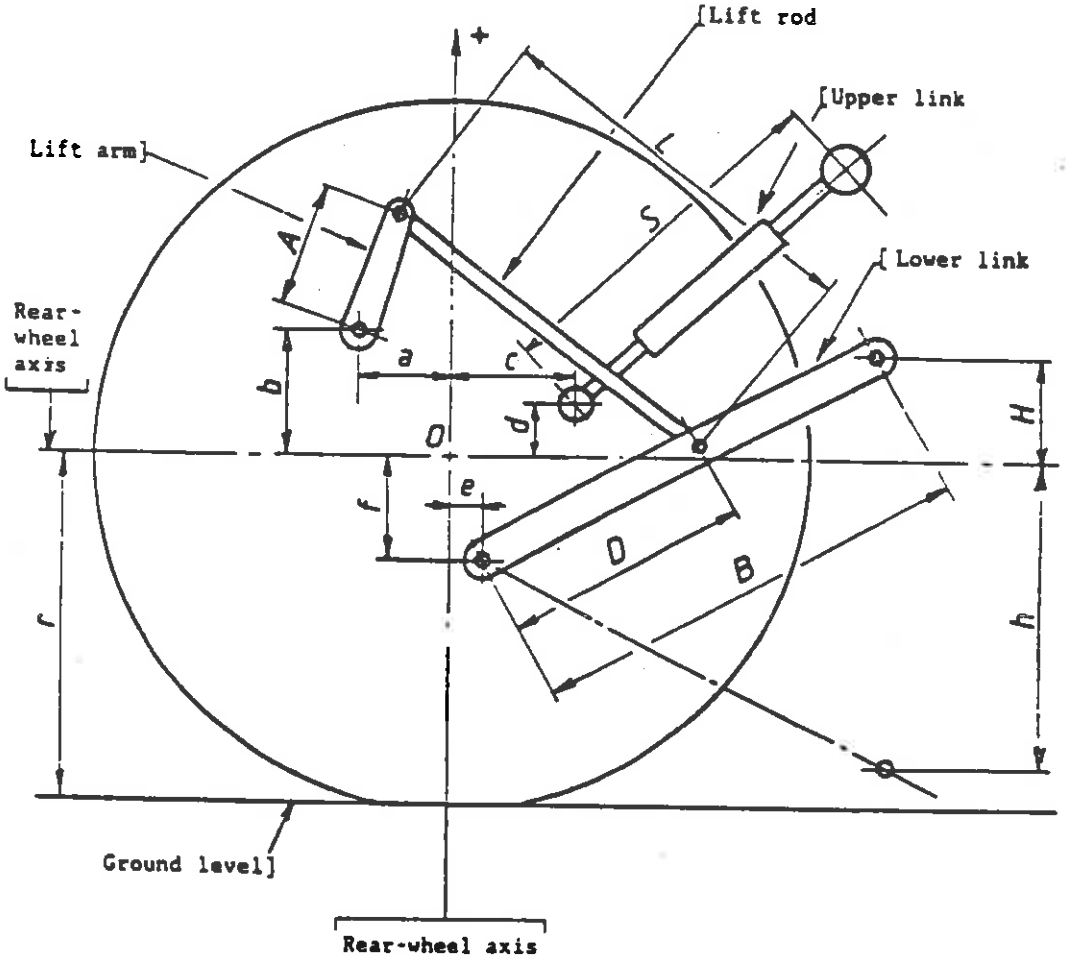
Main Power-Take-Off.	
Type	Independent
Method of engagement	Hydraulically activated multiplate wet clutch operated by lever
Number of shafts	One
Method of changing speeds	Not applicable
Standard PTO. 1000 rev/min.	
Location	Rear of tractor; vertical center plane
Diameter of shaft	44.5 mm (ISO 500/1991)
Number of splines	20
Height above ground	851 mm
Distance from median plane of tractor	0 mm
Distance behind rear axle	546 mm
PTO Speed at rated engine spd	1056 rpm
Engine speed at Std. PTO spd	2083 rpm
Engine speed/PTO speed ratio	2.083:1
Power restriction	None
Direction of rotation when viewed from shaft end	Clockwise

POWER LIFT.

Make/Model/Type (before serial # 00100)	AGCO/Standard/3-point hitch
Make/Model/Type (from serial # 00100)	David Brown/Standard/3-point hitch
Type of hydraulic system	Charged, closed center
Number/Type of cylinders	One internal; 127x155.6 mm bore x stroke;
Optional Cylinders	One external; 38.1x292.1 mm bore x stroke
Type of linkage lock for transport	Hydraulic; on lift lever
Relief valve pressure setting	16.88 -17,57 MPa
Opening pressure of cylinder safety valve	19.57 -20.40 MPa
Lift pump type	Axial piston;Variable displacement
Power transmission to pump	Internal mechanical drive
Type/Number of filters	One/10 micron
Location of oil reservoir	Rear main frame
Number/Type/Location of tapping points.	Three ISO couplers at left rear; One extra optional
Max. oil volume available for external cylinders.	30 l.

THREE POINT LINKAGE.

- Category 3 in conformity with ISO 730/1-1990
- Category adaptor None



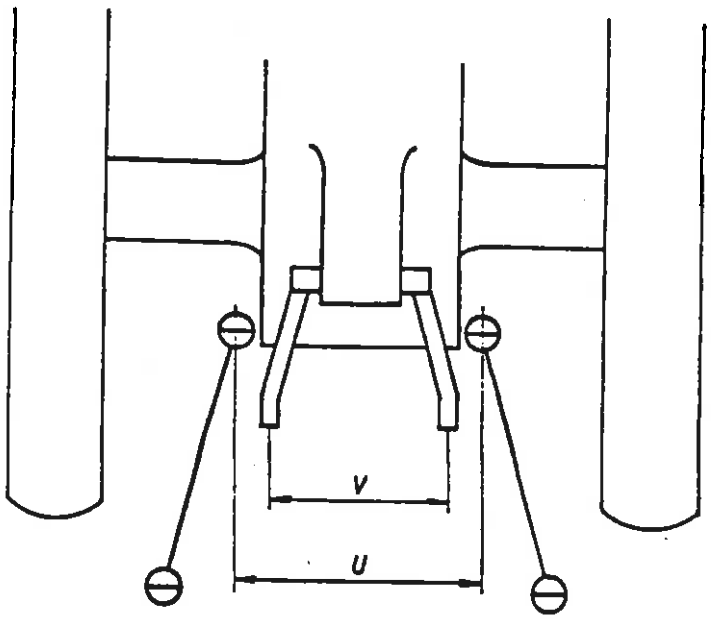


Table 1.1 -*Linkage geometry dimensions.

		Dimension or range [mm]	Settings used on test [mm]
Lift category		III	III
Rear Tire - Radius Index	(r)	945	889
Front Tire - Radius Index	(r')	695	670
Length of lift arms	(A)	406	406
Length of lower links	(B)	884	884
Distance of lift arm pivot from: horizontal	(a)	-200	-200
rear wheel axis: vertical	(b)	461	461
Horizontal distance between the 2 lower link points	(U)	540	540
Horizontal distance between the 2 lift arm end points	(V)	718	718
Length of upper link	(S)	570 to 761	641
Distance of upper link pivot point from rear wheel axis			
Top hole - horizontal	(c)	509	509
- vertical	(d)	230	230
Bottom hole - horizontal	(c)	531	531
- vertical	(d)	160	160
Distance of lower link pivot from: horizontal	(e)	267	267
rear wheel axis: vertical	(f)	259	259
Distance of lower link pivot points to lift rod pivot pts on lower links.	(D)	542	542
Length of lift rods	(L)	876 to 1008	983
Height of lower hitch points relative to rear wheel axis			
In low position	(h)	705	658
In high position	(H)	157	86
Height above ground of lower hitch points when locked in transport position.		1004 to 1195	975

*Assuming (r) with a tire dynamic index of 945 mm

SWINGING DRAWBAR.

Type	Oscillating; 76.2 mm wide; 41.3 mm thick;
Height above ground	545 mm
Adjustments	5 fixed positions side to side; 3 fore/aft positions
Distance of hitch point from rear wheel axis-horizontal	927 mm ; 978 mm; 1054 mm
Distance of hitch point from PTO shaft end: Vertical	287 mm
Horizontal	381 mm
Lateral adjustment-Right side	305 mm
Left side	305 mm
Distance of pivot point from rear wheel axis-horizontal	36 mm ahead of axle centerline
Diameter of drawbar pin hole	35 mm
Maximum vertical static permissible load(s)	Foremost position- 21.4 kN Center position - 21.7 kN Rearmost position- 21.7 kN

STEERING.

Make/Model/Type	Eaton/212-1065-001/Hydrostatic
Method of operation	Hydrostatic
Pump	Supplied from main hydraulics
Ram(s)	Two double acting
Working pressure	17.24 ± 0.34 MPa

BRAKES.

Service brake.

Make/Model/Type (Before serial # 00100)	AGCO Raybestos/30-3145768/Wet disk
Make/Model/Type (from serial # 00100)	AGCO Raybestos/72506044/Wet disk
Method of operation	Hydraulic; pedal activated

Parking brake.

Type	Park Lock on Transaxle input shaft
Method of operation	Mechanical; lever on right side

Trailer Brake — None

WHEELS.

Number	
Front	2 - steering and driving
Rear	2 or 4 - driving
Wheel base	2921 mm

Track width adjustment

	Minimum [mm]	Maximum [mm]	Adjustment method
Front	1590	2250	Adjustable rim
Rear-singles	1651	2591	Rim slides on axle
-duals	2794	3150	As Above

PROTECTIVE STRUCTURE.

Make/Model/Type	AGCO/72.504.500/Safety Cab
Manufacturer's name/address	AGCO Corp., Duluth, Georgia,USA
OECD approval number	CSS 0239/7

OPERATOR'S SEAT.

Make/Model/Type	Grammer/MSG 95A/20
Type of suspension	Air
Type of damping	Adjustable shock absorber
Range of adjustment	
Longitudinal	0-150 mm
Vertical	0-80 mm

LIGHTING.

	Height above ground of light center [mm]	Size [mm] x [mm]	Distance from outside edge to median plane of tractor. [mm]
Head lights	1422	149 x 98.5	229
Rear lights	2571	146 x 90.5	762
Rear reflectors	2342	63.5x 189	762

TEST CONDITIONS.

Overall dimensions.

Length		4895 mm - unballasted
		5205 mm - ballasted
Width	Minimum	2935 mm
	Maximum	3556 mm
Height - Top protective structure		3167 mm
- Top of exhaust		3107 mm
Ground clearance. (unballasted)		460 mm
Clearance-limiting part		Three-Point Sway Bracket

Tractor Mass (with cab,full fuel tank).

		without driver [kg]	with driver [kg]
Unballasted	Front	3027	3037
	Rear	5390	5455
	Total	8417	8492
Ballasted	Front	3852	3862
	Rear	6130	6195
	Total	9982	10057

Ballast.

	Number of weights	Mass (total) [kg]	Water [kg]
Front	15	650	--
Rear	--	--	--
Duals	yes	831	--
Additional test equipment	--	84	-

Tire Specifications.

	Front Wheels	Rear Wheels
Make	Armstrong	Armstrong
Dimensions	16.9R30	18.4R46
Ply rating	2 Star (8-10 P.R.)	3 star (8-10 P.R.)
Type	Radial	Radial
Max.load (tire manufacturer)	2309 kg	3886 kg
Max.load(tractor manufacturer)	2309 kg	3886 kg
Inflation pressure (tire mfr)-max	165 kPa	207 kPa
-min	83 kPa	83 kPa
Dynamic Radius Index	695 mm	945 mm
Chosen track width	2230 mm	Inner 1570 mm Outer 3165 mm

Oils and Lubrication.

Capacity and change interval:

	Capacity litre	Oil change hours	Filter change hours
Engine (w/o filter)	23.2	250	250
Gear Box, final drive, rear axle and hydraulics	83.3	1000	1000
Front axle	10.0	1000	1000
Final drive, front	4.0	1000	1000

Oil and Lubricant specifications:

	Recommended	Used during test
Engine oil	AGCO Power Fluid	same
Type	15W40	
Viscosity	68.9 cS at 40°C 10.6 cS at 100°C	
Classification	CF-4/CE/CD-II/SG Spec; MIL-L-46152E	
Transmission	AGCO Power Fluid 821XL	same
Type	Multipurpose hydraulic & transmission fluid	
Viscosity	60 cS at 40°C 8.8 cS at 100° C (ASTM D445)	
Classification		
Hydraulic fluid	AGCO Power Fluid 821XL	same
Type	Multipurpose hydraulic & transmission fluid	
Viscosity	60 cS at 40°C 8.8 CS at 100° C (ASTM D445)	
Classification		
Front axle and hubs	AGCO Gear Lube 715	same
Type	Multi-gear Lube EP SAE 80W90	
Viscosity	132 cS at 40°C 14 cS at 100°C	
Classification	API GL-5, MIL-L-21050	
Steering System	Same as Hydraulic system	same
Grease		
Type	AGCO Super Lithium No.2	same
Number of lube points	22	

Fuel

Type/grade	Premier; Grade 2-D, in conformity with the national standard
Density (Pto test)	0.835 kg/l at 15° C
(Drawbar test)	0.835 kg/l at 15° C
Cetane number	50.6
Viscosity	2.51 cSt at 38 ° C

COMPULSORY TESTS

1. MAIN POWER TAKE-OFF

Date: 18-Oct-94 Location: UNL Tractor Test Lab, Lincoln, NE, U.S.A.

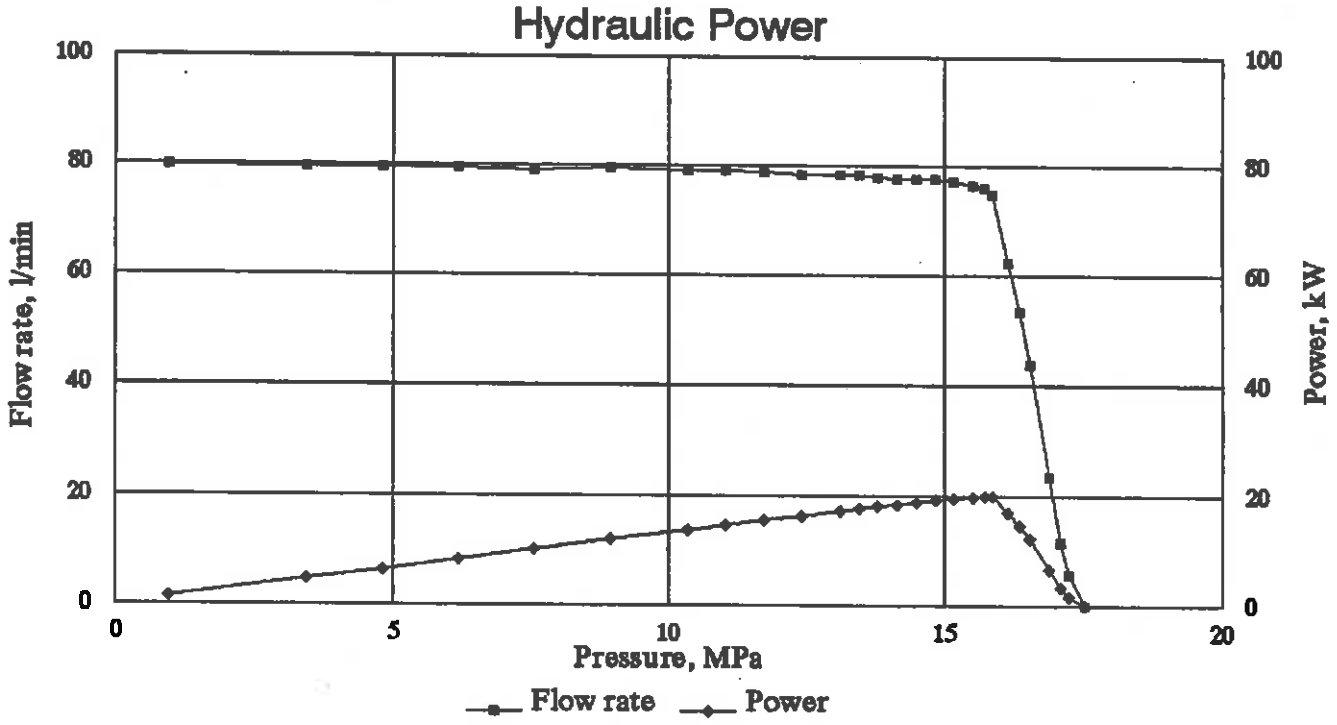
Type of dynamometer: Eddy current, Eaton Fuel density: 0.835 kg/l

Power kW / *hp*	Eng rev/min	PTO rev/min	l/h / *gal/h*	kg/h / *lb/h*	kg/kW-h / *lb/hp-h*	kW-h/l / *hp-h/gal*
1.1 Maximum Power - 2 hours						
143.87	1900	912	40.82	34.08	0.237	3.52
192.94			*10.78*	*75.13*	*0.389*	*17.89*
1.2 Power at Rated Engine Speed - 1 hour						
130.85	2201	1056	39.61	33.07	0.253	3.30
175.47			*10.47*	*72.91*	*0.416*	*16.77*
1.3 Power at Standard Power Take-Off Speed - 1 hour						
139.26	2085	1000	40.70	33.97	0.244	3.42
186.75			*10.75*	*74.90*	*0.401*	*17.37*
1.4 Part Loads						
1.4.1 Torque at maximum power at rated engine speed						
130.85	2201	1056	39.61	33.07	0.253	3.30
175.47			*10.47*	*72.91*	*0.416*	*16.77*
1.4.2 85% of torque obtained in 1.4.1						
113.01	2235	1072	35.21	29.39	0.260	3.21
151.55			*9.30*	*64.80*	*0.428*	*16.29*
1.4.3 75% of torque defined in 1.4.2						
85.76	2269	1089	29.01	24.22	0.282	2.96
115.00			*7.66*	*53.40*	*0.464*	*15.00*
1.4.4 50% of torque defined in 1.4.2						
57.98	2301	1104	22.98	19.19	0.331	2.52
77.75			*6.07*	*42.30*	*0.544*	*12.81*
1.4.5 25% of torque defined in 1.4.2						
29.30	2328	1117	16.95	14.15	0.483	1.73
39.29			*4.48*	*31.20*	*0.794*	*8.77*
1.4.6 unloaded						
1.21	2363	1134	11.74	9.80	8.115	0.10
1.62			*3.10*	*21.60*	*13.341*	*0.52*
1.5 Part Loads at Standard Power Take-off Speed						
1.5.1 Torque at maximum power						
139.26	2085	1000	40.70	33.97	0.244	3.42
186.75			*10.75*	*74.90*	*0.401*	*17.37*
1.5.2 85% of torque obtained in 1.5.1						
120.13	2121	1018	35.70	29.80	0.248	3.37
161.10			*9.43*	*65.70*	*0.408*	*17.08*
1.5.3 75% of torque defined in 1.5.2						
92.77	2153	1033	29.99	25.04	0.270	3.09
124.40			*7.92*	*55.20*	*0.444*	*15.70*
1.5.4 50% of torque defined in 1.5.2						
62.99	2186	1049	23.31	19.46	0.309	2.70
84.48			*6.16*	*42.90*	*0.508*	*13.72*
1.5.5 25% of torque defined in 1.5.2						
31.31	2218	1064	16.63	13.88	0.443	1.88
41.99			*4.39*	*30.60*	*0.729*	*9.56*
1.5.6 unloaded						
1.11	2244	1077	10.60	8.85	7.981	0.10
1.49			*2.80*	*19.50*	*13.120*	*0.53*

No load maximum engine speed:	2363 rev/min	
Equivalent torque at rated speed:	568 N.m	*419 lb-ft*
Equivalent torque at maximum power:	723 N.m	*533 lb-ft*
(engine speed:	1900 rev/min)	
Maximum equivalent crankshaft torque:	756 N.m	*557 lb-ft*
(engine speed:	1603 rev/min)	
Mean Dry bulb:	24 deg C	*76 deg F*
Wet bulb:	17 deg C	*62 deg F*
Relative humidity:	49 %	
Pressure:	97.30 kPa	*28.73 in Hg*
Maximum Coolant:	87 deg C	*188 deg F*
Engine oil:	113 deg C	*235 deg F*
Fuel:	68 deg C	*154 deg F*
Air intake:	27 deg C	*80 deg F*
Transmission/hydraulic oil:	59 deg C	*139 deg F*
Intake manifold pressure at rated speed:	110 kPa	*16.0 psig*
Intake manifold pressure at maximum power:	110 kPa	*16.0 psig*

Hydraulic Power Test

Date of test: 27–Oct–94					
Location of test–City–State: Tractor Test Lab, Lincoln, NE, USA					
Tapping point used for test: Remote hydraulic outlets					
I. Sustained pressure with pump stalled:					
17.51 MPa					
2540 psi					
II. Pump delivery rate at minimum pressure and rated engine speed:					
79.9 l/min					
21.1 gpm					
III. Flow rate, pressure, power:					
90% of relief valve setting:					
	76.1 l/min	15.72 MPa		19.94 kW	
	20.1 gpm	*2280 psi*		*26.74 hp*	
Maximum hydraulic power:					
	76.1 l/min	15.72 MPa		19.94 kW	
	20.1 gpm	*2280 psi*		*26.74 hp*	
IV. Hydraulic fluid temperature at flow meter:					
64 C					
148 F					



2.2 POWER LIFT TEST. Cat III
Date of test: 10 May 1994

		Hitch points	Frame
Lower hitch points above ground - down position:	[mm]	231	152
Vertical movement: without load:	[mm]	744	970
Vertical movement: with load:	[mm]	711	912
Maximum corrected force through full range:	[kN]	42.4	29.4
Corresponding pressure:	[kPa]	15513	
Moment about rear axle:	[kN.m]	48.8	51.8
Maximum mast tilt angle:	[deg]	--	12.0

Lifting height relative to horizontal position of lower links.

	[mm]	470	-391	-297	-198	-97	3
Corrected lift forces							
Hitch point	[kN]	--	42.4	47.6	52.7	58.1	62.5
at frame	[kN]	29.4	32.0	34.9	--	37.3	38.9

Lifting height relative to horizontal position of lower links.

	[mm]	102	201	302	320	442
Corrected lift forces						
Hitch point	[kN]	66.6	70.5	77.5	76.5	--
at frame	[kN]	39.8	--	39.3	--	39.6

OECD Drawbar Data (SI)

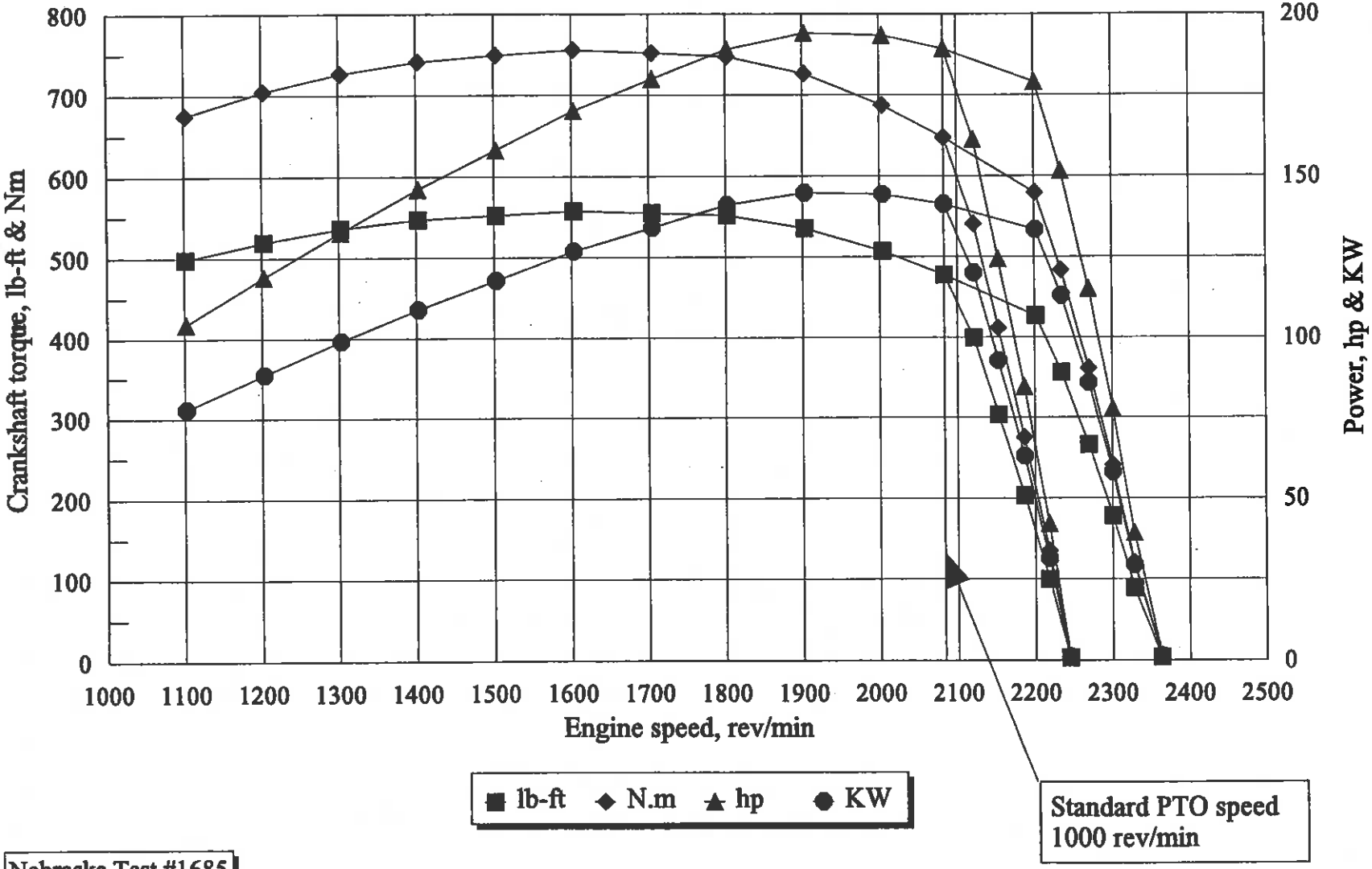
Date of tests:		25-Oct-94		Fuel density:		0.835 kg/l								
Type of track:		Concrete		Test number:		1685								
Gear	Power	Pull	Speed	Engine speed	Slip	SFC	SFE	Temperature, deg C					Rel humidity	Baro. Pres
	kW	kN	km/h	rev/min		kg/kW.h	kW.h/l	Fuel	Coolant	Oil	Dry	Wet		kPa
I. Maximum Power (unballasted, 4wd at 1900 rev/min)						Tire pressure:		124 kPa, rear		165 kPa, front		Drawbar height:	394 mm	
4	82.42	79.88	3.71	2246	13.75%	0.343	2.43	66	84	104	10	6	52%	98.85
5	98.46	81.40	4.35	2229	13.82%	0.324	2.57	57	88	102	9	6	61%	98.95
6	110.56	76.42	5.21	2169	9.38%	0.305	2.74	68	85	109	11	6	47%	98.81
7	120.32	75.69	5.72	2009	8.82%	0.285	2.93	68	86	109	11	6	43%	98.78
8	123.01	66.85	6.62	1904	5.67%	0.276	3.03	69	85	108	11	6	43%	98.78
9	124.14	56.82	7.87	1900	4.01%	0.271	3.09	69	86	109	12	6	39%	98.78
10	125.41	48.99	9.22	1901	3.30%	0.268	3.12	69	86	105	12	6	35%	98.78
11	126.93	41.66	10.97	1902	2.66%	0.267	3.12	68	86	106	12	6	35%	98.78
12	124.79	34.84	12.89	1901	2.20%	0.271	3.08	68	86	108	13	7	37%	98.78
II. Part loads (unballasted,4wd)														
II.1 in selected gear at maximum power at rated speed														
11	115.54	32.61	12.76	2198	2.02%	0.289	2.89	70	85	109	12	6	35%	98.78
II.1.1 75% of pull at maximum power at rated speed														
11	88.91	24.36	13.14	2252	1.65%	0.312	2.67	64	87	104	13	7	41%	98.81
II.1.2 50% of pull at maximum power at rated speed														
11	60.45	16.24	13.40	2285	1.09%	0.366	2.28	65	84	104	13	7	41%	98.81
II.1.3 next higher gear at reduced engine speed, same pull and travel speed as II.1.1														
13	89.01	24.37	13.15	1681	1.46%	0.279	2.99	65	84	106	13	7	41%	98.81
II.1.4 next higher gear at reduced engine speed, same pull and travel speed as II.1.2														
13	60.53	16.28	13.38	1702	1.09%	0.306	2.73	63	81	104	13	7	41%	98.81
II.2 in selected gear nearest to 7.5 km/h at rated speed														
8	115.38	53.20	7.81	2198	3.75%	0.290	2.88	69	85	110	11	6	43%	98.78
II.2.1 75% of pull at maximum power at rated speed														
8	89.59	39.86	8.09	2251	2.66%	0.311	2.69	66	84	102	13	7	41%	98.81
II.2.2 50% of pull at maximum power at rated speed														
8	61.20	26.56	8.29	2286	1.74%	0.357	2.34	65	84	103	13	7	41%	98.81
II.2.3 next higher gear at reduced engine speed, same pull and travel speed as II.2.1														
10	89.58	39.83	8.10	1657	2.48%	0.273	3.06	66	85	106	13	7	41%	98.81
II.2.4 next higher gear at reduced engine speed, same pull and travel speed as II.2.2														
10	61.12	26.62	8.27	1677	1.65%	0.294	2.84	63	83	106	13	7	41%	98.81

OECD Drawbar Data (US)

Date of tests:		25-Oct-94		Fuel density:		6.967 lb/gal								
Type of track:		Concrete		Test number:		1685								
Gear	Power	Pull	Speed	Engine speed	Slip	SFC	SFE	Temperature, deg F					Rel humidity	Baro. Pres
	hp	lb	mph	rev/min		lb/hp.h	hp.h/gal	Fuel	Coolant	Oil	Dry	Wet		in Hg
I. Maximum Power (unballasted, 4wd at 1900 rev/min)						Tire pressure:		18 psig, rear		24 psig, front		Drawbar height:	15.5 in	
4	110.53	17958	2.31	2246	13.75%	0.565	12.34	151	183	220	50	42	52%	29.19
5	132.04	18301	2.71	2229	13.82%	0.533	13.06	135	190	216	48	42	61%	29.22
6	148.26	17179	3.24	2169	9.38%	0.501	13.90	155	185	229	51	42	47%	29.18
7	161.35	17016	3.56	2009	8.82%	0.468	14.89	154	186	229	52	42	43%	29.17
8	164.96	15028	4.12	1904	5.67%	0.453	15.37	156	186	227	52	42	43%	29.17
9	166.47	12774	4.89	1900	4.01%	0.445	15.66	156	186	229	53	42	39%	29.17
10	168.18	11015	5.73	1901	3.30%	0.440	15.82	156	186	221	53	42	35%	29.17
11	170.21	9366	6.82	1902	2.66%	0.440	15.84	155	186	224	54	42	35%	29.17
12	167.35	7833	8.01	1901	2.20%	0.445	15.66	155	187	227	56	44	37%	29.17
II. Part loads (unballasted,4wd)														
II.1 in selected gear at maximum power at rated speed														
11	154.94	7331	7.93	2198	2.02%	0.475	14.66	158	185	228	54	42	35%	29.17
II.1.1 75% of pull at maximum power at rated speed														
11	119.23	5476	8.17	2252	1.65%	0.513	13.57	148	188	220	55	44	41%	29.18
II.1.2 50% of pull at maximum power at rated speed														
11	81.06	3651	8.33	2285	1.09%	0.602	11.57	149	184	220	55	44	41%	29.18
II.1.3 next higher gear at reduced engine speed, same pull and travel speed as II.1.1														
13	119.37	5479	8.17	1681	1.46%	0.459	15.18	149	183	224	55	44	41%	29.18
II.1.4 next higher gear at reduced engine speed, same pull and travel speed as II.1.2														
13	81.17	3660	8.32	1702	1.09%	0.503	13.85	146	179	219	55	44	41%	29.18
II.2 in selected gear nearest to 4.6 mph at rated speed														
8	154.72	11961	4.85	2198	3.75%	0.477	14.61	156	186	230	52	42	43%	29.17
II.2.1 75% of pull at maximum power at rated speed														
8	120.15	8960	5.03	2251	2.66%	0.510	13.65	151	183	215	55	44	41%	29.18
II.2.2 50% of pull at maximum power at rated speed														
8	82.07	5972	5.15	2286	1.74%	0.587	11.87	150	184	217	55	44	41%	29.18
II.2.3 next higher gear at reduced engine speed, same pull and travel speed as II.2.1														
10	120.13	8954	5.03	1657	2.48%	0.449	15.52	151	185	224	55	44	41%	29.18
II.2.4 next higher gear at reduced engine speed, same pull and travel speed as II.2.2														
10	81.96	5984	5.14	1677	1.65%	0.483	14.42	146	181	222	55	44	41%	29.18

Power and Equivalent Crankshaft Torque

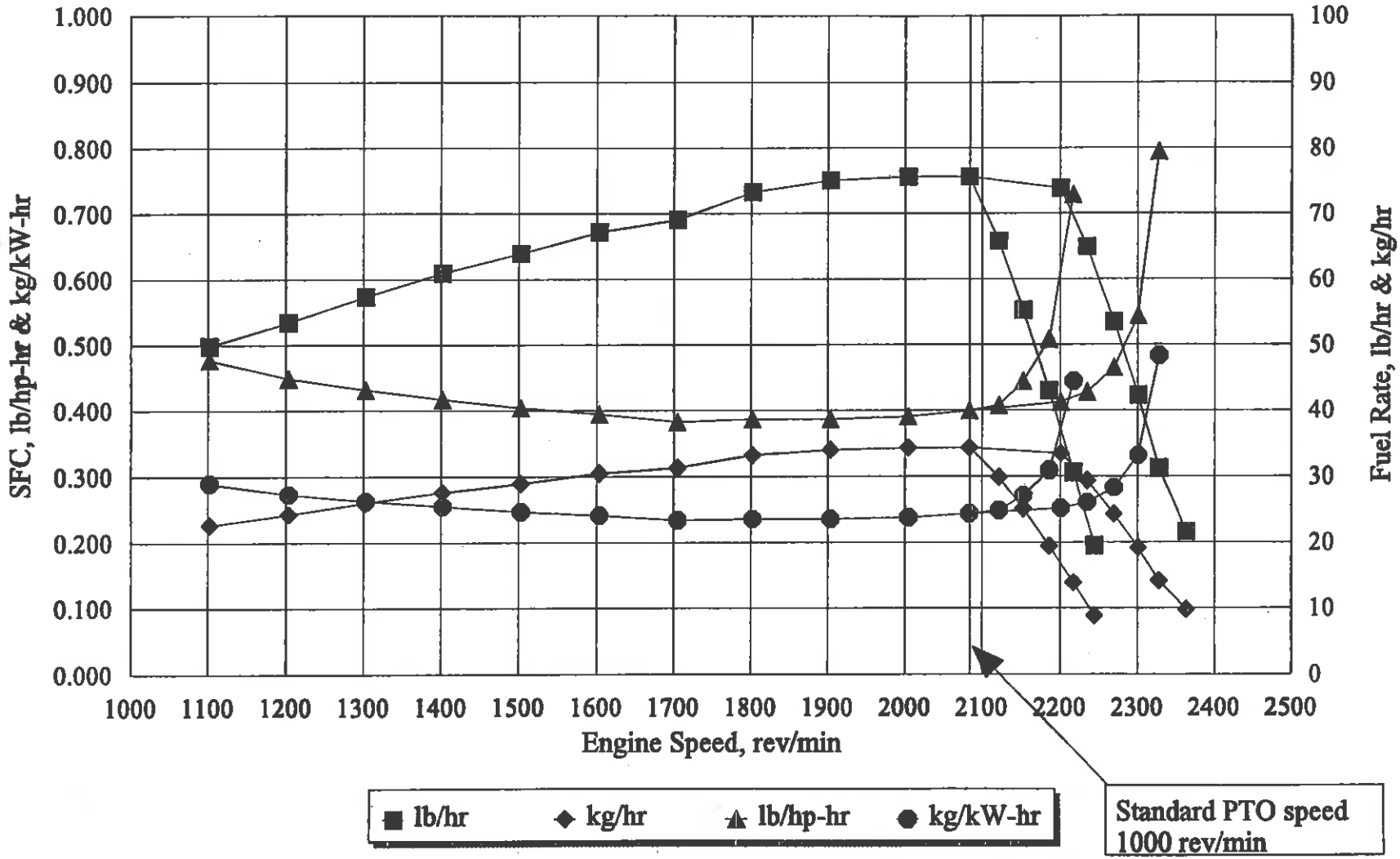
WHITE 6175



Nebraska Test #1685

Specific Fuel Consumption and Fuel Rate

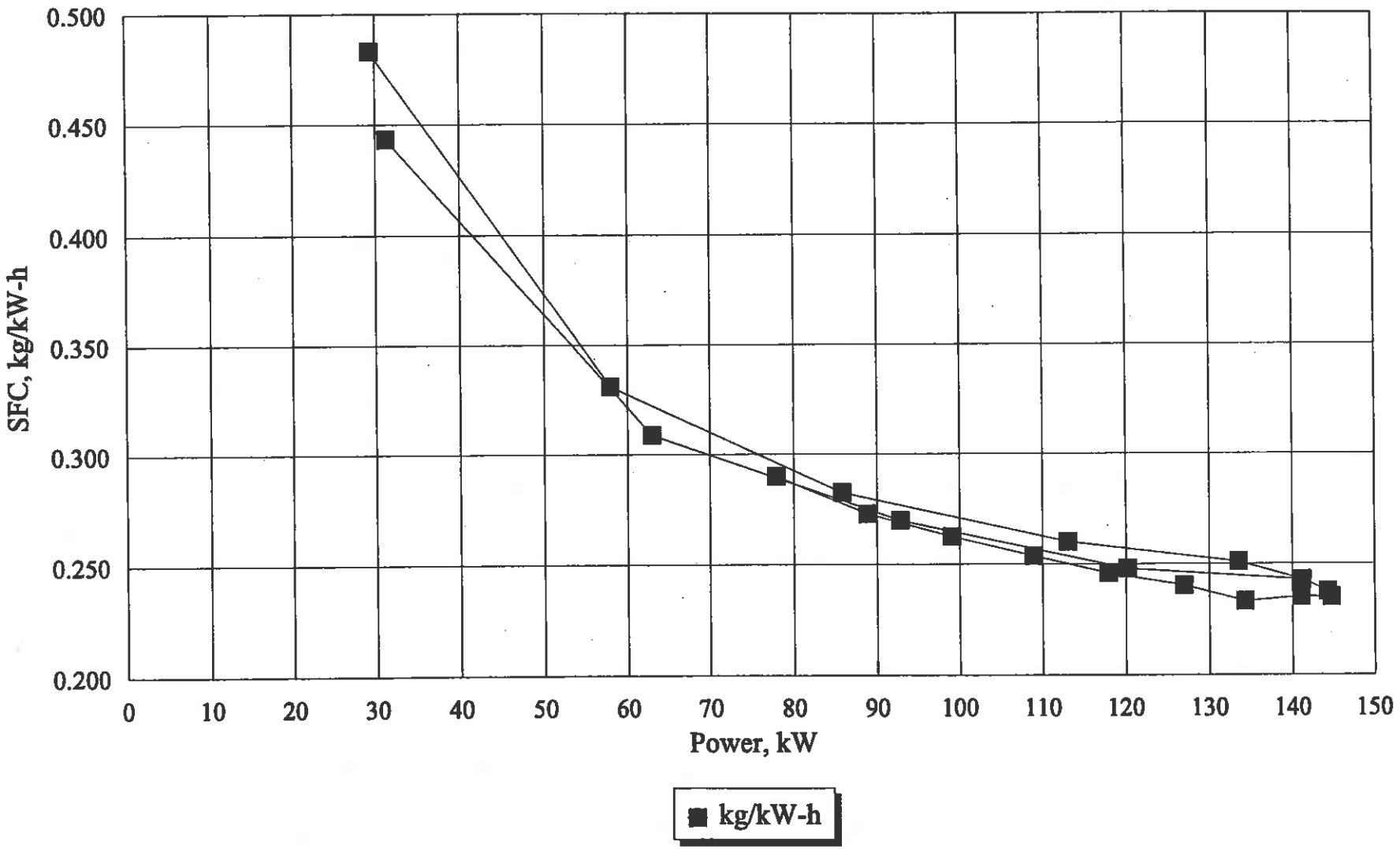
White 6175



Nebraska Test #1685

Power and Specific Fuel Consumption

WHITE 6175



Nebraska Test #1685

OPTIONAL TESTS - ballasted, front drive disengaged
Tests conducted under the responsibility of the NEBRASKA TRACTOR TESTING LABORATORY

OECD Drawbar Data (SI)

Date of tests: 20-Oct-94 | Fuel density: 0.835 kg/l
Type of track: Concrete | Test number: 1685

Gear	Power	Pull	Speed	Engine speed	Slip	SFC	SFE	Temperature, deg C					Rel humidity	Baro. Pres
	kW	kN	km/h	rev/min		kg/kW.h	kW.h/l	Fuel	Coolant	Oil	Dry	Wet		kPa
I. Maximum Power (ballasted, 2wd at 1900 rev/min)						Tire pressure:		124 kPa, rear		165 kPa, front		Drawbar height:	432 mm	
5	95.69	77.37	4.45	2227	12.23%	0.327	2.55	71	84	106	13	11	78%	98.00
6	109.04	73.92	5.31	2189	8.92%	0.309	2.70	70	85	110	16	12	65%	98.04
7	118.09	70.35	6.04	2079	7.37%	0.292	2.86	68	86	111	18	13	54%	98.04
8	120.51	65.55	6.62	1903	6.20%	0.282	2.96	67	87	110	19	13	51%	98.07
9	121.93	55.72	7.88	1903	4.40%	0.279	2.99	67	87	113	22	16	54%	98.00
10	122.92	47.99	9.22	1902	3.66%	0.276	3.03	67	86	113	23	16	48%	97.97
11	123.82	40.72	10.95	1897	3.11%	0.274	3.05	68	86	110	23	16	42%	98.00
12	122.19	34.02	12.93	1903	2.57%	0.277	3.01	68	87	113	24	16	42%	97.97
II. Part loads (ballasted, 2wd)														
II.1 in selected gear at maximum power at rated speed														
8	113.48	52.30	7.81	2200	4.28%	0.296	2.82	67	87	113	21	14	53%	98.04
II.1.1 75% of pull at maximum power at rated speed														
8	87.72	39.03	8.09	2248	2.93%	0.316	2.64	68	85	108	24	16	42%	97.97
II.1.2 50% of pull at maximum power at rated speed														
8	60.08	26.03	8.31	2285	2.11%	0.362	2.30	68	85	105	24	16	46%	97.97
II.1.3 next higher gear at reduced engine speed, same pull and travel speed as II.1.1														
10	87.55	39.02	8.08	1652	2.93%	0.283	2.95	67	86	108	24	16	42%	97.97
II.1.4 next higher gear at reduced engine speed, same pull and travel speed as II.1.2														
10	59.97	26.01	8.30	1680	1.92%	0.301	2.78	66	84	107	24	16	43%	97.97
II.2 in selected gear nearest to 7.5 km/h at rated speed														
8	113.48	52.30	7.81	2200	4.28%	0.296	2.82	67	87	113	21	14	53%	98.04
II.2.1 75% of pull at maximum power at rated speed														
8	87.72	39.03	8.09	2248	2.93%	0.316	2.64	68	85	108	24	16	42%	97.97
II.2.2 50% of pull at maximum power at rated speed														
8	60.08	26.03	8.31	2285	2.11%	0.362	2.30	68	85	105	24	16	46%	97.97
II.2.3 next higher gear at reduced engine speed, same pull and travel speed as II.2.1														
10	87.55	39.02	8.08	1652	2.93%	0.283	2.95	67	86	108	24	16	42%	97.97
II.2.4 next higher gear at reduced engine speed, same pull and travel speed as II.2.2														
10	59.97	26.01	8.30	1680	1.92%	0.301	2.78	66	84	107	24	16	43%	97.97

OECD Drawbar Data (US)

Date of tests: 20-Oct-94 | Fuel density: 6.967 lb/gal
Type of track: Concrete | Test number: 1685

Gear	Power	Pull	Speed	Engine speed	Slip	SFC	SFE	Temperature, deg F					Rel humidity	Baro. Pres
	hp	lb	mph	rev/min		lb/hp.h	hp.h/gal	Fuel	Coolant	Oil	Dry	Wet		in Hg
I. Maximum Power (ballasted, 2wd at 1900 rev/min)						Tire pressure:		18 psig, rear		24 psig, front		Drawbar height:	17.0 in	
5	128.32	17393	2.77	2227	12.23%	0.537	12.97	159	184	222	56	52	78%	28.94
6	146.22	16619	3.30	2189	8.92%	0.508	13.73	159	186	230	61	54	65%	28.95
7	158.36	15816	3.76	2079	7.37%	0.480	14.53	154	187	232	65	55	54%	28.95
8	161.60	14736	4.11	1903	6.20%	0.464	15.03	152	189	230	67	56	51%	28.96
9	163.51	12527	4.89	1903	4.40%	0.458	15.20	152	189	236	71	60	54%	28.94
10	164.83	10790	5.73	1902	3.66%	0.453	15.37	153	187	235	73	60	48%	28.93
11	166.04	9154	6.80	1897	3.11%	0.450	15.49	154	188	230	73	60	42%	28.94
12	163.86	7649	8.03	1903	2.57%	0.456	15.29	154	189	236	75	60	42%	28.93
II. Part loads (ballasted, 2wd)														
II.1 in selected gear at maximum power at rated speed														
8	152.18	11757	4.85	2200	4.28%	0.487	14.31	153	188	235	69	58	53%	28.95
II.1.1 75% of pull at maximum power at rated speed														
8	117.63	8774	5.03	2248	2.93%	0.519	13.42	155	186	226	75	60	42%	28.93
II.1.2 50% of pull at maximum power at rated speed														
8	80.57	5853	5.16	2285	2.11%	0.595	11.70	155	185	222	75	61	46%	28.93
II.1.3 next higher gear at reduced engine speed, same pull and travel speed as II.1.1														
10	117.41	8771	5.02	1652	2.93%	0.465	14.98	152	187	227	75	60	42%	28.93
II.1.4 next higher gear at reduced engine speed, same pull and travel speed as II.1.2														
10	80.42	5847	5.16	1680	1.92%	0.494	14.09	151	184	225	76	61	43%	28.93
II.2 in selected gear nearest to 4.6 mph at rated speed														
8	152.18	11757	4.85	2200	4.28%	0.487	14.31	153	188	235	69	58	53%	28.95
II.2.1 75% of pull at maximum power at rated speed														
8	117.63	8774	5.03	2248	2.93%	0.519	13.42	155	186	226	75	60	42%	28.93
II.2.2 50% of pull at maximum power at rated speed														
8	80.57	5853	5.16	2285	2.11%	0.595	11.70	155	185	222	75	61	46%	28.93
II.2.3 next higher gear at reduced engine speed, same pull and travel speed as II.2.1														
10	117.41	8771	5.02	1652	2.93%	0.465	14.98	152	187	227	75	60	42%	28.93
II.2.4 next higher gear at reduced engine speed, same pull and travel speed as II.2.2														
10	80.42	5847	5.16	1680	1.92%	0.494	14.09	151	184	225	76	61	43%	28.93

OPTIONAL TESTS - ballasted, front drive engaged
Tests conducted under the responsibility of the
NEBRASKA TRACTOR TESTING LABORATORY

OECD Drawbar Data (SI)

Date of tests: 20-Oct-94 Fuel density: 0.835 kg/l
Type of track: Concrete Test number: 1685

Gear	Power	Pull	Speed	Engine speed	Slip	SFC	SFE	Temperature, deg C					Rel hum-idity	Baro. Pres
	kW	kN	km/h	rev/min		kg/kW.h	kW.h/l	Fuel	Coolant	Oil	Dry	Wet		kPa
I. Maximum Power (ballasted,4wd at 1900 rev/min)						Tire pressure:		124 kPa, rear		165 kPa, front		Drawbar height:		432 mm
4 *	108.83	103.52	3.78	2188	10.04%	0.311	2.68	69	84	106	11	9	82%	98.00
5	117.41	96.33	4.39	2086	7.39%	0.293	2.85	70	85	109	12	10	82%	98.00
6	119.68	90.37	4.77	1922	6.64%	0.281	2.97	72	86	109	15	12	69%	98.00
7	124.59	79.48	5.64	1900	5.01%	0.273	3.06	66	86	111	18	13	58%	98.04
8	123.90	66.10	6.75	1899	3.87%	0.274	3.05	67	86	113	19	13	51%	98.07
9	123.79	55.97	7.96	1900	3.15%	0.274	3.05	66	87	113	22	16	54%	98.04
10	124.24	48.13	9.29	1900	2.69%	0.273	3.06	67	86	113	22	16	51%	98.00
11	124.72	40.76	11.02	1897	2.05%	0.271	3.08	68	87	110	23	16	48%	97.97
12	123.25	34.31	12.93	1895	1.95%	0.275	3.04	68	87	112	23	16	45%	97.97

Note: Pull limited to avoid excessive bouncing

OECD Drawbar Data (US)

Date of tests: 20-Oct-94 Fuel density: 6.967 lb/gal
Type of track: Concrete Test number: 1685

Gear	Power	Pull	Speed	Engine speed	Slip	SFC	SFE	Temperature, deg F					Rel hum-idity	Baro. Pres
	hp	lb	mph	rev/min		lb/hp.h	hp.h/gal	Fuel	Coolant	Oil	Dry	Wet		in Hg
I. Maximum Power (ballasted,4wd at 1900 rev/min)						Tire pressure:		18 psig, rear		24 psig, front		Drawbar height:		17.0 in
4 *	145.95	23273	2.35	2188	10.04%	0.511	13.63	156	184	223	51	48	82%	28.94
5	157.45	21655	2.73	2086	7.39%	0.481	14.49	158	185	228	53	50	82%	28.94
6	160.49	20316	2.96	1922	6.64%	0.462	15.08	162	188	228	59	53	69%	28.94
7	167.08	17869	3.51	1900	5.01%	0.449	15.52	152	187	233	64	55	58%	28.95
8	166.15	14860	4.19	1899	3.87%	0.450	15.47	152	188	235	66	55	51%	28.96
9	166.01	12583	4.95	1900	3.15%	0.450	15.48	152	189	236	71	60	54%	28.95
10	166.60	10820	5.77	1900	2.69%	0.448	15.54	153	188	235	72	60	51%	28.94
11	167.26	9163	6.85	1897	2.05%	0.445	15.65	154	189	231	73	60	48%	28.93
12	165.28	7714	8.03	1895	1.95%	0.452	15.42	154	189	234	74	60	45%	28.93

Note: Pull limited to avoid excessive bouncing

OPTIONAL TEST - Lift performance with additional cylinder

2.2 POWER LIFT TEST. Cat III, with boost cylinder
(for settings see p. 8)
Date of test: 10 May 1994

		Hitch points	Frame
Lower hitch points above ground - down position:	[mm/in]	213/8.4	142/5.6
Vertical movement:			
without load:	[mm/in]	743/29.3	970/38.2
with load:	[mm/in]	729/28.7	925/36.4
Maximum corrected force through full range:	[kN/lb]	53.6/12060	36.4/8172
Corresponding pressure:	[kPa/psi]	15513/2250	
Moment about rear axle:	[kN.m/lb.ft]	61.7/45476	63.9/47159
Maximum mast tilt angle:	[deg]	--	12.0

Lifting height relative to horizontal position of lower links.

	[mm]	480	-409	-297	-198	-97	3
	[in]	-18.9	-16.1	-11.7	-7.8	-3.8	0.1
Corrected lift forces							
Hitch point.	[kN]	--	53.6	57.1	62.0	67.3	71.8
	[lb]	--	12060	12848	13928	15138	16137
at frame	[kN]	36.4	38.7	41.2	--	43.3	44.5
	[lb]	8172	8694	9261	--	9738	9999

Lifting height relative to horizontal position of lower links.

	[mm]	102	201	302	320	422	445
	[in]	4.0	7.9	11.9	12.6	16.6	17.5
Corrected lift forces							
Hitch point	[kN]	76.5	80.3	80.4	80.4	--	--
	[lb]	17204	18063	18072	18072	--	--
at frame	[kN]	45.1	--	44.2	--	43.9	40.9
	[lb]	10143	--	9936	--	9869	9198

REPAIRS : None
REMARKS : None

Addendum Sheet for OECD Test # 1546
White 6175 MFWD (4WD)

Page 2:Fuel Density: 0.830 to 0.845 kg/l

Page 4:At bottom of travel speed table, (*) Calculated with a tyre dynamic index of 945 mm.

Page 15: Hydraulic Power Test: This hydraulic system does not use an accumulator. Opening and closing pressures of the unloading valve could not be measured.

OECD Drawbar Data (SI)

Date of tests:		25-Oct-94		Fuel density:		0.835 kg/l								
Type of track:		Concrete		Test number:		1685								
Gear	Power	Pull	Speed	Engine speed	Slip	SFC	SFE	Temperature, deg C					Rel humidity	Baro. Pres
	kW	kN	km/h	rev/min		kg/kW.h	kW.h/l	Fuel	Coolant	Oil	Dry	Wet		kPa
I. Maximum Power (unballasted, 4wd at 1900 rev/min)						Tire pressure:		124 kPa, rear		165 kPa, front		Drawbar height:	394 mm	
*4	82.42	79.88	3.71	2246	14%	0.343	2.43	66	84	104	10	6	52%	98.85
*5	98.46	81.40	4.35	2229	14%	0.324	2.57	57	88	102	9	6	61%	98.95
6	110.56	76.42	5.21	2169	9%	0.305	2.74	68	85	109	11	6	47%	98.81
7	120.32	75.69	5.72	2009	9%	0.285	2.93	68	86	109	11	6	43%	98.78
8	123.01	66.85	6.62	1904	6%	0.276	3.03	69	85	108	11	6	43%	98.78
9	124.14	56.82	7.87	1900	4%	0.271	3.09	69	86	109	12	6	39%	98.78
10	125.41	48.99	9.22	1901	3%	0.268	3.12	69	86	105	12	6	35%	98.78
11	126.93	41.66	10.97	1902	3%	0.267	3.12	68	86	106	12	6	35%	98.78
12	124.79	34.84	12.89	1901	2%	0.271	3.08	68	86	108	13	7	37%	98.78
* Note: Slip within operation conditions of test station.														
II. Part loads (unballasted,4wd)														
II.1 in selected gear at maximum power at rated speed														
11	115.54	32.61	12.76	2198	2%	0.289	2.89	70	85	109	12	6	35%	98.78
II.1.1 75% of pull at maximum power at rated speed														
11	88.91	24.36	13.14	2252	2%	0.312	2.67	64	87	104	13	7	41%	98.81
II.1.2 50% of pull at maximum power at rated speed														
11	60.45	16.24	13.40	2285	1%	0.366	2.28	65	84	104	13	7	41%	98.81
II.1.3 higher gear at reduced engine speed, same pull and travel speed as II.1.1														
13	89.01	24.37	13.15	1681	1%	0.279	2.99	65	84	106	13	7	41%	98.81
II.1.4 higher gear at reduced engine speed, same pull and travel speed as II.1.2														
13	60.53	16.28	13.38	1702	1%	0.306	2.73	63	81	104	13	7	41%	98.81
II.2 in selected gear nearest to 7.5 km/h at rated speed														
8	115.38	53.20	7.81	2198	4%	0.290	2.88	69	85	110	11	6	43%	98.78
II.2.1 75% of pull at maximum power at rated speed														
8	89.59	39.86	8.09	2251	3%	0.311	2.69	66	84	102	13	7	41%	98.81
II.2.2 50% of pull at maximum power at rated speed														
8	61.20	26.56	8.29	2286	2%	0.357	2.34	65	84	103	13	7	41%	98.81
II.2.3 higher gear at reduced engine speed, same pull and travel speed as II.2.1														
10	89.58	39.83	8.10	1657	2%	0.273	3.06	66	85	106	13	7	41%	98.81
II.2.4 higher gear at reduced engine speed, same pull and travel speed as II.2.2														
10	61.12	26.62	8.27	1677	2%	0.294	2.84	63	83	106	13	7	41%	98.81

OECD Drawbar Data (US)

Date of tests:		25-Oct-94		Fuel density:		6.967 lb/gal								
Type of track:		Concrete		Test number:		1685								
Gear	Power	Pull	Speed	Engine speed	Slip	SFC	SFE	Temperature, deg F					Rel humidity	Baro. Pres
	hp	lb	mph	rev/min		lb/hp.h	hp.h/gal	Fuel	Coolant	Oil	Dry	Wet		in Hg
I. Maximum Power (unballasted, 4wd at 1900 rev/min)						Tire pressure:		18 psig, rear		24 psig, front		Drawbar height:	15.5 in	
*4	110.53	17958	2.31	2246	14%	0.565	12.34	151	183	220	50	42	52%	29.19
*5	132.04	18301	2.71	2229	14%	0.533	13.06	135	190	216	48	42	61%	29.22
6	148.26	17179	3.24	2169	9%	0.501	13.90	155	185	229	51	42	47%	29.18
7	161.35	17016	3.56	2009	9%	0.468	14.89	154	186	229	52	42	43%	29.17
8	164.96	15028	4.12	1904	6%	0.453	15.37	156	186	227	52	42	43%	29.17
9	166.47	12774	4.89	1900	4%	0.445	15.66	156	186	229	53	42	39%	29.17
10	168.18	11015	5.73	1901	3%	0.440	15.82	156	186	221	53	42	35%	29.17
11	170.21	9366	6.82	1902	3%	0.440	15.84	155	186	224	54	42	35%	29.17
12	167.35	7833	8.01	1901	2%	0.445	15.66	155	187	227	56	44	37%	29.17
* Note: Slip within operation conditions of test station.														
II. Part loads (unballasted,4wd)														
II.1 in selected gear at maximum power at rated speed														
11	154.94	7331	7.93	2198	2%	0.475	14.66	158	185	228	54	42	35%	29.17
II.1.1 75% of pull at maximum power at rated speed														
11	119.23	5476	8.17	2252	2%	0.513	13.57	148	188	220	55	44	41%	29.18
II.1.2 50% of pull at maximum power at rated speed														
11	81.06	3651	8.33	2285	1%	0.602	11.57	149	184	220	55	44	41%	29.18
II.1.3 higher gear at reduced engine speed, same pull and travel speed as II.1.1														
13	119.37	5479	8.17	1681	1%	0.459	15.18	149	183	224	55	44	41%	29.18
II.1.4 higher gear at reduced engine speed, same pull and travel speed as II.1.2														
13	81.17	3660	8.32	1702	1%	0.503	13.85	146	179	219	55	44	41%	29.18
II.2 in selected gear nearest to 4.6 mph at rated speed														
8	154.72	11961	4.85	2198	4%	0.477	14.61	156	186	230	52	42	43%	29.17
II.2.1 75% of pull at maximum power at rated speed														
8	120.15	8960	5.03	2251	3%	0.510	13.65	151	183	215	55	44	41%	29.18
II.2.2 50% of pull at maximum power at rated speed														
8	82.07	5972	5.15	2286	2%	0.587	11.87	150	184	217	55	44	41%	29.18
II.2.3 higher gear at reduced engine speed, same pull and travel speed as II.2.1														
10	120.13	8954	5.03	1657	2%	0.449	15.52	151	185	224	55	44	41%	29.18
II.2.4 higher gear at reduced engine speed, same pull and travel speed as II.2.2														
10	81.96	5984	5.14	1677	2%	0.483	14.42	146	181	222	55	44	41%	29.18

OECD APPROVAL #1546 - WHITE 6175 MFWD DIESEL

Tests conducted under the responsibility of the NEBRASKA TRACTOR TESTING LABORATORY

OPTIONAL TEST - Ballasted, Front Drive Disengaged

OECD Drawbar Data (SI)

Date of tests:		20-Oct-94		Fuel density:		0.835 kg/l								
Type of track:		Concrete		Test number:		1685								
Gear	Power	Pull	Speed	Engine speed	Slip	SFC	SFE	Temperature, deg C					Rel humidity	Baro. Pres
	kW	kN	km/h	rev/min		kg/kW.h	kW.h/l	Fuel	Coolant	Oil	Dry	Wet		kPa
I. Maximum Power (ballasted, 2wd at 1900 rev/min)						Tire pressure:		124 kPa, rear		165 kPa, front		Drawbar height:		432 mm
* 5	95.69	77.37	4.45	2227	12%	0.327	2.55	71	84	106	13	11	78%	98.00
6	109.04	73.92	5.31	2189	9%	0.309	2.70	70	85	110	16	12	65%	98.04
7	118.09	70.35	6.04	2079	7%	0.292	2.86	68	86	111	18	13	54%	98.04
8	120.51	65.55	6.62	1903	6%	0.282	2.96	67	87	110	19	13	51%	98.07
9	121.93	55.72	7.88	1903	4%	0.279	2.99	67	87	113	22	16	54%	98.00
10	122.92	47.99	9.22	1902	4%	0.276	3.03	67	86	113	23	16	48%	97.97
11	123.82	40.72	10.95	1897	3%	0.274	3.05	68	86	110	23	16	42%	98.00
12	122.19	34.02	12.93	1903	3%	0.277	3.01	68	87	113	24	16	42%	97.97
* Note: Slip within operation conditions of test station														
II. Part loads (ballasted, 2wd)														
II.1 in selected gear at maximum power at rated speed														
8	113.48	52.30	7.81	2200	4%	0.296	2.82	67	87	113	21	14	53%	98.04
II.1.1 75% of pull at maximum power at rated speed														
8	87.72	39.03	8.09	2248	3%	0.316	2.64	68	85	108	24	16	42%	97.97
II.1.2 50% of pull at maximum power at rated speed														
8	60.08	26.03	8.31	2285	2%	0.362	2.30	68	85	105	24	16	46%	97.97
II.1.3 higher gear at reduced engine speed, same pull and travel speed as II.1.1														
10	87.55	39.02	8.08	1652	3%	0.283	2.95	67	86	108	24	16	42%	97.97
II.1.4 higher gear at reduced engine speed, same pull and travel speed as II.1.2														
10	59.97	26.01	8.30	1680	2%	0.301	2.78	66	84	107	24	16	43%	97.97
II.2 in selected gear nearest to 7.5 km/h at rated speed														
8	113.48	52.30	7.81	2200	4%	0.296	2.82	67	87	113	21	14	53%	98.04
II.2.1 75% of pull at maximum power at rated speed														
8	87.72	39.03	8.09	2248	3%	0.316	2.64	68	85	108	24	16	42%	97.97
II.2.2 50% of pull at maximum power at rated speed														
8	60.08	26.03	8.31	2285	2%	0.362	2.30	68	85	105	24	16	46%	97.97
II.2.3 higher gear at reduced engine speed, same pull and travel speed as II.2.1														
10	87.55	39.02	8.08	1652	3%	0.283	2.95	67	86	108	24	16	42%	97.97
II.2.4 higher gear at reduced engine speed, same pull and travel speed as II.2.2														
10	59.97	26.01	8.30	1680	2%	0.301	2.78	66	84	107	24	16	43%	97.97

OECD Drawbar Data (US)

Date of tests:		20-Oct-94		Fuel density:		6.967 lb/gal								
Type of track:		Concrete		Test number:		1685								
Gear	Power	Pull	Speed	Engine speed	Slip	SFC	SFE	Temperature, deg F					Rel humidity	Baro. Pres
	hp	lb	mph	rev/min		lb/hp.h	hp.h/gal	Fuel	Coolant	Oil	Dry	Wet		in Hg
I. Maximum Power (ballasted, 2wd at 1900 rev/min)						Tire pressure:		18 psig, rear		24 psig, front		Drawbar height:		17.0 in
* 5	128.32	17393	2.77	2227	12%	0.537	12.97	159	184	222	56	52	78%	28.94
6	146.22	16619	3.30	2189	9%	0.508	13.73	159	186	230	61	54	65%	28.95
7	158.36	15816	3.76	2079	7%	0.480	14.53	154	187	232	65	55	54%	28.95
8	161.60	14736	4.11	1903	6%	0.464	15.03	152	189	230	67	56	51%	28.96
9	163.51	12527	4.89	1903	4%	0.458	15.20	152	189	236	71	60	54%	28.94
10	164.83	10790	5.73	1902	4%	0.453	15.37	153	187	235	73	60	48%	28.93
11	166.04	9154	6.80	1897	3%	0.450	15.49	154	188	230	73	60	42%	28.94
12	163.86	7649	8.03	1903	3%	0.456	15.29	154	189	236	75	60	42%	28.93
* Note: Slip within operation conditions of test station														
II. Part loads (ballasted, 2wd)														
II.1 in selected gear at maximum power at rated speed														
8	152.18	11757	4.85	2200	4%	0.487	14.31	153	188	235	69	58	53%	28.95
II.1.1 75% of pull at maximum power at rated speed														
8	117.63	8774	5.03	2248	3%	0.519	13.42	155	186	226	75	60	42%	28.93
II.1.2 50% of pull at maximum power at rated speed														
8	80.57	5853	5.16	2285	2%	0.595	11.70	155	185	222	75	61	46%	28.93
II.1.3higher gear at reduced engine speed, same pull and travel speed as II.1.1														
10	117.41	8771	5.02	1652	3%	0.465	14.98	152	187	227	75	60	42%	28.93
II.1.4 higher gear at reduced engine speed, same pull and travel speed as II.1.2														
10	80.42	5847	5.16	1680	2%	0.494	14.09	151	184	225	76	61	43%	28.93
II.2 in selected gear nearest to 4.6 mph at rated speed														
8	152.18	11757	4.85	2200	4%	0.487	14.31	153	188	235	69	58	53%	28.95
II.2.1 75% of pull at maximum power at rated speed														
8	117.63	8774	5.03	2248	3%	0.519	13.42	155	186	226	75	60	42%	28.93
II.2.2 50% of pull at maximum power at rated speed														
8	80.57	5853	5.16	2285	2%	0.595	11.70	155	185	222	75	61	46%	28.93
II.2.3 higher gear at reduced engine speed, same pull and travel speed as II.2.1														
10	117.41	8771	5.02	1652	3%	0.465	14.98	152	187	227	75	60	42%	28.93
II.2.4 higher gear at reduced engine speed, same pull and travel speed as II.2.2														
10	80.42	5847	5.16	1680	2%	0.494	14.09	151	184	225	76	61	43%	28.93

OECD APPROVAL #1546 - WHITE 6175 MFWD DIESEL

Tests conducted under the responsibility of
the NEBRASKA TRACTOR TESTING LABORATORY

OPTIONAL TEST - Ballasted, Front Drive Engaged

OECD Drawbar Data (SI)

Date of tests:		20-Oct-94		Fuel density:		0.835 kg/l									
Type of track:		Concrete		Test number:		1685									
Gear	**Power**	**Pull**	**Speed**	**Engine speed**	**Slip**	**SFC**	**SFE**	**Temperature, deg C**					**Rel hum-idity**	**Baro. Pres**
	kW	kN	km/h	rev/min		kg/kW.h	kW.h/l	Fuel	Coolant	Oil	Dry	Wet		kPa
L Maximum Power (ballasted,4wd at 1900 rev/min)						Tire pressure:		124 kPa, rear		165 kPa, front		Drawbar height:		432 mm
4 *	108.83	103.52	3.78	2188	10%	0.311	2.68	69	84	106	11	9	82%	98.00
5	117.41	96.33	4.39	2086	7%	0.293	2.85	70	85	109	12	10	82%	98.00
6	119.68	90.37	4.77	1922	7%	0.281	2.97	72	86	109	15	12	69%	98.00
7	124.59	79.48	5.64	1900	5%	0.273	3.06	66	86	111	18	13	58%	98.04
8	123.90	66.10	6.75	1899	4%	0.274	3.05	67	86	113	19	13	51%	98.07
9	123.79	55.97	7.96	1900	3%	0.274	3.05	66	87	113	22	16	54%	98.04
10	124.24	48.13	9.29	1900	3%	0.273	3.06	67	86	113	22	16	51%	98.00
11	124.72	40.76	11.02	1897	2%	0.271	3.08	68	87	110	23	16	48%	97.97
12	123.25	34.31	12.93	1895	2%	0.275	3.04	68	87	112	23	16	45%	97.97
* Note: Pull limited to avoid excessive bouncing														

OECD Drawbar Data (US)

Date of tests:		20-Oct-94		Fuel density:		6.967 lb/gal								
Type of track:		Concrete		Test number:		1685								
Gear	**Power**	**Pull**	**Speed**	**Engine speed**	**Slip**	**SFC**	**SFE**	**Temperature, deg F**					**Rel hum-idity**	**Baro. Pres**
	hp	lb	mph	rev/min		lb/hp.h	hp.h/gal	Fuel	Coolant	Oil	Dry	Wet		in Hg
L Maximum Power (ballasted,4wd at 1900 rev/min)						Tire pressure:		18 psig, rear		24 psig, front		Drawbar height:		17.0 in
4 *	145.95	23273	2.35	2188	10%	0.511	13.63	156	184	223	51	48	82%	28.94
5	157.45	21655	2.73	2086	7%	0.481	14.49	158	185	228	53	50	82%	28.94
6	160.49	20316	2.96	1922	7%	0.462	15.08	162	188	228	59	53	69%	28.94
7	167.08	17869	3.51	1900	5%	0.449	15.52	152	187	233	64	55	58%	28.95
8	166.15	14860	4.19	1899	4%	0.450	15.47	152	188	235	66	55	51%	28.96
9	166.01	12583	4.95	1900	3%	0.450	15.48	152	189	236	71	60	54%	28.95
10	166.60	10820	5.77	1900	3%	0.448	15.54	153	188	235	72	60	51%	28.94
11	167.26	9163	6.85	1897	2%	0.445	15.65	154	189	231	73	60	48%	28.93
12	165.28	7714	8.03	1895	2%	0.452	15.42	154	189	234	74	60	45%	28.93
* Note: Pull limited to avoid excessive bouncing														