OECD APPROVAL NUMBER 1631 (Restricted code)
Date of approval 5 September, 1996

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 RESTRICTED TEST-CODE II



CASE IH 9350 (4 WD) Articulated

MANUFACTURED BY:	**Case Corporation** **3401 First Avenue North** **Fargo, North Dakota, 58102 USA**
NEBRASKA TEST NO.	**1707**
TEST DATES	**27 March through 23 April, 1996**

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)53Final-Annex II, Restricted Code.

This report has been approved by the OECD Coordinating Centre in Paris (CEMAGREF) on 5 September, 1996 for the Case IH 9350, 4WD, Articulated with OECD test number 1631

No reproduction of this report or any part of it can be made without prior approval by the Tractor Testing Laboratory - University of Nebraska, Lincoln.

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SPECIFICATIONS OF TRACTOR.

Manufacturers name/address	Case Corporation 3401 First Avenue North Fargo, North Dakota 58102
Location of tractor assembly	Fargo plant
Submitted for test by	The manufacturer
Selected for test by	The manufacturer in agreement with the test station.
Place of running in	Case Corporation, Fargo, North Dakota
Duration of running in	85 hours
Location of Test	Nebraska Tractor Test Laboratory, Lincoln, Nebraska, U.S.A.

TRACTOR.

Make/Model/Type	Case IH 9350/4WD/articulated
Number of driving wheels	4 or 8
Serial number	JEE 0035867
1st Serial number	JEE 0035867 & continuing after JEE0036502

ENGINE.

Make	Cummins
Model	MTA-11-A
Type	Diesel, direct injection, turbocharged and intercooled
Serial Number	34791625

Cylinders

Number/disposition	6, in-line, vertical
Bore x stroke	125.0 mm x 147.0 mm
Displacement	10820 cm^3
Compression Ratio	16.1 - 1
Arrangement of valves	Overhead
Cylinder liners	Wet, replaceable

Turbo-charging

Make/Model/Type	Holset/HX50/exhaust gas driven
Pressure	186 ± 17 kPa

Fuel System

Feed system	Engine driven transfer pump
Make/Type/Model of filters	Case IH/spin-on/90-3941T1

Number of filters	One
Fuel tank capacity	757 l
Make/Model/Type Injection Pump	Cummins Type G/Model PT, AFC variable speed governor,gear pump supplies pressure for PT system
Pump Serial number	3892658 - 3899523
Production setting of pump Flow Rate (Rated Eng.Speed and full load)	49.9 - 51.7 kg/h
Fuel density	0.841 kg/liter
Make/Model/Type of injectors	Cummins/PT with STC/Open nozzle
Injection timing	19^0 BTDC
Injection pressure	128.2 MPa
Rail Pressure	841-931 kPa
Timing	6^0 BTDC

Governor

Make/Model/Type	Centrifugal flyweight, integral to fuel pump
Governed engine speed range	From 850 to 2400 rev/min
Rated engine speed	2100 rev/min
High-idle speed range	2400 ± 60

Air Cleaner.

Pre-cleaner	
Make/Model/Type	Donaldson/ Aspirated to exhaust
Air intake location	Above and in front of radiator
Main Cleaner	
Make/Model/Type	Donaldson/FRG14-0486/dry with secondary safety element
Secondary element	Donaldson/pleated paper
Location of main cleaner	Under Hood;above engine
Maintenance indicator	Restriction switch in air inlet tube,light on dash

Lubrication system.

Type of feed pump	Full pressure, positive displacement.
Type of filters/Number	Full flow and bypass/spin-on/2 in one housing
Oil cooler	Oil to water heat exchanger

Cooling system.

Type of coolant	Liquid
Type of pump	Centrifugal,belt driven
Fan specification	Direct driven
Number of fan blades	8

Fan diameter	711 mm
Coolant system capacity	48.2 liter
Type of temperature control	Thermostat
Superpressure	103.4 kPa

Starting system.

Make/Model/Type	Delco Remy/42 MT400/electro-mechanical engagement
Power Rating	7.46 kW
Cold starting aid	Ether spray in intake manifold and in-block coolant heater
Safety device	Electrical lockout on gearshift and PTO controls

Electrical system.

Voltage	12 Volt
Generator	
Make/Model/Type	Delco Remy/Series 21SI/Type 200
Power rating	125 Ampere at 2100 engine rpm 1.50 kW
Batteries	
Number & connection	3-12 V batteries in parallel
Rating	90 amp-hours per battery at 20 hour rating 625 Cold crank amps per battery

Exhaust system.

Make/Model/Type	Donaldson/M 090825/expansion chamber
Location	Vertical,right front side of cab, outlet directed to right side

TRANSMISSION

Clutch. (travel)

Make/Model/Type	UVC/Multi-plate/Oil immersed
Number of plates	16
Plate diameter	229 mm
Method of operation	Hydraulic, pedal actuated.

Gear Box.

Make/Model/Type	UVC/EW16/Mechanical; full range powershift
Arrangement	Countershaft type with 4 clutchpack assemblies on 4 shafts

Number of gears	12 forward, 3 reverse controlled by two levers. Lever 1: Forward-reverse lever Lever 2: Up-down pulse shift
Oil cooler	Air to oil, front of coolant radiator
Available options	None

Rear axle and final drives. (See Note)

Make/model/Type	Raba/692/bar axle (tested version) or (optional) Raba/694/outboard planetary
Differential Lock	
Type	Multiple disc clutch with limited slip
Method of engagement	Electrically
Method of disengagement	Electrically

Front Axle and final drives. (See Note)

Make/Model/Type	Raba/692/bar axle (tested version) or (optional) Raba/694/outboard planetary
Differential lock	
Type	Multiple disc clutch with limited slip
Method of engagement	Electrically
Method of disengagement	Electrically

NOTE: There is a 1.5% difference in ratios between the two axles. This was not considered to cause a significant performance difference.

TOTAL TRANSMISSION RATIOS AND TRAVEL SPEEDS
(Raba 692-bar axle - tested version)

Gear Number	Number of engine revolutions for one revolution of the driving wheels	Nominal travelling speed at rated engine speed of 2100 rev/min [km/h]
Forward		
1	190.875	3.60
2	157.739	4.36
3	128.164	5.37
4	105.553	6.52
5	87.228	7.90
6	70.874	9.72
7	60.038	11.47
8	49.617	13.89
9	40.312	17.09
10	33.201	20.74
11	27.436	25.11
12	22.293	30.90
Reverse		
1	145.964	4.72
2	80.716	8.53
3	45.913	15.00

Calculated with a tire dynamic radius index of 870 mm (ISO 4251/1-1992)
Number of revolutions of front wheels for one revolution of rear wheels 1.000

TOTAL TRANSMISSION RATIOS AND TRAVEL SPEEDS
(Raba 694-outboard planetary axle)

Gear Number	Number of engine revolutions for one revolution of the driving wheels	Nominal travelling speed at rated engine speed of 2100 rev/min [km/h]
Forward		
1	193.795	3.55
2	160.152	4.29
3	130.125	5.29
4	107.168	6.42
5	88.562	7.78
6	71.958	9.57
7	60.956	11.30
8	50.376	13.68
9	40.929	16.83
10	33.709	20.43
11	27.856	24,73
12	22.634	30.43
Reverse		
1	148.197	4.65
2	81.951	8.40
3	46.615	14.77

Calculated with a tire dynamic radius index of 870 mm (ISO 4251/1-1992)
Number of revolutions of front wheels for one revolution of rear wheels 1.000

POWER - TAKE - OFF.

Main Power-Take-Off.

Type	Independent
Method of engagement	Hydraulically actuated multi-plate wet clutch operated by hand lever, independent of main drive clutch.
Number of shafts	One

Power take-off proportional to engine speed - 1000 rev/min.

Location	Rear of tractor, vertical center plane.
Diameter of shaft	45 mm
Number of splines	20; conforms to ISO 500/1991.
Height above ground	861 mm
Distance from median plane of tractor	0 mm
Distance behind rear axle	690 mm
PTO Speed at rated engine spd	1000.5
Engine speed at Std. PTO spd	2098 rev/min
Ratio of Engine rpm to PTO rpm	2.09797:1
Direction of rotation (viewed facing driving end)	Clockwise.

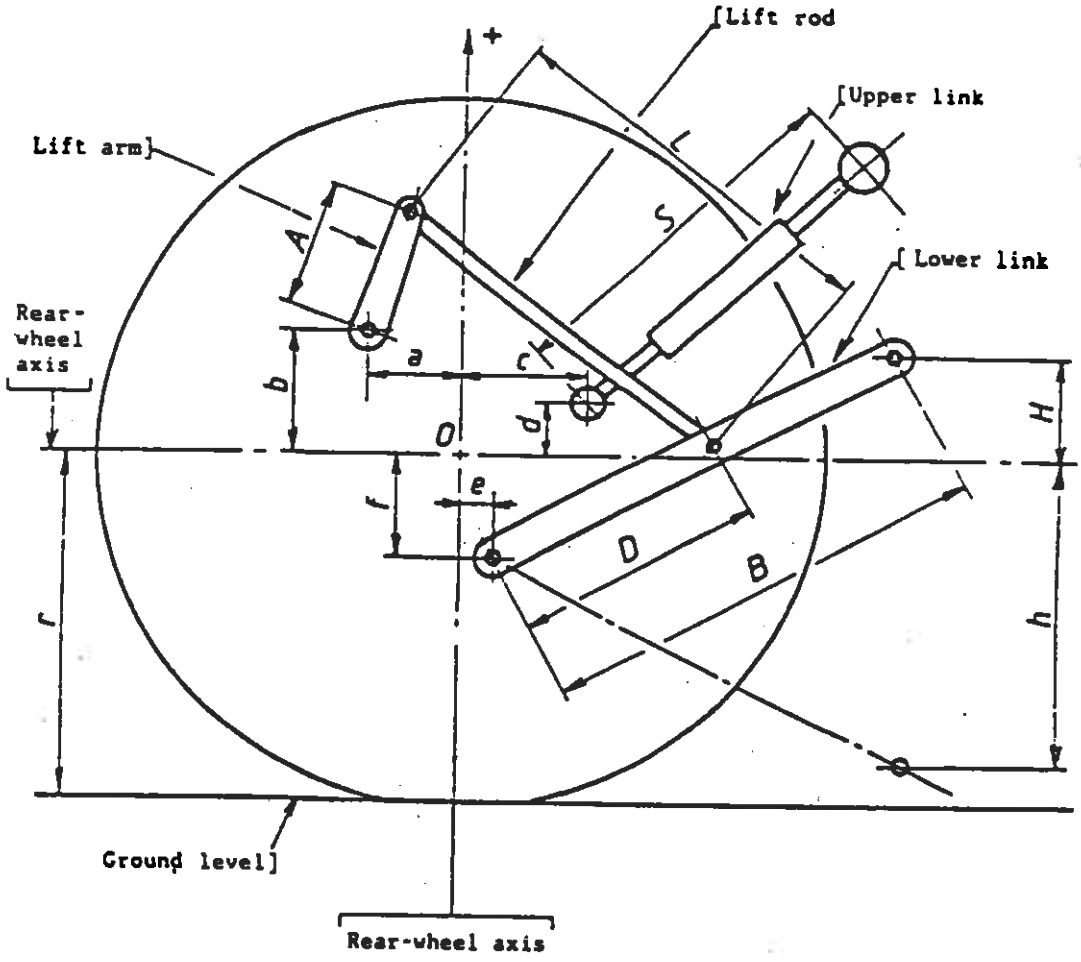
POWER LIFT.

Make/Model/Type	Cessna axial piston pump,pressure and flow compensated
Type of hydraulic system	Closed center, load sensing
Number/Type of cylinders	Two external, both single acting
Type of linkage lock for transport	Hydraulic
Relief valve setting	19.992 ± 0.345 MPa
Opening pressure of cylinder safety valve	20.684 MPa
Lift pump type	Axial piston, pressure and flow compensated
Power transmission to pump	Direct drive cartridge
Location of oil reservoir	Separate reservoir, right side,rear end of front frame
Number/Type/Location of tapping points	4 pairs of ISO standard couplings at rear of tractor
Max. oil volume available for external cylinders	22.7 liter

THREE POINT LINKAGE.

- Category III in conformity with ISO 730/1-1990, except for horizontal distance from PTO to center of hitch points on the lower links while in the horizontal position - 616 mm

- Category adaptor Quick-Attach Coupler



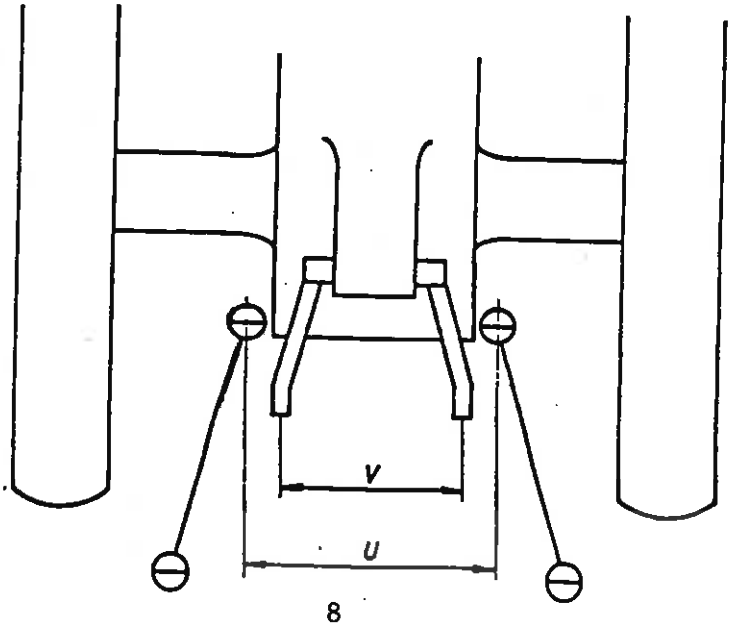


Table 1.1 - LINKAGE GEOMETRY DIMENSIONS (*)

			Dimension or range [mm]	Settings used on test [mm]
Lift category			III	same
Rear Tire - Radius Index	(r)		870	same
Front Tire - Radius Index	(r')		870	same
Length of lift arms	(A)		533	same
Length of lower links	(B)		1067	same
Distance of lift				
arm pivot from: horizontal	(a)		134	same
rear wheel axis: vertical	(b)		637	same
Horizontal distance between the				
2 lower link points	(u)		627	same
Horizontal distance between the				
2 lift arm end points	(v)		719	same
Length of upper link	(S)		722	
		to	848	747
Distance of upper				
link pivot from horizontal	(c)		554	
		or	579	579
rear wheel axis: vertical	(d)		187	
		or	289	289
Distance of lower				
link pivot from: horizontal	(e)		259	same
rear wheel axis: vertical	(f)		251	same
Distance of lower link pivot				
points to lift rod pivot pts				
on lower links.	(D)		584	same
Length of lift rods	(L)		869	
		to	965	919
Height of lower hitch points				
relative to rear wheel axis				
In low position	(h)		518	
		to	718	641
In high position	(H)		105	
		to	273	154
Height above ground of lower				
hitch points when locked				
in transport position.			975	
		to	1143	1024

(*) Assuming (r) with a dynamic tire index of 870 mm, ISO 4251/1-1992

SWINGING DRAWBAR.

Type	Swings for implement hook-up only. Otherwise fixed
Height above ground	Maximum 617 mm, Minimum 460 mm
Adjustments	By inverting drawbar
Distance of hitch point from rear wheel axis, horizontal	1230 mm
Distance of hitch point from PTO shaft end	
Vertically	253 mm
Horizontally	509 mm
Lateral movement for hookup only Right side	215 mm
Left side	215 mm
Distance of pivot point from rear wheel axle;horizontally	560 mm
Diameter of drawbar pin hole	46 mm
Maximum vertical permissible load	56.7 kN

STEERING

Make/Model/Type	Eaton hydrostatic steering control unit
Method of operation	Steering wheel
Pump	Cessna axial piston,pressure and flow compensated
Rams	Two; double acting
Working pressure	17.2 MPa

BRAKES

Service brake.

Make/Model/Type	Kelsey Hayes,caliper,dry disc
Method of operation	Manual/hydraulic,operated by foot pedal.
Trailer braking take-off	None

Parking brake.

Type	Caliper/dry disc
Method of operation	Mechanically by hand lever

WHEELS

Number.	
Front	Two or four/Driving and steering
Rear	Two or four/Driving and steering
Wheel base	3366 mm

Track width adjustment (fixed)

	MINIMUM [mm]	MAXIMUM [mm]	Adjustment method
Front	1524	3302	Sliding hubs on axle
Rear	1524	3302	Sliding hubs on axle

PROTECTIVE STRUCTURE

Make/Model/Type	Case IH,4CSF-2
Manufacturer's name/address	Case IH 3401 First Avenue North, Fargo, North Dakota.
Protective device	Cab,Case IH/4CSF-2/4 post with Sharpy v-notch certified material
Tiltable	No
OECD approval number	CSS 076/17

DRIVER'S SEAT

Make/Model/Type	Sears, P108 Air Seat, Type 9100
Type of suspension	Air suspension
Type of damping	Fore/aft and lateral
Range of adjustment	
Longitudinal	152 mm
Vertical	6 mm

LIGHTING.

		Height above ground of center [mm]	Size [mmxmm]	Distance from outside edge of lights to median plane of tractor. [mm]
Headlights		1702	92 x 152	407
		1130	92 x 152	635
Cab-lights	**(rear)**	3386	109 x 172	711
	(front)	3327	109 x 172	750
Rearlights		1976	109 x 172	978
Reflectors		None		

TEST CONDITIONS.

Overall dimensions.

Length [mm]	Width(*) as tested with duals [mm]	Height at top of protective structure [mm]	Height at top of exhaust stack [mm]
7535	3477	3434	3442

Ground clearance (unballasted)	297 mm
Clearance-limiting part	Bottom of swinging drawbar

(*)NOTE : According to manufacturer's instructions in the Operator Handbook, the tractor was operated with duals only in the unballasted mode.

Tractor Mass (with Cab, full fuel tank)

		Without driver [kg]	With driver [kg]
Unballasted	**Front**	7140	7200
	Rear	5888	5903
	Total	13028	13103

Tire and track width specifications.

	Front	Rear
Make	Goodyear	Goodyear
Dimensions	18.4R42	18.4R42
Ply rating	2 star (10 ply)	2 star (10 ply)
Type	Radial	Radial
Max.load (tire manufacturer)	33.09 kN	33.09 kN
Max.load(tractor manufacturer)	same	same
Inflation pressure(tire mfr)	160 kPa	160 kPa
Dynamic Radius Index	870 mm	870 mm
Chosen track width - inner	1640 mm	1640 mm
- outer	2910 mm	2910 mm

OILS AND LUBRICATION

Capacity and change interval:

	Capacity liter	Oil change hrs	Filter change hrs
Engine	36.7	250	250
Gear Box	39.7	1500	1500
Front axle	39.7	1500	1500
Rear axle	39.7	1500	1500
Hydraulic system (includes steering, and hydraulic lift)	68.0	1500	1500

Specifications:

	Recommended	Used during test
Engine oil		
Type	SAE 15W40	same
Viscosity	14.8 cSt at 100°C	
Classification	API CC/CD	
Transmission oil		
Type	Case IH Hytran Plus	same
Viscosity	6.2 cSt at 100°C	
Classification	NA	
Hydraulic fluid		
Type	Case IH Hytran Plus	same
Viscosity	6.2 cSt at 100°C	
Classification	NA	
Steering oil	Same as hydraulic	same
Grease	NLGI No.2 Lithium	
Number of lubrication points	29	

FUEL

Type	Grade 2-D,in conformity with the national standard
Density (Pto test)	0.841 Kg/l
(Drawbar test)	Same as on PTO test
Cetane number	50.6
Viscosity	2.51 CSt at 38°C

COMPULSORY TESTS

1. MAIN POWER TAKE OFF

Date: 17-Apr-96 Location: UNL Tractor Test Lab, Lincoln, NE, USA

Type of dynamometer: Eddy current, Eaton

Fuel Density 0.841 kg/l

Power kW / *hp*	Engine rev/min	PTO rev/min	l/h / *gal/h*	kg/h / *lb/hr*	kg/kW-h / *lb/hp-h*	kW-h/l / *hp-h/gal*
1.1 Maximum Power - 2 Hours						
211.96	1800	858	56.81	47.80	0.225	3.73
284.25			*15.01*	*105.37*	*0.371*	*18.94*
1.2 Power at Rated Engine Speed - 1 hour						
206.55	2100	1000	60.80	51.15	0.248	3.40
276.98			*16.06*	*112.76*	*0.407*	*17.25*
1.3 Power at Standard Power Take Off Speed - 1 hour						
206.55	2100	1000	60.80	51.15	0.248	3.40
276.98			*16.06*	*112.76*	*0.407*	*17.25*
1.4 Part Loads						
1.4.1 Torque at maximum power at rated engine speed						
206.55	2100	1000	60.80	51.15	0.248	3.40
276.98			*16.06*	*112.76*	*0.407*	*17.25*
1.4.2 85% of torque obtained in 1.4.1						
184.11	2203	1050	57.74	48.58	0.264	3.19
246.90			*15.25*	*107.10*	*0.434*	*16.19*
1.4.3 75% of torque defined in 1.4.2						
141.83	2261	1077	49.33	41.50	0.293	2.87
190.19			*13.03*	*91.50*	*0.481*	*14.59*
1.4.4 50% of torque defined in 1.4.2						
96.30	2295	1094	40.92	34.43	0.357	2.35
129.14			*10.81*	*75.90*	*0.588*	*11.95*
1.4.5 25% of torque defined in 1.4.2						
48.81	2328	1109	30.89	25.99	0.532	1.58
65.46			*8.16*	*57.30*	*0.875*	*8.02*
1.4.6 unloaded						
1.21	2375	1132	18.44	15.51	12.869	0.07
1.62			*4.87*	*34.20*	*21.157*	*0.33*
1.5 Part Loads at Standard Power Take Off Speed						
1.5.1 Torque at maximum power						
206.55	2100	1000	60.80	51.15	0.248	3.40
276.98			*16.06*	*112.76*	*0.407*	*17.25*
1.5.2 85% of torque obtained in 1.5.1						
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65.46			*8.16*	*57.30*	*0.875*	*8.02*
1.5.6 unloaded						
1.21	2375	1132	18.44	15.51	12.869	0.07
1.62			*4.87*	*34.20*	*21.157*	*0.33*

No load maximum engine speed:	2375	rev/min		
Equivalent torque at rated speed:	939	N.m	*693*	*lb-ft*
Equivalent torque at maximum power:	1124	N.m	*829*	*lb-ft*
(engine speed:	1800	rev/min)		
Maximum equivalent crankshaft torque:	1378	N.m	*1017*	*lb-ft*
(engine speed:	1300	rev/min)		
Mean Dry bulb:	26	deg C	*78*	*deg F*
Wet bulb:	15	deg C	*59*	*deg F*
Relative Humidity	40	%		
Pressure:	96.5	kPa	*28.49*	*in Hg*
Maximum Coolant:	90	deg C	*194*	*deg F*
Engine Oil:	117	deg C	*242*	*deg F*
Fuel:	66	deg C	*151*	*deg F*
Air Intake:	38	deg C	*101*	*deg F*
Transmission/hydraulic oil:	53	deg C	*128*	*deg F*
Intake manifold pressure at rated speed:	179	kPa	*25.9*	*psig*
Intake manifold pressure at maximum power:	166	kPa	*24.0*	*psig*

Date of Test	22-Apr-96
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:

20.06	MPa
2910	*psig*

II. Pump delivery rate at minumum pressure and rated engine speed:

103.0	l/min
27.2	*gpm*

III. Flow rate, pressure, power:

90% of relief valve setting

88.2	l/min	18.13	MPa	26.7	kW
23.3	*gpm*	*2630*	*psig*	*35.8*	*hp*

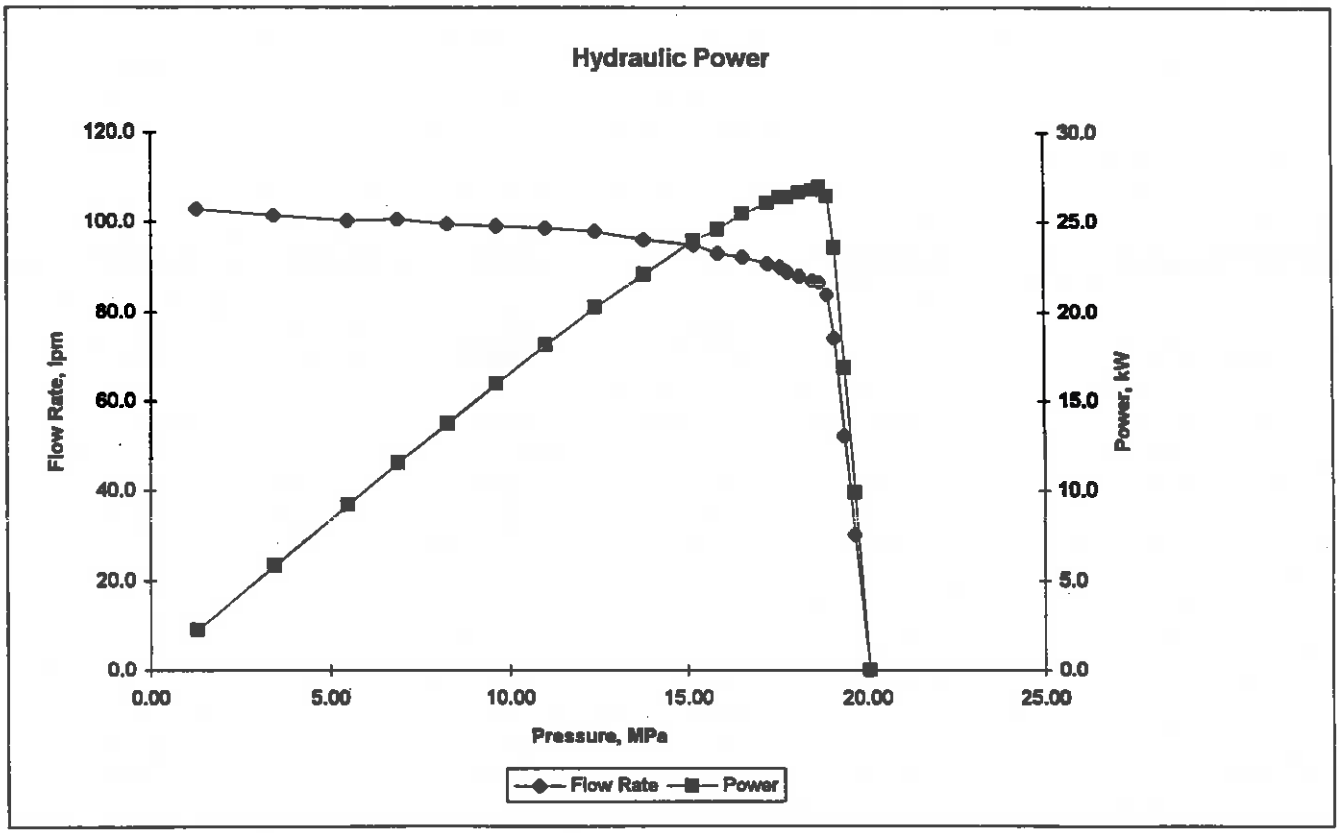
Maximum hydraulic power:

86.7	l/min	18.68	MPa	27.0	kW
22.9	*gpm*	*2710*	*psig*	*36.2*	*hp*

IV. Hydraulic fluid temperature at flow meter

62	°C
144	*°F*

This hydraulic system does not use an accumulator. Opening and closing pressures of the unloading valve could not be measured.



2.2 POWER LIFT TEST.

Date of test: 27 March 1996

		Hitch points	Frame
Lower hitch points above ground - down position:	[mm/in]	229/9.0	254/10.0
Vertical movement: without load:	[mm/in]	795/31.3	820/32.3
Vertical movement: with load:	[mm/in]	693/27.3	716/28.2
Maximum corrected force through full range:	[kN/lb]	59.7/13419	62.9/14148
Corresponding pressure:	[MPa/psi]	17.9/2600	
Moment about rear axle:	[kN.m/lb.ft]	86.7/63964	129.8/95735
Maximum mast tilt angle:	[deg]	--	4.5

Lifting height relative to horizontal position of lower links.

	[mm]	-391	-366	-241	-140	-41
	[in]	-15.4	-14.4	-9.5	-5.5	-1.6
Corrected lift forces						
Hitch point.	[kN]	59.7	--	64.5	68.0	70.5
	[lb]	13419	--	14499	15282	15840
at frame	[kN]	--	68.8	68.0	67.6	68.1
	[lb]	--	15471	15282	15192	15318

Lifting height relative to horizontal position of lower links.

	[mm]	58	160	259	302	351
	[in]	2.3	6.3	10.2	11.9	13.8
Corrected lift forces						
Hitch point	[kN]	72.7	75.4	75.9	76.3	--
	[lb]	16353	16956	17073	17163	--
at frame	[kN]	67.7	67.7	64.7	--	62.9
	[lb]	15228	15210	14544	--	14148

OECD Drawbar Data (SI)

Date of tests:	18, 22 Apr 96	Fuel density:	0.841 kg/l
Type of track:	Concrete	Test number:	1707

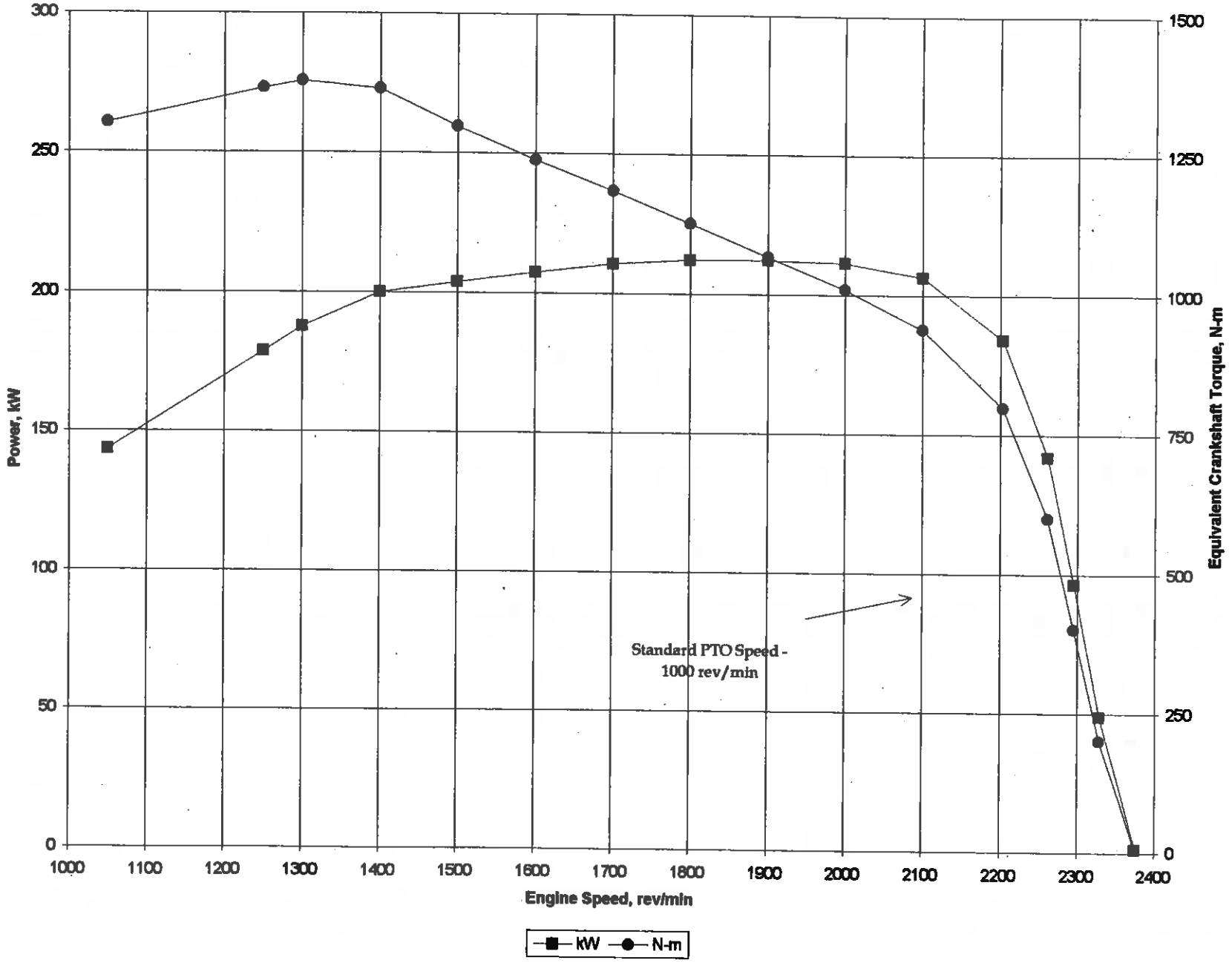
Gear	Power	Pull	Speed	Engine speed	Slip	SFC	SFE	Temperature, deg C					Rel humidity	Barom. Press
	kW	kN	km/h	rev/min		kg/kW.h	kW.h/l	Fuel	Coolant	Oil	Dry	Wet		kPa
I. Maximum Power (unballasted, 4wd at 1800 rev/min)						Tire pressure:		83 kPa, rear		83 kPa, front		Drawbar height:		394 mm
1	129.43	131.54	3.54	2263	9%	0.393	2.16	60	82	111	9	4	49%	98.37
2	153.30	131.56	4.19	2214	9%	0.333	2.53	59	82	110	8	4	53%	98.37
3	177.87	130.25	4.92	2076	7%	0.283	2.97	57	82	111	7	3	57%	98.34
4	184.93	117.22	5.68	1948	6%	0.264	3.19	61	83	111	13	7	42%	98.51
5	185.58	102.77	6.50	1809	4%	0.258	3.27	60	86	114	19	13	48%	96.72
6	187.32	83.43	8.08	1801	3%	0.254	3.32	60	85	114	19	13	48%	96.65
7	190.55	71.35	9.61	1808	3%	0.249	3.39	59	85	113	19	13	45%	96.72
8	192.18	59.10	11.71	1807	2%	0.248	3.39	58	86	114	20	13	45%	96.72
9	190.51	47.72	14.37	1793	1%	0.253	3.33	59	85	113	21	13	42%	96.72
Note: Slip within operating conditions of test station														
II. Part loads (unballasted, 4wd)														
II.1 in selected gear at maximum power at rated engine speed														
5	183.60	86.40	7.65	2106	3%	0.273	3.08	61	84	113	19	13	48%	96.72
II.1.1 75% of pull at maximum power at rated engine speed														
5	148.40	64.74	8.25	2253	3%	0.309	2.73	61	84	113	23	13	35%	96.75
II.1.2 50% of pull at maximum power at rated engine speed														
5	102.00	43.12	8.52	2305	2%	0.365	2.31	59	82	111	23	13	32%	96.78
II.1.3 higher gear at reduced engine speed, same pull and travel speed as II.1.1														
7	147.92	64.59	8.24	1548	2%	0.255	3.29	60	84	110	23	13	32%	96.78
II.1.4 higher gear at reduced engine speed, same pull and travel speed as II.1.2														
7	102.42	43.18	8.54	1588	1%	0.289	2.91	58	83	108	23	13	32%	96.78
II.2 in selected gear nearest to 7.5 km/h at rated engine speed														
8	186.46	48.91	13.72	2109	1%	0.275	3.06	60	85	114	20	13	45%	96.72
II.2.1 75% of pull at maximum power at rated engine speed														
8	149.84	36.77	14.67	2247	1%	0.309	2.72	55	84	113	23	13	32%	96.78
II.2.2 50% of pull at maximum power at rated engine speed														
8	102.31	24.53	15.02	2294	1%	0.384	2.23	60	83	112	23	13	32%	96.78
II.2.3 higher gear at reduced engine speed, same pull and travel speed as II.2.1														
9	150.02	36.66	14.73	1831	1%	0.259	3.25	56	84	111	23	13	32%	96.78
II.2.4 higher gear at reduced engine speed, same pull and travel speed as II.2.2														
9	101.95	24.57	14.94	1853	1%	0.294	2.86	57	83	109	23	13	32%	96.78

OECD Drawbar Data (US)

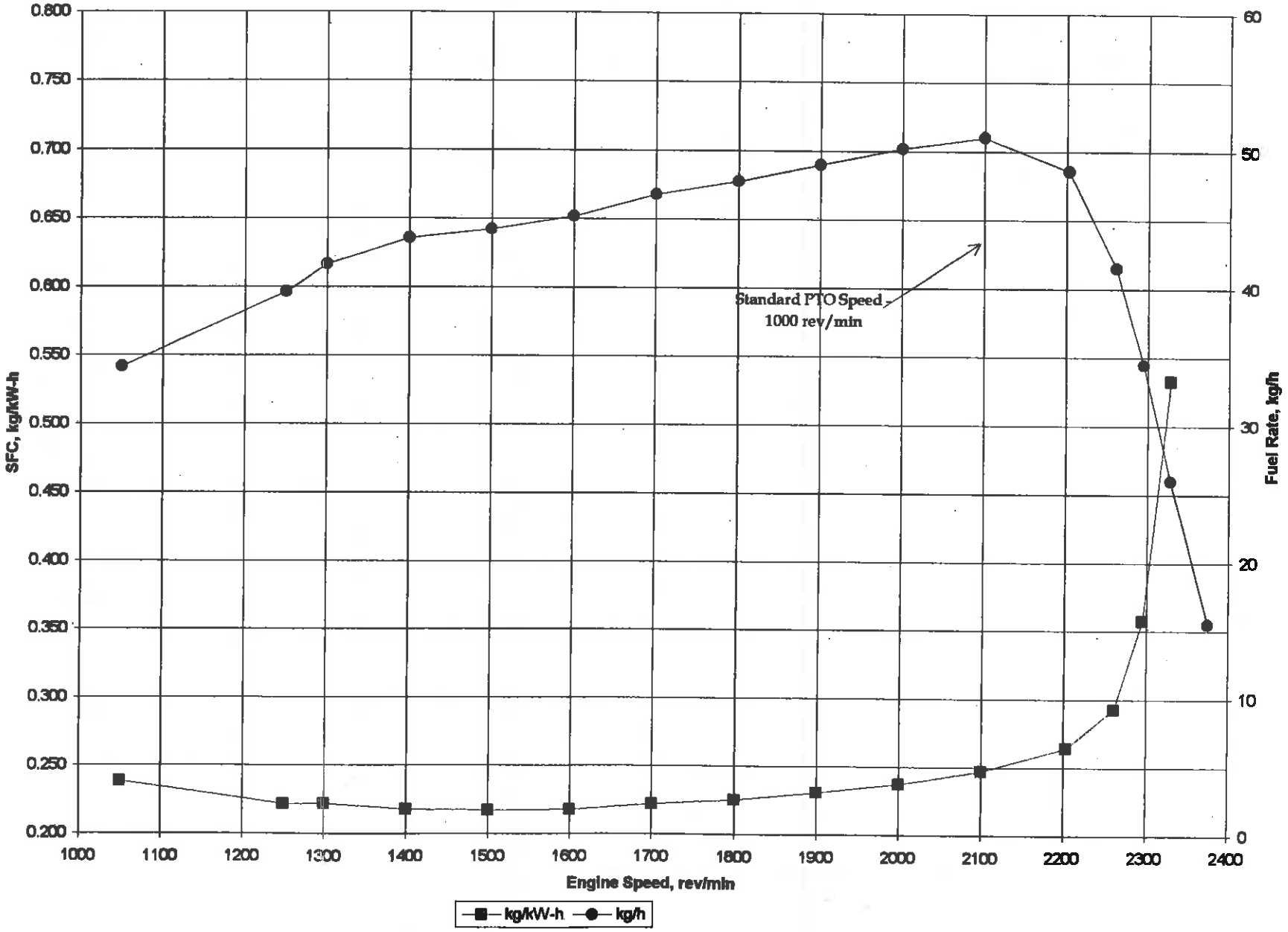
Date of tests:	18, 22 Apr 96	Fuel density:	7.021 lb/gal
Type of track:	Concrete	Test number:	1707

Gear	Power	Pull	Speed	Engine speed	Slip	SFC	SFE	Temperature, deg F					Rel humidity	Barom. Press
	hp	lb	mph	rev/min		lb/hp.h	hp.h/gal	Fuel	Coolant	Oil	Dry	Wet		in Hg
I. Maximum Power (unballasted, 4wd at 1800 rev/min)						Tire pressure:		12 psig, rear		12 psig, front		Drawbar height:		15.5 in
1	173.57	29572	2.20	2263	9%	0.646	10.95	141	180	231	48	40	49%	29.05
2	205.58	29577	2.61	2214	9%	0.548	12.83	138	180	230	46	39	53%	29.05
3	238.53	29281	3.05	2076	7%	0.466	15.09	134	180	232	44	38	57%	29.04
4	247.99	26353	3.53	1948	6%	0.433	16.20	142	181	232	56	45	42%	29.09
5	248.87	23104	4.04	1809	4%	0.423	16.59	141	186	237	67	55	48%	28.56
6	251.20	18755	5.02	1801	3%	0.417	16.84	140	186	237	66	55	48%	28.54
7	255.53	16041	5.97	1808	3%	0.409	17.18	139	185	236	67	55	45%	28.56
8	257.71	13286	7.27	1807	2%	0.408	17.19	136	187	237	68	55	45%	28.56
9	255.47	10728	8.93	1793	1%	0.415	16.91	138	186	235	69	55	42%	28.56
Note: Slip within operating conditions of test station														
II. Part loads (unballasted, 4wd)														
II.1 in selected gear at maximum power at rated engine speed														
5	246.21	19423	4.75	2106	3%	0.450	15.62	142	184	236	67	55	48%	28.56
II.1.1 75% of pull at maximum power at rated engine speed														
5	199.00	14555	5.13	2253	3%	0.507	13.84	141	184	236	73	56	35%	28.57
II.1.2 50% of pull at maximum power at rated engine speed														
5	136.79	9695	5.29	2305	2%	0.600	11.70	139	179	232	74	56	32%	28.58
II.1.3 higher gear at reduced engine speed, same pull and travel speed as II.1.1														
7	198.37	14521	5.12	1548	2%	0.420	16.72	140	184	230	74	56	32%	28.58
II.1.4 higher gear at reduced engine speed, same pull and travel speed as II.1.2														
7	137.35	9707	5.31	1588	1%	0.475	14.77	136	181	227	74	56	32%	28.58
II.2 in selected gear nearest to 4.6 mph at rated engine speed														
8	250.05	10996	8.53	2109	1%	0.452	15.53	139	185	238	68	55	45%	28.56
II.2.1 75% of pull at maximum power at rated engine speed														
8	200.95	8266	9.12	2247	1%	0.508	13.83	131	184	236	74	56	32%	28.58
II.2.2 50% of pull at maximum power at rated engine speed														
8	137.20	5515	9.33	2294	1%	0.632	11.32	140	182	234	74	56	32%	28.58
II.2.3 higher gear at reduced engine speed, same pull and travel speed as II.2.1														
9	201.18	8242	9.15	1831	1%	0.425	16.51	133	183	233	74	56	32%	28.58
II.2.4 higher gear at reduced engine speed, same pull and travel speed as II.2.2														
9	136.72	5523	9.28	1853	1%	0.484	14.51	134	181	229	74	56	32%	28.58

Power and Equivalent Crankshaft Torque

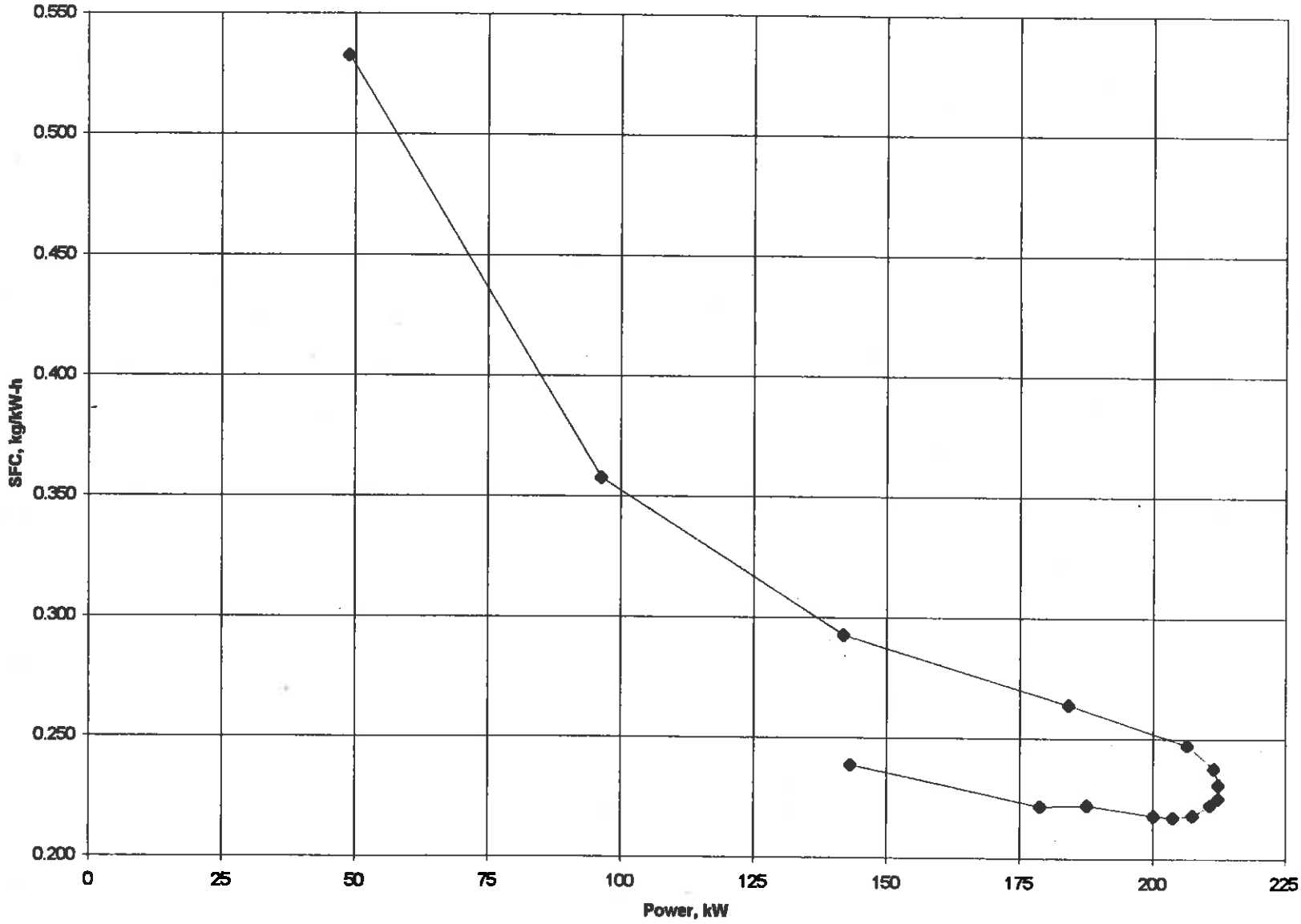


Specific Fuel Consumption and Fuel Rate



Case IH Steiger 9350

Power and Specific Fuel Consumption



MEASUREMENT OF EXTERNAL NOISE LEVEL

Date of test	19 April, 1996
Location of test	Nebraska power Lab, Lincoln, NE, USA
Sound Level meter	Bruel and Kjaer 2209
Type of track	Concrete oval
Gear Number	12th
Speed prior to acceleration	26.8 km/h
Noise Level	91.5 dB(A)

Repairs None

Remarks **According to manufacturer's instructions in the Operator Handbook, the tractor was operated with duals only in the unballasted mode.**

The gears which were used for the reduced drawbar load tests were selected because the gears immediately above the full drawbar loads did not provide significant fuel consumption savings as required in sections 2.2.3.3.4 and 2.2.3.3.5