Consiglio Nazionale delle Ricerche
ISTITUTO PER LA MECCANIZZAZIONE AGRICOLA
Strada delle Cacce, 73 - 10135 TORINO (Italy)

Report No. 2181/T/1997

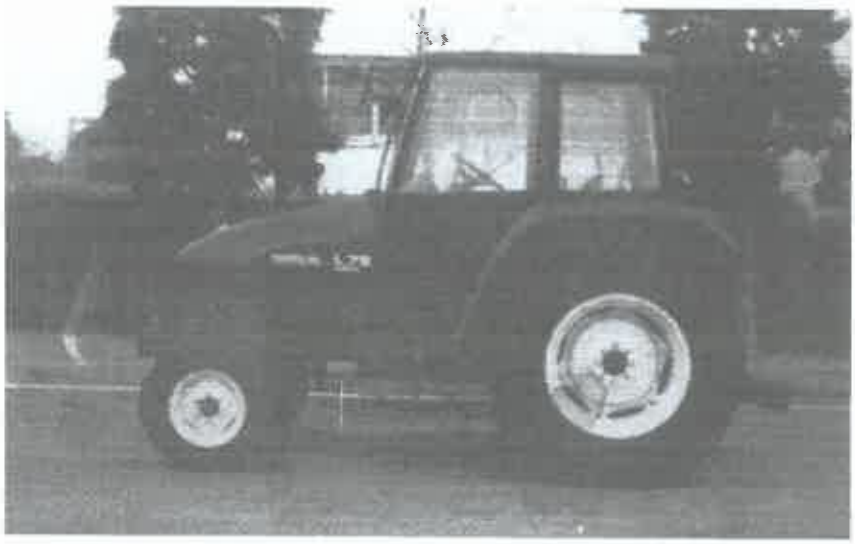
TEST IN ACCORDANCE WITH THE OECD FULL
CODE FOR THE OFFICIAL TESTING OF AGRICULTURAL TRACTORS

TRACTORS: Make: **NEW HOLLAND ITALIA**

Models: **FIAT L 75** Approval number: **1662/1**
with 24 x 12 HI-LO Transmission (30 km/h version)

Models: **FORD 5635** Approval number: **1662/2**
with 24 x 12 HI-LO Transmission (30 km/h version)

Type: 2 WD



Manufactured by: NEW HOLLAND ITALIA S.p.A. - MODENA (Italy)

Date and location of the tests: September 1996 ÷ January 1997 - TORINO (Italy)

This report has been approved by the O.E.C.D. Co-ordinating Center (CEMAGREF, France) as being in accordance with the O.E.C.D. Tractor Test Code.

Date of approval: 30th April 1997

PRELIMINARY REMARK

The NEW HOLLAND ITALIA FIAT L75 (2 WD) and the NEW HOLLAND ITALIA FORD 5635 (2 WD) tractors are technically identical in all main respects, except with regard to the following items:

- model designation;
- colour;

Therefore, tests have not been repeated, and approval number is valid for both tractor models.
All tests were carried out on the NEW HOLLAND ITALIA FIAT L75 (2 WD) tractor equipped with safety cab.

This bulletin is based on engineering tests in accordance with O.E.C.D. Full Code (Code I).
It does not contain an evaluation of performance of the tractor on practical farm work.

The NEW HOLLAND ITALIA FIAT L75 (2 WD) and the NEW HOLLAND ITALIA FORD 5635 (2 WD) tractors are manufactured in following variants:

1. with 12 x 12 Mechanical Transmission - (4x3 gear units and one reverse group) and equipped with safety cab;

2. with 12 x 12 Mechanical Transmission - (4x3 gear units and one reverse group) and equipped with 2 post safety frame folding or not folding;

3. with 20 x 12 Mechanical Transmission - (4x3 gear units and one reverse group plus 4x2 gear units responsible of the 8 forward creeper gears) and equipped with safety cab; when the reverse group is engaged the 8 creeper gears are automatically forbidden reducing to 12 the number of reverse speeds;

4. with 20 x 12 Mechanical Transmission - (4x3 gear units and one reverse group plus 4x2 gear units responsible of the 8 forward creeper gears) and equipped with 2 post safety frame folding or not folding; when the reverse group is engaged the 8 creeper gears are automatically forbidden reducing to 12 the number of reverse speeds;

5. with 24 x 12 HI-LO Transmission - (4x3 gear units plus one reduction gear HI-LO and one reverse group) and equipped with safety cab; when the reverse group is engaged the position HI is automatically forbidden reducing to 12 the number of reverse speeds;

6. with 24 x 12 HI-LO Transmission - (4x3 gear units plus one reduction gear HI-LO and one reverse group) and equipped with 2 post safety frame folding or not folding; when the reverse group is engaged the position HI is automatically forbidden reducing to 12 the number of reverse speeds;

Tests have been carried out on tractor with the fifth variant.

In this report all performance characteristics are given corresponding to the International System of Units.

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Compulsory main power take-off test	
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Curves of specific fuel consumption/crankshaft power p.t.o.	2

- Tractor manufacturer's name and address:	NEW HOLLAND ITALIA Viale delle Nazioni, 55 41100 MODENA - Italy
- Location of tractor assembly:	Plant of JESI (AN) - ITALY
- Submitted for test by:	The Manufacturer
- Selected for test by:	Manufacturer with the agreement of I.M.A.
- Place of running-in:	MODENA (MO) - ITALY
- Duration of running-in:	Appr. 50 hours
- Location of test :	I.M.A. - Torino - Italy

1 SPECIFICATIONS OF TRACTOR

1.1 IDENTIFICATION

- Make/Model/Type:	NEW HOLLAND ITALIA, FIAT L75 (2WD), wheeled tractor, unit construction, all wheels drive tractors
- Number of driving wheels:	2
- Serial N°:	001044840
- 1st serial N°:	001044840

1.2 ENGINE

- Make/Model/Type:	NEW HOLLAND ITALIA, FIAT 8045.05R (*), water cooled, 4 stroke, Diesel engine, direct injection, naturally aspirated
- Serial N°:	822049

1.2.1 Cylinders

- Number/disposition:	4, vertical, in-line
- Bore/stroke:	104 x 115 mm
- Capacity:	3908 cm^3
- Compression ratio:	17 : 1
- Arrangement of valves:	overhead
- Cylinder liners:	dry

1.2.2 Supercharging

- Make/Model/Type:	none
- Pressure:	---

(*) The engine manufacturer is going to change the model denomination of the engine from FIAT 8045.05R to IVECO 8045.05R maintaining the same technical characteristics and test performances

1.2.3 Fuel system

- Fuel feed system:	AC CORONA fuel feed pump
- Make/Model/type of fuel filter(s):	n° 1, NEW HOLLAND make, with replaceable cartridge and n° 1 mesh filter inside the fuel feed pump
- Capacity of fuel tank:	115 dm^3 on the left side under the protective structure
- Make/Model/Type of injection pump:	BOSCH VE4/11 F 1250 L 613-1, rotary injection pump (as option, BOSCH VE4/11 F 1250 LV13765, rotary injection pump)
- Serial N°:	none
- Manufacturer's production setting of injection pump:	
- flow rate:	49.8 mm^3/stroke at rated speed and full load corresponding 14.96 dm^3/h (50±1 mm^3/stroke given by the manufacturer)
- timing:	4.0°±1° before TDC
- Make/Model/Type of injectors:	BOSCH DLLA 136 S multihole injection nozzles used with engine equipped with BOSCH VEL 613, rotary injection pump (as option BOSCH DLLA 132 S multihole injection nozzles used with engine equipped with BOSCH VE4/11 F 1250 LV13765, rotary injection pump and STANADYNE DLL 136 S multihole injection nozzles used with engine equipped with BOSCH VEL 613, rotary injection pump)
- Injection pressure:	22.6 ± 1 Mpa for BOSCH DLLA 136 S and STANADYNE DLL 136 S multihole injection nozzles and 26.0 ± 1 Mpa for BOSCH DLLA 132 S multihole injection nozzles (*)
- Make/Model/Type of carburettor:	none

1.2.4 Governor

- Make/Model/Type:	BOSCH make, centrifugal variable speed governor,mechanical type, incorporated in the fuel injection pump
- Governed range of engine speed:	from 750 to 2745 rev/min
- Rated engine speed:	2500 rev/min

1.2.5 Air cleaner

- Pre-cleaner:	none
• Make/Model/Type:	---
• Location of air intake:	---

(*) Although the injection pressure of the available injectors is different, the performances of the engine - tested according to the 80/1269/EEC, 88/195/EEC and 89/491/EEC - change within the tollerance given by these EEC Directives

- Main cleaner:	
• Make/Model/Type:	DONALDSON make, NEW HOLLAND ITALIA drawing n. 5157064, dry paper element filter with two replaceable cartridge elements; DONALDSON make, 1930588 type for the internal one and 1930587 type for the external one (as option DONALDSON make, NEW HOLLAND ITALIA drawing n. 5165665, dry paper element filter with two replaceable cartridge elements;)
• Location of air intake:	on front of the radiator under the bonnet cowling
- Maintenance indicator:	with the warning lamp on the dashboard

1.2.6 Lubrication system

- Type of feed pump:	forced feed by means of gear pump. Engine oil cooling is provided by a heat exchanger using engine coolant
- Type of filter(s):	replaceable cartridge type, installed on the pressure line of the engine and wire mesh type, installed on the pump suction line.
- Number of filters:	2

1.2.7 Cooling System

- Type of coolant:	water
- Type of pump:	impeller pump
- Specification of fan:	propeller fan driven by engine shaft
- Number of fan blades:	4
- Fan diameter:	450 mm
- Coolant capacity:	16 dm^3 (14 dm^3 for the tractor equipped with the safety frame)
- Type of temperature control:	a temperature gauge, with display on the dashboard, alerts the operator to potential problems
- Superpressure system:	radiator cap

1.2.8 Starting system

- Make/Model/Type:	BOSCH, 4807375, electromagnetic engagement (as option, MAGNETI MARELLI, 4755109, electromagnetic engagement)
- Starter motor power rating:	3.5 kW for both type
- Cold starting aid:	LUCAS make, thermostart model with variable resistance (as option, "start-pilot" device)
- Safety device:	tractor doesn't start unless the clutch pedal is depressed

1.2.9 Electrical system

- Voltage:	12 V, negative earth
- Generator:	
• Make/Model/Type:	MAGNETI MARELLI, AA 125E, 12 V 65A, Alternator for the tractor equipped with the safety cab and MAGNETI MARELLI, AA 125E, 12 V 45A, Alternator for the tractor equipped with the safety frame
• Power:	780 W for the tractor equipped with the safety cab and 540 W for the tractor equipped with the safety frame

- Battery:	1 lead acid type
• Rating:	100 Ah at 20 hours or as option 132 Ah at 20 hours

1.2.10 Exhaust system

- Make/Model/Type:	NEW HOLLAND ITALIA, drawing n. 5169710, DGM SA 3757, interference type with internal perforated pipe (as option, NEW HOLLAND ITALIA, drawing n. 5167695, DGM SA 3758, interference type with internal perforated pipe and an air displacement device)
- Location:	on the left hand side of engine, under the bonnet cowling, with the vertical exhaust pipe above the bonnet cowling

1.3 TRANSMISSION

1.3.1 Clutch

- Make/Model/Type:	LUK, drawing n. 5179849, dual disk dry clutch, one for travelling and one for PTO engagement; the two discs are composed respectively by cerametallic material - travelling disc - and organic material - PTO disc.
- Number of plates:	2
- Diameter of plates	305 mm
- Method of operation:	Mechanically operated by pedal, for travelling and by lever, for PTO engagement.

As option:

- Make/Model/Type:	LUK, drawing n. 5179832, independent single disc dry clutch, used only for travelling, composed by cerametallic material and one independent multiplate wet discs, used for PTO engagement composed by organic material.
- Number of plates:	1 for clutch used for travelling and 5 for clutch used for PTO engagement
- Diameter of plates	127 mm
- Method of operation:	Mechanically operated by pedal, for travelling and hydraulically operated by button, for PTO engagement.

1.3.2 Gearbox

- Make/Model/Type:	Own make, drawing n. 5170536, mechanical syncromesh speed change gears, fitted on the tested tractor
- Arrangement:	four speeds forward with three ranges, one reduction gear (HI-LO) and one reverse group; when the reverse group is engaged the position HI is automatically forbidden reducing to 12 the number of reverse speeds.
- Number of gears:	24 forward and 12 reverse
- Available options:	
- Make/Model/Type:	Own make, drawing n. 5170520, mechanical syncromesh speed change gears.

• Arrangement:	four speeds forward with three ranges and one reverse group;
• Number of gears:	12 forward and 12 reverse
- Make/Model/Type:	Own make, drawing n. 5170528, mechanical syncromesh speed change gears.
• Arrangement:	four speeds forward with five ranges - two of these are responsible of the creeper gears engagement -, and one reverse group; when the reverse group is engaged the 8 creeper gears are automatically forbidden reducing to 12 the number of reverse speeds;
• Number of gears:	20 forward and 12 reverse

1.3.3 Rear axle and final drives

- Make/Model/Type:	Own make, drawing n. 5171125, bevel gear differential and epyciclic final drives
- Differential lock	
• Make/Model/Type:	Own make, mechanical engagement
• Method of engagement:	pushing pedal
• Method of disengagement:	pushing brake pedals

As option:

- Differential lock	
• Make/Model/Type:	Own make, electrohydraulic engagement
• Method of engagement:	by means of a button placed on the dashboard with three positions (left, middle and right); the button should be placed in the middle or right position;
• Method of disengagement:	by means of the same button used for the differential lock engagement; it may be released manually, bringing the button back to the left position or automatically, using the brakes while the button is in the middle position or pressing the lift-o-matic control when the button is in the right position.

1.3.4 Front axle and final drives

- Make/Model/Type:	Own make, drawing n. LK-21339, centrally pivoted, telescoping inverted "U" shape section
- Differential lock	
• Make/Model/Type:	none
• Method of engagement:	---
• Method of disengagement:	---

1.3.5 Total ratios and travelling speeds

NEW HOLLAND ITALIA FIAT L 75 with 24 x 12 HI-LO Transmission (fitted on the tested tractor)

Gear	Group	Number of engine revolutions for one revolution of the driving wheels	Nominal travelling speed (**) at rated engine speed (2500 rev/min) km/h
I LO	Low	444.533	1.58
I HI		390.322	1.80
II LO		305.854	2.30
II HI		268.555	2.61
III LO		212.164	3.31
III HI		186.290	3.77
IV LO		148.107	4.74
IV HI		130.045	5.40
I LO	Medium	190.326	3.69
I HI		167.116	4.20
II LO		130.951	5.36
II HI		114.981	6.11
III LO		90.838	7.73
III HI		79.760	8.80
IV LO		63.412	11.07
IV HI		55.678	12.61
I LO	High	80.843	8.69
I HI		70.984	9.89
II LO		55.623	12.62
II HI		48.840	14.38
III LO		38.584	18.20
III HI		33.879	20.73
IV LO		26.935	26.07
IV HI		23.650	29.69
I	Reverse Low	396.994	1.77
II		273.146	2.57
III		189.474	3.71
IV		132.268	5.31
I	Reverse Medium	169.972	4.13
II		116.947	6.00
III		81.123	8.66
IV		56.630	12.40
I	Reverse High	72.198	9.73
II		49.674	14.14
III		34.458	20.38
IV		24.054	29.19

(**) Calculated for the rated engine speed 2500 rev/min and dynamic index ratio of 480/70 R 34 tyres: 745 mm (ISO 4251/1 - 1992).

NEW HOLLAND ITALIA FIAT L 75 with 20 x 12 Mechanical Transmission

Gear	Group	Number of engine revolutions for one revolution of the driving wheels	Nominal travelling speed (**) at rated engine speed (2500 rev/min) km/h
I	Low	2155.940	0.33
II		1483.360	0.47
III		1028.970	0.68
IV		718.303	0.98
I	Medium Low	923.064	0.76
II		635.099	1.11
III		440.553	1.59
IV		307.540	2.28
I	Medium	390.322	1.80
II		268.555	2.61
III		186.290	3.77
IV		130.045	5.40

continue in the next page

Gear	Group	Number of engine revolutions for one revolution of the driving wheels	Nominal travelling speed (**) at rated engine speed (2500 rev/min) km/h
I		167.116	4.20
II	Medium	114.981	6.11
III	High	79.760	8.80
IV		55.678	12.61
I		70.984	9.89
II	High	48.840	14.38
III		33.879	20.73
IV		23.650	29.69
I		410.865	1.71
II	Reverse	282.689	2.48
III	Low	196.095	3.58
IV		136.889	5.13
I		175.911	4.00
II	Reverse	121.033	5.80
III	Medium	83.958	8.36
IV		58.609	11.99
I		74.720	9.40
II	Reverse	51.410	13.66
III	High	35.662	19.69
IV		24.895	28.20

(**) Calculated for the rated engine speed 2500 rev/min and dynamic index ratio of 480/70 R 34 tyres: 745 mm (ISO 4251/1 - 1992).

NEW HOLLAND ITALIA FIAT L 75 with 12 x 12 Mechanical Transmission

Gear	Group	Number of engine revolutions for one revolution of the driving wheels	Nominal travelling speed (**) at rated engine speed (2500 rev/min) km/h
I		390.322	1.80
II	Low	268.555	2.61
III		186.290	3.77
IV		130.045	5.40
I		167.116	4.20
II	Medium	114.981	6.11
III		79.760	8.80
IV		55.678	12.61
I		70.984	9.89
II	High	48.840	14.38
III		33.879	20.73
IV		23.650	29.69
I		398.223	1.76
II	Reverse	273.991	2.56
III	Low	190.061	3.69
IV		132.677	5.29
I		170.499	4.12
II	Reverse	117.309	5.99
III	Medium	81.374	8.63
IV		56.806	12.35
I		72.421	9.70
II	Reverse	49.828	14.09
III	High	34.565	20.31
IV		24.129	29.10

(**) Calculated for the rated engine speed 2500 rev/min and dynamic index ratio of 480/70 R 34 tyres: 745 mm (ISO 4251/1 - 1992).

NEW HOLLAND ITALIA FIAT L 75 with 12 x 4 Mechanical Transmission

Gear	Group	Number of engine revolutions for one revolution of the driving wheels	Nominal travelling speed (**) at rated engine speed (2500 rev/min) km/h
I	Low	390.322	1.80
II		268.555	2.61
III		186.290	3.77
IV		130.045	5.40
I	Medium	167.116	4.20
II		114.981	6.11
III		79.760	8.80
IV		55.678	12.61
I	High	70.984	9.89
II		48.840	14.38
III		33.879	20.73
IV		23.650	29.69
I	Reverse	160.486	4.38
II		110.420	6.36
III		76.596	9.17
IV		53.470	13.13

(**) Calculated for the rated engine speed 2500 rev/min and dynamic index ratio of 480/70 R 34 tyres: 745 mm (ISO 4251/1 - 1992).

1.4 POWER TAKE OFF

1.4.1 Main power take-off

- Type: two sistems are available - fully independent mechanical or hydraulic system. The second one is fitted on the tested tractor. Both systems are equipped with ground speed.
- Method of engagement: the engagement or disengagement of the power take off is operated, in case of mechanical system, by means of a lever, mechanically acting on a single dry plate made of organic material; in case of hydraulic system, that is the one fitted on the tested tractor, by means of a knob, hydraulically acting on a multiplate wet discs clutch; in both systems a second lever at the right hand side of the seat is responsible of the choice between engine synchronized speed and ground speed. There are 3 speed ground, determined mechanically by engine drive PTO control.
- Number of shafts: 1
- Method of changing power take-off shaft ends and speeds: in the mechanical system, shaft ends may be changed removing three bolts, swopping shaft and replacing bolts; in the hydraulic system, that is the one fitted on the tested tractor, shaft ends may be changed removing a simple circlip that retains it. Speed selection by means of a lever at the right hand side of the seat.

1.4.1.1Main power take-off

540 rev/min

- Location:	at rear of tractor, in tractor's median plane
- Diameter of power take-off shaft end:	35 mm
- Number of splines:	6, in conformity with ISO 500/1991 type 1
- Height above ground:	735 mm
- Distance from the median plane of the tractor:	0 mm
- Distance behind rear-wheel axis:	530 mm
- PTO speed at rated engine speed:	614 rev/min
- Engine speed at standard power take-off speed:	2198 rev/min
- Ratio of rotation speeds (engine speed/p.t.o. speed):	4.0714
- Power restriction and maximum torque:	-----
- Direction of rotation (viewed from behind tractor):	clockwise

750 rev/min

- Location:	at rear of tractor, in tractor's median plane
- Diameter of power take-off shaft end:	35 mm
- Number of splines:	6 or 21, not in conformity with ISO 500/1991
- Height above ground:	735 mm
- Distance from the median plane of the tractor:	0 mm
- Distance behind rear-wheel axis:	530 mm
- PTO speed at rated engine speed:	787 rev/min
- Engine speed at standard power take-off speed:	2382 rev/min
- Ratio of rotation speeds (engine speed/p.t.o. speed):	3.176
- Power restriction and maximum torque:	-----
- Direction of rotation (viewed from behind tractor):	clockwise

1000 rev/min

- Location:	at rear of tractor, in tractor's median plane
- Diameter of power take-off shaft end:	35 mm
- Number of splines:	21, in conformity with ISO 500/1991 type 3
- Height above ground:	735 mm
- Distance from the median plane of the tractor:	0 mm
- Distance behind rear-wheel axis:	530 mm
- PTO speed at rated engine speed:	1050 rev/min
- Engine speed at standard	

power take-off speed:	2381 rev/min
- Ratio of rotation speeds (engine speed/p.t.o. speed):	2.381
- Power restriction and maximum torque:	-----
- Direction of rotation (viewed from behind tractor):	clockwise

1.4.1.2 Power take-off proportional to ground speed

540 rev/min

- Location:	at rear of tractor, in tractor's median plane
- Travelling distance for one revolution of power take-off shaft:	0.53 m
- Number of power take-off shaft revolutions for one revolution of rear wheels:	8.9
- Direction of rotation (viewed from behind tractor):	clockwise

750 rev/min

- Location:	at rear of tractor, in tractor's median plane
- Travelling distance for one revolution of power take-off shaft:	0.41 m
- Number of power take-off shaft revolutions for one revolution of rear wheels:	11.4
- Direction of rotation (viewed from behind tractor):	clockwise

1000 rev/min

- Location:	at rear of tractor, in tractor's median plane
- Travelling distance for one revolution of power take-off shaft:	0.31 m
- Number of power take-off shaft revolutions for one revolution of rear wheels:	15.2
- Power restriction and maximum torque:	-----
- Direction of rotation (viewed from behind tractor):	clockwise

1.4.2 Front Power take-off

- Type:	none
- Method of engagement:	----
- Number of shafts:	-
- Method of changing power take-off shaft ends and speeds:	----

1.5 POWER LIFT

1.5.1 Rear power lift

- Make/Model/Type:	Own make, draught, position, position float and combined draught and position control operated by two independent levers; there is a lift-o-matic device to raise and to low in a fast way the lower links.
- Type of hydraulic system:	open centre system
- Type and number of cylinders:	1, single acting, internal and as option, 1, single acting, external, which was mounted on the tested tractor.
- Type of linkage lock for transport:	lift-o-matic device
- Relief valve pressure setting:	19 ± 1 MPa
- Opening pressure of anti-shock valve:	21 ± 0.5 MPa
- Opening pressure of cylinder safety valve:	none
- Lift pump type:	hydraulic NEW HOLLAND C 42 rotary pump (with a pump delivery rate of 44.5 l/min), driven by engine shaft; as option, hydraulic BOSCH 0 510 725 085 or SAUER 550/1/34385 rotary pump (with a pump delivery rate of 60 l/min), driven by engine shaft. The BOSCH pump was the one mounted on the tested tractor
- Transmission between pump and engine:	mechanical
- Type and number of filters:	1, replaceable paper cartridge;
- Site of oil reservoir:	in common with transmissione and rear axle
- Type, number and location of tapping points:	3 ways distributor at rear of tractor
- Maximum volume of oil available to external cylinders:	10 dm^3

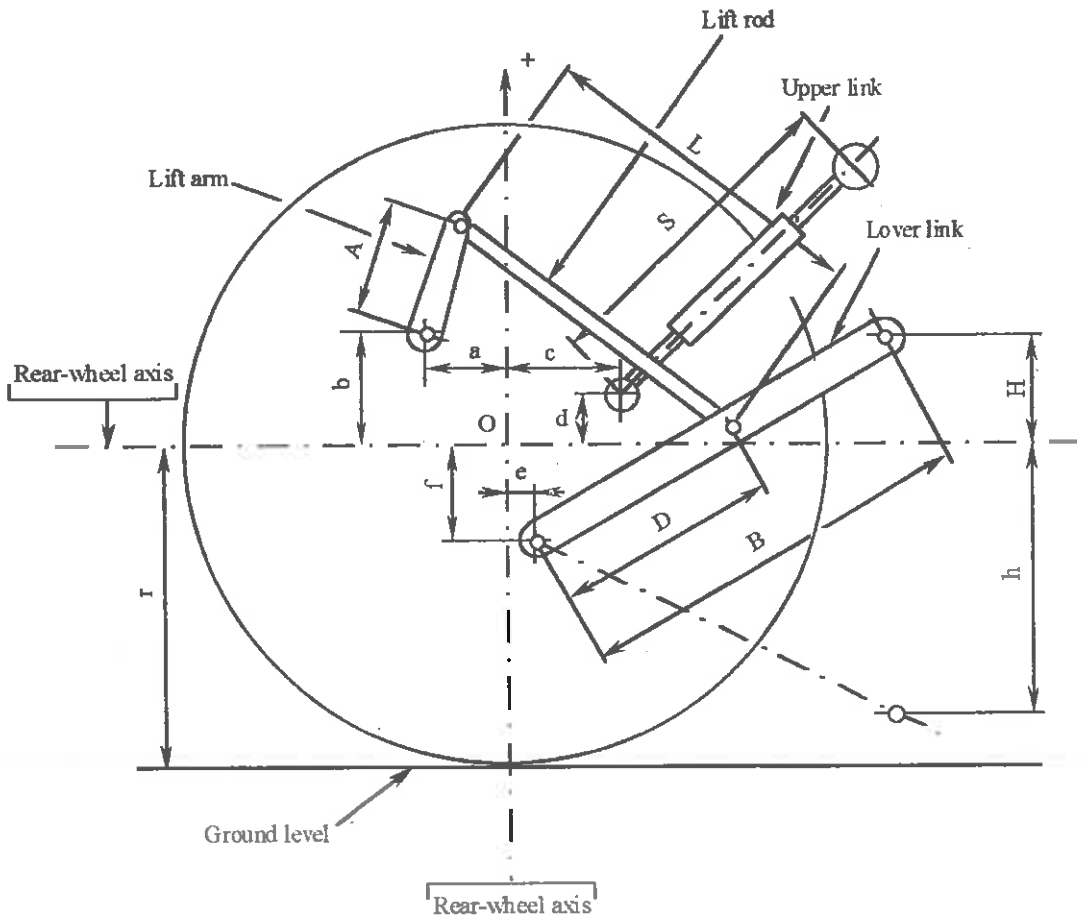
1.5.2 Front power lift

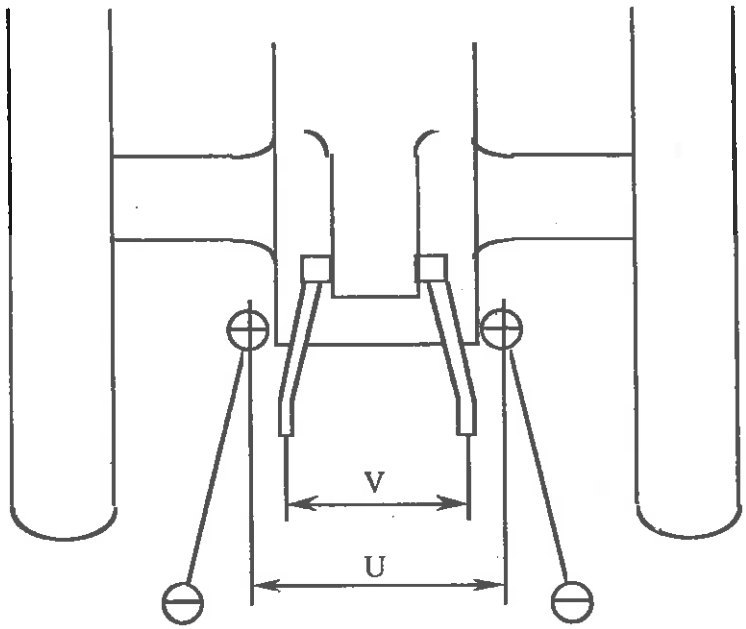
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1.6 THREE POINT LINKAGE

1.6.1 Rear three point linkage

Category:	2nd, implement attachment with three point linkage and lower links, in conformity with I.S.O. STANDARD 730/I-1994
Category adapter:	none


Lift rod
+
Upper link
L
Lift arm
S
A
Lover link
a
c
b
H
Rear-wheel axis
O
d
e
f
D
B
h
r
Ground level
Rear-wheel axis


V
U

		Dimension or range mm	Settings used in test mm
Length of lift arms	(A)	255	255
Length of lower links	(B)	965	965
Distance of lift arm pivot point from rear wheel axis: - horizontally	(a)	135 rearward	135rearward
- vertically	(b)	300	300
Horizontal distance between the 2 lower link points	(u)	450-475	450-475
Horizontal distance between the 2 lift arm end points	(v)	510	510
Length of upper link	(S)	from 585 to 875	675
Distance of upper link pivot point from rear wheel axis: - horizontally	(c)	400	400
- vertically	(d)	255-335	255
Distance of lower link pivot point from rear wheel axis: - horizontally	(e)	135	135
- vertically	(f)	205	205
Distance of lower link pivot points to lift rod pivot points on lower links	(D)	465-540	465
Length of lift rods	(L)	from 510 to 640	620
Heigth of lower hitch points relative to the rear wheel axis:			
- in low position	(h)	535	535
- in high position	(H)	175	175
Height above ground of lower hitch points when locked in transport position (*)		920	-

(*) Assuming r = 745 mm tyre dynamic radius index of ISO 4251/1-1992

Table 1.1 - **Dimension of rear linkage geometry**
(when connected to the standard frame)

1.6.2 Front three point linkage none

1.7 SWINGING DRAWBAR

- Type: own make, DGM-GA 1086 A 6t V0
- Height above ground
  - Minimum: 410 mm
  - Maximum: 520 mm
- Type of adjustment: overturning the drawbar to position the fork uppermost or downmost
- Distance of hitch point from rear-wheel axis, horizontally: 860 - 930 mm
- Distance of hitch point from PTO shaft end:
  - Vertically: 215 to 325 mm
  - Horizontally: 330 - 400 mm

- Lateral adjustment (centre of clevis):	
• Right hand:	210 mm
• Left hand:	210 mm
- Distance of pivot point from rear-wheel axis, horizontally:	210 mm
- Diameter drawbar pin hole:	33 mm
- Maximum vertical permissible load:	0 kN

1.8 TRAILER HITCH

- Type:	own make, DGM-GA 1087 C 6t V1.5
- Hole diameter:	28 mm
- Height above ground:	
- min:	465 mm
- max:	950 mm
- Distance of hitch point from rear wheel axis, horizontally:	700 mm
- Distance of hitch point from power take-off shaft end:	
- vertically:	270 mm below, 215 mm above
- horizontally:	170 mm
- Maximum vertical permissible load:	14.7 kN

1.9 HOLED DRAWBAR

(available as option and not present on the tested tractor)

1.10 STEERING

- Make/Model/Type:	DANFOSS make, ORBITROL OSPC 125 OR model, hydrostatic type
- Method of operation:	
- pump:	hydrostatic steering with NEW HOLLAND A31 XRP hydraulic gear pump or NEW HOLLAND A31 XRP2 hydraulic gear pump
- rams:	two double acting rams acting directly on front axle;
- Working pressure:	17 Mpa

1.11 BRAKES

1.11.1 Service brake

- Make/Model:	Own make, drawing n. 5172711
- Type:	oil bath disc, total 2 discs at rear (1 for wheel), mounted on differential shaft. Rear disc 259 mm dia, FRENDO ABEX HDT 303 lining material
- Method of operation:	hydraulically actuated with 2 pedals
- Trailer braking take-off:	hydraulic or pneumatic traler braking systems

1.11.2 Parking brake:

- Type: fully independent of service brake, 4 oil bath sectors, mounted on the secondary shaft of the gear box, FRENDO ABEX 40 A lining material
- Method of operation: mechanical by hand lever

1.12 WHEELS

Steering wheels

- Number: 2
- Location: at front

Driving wheels

- Number: 2
- Location: at rear

- Wheelbase: 2342 mm

- Track width adjustment:

	Minimum mm	Maximum mm	Adjustment method
Front	1400	2110	Adjusting the telescopic beam and alternating wheel rims
Rear	1440	2205	Changing the position of the rims in respect to the disc

1.13 PROTECTIVE STRUCTURE

- Make/Model/Type: NEW HOLLAND make, SLTV 3 model, not tiltable cab type
- Manufacture's name and address: NEW HOLLAND ITALIA S.p.A.,
  Viale delle Nazioni, 55
  41100 MODENA (MO) - Italy
- Protective device: cab, not tiltable
- OECD approval number: CSD 1404/6 for the FIAT version and CSD 1404/16 for the FORD version
- Date of approval: 9th October 1995

As option:

- Make/Model/Type: NEW HOLLAND make, 35/L/1 model, not tiltable Rear Roll Bar type
- Manufacture's name and address: NEW HOLLAND ITALIA S.p.A.,
  Viale delle Nazioni, 55
  41100 MODENA (MO) - Italy
- Protective device: Rear Roll Bar, not tiltable
- OECD approval number: CSS 0349/6 for the FIAT version and CSS 0349/16 for the FORD version
- Date of approval: 9th October 1995

- Make/Model/Type: NEW HOLLAND make, 35/L/A model, folding Rear Roll Bar type
- Manufacture's name and

address:	NEW HOLLAND ITALIA S.p.A., Viale delle Nazioni, 55 41100 MODENA (MO) - Italy
- Protective device:	Rear Roll Bar, folding
- OECD approval number:	CSD 1406/6 for the FIAT version and CSD 1406/16 for the FORD version
- Date of approval:	9th October 1995
- Make/Model/Type:	NEW HOLLAND make, 35/L/B model, NON folding Rear Roll Bar type
- Manufacture's name and address:	NEW HOLLAND ITALIA S.p.A., Viale delle Nazioni, 55 41100 MODENA (MO) - Italy
- Protective device:	Rear Roll Bar, NON foldng
- OECD approval number:	CSD 1406/26 for the FIAT version and CSD 1406/36 for the FORD version
- Date of approval:	9th October 1995
- Make/Model/Type:	NEW HOLLAND make, 35/L/3 model, not tiltable Rear Roll Bar type
- Manufacture's name and address:	NEW HOLLAND ITALIA S.p.A., Viale delle Nazioni, 55 41100 MODENA (MO) - Italy
- Protective device:	Rear Roll Bar, not tiltable
- OECD approval number:	CSD 1412/47÷48 for the FIAT version and CSD 1412/67÷68 for the FORD version
- Date of approval:	12TH February 1997
- Make/Model/Type:	NEW HOLLAND make, 35/L/C model, folding Rear Roll Bar type
- Manufacture's name and address:	NEW HOLLAND ITALIA S.p.A., Viale delle Nazioni, 55 41100 MODENA (MO) - Italy
- Protective device:	Rear Roll Bar, folding
- OECD approval number:	CSD 1411/51÷52 for the FIAT version and CSD 1411/71÷72 for the FORD version
- Date of approval:	12TH February 1997
- Make/Model/Type:	NEW HOLLAND make, 35/L/D model, NON folding Rear Roll Bar type
- Manufacture's name and address:	NEW HOLLAND ITALIA S.p.A., Viale delle Nazioni, 55 41100 MODENA (MO) - Italy
- Protective device:	Rear Roll Bar, NON folding
- OECD approval number:	CSD 1411/131÷132 for the FIAT version and CSD 1411/131÷152 for the FORD version
- Date of approval:	12TH February 1997

1.14 SEAT

1.14.1 Driver's seat

- Make/Model/Type:	GRAMMER make, DS 85H/3A model, upholstered seat with back rest, is mounted on tractor equipped with safety cab
- Type of suspension:	adjustable spring
- Type of damping:	shock absorber
- Range of adjustment:	
- longitudinal:	210 mm
- vertical:	60 mm

1.14.2 Optional driver's seat

- Make/Model/Type: GRAMMER make, LS 95H1/90A model, upholstered seat with back rest, is mounted on tractor equipped with safety cab
- Type of suspension: adjustable spring
- Type of damping: shock absorber
- Range of adjustment:
  - longitudinal: 170 mm
  - vertical: 60 mm

- Make/Model/Type: GRAMMER make, MSG 95A/20 model, upholstered seat with back rest, is mounted on tractor equipped with safety cab
- Type of suspension: adjustable spring
- Type of damping: shock absorber
- Range of adjustment:
  - longitudinal: 170 mm
  - vertical: 60 mm

- Make/Model/Type: GRAMMER make, DS 44/2H model, upholstered seat with back rest, is mounted on tractor equipped with all above mentioned Rear Roll Bar frame.
- Type of suspension: adjustable spring
- Type of damping: shock absorber
- Range of adjustment:
  - longitudinal: 150 mm
  - vertical: 60 mm

- Make/Model/Type: GRAMMER make, DS 85H/3A model, upholstered seat with back rest, is mounted on tractor equipped with all above mentioned Rear Roll Bar frame.
- Type of suspension: adjustable spring
- Type of damping: shock absorber
- Range of adjustment:
  - longitudinal: 210 mm
  - vertical: 60 mm

1.14.3 Passenger seat

- Location: on left hand side of the driver's seat
- Number of places: 1

1.15 LIGHTING

	Height above ground of centre (*) mm	Size mm	Distance from outside edge of lights to median plane of tractor mm
Headlights:	1130	165 x 105	210
Sidelights	1455	110 x 35	785
Rearlights	1590	75 x 70	795
Reflectors	660	Ø 55	475

(*) with tyres: 9.00 - 16 front - 480/70 R 34 rear

2. TEST CONDITIONS

2.1 OVERALL DIMENSIONS (with tyres 9.00 - 16 front and 480/70 R 34 rear)

	Length	Width		Height at top of	
		minimum	maximum	protective structure	exhaust silencer
	mm	mm	mm	mm	mm
Ballasted	4270	2020	2685	2550	2770
Unballasted	4000	2020	2685	2550	2770

2.2 GROUND CLEARANCE

(unballasted tractor): 500 mm

- Clearance-limiting part: below the rear differential housing

2.3 TRACTOR MASS

Mass (with safety cab and full fuel tank):

	Ballasted		Unballasted	
	Without driver kg	With driver kg	Without driver kg	With driver kg
Front	1770	1790	1200	1220
Rear	2420	2475	2220	2275
Total	4190	4265	3420	3495

2.4 BALLAST

	Weights		Water (kg)
	Number	Total mass (kg)	
Front wheels	-	-	-
Front weight	10 + support	470	-
Rear wheels	6	300	-
Optional	1	1235	-

2.5 TYRES AND TRACK WIDTH SPECIFICATIONS

	Front	Rear
Tyres:		
- dimensions	9.00 - 16	480/70 R 34
- ply rating	8 ply	143 A8
- type	radial	radial
- maximum load (tyre manufacturer')	10.59 kN	26.72 kN
- maximum load (tractor manufacturer's)	10.78 kN	22.07 kN
- inflaction pressure (tyre manufacturer's)	310 kPa	160 kPa
- dynamic radius index	395 mm	745 mm
Chosen track width:	1560 mm	1540 mm

The optional ballasts have been used in order to carry out optional drawbar tests in the condition of the following maximum admittable load on the axles:
Front axle: 2200 kg - Rear axle: 4500 kg - Total: 5500 kg

Tyre matching			
At front		At rear	
7.50 - 16	8 ply	18.4 R 30	142 A8
		16.9 R 30	137 A8
		480/70 R 30	141 A8
7.50 - 18	8 ply	16.9 R 34	139 A8
		13.6 R 38	128 A8
7.50 - 20	8 ply	16.9 R 34	139 A8
9.00 - 16	8 ply	480/70 R 34	143 A8
		540/65 R 34	140 A8
		520/70 R 30	145 A8
		18.4 R 30	142 A8
10.00 - 16	8 ply	480/70 R 34	143 A8
		540/65 R 34	140 A8
		520/70 R 30	145 A8
		18.4 R 30	142 A8

2.5 OILS AND LUBRICANTS

2.5.1 Capacity and change interval

	Capacity dm^3	Oil change h	Filter change h
- Engine with filter	10.7	300	300
- Gear box with power lifts, rear axle, final drive and hydraulic system	55.0	1200	300
- Steering system	2.0	1200	300

2.5.2 Specifications (SAE, API, MIL-L, ISO)

	Recommended	Used during test
Engine oil - Type: - Viscosity: - Classification:	AMBRA SUPER GOLD 15W-40 12.50 cSt API SE - CD	As recommended
Hydraulic fluid - Type: - Viscosity: - Classification	AMBRA MULTI G 11.50 cSt API GL 4	As recommended
Rear axle, final drives and gear box - Type: - Viscosity: - Classification:	AMBRA MULTI G 11.50 cSt API GL 4	As recommended
Steering oil - Type: - Viscosity: - Classification:	AMBRA MULTI G 11.50 cSt API GL 4	As recommended

2.5.3 Grease: AMBRA GR9 NLGI2 international specification

- Number of lubrication points:12

2.7 FUEL

- Type: ERG DIESEL oil, in conformity with national standard.
- Density at 15 °C: 0.830 g/cm^3

3. COMPULSORY TEST RESULTS

3.1 Main power take-off

- Date and location of tests: 6th September 1996, I.M.A., TORINO, ITALY
- Type of dynamometer: PARASITIC CURRENTS, BORGHI & SAVERI FA 300-30 SP

Power	Speed		Fuel consumption			Specific energy
	Engine	P.t.o.	Hourly		Specific	
kW	rev/min		kg/h	l/h	g/kWh	kWh/l
3.1.1 MAXIMUM POWER - TWO HOUR TEST						
49,71	2500	1050	12,42	14,96	250	3,32
3.1.2 POWER AT RATED ENGINE SPEED						
49,71	2500	1050	12,42	14,96	250	3,32
3.1.3 STANDARD POWER TAKE OFF SPEED (1000 ± 25 rev/min)						
48,27	2381	1000	11,90	14,34	247	3,37
3.1.4 PART LOADS						
3.1.4.1 the torque corresponding to maximum power at rated engine speed						
49,71	2500	1050	12,42	14,96	250	3,32
3.1.4.2 85% of torque obtained in 3.1.4.1						
44,60	2638	1108	11,27	13,58	253	3,28
3.1.4.3 75% of torque defined in 3.1.4.2						
33,66	2655	1115	9,45	11,39	281	2,96
3.1.4.4 50% of torque defined in 3.1.4.2						
22,54	2667	1120	7,55	9,10	335	2,48
3.1.4.5 25% of torque defined in 3.1.4.2						
11,49	2719	1142	5,62	6,77	489	1,70
3.1.4.6 unloaded						
-	2743	1152	4,01	4,83	-	-
3.1.5 PART LOADS AT STANDARD POWER TAKE OFF SPEED (1000 rev/min)						
3.1.5.1 the torque corresponding to maximum power						
48,27	2381	1000	11,90	14,34	247	3,37
3.1.5.2 85% of torque obtained in 3.1.5.1						
43,13	2500	1050	10,94	13,18	254	3,27
3.1.5.3 75% of torque defined in 3.1.5.2						
32,69	2526	1061	8,90	10,72	272	3,05
3.1.5.4 50% of torque defined in 3.1.5.2						
22,02	2552	1072	7,15	8,61	325	2,56
3.1.5.5 25% of torque defined in 3.1.5.2						
11,20	2598	1091	5,25	6,33	469	1,77
3.1.5.6 unloaded						
-	2624	1102	3,69	4,45	-	-

- No load maximum engine speed: 2743 rev/min
- Torque (equivalent crankshaft) at maximum power:
  - at rated engine speed 189.9 Nm
  - at standard power take-off speed 193.6 Nm
- Maximum torque (equivalent crankshaft) 219.9 Nm
  (engine speed: 1352 rev/min)

Mean atmospheric conditions	
Temperature:	20 °C
Pressure:	98.1 kPa
Relative humidity:	75 %
Maximum temperatures	
Coolant:	86.0 °C
Engine oil:	120.0 °C
Fuel:	53.0 °C
Engine air intake:	34.0 °C

3.2 HYDRAULIC POWER AND LIFTING FORCE

- Date of tests: 20th September 1996

3.2.1 Hydraulic Power Test

- Sustained pressure with relief valve open: 19.0 MPa
- Pump delivery rate at minimum pressure: 58.0 l/min

	Flow rate l/min	Power kW	Pressure MPa
Flow rate corresponding to a hydraulic pressure equivalent to 90% of the actual relief valve pressure setting and corresponding hydraulic power	56.0	16.0	17.1
Flow rate and hydraulic pressure corresponding to maximum hydraulic power	56.0	16.3	17.5

- Tapping point used for test: at rear of tractor
- Temperature of hydraulic fluid: 60 °C
- Opening pressure of the unloading valve: --- MPa
- Closing pressure of the unloading valve: --- MPa

3.2.2 POWER LIFT TEST

Rear power lift linkage settings for test - see Table 1.1 and figg. 1.1 ÷ 1.2

	at the hitch point		on the frame	
Height of lower hitch points above ground in down position	210	mm	210	mm
Vertical movement	640 (*) 700 (+)	mm mm	640 (*) 700 (+)	mm mm

(*) with lifting forces (+) without lifting forces

	at the hitch point		on the frame	
Maximum corrected force exerted through full range	17.53 (**)	kN	13.72 (**)	kN
	23.92 (++)	kN	18.06 (++)	kN
Corresponding pressure of hydraulic fluid	17.1	MPa	17.1	MPa
Moment about rear-wheel axis	19.28 (**)	kNm	23.46 (**)	kNm
	26.31 (++)	kNm	30.88 (++)	kNm
Maximum tilt angle of mast from the vertical	- degrees		3 degrees	

(**) without supplementary external cylinder
(++) with supplementary external cylinder

Results without supplementary external cylinder

Lifting heights relative to the horizontal plane including the lower pivot points										
mm	- 330	- 300	- 200	- 100	- 50	0	50	100	200	310
Lifting forces										
at the hitch points kN	17.53	18.53	21.80	23.74	24.27	24.89	25.24	25.33	24.89	23.83
Corresponding pressure: 17.1 MPa										
at the frame kN	23.97	24.18	24.71	24.54	24.45	24.18	23.12	22.51	21.71	13.72
Corresponding pressure: 17.1 MPa										

Results with supplementary external cylinder

Lifting heights relative to the horizontal plane including the lower pivot points										
mm	- 330	- 300	- 200	- 100	- 50	0	50	100	200	310
Lifting forces										
at the hitch points kN	25.35	26.30	28.77	30.18	30.18	30.36	30.27	29.74	30.10	23.92
Corresponding pressure: 17.1 MPa										
at the frame kN	33.75	33.27	32.92	31.16	30.54	29.74	28.86	27.36	25.86	18.06
Corresponding pressure: 17.1 MPa										

3.3 DRAWBAR PERFORMANCE

Date of tests: 27th January ÷ 30th January 1997
Type of track: asphalt
Tyre size - front: 9.00 - 16 8 ply
- rear: 480/70 R 34 143 A8

	Height of hitch above ground	Tyre inflaction pressure	
		Front	Rear
Unballasted	765 mm	310 kPa	160 kPa
Ballasted	760 mm	310 kPa	160 kPa

Gear no. and group	Driving speed km/h	Power kW	Drawbar pull daN	Engine speed rev/min	Wheel slip %	Specific fuel consumpt. g/kWh	Specific energy kWh/l	Temperature Fuel °C	Coolant °C	Engine oil °C	Atmospheric conditions Tempe rature °C	Relative humidity %	Pres sure kPa
3.3.1 MAXIMUM POWER IN TESTED GEARS (unballasted tractor)													
1 LO Medium	3.32	32.40	3511	2637	15.0	339	2.45	20	36	106	3.0	47	98.9
1 HI Medium	3.75	36.59	3511	2619	15.1	333	2.49	19	35	108	3.0	48	98.9
4 LO Slow	4.22	39.64	3383	2497	11.3	312	2.66	22	41	112	3.0	50	98.9
4 HI Slow	4.98	40.71	2942	2500	8.2	313	2.65	20	39	108	3.0	50	98.9
2 LO Medium	4.99	42.14	3040	2501	7.4	303	2.74	15	33	111	3.0	52	98.9
2 HI Medium	5.78	42.15	2628	2502	5.9	303	2.74	15	33	111	3.0	54	98.9
3 LO Medium	7.44	42.36	2050	2502	4.3	296	2.81	15	33	111	3.0	55	98.9
3 HI Medium	8.52	41.77	1765	2501	3.7	304	2.73	13	32	110	3.0	57	98.9
1 LO High	8.38	42.93	1844	2502	4.0	294	2.83	12	30	110	3.0	62	98.9
1 HI High	9.61	42.42	1589	2501	3.3	297	2.79	12	31	110	3.0	61	98.9
4 LO Medium	10.78	41.40	1383	2502	3.2	311	2.67	12	31	110	3.0	59	98.9
4 HI Medium	12.30	40.19	1177	2501	3.0	316	2.63	13	32	111	3.0	58	98.9
3.3.2 MAXIMUM POWER IN TESTED GEARS (ballasted tractor)													
1 LO Slow	1.45	15.17	3776	2680	14.9	-	-	25	87	106	5.0	50	98.9
1 HI Slow	1.64	17.12	3756	2673	15.0	-	-	25	88	106	5.0	50	98.9
2 LO Slow	2.09	21.71	3746	2664	15.0	-	-	25	89	107	5.5	51	98.9
2 HI Slow	2.37	24.52	3727	2653	14.9	-	-	17	36	108	5.0	52	98.9
3 LO Slow	2.99	31.56	3795	2649	14.9	333	2.49	16	36	111	5.0	54	98.9
3 HI Slow	3.38	35.57	3795	2623	15.0	339	2.45	15	34	110	4.5	56	98.9

Gear no. and group	Driving speed km/h	Power kW	Drawbar pull daN	Engine speed rev/min	Wheel slip %	Specific fuel consumpt. g/kWh	Specific energy kWh/l	Temperature			Atmospheric conditions		
								Fuel °C	Coolant °C	Engine oil °C	Tempe rature °C	Relative humidity %	Pres sure kPa
1 LO Medium	3.32	34.58	3756	2637	15.1	333	2.49	15	34	110	4.5	58	98.9
1 HI Medium	3.78	37.77	3599	2599	13.8	331	2.51	21	39	114	5.0	60	98.9
4 LO Slow	4.29	40.77	3423	2497	9.7	307	2.70	18	37	112	5.0	62	98.9
4 HI Slow	5.09	41.32	2922	2504	6.2	306	2.71	18	37	112	5.0	64	98.9
2 LO Medium	5.00	41.78	3011	2499	7.1	305	2.72	18	37	112	4.0	66	98.9
2 HI Medium	5.78	41.74	2599	2501	5.7	300	2.77	17	36	108	4.0	68	98.9
3 LO Medium	7.43	41.88	2030	2500	4.2	291	2.85	20	38	113	4.0	70	98.9
3 HI Medium	8.51	41.50	1755	2498	3.6	308	2.69	19	38	113	3.5	72	98.9
1 LO High	8.39	42.26	1814	2497	3.7	297	2.80	18	37	113	3.5	74	98.9
1 HI High	9.62	41.92	1569	2498	3.0	296	2.81	20	37	113	3.5	76	98.9
4 LO Medium	10.85	41.06	1363	2502	2.5	303	2.74	17	36	112	3.0	78	98.9
4 HI Medium	12.41	39.87	1157	2503	2.1	311	2.67	18	36	113	3.0	80	98.9
3.3.3 FIVE-HOUR TESTS													
3.3.3.1 FIVE HOUR TEST at 75% of pull at maximum power													
3 LO Medium	7.99	33.71	1520	2651	2.9	325	2.56	12	32	111	4.0	60	99.2
3.3.3.2 FIVE HOUR TEST at pull corresponding to 15% wheelslip - with 460 kg as additional ballast													
1 LO Medium	3.57	37.20	3756	2627	-	-	-	25	39	110	7.0	75	99.2

Oil consumption during ten hours tests 3.3.3.1 and 3.3.3.2: 76 g/h

Tests 3.3.3.2 was carried out with additional ballast; so. the not quoted figures are irrelevant

3.4 TURNING AREA AND TURNIG CIRCLE

Wheel equipment: front: 9.00 - 16 (8 ply) rear: 480/70 R 34 (143 A8)
Track width: front: 1560 rear: 1540

	With brakes		Without brakes	
	Right-hand m	Left-hand m	Right-hand m	Left-hand m
Radius of turning area	3.50	3.52	3.95	3.94
Radius of turning circle	3.36	3.38	3.81	3.80

3.5 LOCATION OF CENTRE OF GRAVITY

Height above ground	880 mm
Distance forward from the vertical plane containing the axis of the rear wheels	818 mm
Distance from the median plane of the tractor: to the left	0 mm

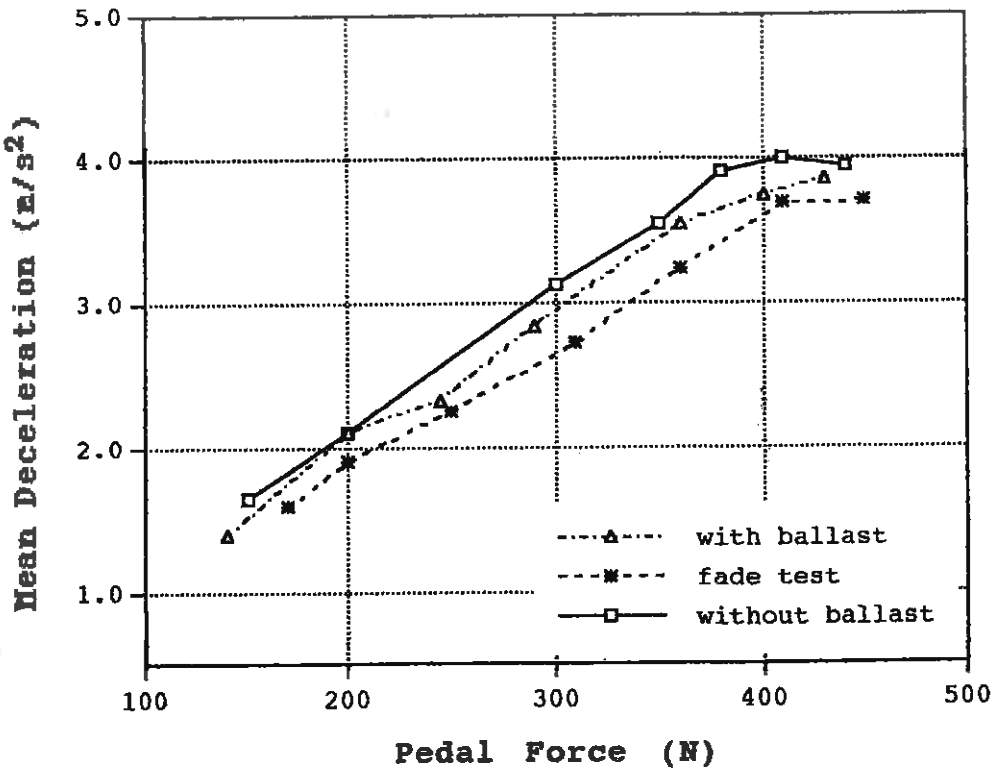
3.6 BRAKING

- Date of tests: 13th January 1997
- Type of track: asphalt
- Type of decelerometer: PEISELER
- Tractor masses during test (*)

	front axle kg	rear axle kg	total kg
Ballasted	1790	2485	4275
Unballasted	1220	2285	3505

(*) tractor carring a driver and the decelerometer (85 kg)

3.6.1 Cold service braking device test - 3.6.2 Fade test



3.6.1 Cold service braking device test

	Ballasted tractor	Unballasted tractor
Speed before application of brakes (km/h)	32.0	31.9

3.6.2 Fade test

- Maximum deviation of the tractor from its original course: none
- Abnormal vibration: none
- Brake heating method: by means of towing the tractor for 1 km at 25.5 km/h with a towing force of 4.27 kN

3.6.3 Parking braking device test

	Uphill	Downhill
Braking device control force	19.0 daN	19.1 daN

3.7 MEASUREMENT OF EXTERNAL NOISE LEVEL

- Date of tests: 14th January 1997 - I.M.A. - TORINO
- Sound level meter: make,model and type: RION make, NA 29 E model, impulse precision type
- Type of track: asphalt
- Gear number: 4 HI High
- Travelling speed before acceleration: 24.0 km/h
- Sound level: 87.0 dB(A)

4. REPAIRS = none

5. REMARKS = none

6. OPTIONAL TEST (on request of the manufacturer)

6.1 Drawbar performance

This test has been carried out using optional ballasts in order to reach the condition of the maximum admittable load on the axles; measurements have been done in the same gears tested during the drawbar performance shown at the point 3.3.2 of this report.

6.1 DRAWBAR PERFORMANCE

Date of tests: 31st January 1997
Type of track: asphalt
Tyre size - front: 9.00 - 16 8 ply
- rear: 480/70 R 34 143 A8

Tractor masses used during tests:

front	2200 kg
rear	3300 kg
Total	5500 kg

		Tyre inflaction pressure	
		Front	Rear
	Height of hitch above ground	160 kPa	160 kPa
Ballasted	755 mm	160 kPa	160 kPa

Gear no. and group	Driving speed km/h	Power kW	Drawbar pull daN	Engine speed rev/min	Wheel slip %	Specific fuel consumpt. g/kWh	Specific energy kWh/l	Temperature Fuel °C	Temperature Coolant °C	Temperature Engine oil °C	Atmospheric conditions Tempe rature °C	Atmospheric conditions Relative humidity %	Atmospheric conditions Pres sure kPa
MAXIMUM POWER IN TESTED GEARS (tractor with the maximum admittable load on the axles)													
1 LO Slow	1.44	17.78	4462	2674	15.0	-	-	25	87	106	6.0	60	100.4
1 HI Slow	1.63	20.21	4472	2663	15.0	-	-	25	88	106	6.5	61	100.4
2 LO Slow	2.07	25.64	4462	2652	14.9	-	-	25	89	107	6.5	62	100.4
2 HI Slow	2.35	29.23	4472	2646	14.9	-	-	25	39	116	6.0	62	100.4
3 LO Slow	2.94	36.57	4482	2614	15.0	329	2.53	23	42	117	5.5	64	100.4
3 HI Slow	3.36	39.95	4276	2498	10.6	311	2.67	22	39	116	5.5	66	100.4
1 LO Medium	3.31	40.57	4413	2501	10.2	304	2.73	21	38	115	5.0	65	100.4
1 HI Medium	3.93	41.82	3834	2500	6.4	298	2.79	19	36	114	5.0	67	100.4
4 LO Slow	4.52	42.48	3383	2504	4.7	292	2.84	17	35	113	5.0	68	100.4
4 HI Slow	5.15	42.21	2952	2495	4.3	300	2.77	17	35	113	4.5	69	100.4
2 LO Medium	5.15	43.02	3011	2497	3.8	288	2.88	15	34	112	4.5	70	100.4
2 HI Medium	5.89	42.85	2618	2498	3.3	291	2.85	14	33	110	4.0	70	100.4
3 LO Medium	7.53	42.67	2040	2499	2.4	298	2.79	13	31	111	3.5	70	100.4
3 HI Medium	8.63	41.58	1736	2503	2.0	306	2.71	13	30	110	3.0	72	100.4
1 LO High	8.50	42.34	1795	2500	2.1	301	2.76	10	28	107	2.5	74	100.4
1 HI High	9.68	41.37	1540	2496	1.9	304	2.73	10	29	109	2.5	76	100.4
4 LO Medium	10.90	40.65	1344	2500	1.5	306	2.71	11	29	109	2.0	77	100.4
4 HI Medium	12.44	39.62	1147	2504	1.5	316	2.63	11	30	110	2.0	76	100.4

NEW HOLLAND ITALIA FIAT L 75

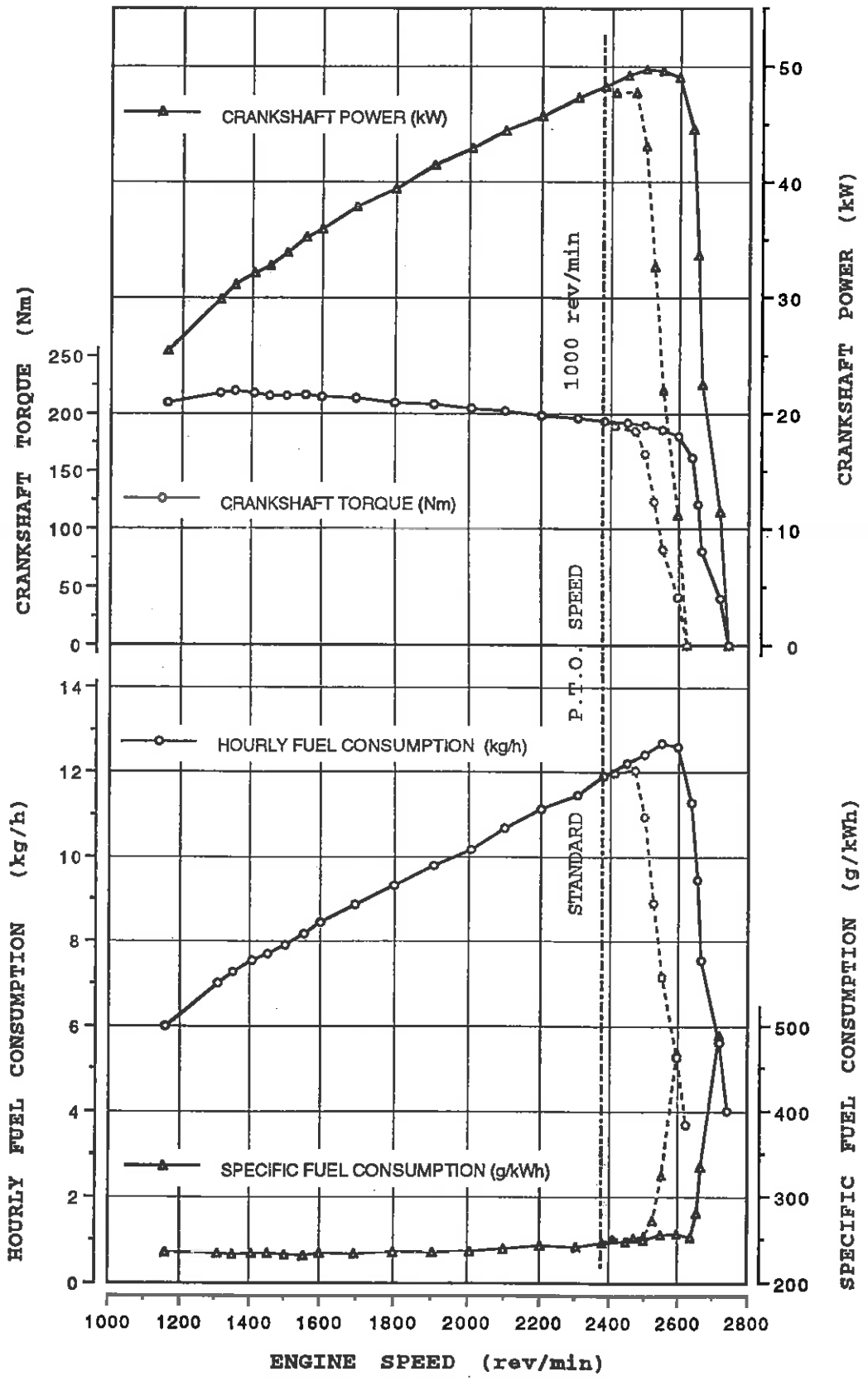


FIG. 1 - POWER TAKE-OFF TEST

NEW HOLLAND ITALIA FIAT L 75

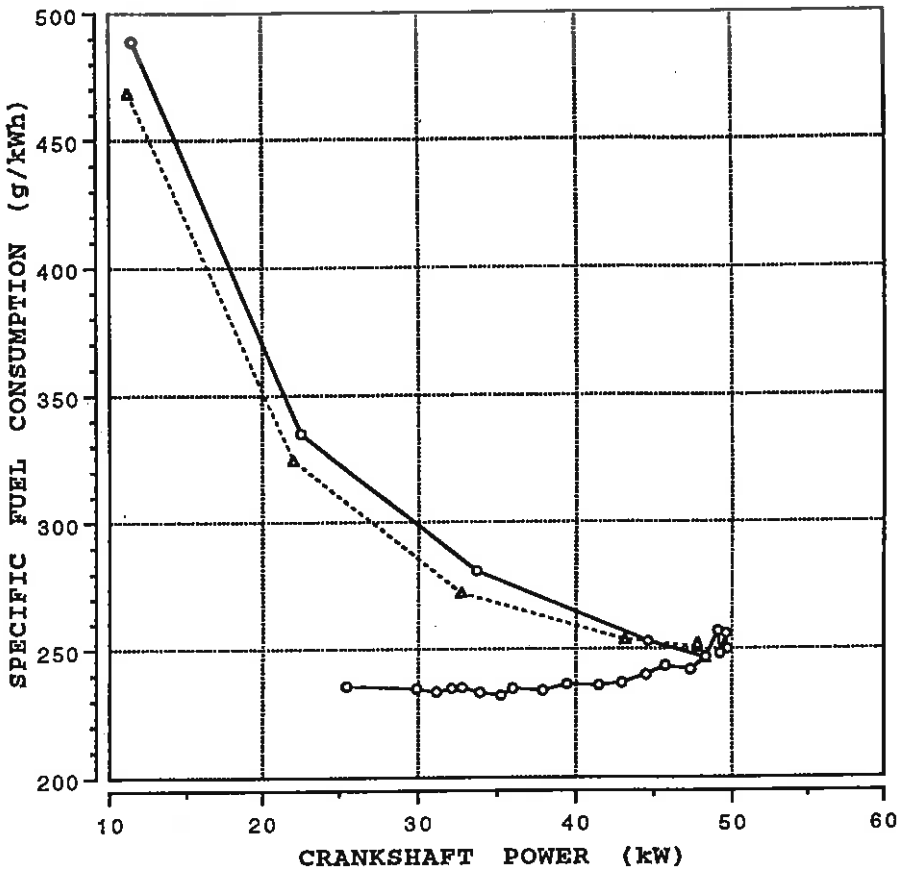


Fig. 2 - POWER TAKE- OFF TEST

The Head of the Section

R. MARENGO

The Director

P. PICCAROLO

Torino, 24th February 1997