OECD APPROVAL # 1608
(Restricted code)
Date of approval: 14 March 1996

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REPORT ON TEST IN ACCORDANCE WITH OECD STANDARD CODE FOR THE OFFICIAL TESTING OF AGRICULTURAL TRACTOR PERFORMANCE



FORD NEW HOLLAND 5030 (DU 51) (4WD) 16 x 8 WITH MECHANICAL FRONT WHEEL DRIVE

MANUFACTURED BY	:	FORD NEW HOLLAND LTD BASILDON, ESSEX ENGLAND
NEBRASKA TEST NUMBER:		1704
TEST DATE	:	October 4 through 25, 1995

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

This report has been approved by the OECD Coordinating Centre in Paris (CEMAGREF) on 14 March 1996.

Ford 5030 16 x 8 Dual Power with MFWD OECD # 1608

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SPECIFICATIONS OF TRACTOR.

Manufacturers name/address	Ford New Holland Ltd. Basildon, Essex England
Submitted for test by	The manufacturer
Selected for test by	The manufacturer in agreement with the test station.
Place of running in	New Holland North America New Holland PA
Duration of running in	81.3 hours
Location of test	Tractor Testing Laboratory Lincoln, Nebraska, U.S.A.

TRACTOR SPECIFICATIONS.

Make	Ford
Model	5030 (DU 51)
Type	Unit construction, mechanical front wheel drive (4WD)
Number of driving wheels	2 or 4
Serial Number	*BE04308*
1st Serial number	*BD81888*

ENGINE.

Make	Ford New Holland
Model	C256 CID NA
Type	Diesel, direct injection
Serial Number	L538081

Cylinders

Number/Disposition	Four, in-line, vertical
Bore/stroke	111.8 mm x 106.7 mm
Capacity	4186 cm^3
Compression Ratio	16.3:1
Arrangement of valves	Overhead
Cylinder liners	None, Monobloc construction

Supercharging

Make/Model/Type	None
Pressure	N/A

Fuel System

Feed system	Gravity
Make/Type/Model of filters	Plastic strainer in tank and paper element filter with sediment bowl and water trap between tank and injection pump
Fuel tank capacity	65.7 liters
Make/Model/Type Injection Pump	Lucas-CAV/DPA-DSA 1335/Rotary
Pump Serial number	32587 BNG

Production setting of pump	
Flow Rate	12.6 - 13.6 kg/hr
Fuel density	0.8435 kg/l
Make/Model/Type Injectors	CAV/multi-hole/JB 6801110 nozzle
Injection pressure	23.1 - 24.1 MPa
Timing	15 degrees before TDC
Governor	
Make/Model/Type	CAV/mechanical
Governed engine speed range	From 600 to 2375 rev/min
Rated engine speed	2200 rev/min
High-idle speed range	2325 - 2375 rev/min
Air Cleaner.	
Pre-cleaner	
Make/Model/Type	Ford New Holland
Air intake location	Above front hood
Primary Cleaner	
Make/Model/Type	Locker Air Maze/dry paper element/pleated paper
Secondary element	
Make/Model/Type	pleated paper
Maintenance indicator	Warning lamp on instrument panel
Lubrication system.	
Type of feed pump	Force feed from eccentric rotor pump
Type of filters	Full flow paper element filter
Number	one
Oil cooler	Heat exchanger with engine coolant
Cooling system.	
Type of coolant	Water and Ethylene Glycol
Type of pump	Centrifugal
Fan specification	Belt driven
Number of fan blades	Six
Fan diameter	406 mm
Coolant system capacity	13.5 l
Type of temperature control	1 thermostat
Superpressure system	75 kPa
Starting system.	
Make/Model/Type	Lucas-MME/M127/Solenoid engaged
Power Rating	2.8 kW
Cold starting aid	CAV Thermostart

Safety device	Transmission neutral switch interlock
Electrical system.	
Voltage & grounding.	12 Volt DC;negative ground
Alternator	
Make/Model/Type	Lucas MME/A127 55
Power rating	55 Amp at 6000 rev/min.
Batteries	
Number & connection	One; 12 V battery
Rating	107 Amp-hour at 20 hour rating 800 cold crank amps
Exhaust system.	
Make/Model/Type	Nelson Burgess; two chamber;
Location	vertical above hood;left of centerline
Height of top above ground	2665 mm
TRANSMISSION.	
Clutch. (travel)	
Make/Model/Type	AP single dry plate
Number of plates	One
Plate diameter	330 mm
Method of operation	Mechanical; pedal operated
Gear Box.	
Make/Model/Type	Ford New Holland/16x8 Dual Power/mechanical synchromesh with one electro-mechanical range switch
Arrangement	One 4 forward speed lever; One high/low range lever; One high/low range switch; One forward/reverse lever
Number of gears	16 forward and 8 reverse controlled by three levers and one switch.
Oil cooler	Air to oil radiator
Available options	8x8 Synchromesh shift

Rear axle and final drives.	
Make/Model/Type	Ford New Holland/crown wheel and pinion, differential and epicyclic reduction gear final drive
Differential Lock	
Type	Mechanical
Method of engagement	pedal operated
Method of disengagement	self disengaging
Front Axle and final drives.	
Make/Model/Type	Carraro/707-164/mechanical
Differential lock	
Type	Limited Slip
Method of engagement	Automatic
Method of disengagement	Automatic

Gear ratios and travel speeds.

Gear Number	Gear Designation	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	1L	295.20	1.94
2	1H	238.82	2.41
3	2L	199.22	2.88
4	2H	161.17	3.56
5	3L	130.77	4.40
6	3H	105.79	5.43
7	4L	89.04	6.46
8	5L	83.71	6.89
9	4H	72.04	7.97
10	5H	67.72	8.48
11	6L	56.49	10.17
12	6H	45.70	12.56
13	7L	37.08	15.50
14	7H	30.00	19.14
15	8L	25.25	22.77
16	8H	20.43	28.11
Reverse(Bypasses Dual Power switch on instrument panel)			
1	1l	240.05	2.40
2	2l	162.00	3.54
3	3l	106.34	5.40
4	4l	72.41	7.93
5	1h	68.07	8.43
6	2h	45.94	12.50
7	3h	30.15	19.04
8	4h	20.53	27.65

Tire dynamic radius of 695 mm ISO 4251/1-1992

Number of front wheel revolutions for one rear wheel revolution =1.3868

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 clutch plates	7
Diameter of clutch plates	133.4 mm
Number of shafts	One
Method of changing speeds	none

Standard PTO. 540 rev/min.

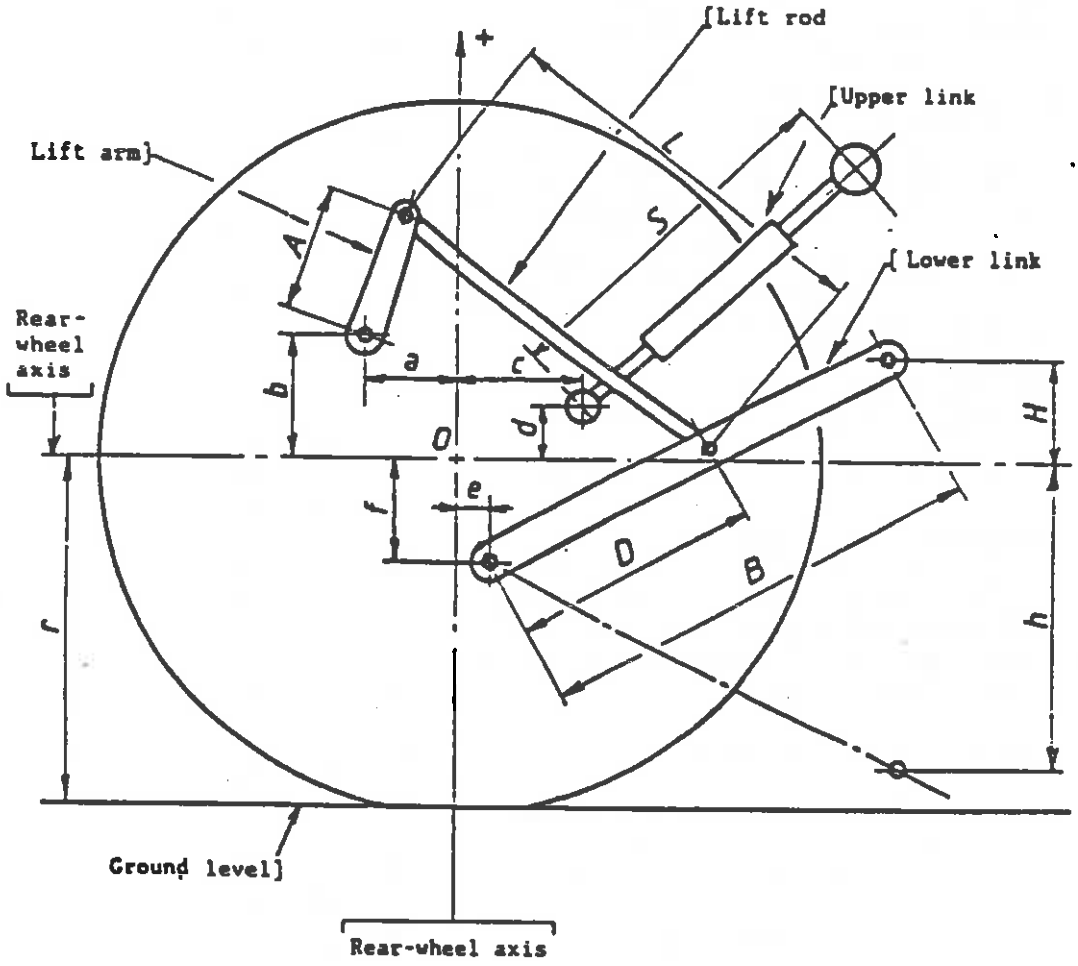
Location	Rear of tractor, vertical center plane.
Diameter of shaft	34.9 mm
Number of splines	6; conforms to ISO 500/1991
Height above ground	566 mm
Distance from median plane of tractor	0 mm
Distance behind rear axle	401 mm
PTO Speed at rated engine spd	676 rev/min
Engine speed at Std. PTO Spd	1756 rev/min
Engine speed/PTO speed ratio	3.252
Direction of rotation when viewed from shaft end	Clockwise.

POWER LIFT.

Make	Sauer Sunstrand
Type of hydraulic system	Gear type,;closed center load sensing system.
Number/Type of cylinders	One internal,single acting
Type of linkage lock for transport	None
Relief valve setting	17.2 MPa
Opening pressure of cylinder safety valve	19.6 MPa
Lift pump type	Gear
Power transmission to pump	From PTO shaft independent of main and PTO clutches
Type/Number of filters	Full flow/one
Location of oil reservoir	Rear axle housing
Number/Type/Location of tapping points.	One pair of ISO standard couplings at rear of tractor.
Oil cooler	Air to oil heat exchanger
Max. oil volume available for external cylinders.	27.7 liter

THREE POINT LINKAGE.

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



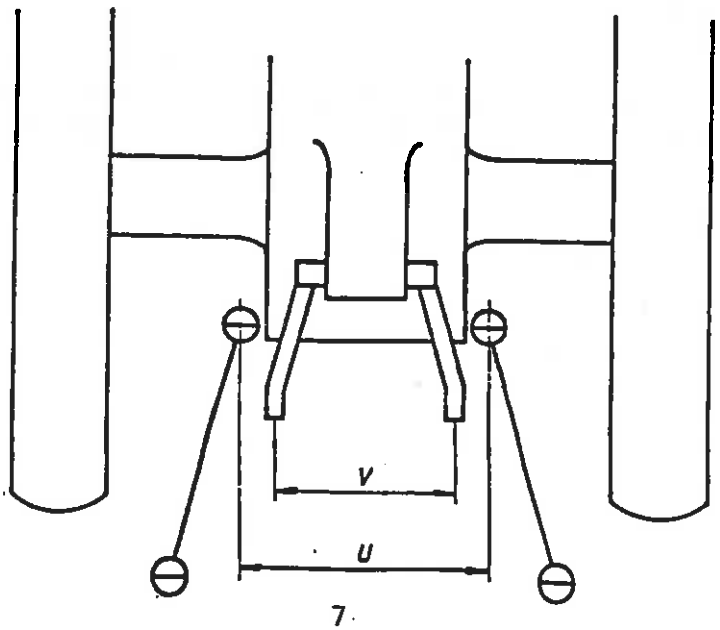


Table 1.1 -*Linkage geometry dimensions.

		Dimension or range [mm]	Settings used on test [mm]
Lift category		I	same
Rear Tire - Radius Index	(r)	695	610
Front Tire - Radius Index	(r')	515	470
Length of lift arms	(A)	254	same
Length of lower links	(B)	864	same
Distance of lift arm pivot from: horizontal	(a)	203	same
rear wheel axis: vertical	(b)	257	same
Horizontal distance between the 2 lower link points	(u)	520	same
Horizontal distance between the 2 lift arm end points	(v)	546	same
Length of upper link	(S)	622 to 762	719
Distance of upper link pivot from: horizontal	(c)	262 or 222	222
rear wheel axis: vertical	(d)	153 or 191	191
Distance of lower link pivot from: horizontal	(e)	68	same
rear wheel axis: vertical	(f)	203	same
Distance of lower link pivot points to lift rod pivot pts on lower links.	(D)	481	same
Length of lift rods	(L)	696 to 833	740
Height of lower hitch points relative to rear wheel axis In low position	(h)	389 to 630	419
In high position	(H)	83 to 232	219
Height above ground of lower hitch points when locked in transport position.		789 to 938	841

*Assuming (r) with a tire dynamic index of 695 mm-ISO 4251/1-1992

SWINGING DRAWBAR.

Type	Oscillating
Height above ground	Min 270 mm Max 405 mm
Adjustments	Inverting drawbar
Distance of hitch point from rear wheel axis,horizontal	632 mm, 750 mm
Distance of hitch point from PTO shaft end Vertical Horizontal	 254 mm, 114 mm 355 mm, 241 mm
Lateral adjustment; Right hand Left hand	163 mm 163 mm
Distance of pivot point from rear wheel axis; horizontal	On rear axle centre line
Diameter of drawbar pin hole	27 mm
Maximum vertical static permissible load	Drawbar extended - 7.8 kN Drawbar retracted- 10.2 kN

STEERING

Make/Model/Type	Danfoss Motor/10 SPC-100/ Hydrostatic
Method of operation	Steering wheel
Pump	Gear pump,engine mounted
Ram(s)	One double acting cylinder
Working pressure	9.6 to 10.4 MPa

BRAKES.

Service brake.

Make/Model/Type	Girling/oil immersed multiplate on rear axle planetary shafts
Method of operation	operated by two pedals which can be locked together.

Parking brake.

Type	Mechanical linkage coupled to service brake
Method of operation	Hand lever with ratchet

Trailer Brake

Type	None

WHEELS.

Number.	
Front	Two; Driving and steering
Rear	Two; Driving
Wheel base	2266 mm

Track width adjustment

	Minimum [mm]	Maximum [mm]	Adjustment method
Front	1396	1855	Reversing wheels and offset lug rims
Rear	1515	2026	Reversing wheels and offset lug rims

STRUCTURE

Make/Model/Type	Ford New Holland/ 2 Post Safety frame
Manufacturer's name/address	Ford New Holland New Holland, Penn.
Protective device	2 post ROPS
OECD approval number	CSD 1396/1

DRIVER'S SEAT.

Make/Model/Type	Grammer/DS44-1HB/Super Comfort
Type of suspension	Mechanical
Type of damping	Double acting; hydraulic
Range of adjustment	
Longitudinal	150 mm
Vertical	60 mm

LIGHTING.

	Height above ground of center [mm]	Size [mm]	Distance from outside edge to median plane of tractor. [mm]
Headlights	1555	105ϕ	767
Rearlight Left side	1530	146 x 95	463
Reflector Right side	1640	80 x 40	686

TEST CONDITIONS.

Overall dimensions.

Length		3606 mm
Width	Minimum	1815 mm
	Maximum	2423 mm
Height - Top of ROPS		2349 mm
- Top of exhaust		2665 mm
Ground clearance. (unballasted)		350 mm
Clearance-limiting part		Bottom of drawbar support

Tractor Mass (with rollbar,full fuel tank).

		without driver [kg]	with driver [kg]
Unballasted	Front	1115	1125
	Rear	1601	1666
	Total	2716	2791
Ballasted	Front	1109	1119
	Rear	2558	2623
	Total	3667	3742

Ballast

	Number of weights	Total mass [kg]	Liquid [kg]
Front	none		none
Rear	6	327	624
Additional (front frame)	none		
Dual tires	None		
Test equipment			

Tire Specifications.

	Front Wheels	Rear Wheels
Make	Goodyear	Armstrong
Dimensions	11.2-24	16.9-28
Ply rating	8 ply	6 ply
Type	Bias	Bias
Max.load (tire manufacturer)	1265 kg/tire	1895 kg/tire
Max.load (tractor manufacturer)	1265 kg/tire)	1895 kg/tire
Inflation pressure(tire mfr)	240 kPa	120 kPa
Dynamic Radius Index	515 mm	695 mm
Chosen track width	1618 mm	1625 mm

Oils and Lubrication.

Capacity and change interval:

	Capacity liter	Oil change hours	Filter change hours
Engine (w/o filter)	6.6	300	300
Gear Box	12.0	1200	NA
Rear axle	45.7	1200	300
Front axle housing	5.5	1200	NA
Hydraulic system	common with rear axle		
Steering	2.2	1200	1200

Oil and Lubricant specifications:

	Recommended	Used during test
Engine oil		
Type	Ford M2C121-C	same
Viscosity	SAE 15W-40	
Classification	API SG/CE Mil-L-2104C	
Transmission		
Type	Ford M2C134-D	same
Viscosity	9.0 cST at 100°C	
Classification	Mil-L-2105	
Rear axle		
Type	Ford M2C134-D	same
Viscosity	9.0 cST at 100°C	
Classification	Mil-L-2105	
Hydraulic fluid	same as rear axle	same
Steering oil		
Type	Ford M2C134-D	same
Viscosity	9.0 cST at 100°C	
Front axle		
Type	Ford M2C134-D	same
Viscosity	9.0 cST at 100°C	
Classification	Mil-L-2105	
Grease	Ford M1C137-B	
Number of lubrication points	13	

Fuel

Type/grade	Grade 2-D, in conformity with the national standard
Density (Pto test)	0.842 kg/l at 15°C
(Drawbar test)	same as Pto test.
Cetane number	50.6
Viscosity	2.51 cSt at 38°C

COMPULSORY TESTS

1. MAIN POWER TAKE OFF

Date: 6-Oct-95 Location: UNL Tractor Test Lab, Lincoln, NE, USA

Type of dynamometer: Eddy current, Eaton

Fuel Density: 0.842 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						
47.40	2200	676	15.96	13.43	0.283	2.97
63.56			*4.22*	*29.61*	*0.466*	*15.08*
1.2 Power at Rated Engine Speed - 1 hour						
47.40	2200	676	15.96	13.43	0.283	2.97
63.56			*4.22*	*29.61*	*0.466*	*15.08*
1.3 Power at Standard Power Take Off Speed - 1 hour						
41.86	1757	540	13.54	11.39	0.272	3.09
56.17			*3.58*	*25.12*	*0.447*	*15.70*
1.4 Part Loads						
1.4.1 Torque at maximum power at rated engine speed						
47.40	2200	676	15.96	13.43	0.283	2.97
63.56			4.22	29.61	0.466	15.08
1.4.2 85% of torque obtained in 1.4.1						
42.64	2326	715	15.04	12.66	0.297	2.84
57.18			*3.97*	*27.90*	*0.488*	*14.39*
1.4.3 75% of torque defined in 1.4.2						
31.97	2332	717	12.29	10.34	0.324	2.60
42.87			*3.25*	*22.80*	*0.532*	*13.20*
1.4.4 50% of torque defined in 1.4.2						
21.38	2332	717	9.54	8.03	0.376	2.24
28.67			*2.52*	*17.70*	*0.617*	*11.38*
1.4.5 25% of torque defined in 1.4.2						
10.57	2329	716	7.28	6.12	0.579	1.45
14.18			*1.92*	*13.50*	*0.952*	*7.38*
1.4.6 unloaded						
0.20	2326	715	5.17	4.35	21.447	0.04
0.27			*1.37*	*9.60*	*35.258*	*0.20*
1.5 Part Loads at Standard Power Take Off Speed						
1.5.1 Torque at maximum power						
41.86	1757	540	13.54	11.39	0.272	3.09
56.17			3.58	25.12	0.447	15.70
1.5.2 85% of torque obtained in 1.5.1						
37.21	1822	560	12.13	10.21	0.274	3.07
49.90			*3.20*	*22.50*	*0.451*	*15.58*
1.5.3 75% of torque defined in 1.5.2						
27.97	1842	566	9.54	8.03	0.287	2.93
37.50			*2.52*	*17.70*	*0.472*	*14.88*
1.5.4 50% of torque defined in 1.5.2						
18.84	1862	572	7.44	6.26	0.332	2.53
25.27			*1.96*	*13.80*	*0.546*	*12.86*
1.5.5 25% of torque defined in 1.5.2						
9.52	1882	578	5.34	4.49	0.472	1.78
12.77			*1.41*	*9.90*	*0.775*	*9.06*
1.5.6 unloaded						
0.17	1897	583	3.72	3.13	18.905	0.04
0.22			*0.98*	*6.90*	*31.080*	*0.23*

No load maximum engine speed:	2326 rev/min	
Equivalent torque at rated speed:	206 N.m	152 lb-ft
Equivalent torque at maximum power:	206 N.m	152 lb-ft
(engine speed:	2200 rev/min)	
Maximum equivalent crankshaft torque:	239 N.m	176 lb-ft
(engine speed:	1298 rev/min)	
Mean Dry bulb:	24 deg C	75 deg F
Wet bulb:	19 deg C	66 deg F
Relative Humidity	62 %	
Pressure:	97.6 kPa	28.82 in Hg
Maximum Coolant:	102 deg C	215 deg F
Engine Oil:	112 deg C	233 deg F
Fuel:	63 deg C	146 deg F
Air Intake:	66 deg C	150 deg F
Transmission/hydraulic oil:	73 deg C	164 deg F

Date of Test	18-Oct-95
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:

17.24 MPa
2500 psig

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

34.8 l/min
9.2 gpm

III. Flow rate, pressure, power:

90% of relief valve setting

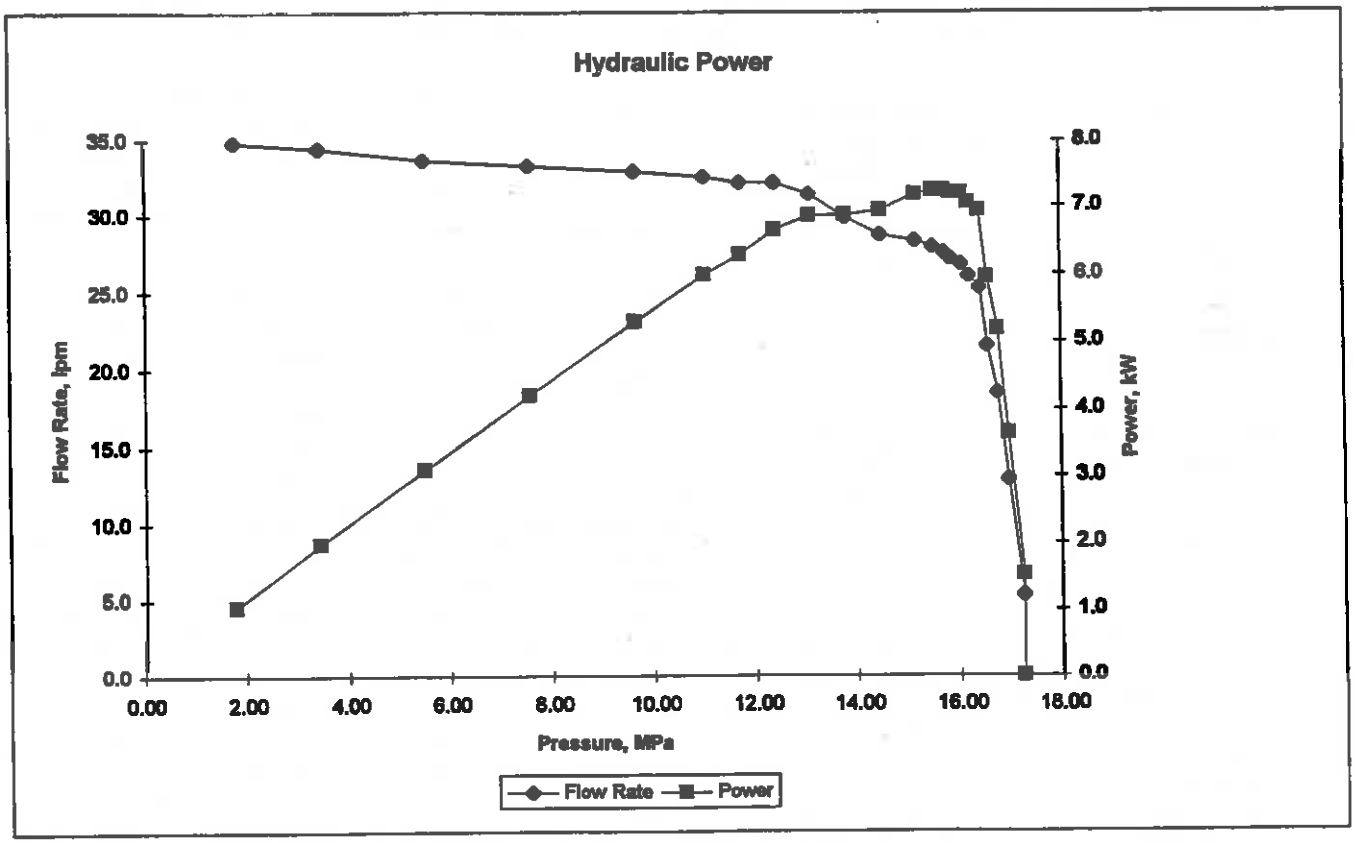
28.0	l/min	15.51	MPa	7.2	kW
7.4	*gpm*	*2250*	*psig*	*9.7*	*hp*

Maximum hydraulic power:

28.0	l/min	15.51	MPa	7.2	kW
7.4	*gpm*	*2250*	*psig*	*9.7*	*hp*

IV. Hydraulic fluid temperature at flow meter

64 °C
147 °F



NOTE: 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: 23 April 1991
(The hydraulic lifting system on this model is mechanically identical to that used on the Ford 3230 8x2(OECD test 1324) and the results are valid for this model.)

		Hitch points	Frame
Lower hitch points above ground - down position:	[mm/in]	206/8.1	191/7.5
Vertical movement: without load:	[mm/in]	638/25.1	759/29.9
Vertical movement: with load:	[mm/in]	617/24.3	726/28.6
Maximum corrected force through full range:	[kN/lb]	14.1/3159	13.6/3056
Corresponding pressure:	[kPa/psi]	16258/2358	
Moment about rear axle:	[kN.m/lb.ft]	13.1/9661	21.0/15458
Maximum mast tilt angle:	[deg]	--	8.9

Lifting height relative to horizontal position of lower links.

[mm]	-216	-201	-99	0	99
[in]	-8.5	-7.9	-3.9	0	3.9
Corrected lift forces					
Hitch [kN]	--	14.1	16.0	16.9	18.1
point.[lb]	--	3159	3600	3789	4077
at [kN]	13.6	--	14.5	15.6	15.7
frame [lb]	3056	--	3515	3533	3515

Lifting height relative to horizontal position of lower links.

[mm]	201	300	401	417	511
[in]	7.9	11.8	15.8	16.4	20.1
Corrected lift forces					
Hitch [kN]	18.8	19.3	20.6	20.4	--
point [lb]	4231	4344	4625	4589	--
at [kN]	15.6	--	15.3	14.8	14.4
frame [lb]	3515	--	3443	3317	3234

OECD Drawbar Data (SI)

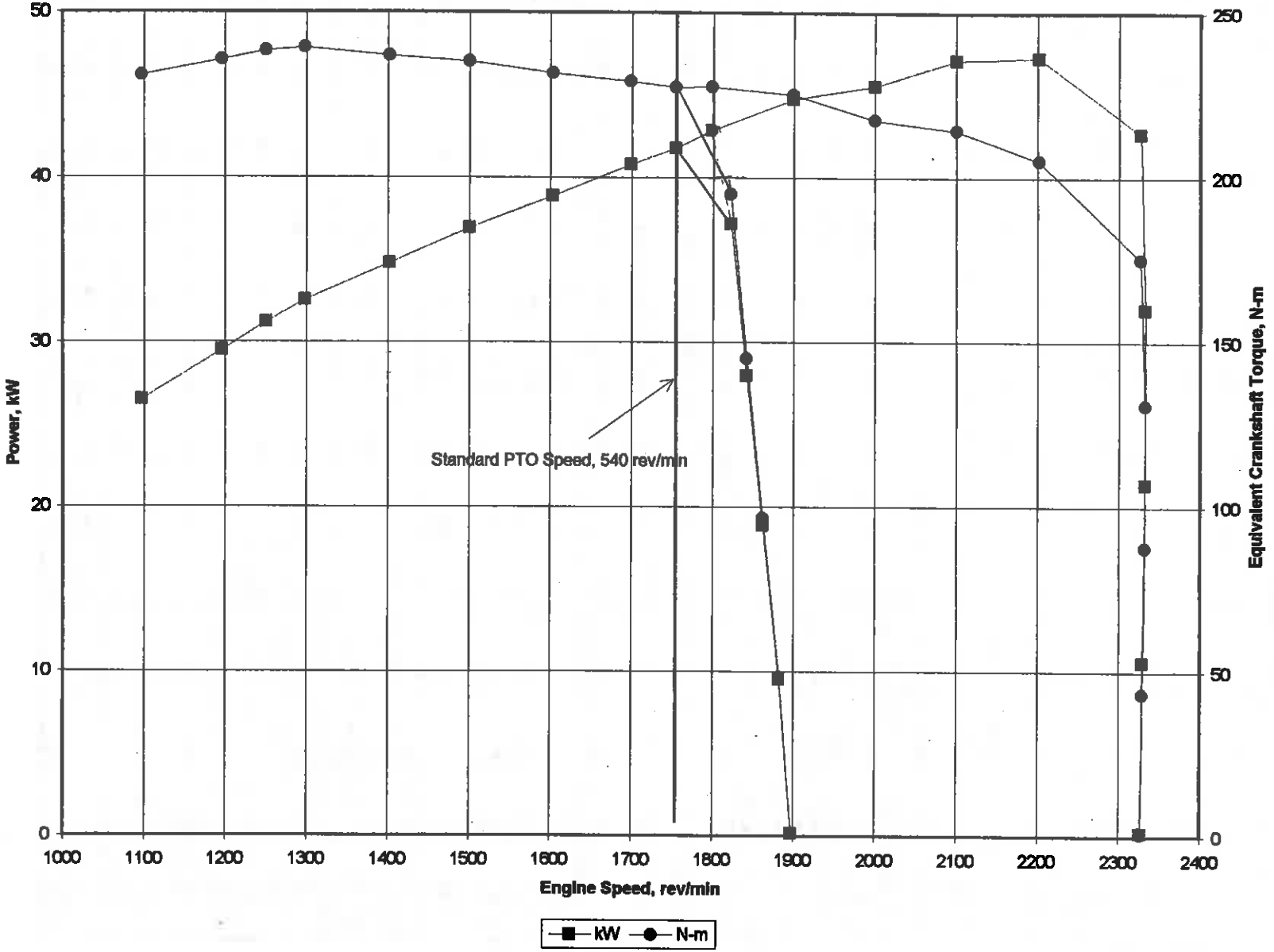
Date of tests:		11-Oct-95		Fuel density:		0.842 kg/l								
Type of track:		Concrete		Test number:		1704								
Gear	Power	Pull	Speed	Engine speed	Slip	SFC	SFE	Temperature, deg C					Rel humidity	Baro. Press
	kW	kN	km/h	rev/min		kg/kW.h	kW.h/l	Fuel	Coolant	Oil	Dry	Wet		kPa
I. Maximum Power (unballasted, 4wd at 2200 rev/min)						Tire pressure:		83 kPa, rear		83 kPa, front		Drawbar height:		343 mm
5 3L	30.19	26.89	4.04	2318	15%	0.385	2.18	63	85	104	19	14	59%	98.21
6 3H	36.80	27.13	4.88	2266	15%	0.366	2.30	63	86	106	18	13	58%	98.21
7 4L	37.98	23.01	5.94	2202	10%	0.350	2.41	65	88	106	19	14	59%	98.24
8 5L	39.34	22.32	6.34	2200	10%	0.337	2.50	66	88	108	21	15	53%	98.24
9 4H	38.12	18.07	7.59	2203	7%	0.349	2.41	66	90	109	22	16	54%	98.24
10 5H	39.46	17.50	8.12	2207	7%	0.336	2.50	67	91	111	22	16	58%	98.24
11 6L	40.15	14.65	9.86	2202	5%	0.333	2.53	67	91	111	23	17	55%	98.24
12 6H	39.17	11.39	12.38	2205	4%	0.343	2.45	67	89	110	23	17	55%	98.24
13 7L	38.35	8.95	15.42	2205	3%	0.351	2.40	65	89	109	24	18	56%	98.24
II. Part loads (unballasted, 4wd)														
II.1 in selected gear at maximum power at rated engine speed														
11 6L	40.15	14.65	9.86	2202	5%	0.333	2.53	67	91	111	23	17	58%	98.24
II.1.1 75% of pull at maximum power at rated engine speed														
11 6L	32.15	10.94	10.58	2321	4%	0.359	2.34	64	88	104	27	19	48%	98.34
II.1.2 50% of pull at maximum power at rated engine speed														
11 6L	21.77	7.29	10.75	2326	2%	0.414	2.03	64	86	105	27	19	48%	98.34
II.1.3 higher gear at reduced engine speed, same pull and travel speed as II.1.1														
12 6H	32.15	10.93	10.59	1879	4%	0.321	2.62	64	88	104	27	19	48%	98.34
II.1.4 higher gear at reduced engine speed, same pull and travel speed as II.1.2														
12 6H	21.77	7.29	10.75	1884	2%	0.359	2.34	66	86	103	27	19	48%	98.34
II.2 in selected gear nearest to 7.5 km/h at rated engine speed														
9 4H	38.12	18.07	7.59	2203	7%	0.349	2.41	66	90	109	22	16	54%	98.24
II.2.1 75% of pull at maximum power at rated engine speed														
9 4H	30.72	13.49	8.20	2323	5%	0.376	2.24	65	87	108	24	18	53%	98.27
II.2.2 50% of pull at maximum power at rated engine speed														
9 4H	20.92	8.99	8.38	2331	3%	0.436	1.93	65	85	107	24	18	56%	98.27
II.2.3 higher gear at reduced engine speed, same pull and travel speed as II.2.1														
11 6L	30.71	13.44	8.23	1825	5%	0.315	2.67	65	88	104	24	18	56%	98.27
II.2.4 higher gear at reduced engine speed, same pull and travel speed as II.2.2														
11 6L	20.92	8.98	8.39	1828	3%	0.356	2.36	64	86	101	24	19	60%	98.27

OECD Drawbar Data (US)

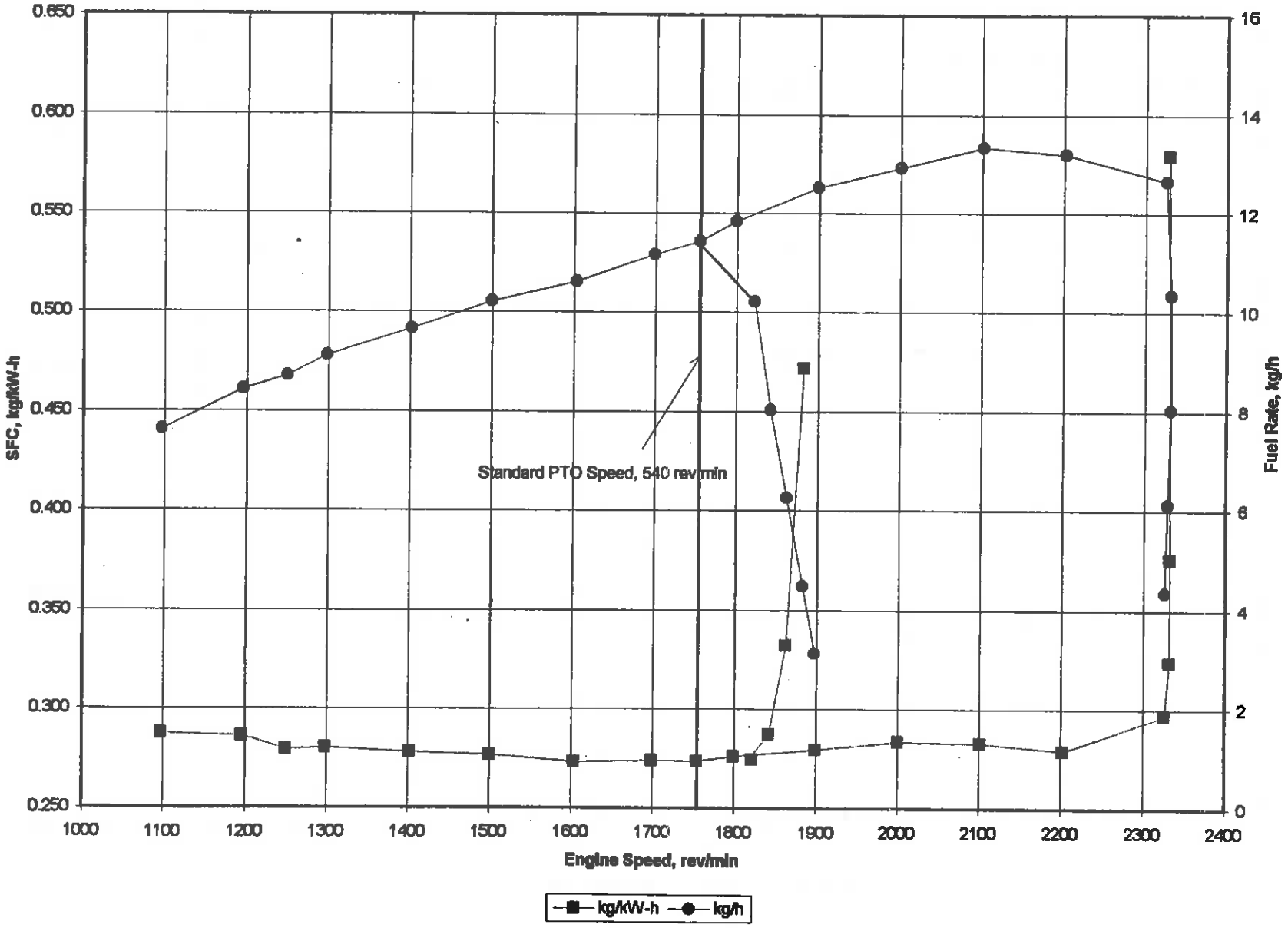
Date of tests:		11-Oct-95		Fuel density:		7.023 lb/gal								
Type of track:		Concrete		Test number:		1704								
Gear	Power	Pull	Speed	Engine speed	Slip	SFC	SFE	Temperature, deg F					Rel humidity	Baro. Press
	hp	lb	mph	rev/min		lb/hp.h	hp.h/gal	Fuel	Coolant	Oil	Dry	Wet		in Hg
I. Maximum Power (unballasted, 4wd at 2200 rev/min)						Tire pressure:		12 psig, rear		12 psig, front		Drawbar height:		13.5 in
5 3L	40.48	6045	2.51	2318	15%	0.635	11.07	145	186	220	66	57	59%	29.00
6 3H	49.35	6098	3.03	2266	15%	0.602	11.67	146	187	223	65	56	58%	29.00
7 4L	50.93	5174	3.69	2202	10%	0.575	12.22	149	190	224	67	58	59%	29.01
8 5L	52.76	5019	3.94	2200	10%	0.554	12.67	151	190	227	70	59	53%	29.01
9 4H	51.11	4063	4.72	2203	7%	0.573	12.25	151	194	229	71	60	54%	29.01
10 5H	52.92	3934	5.04	2207	7%	0.553	12.71	152	196	231	72	61	58%	29.01
11 6L	53.84	3294	6.13	2202	5%	0.548	12.83	152	195	232	73	63	55%	29.01
12 6H	52.52	2561	7.69	2205	4%	0.564	12.46	152	193	231	74	63	55%	29.01
13 7L	51.43	2013	9.58	2205	3%	0.576	12.18	149	192	229	75	64	56%	29.01
II. Part loads (unballasted, 4wd)														
II.1 in selected gear at maximum power at rated engine speed														
11 6L	53.84	3294	6.13	2202	5%	0.548	12.83	152	195	232	73	63	58%	29.01
II.1.1 75% of pull at maximum power at rated engine speed														
11 6L	43.11	2459	6.57	2321	4%	0.590	11.90	148	190	220	80	66	48%	29.04
II.1.2 50% of pull at maximum power at rated engine speed														
11 6L	29.20	1640	6.68	2326	2%	0.680	10.33	148	187	222	80	66	48%	29.04
II.1.3 higher gear at reduced engine speed, same pull and travel speed as II.1.1														
12 6H	43.11	2458	6.58	1879	4%	0.529	13.29	148	191	220	80	66	48%	29.04
II.1.4 higher gear at reduced engine speed, same pull and travel speed as II.1.2														
12 6H	29.20	1639	6.68	1884	2%	0.591	11.89	150	186	218	80	66	48%	29.04
II.2 in selected gear nearest to 4.6 mph at rated engine speed														
9 4H	51.11	4063	4.72	2203	7%	0.573	12.25	151	194	229	71	60	54%	29.01
II.2.1 75% of pull at maximum power at rated engine speed														
9 4H	41.20	3032	5.10	2323	5%	0.618	11.36	150	189	226	76	64	53%	29.02
II.2.2 50% of pull at maximum power at rated engine speed														
9 4H	28.05	2021	5.20	2331	3%	0.716	9.81	149	186	225	76	65	56%	29.02
II.2.3 higher gear at reduced engine speed, same pull and travel speed as II.2.1														
11 6L	41.18	3021	5.11	1825	5%	0.518	13.56	149	190	220	76	65	56%	29.02
II.2.4 higher gear at reduced engine speed, same pull and travel speed as II.2.2														
11 6L	28.05	2018	5.21	1828	3%	0.586	11.99	148	186	215	76	66	60%	29.02

Ford New Holland 5030

Power and Equivalent Crankshaft Torque

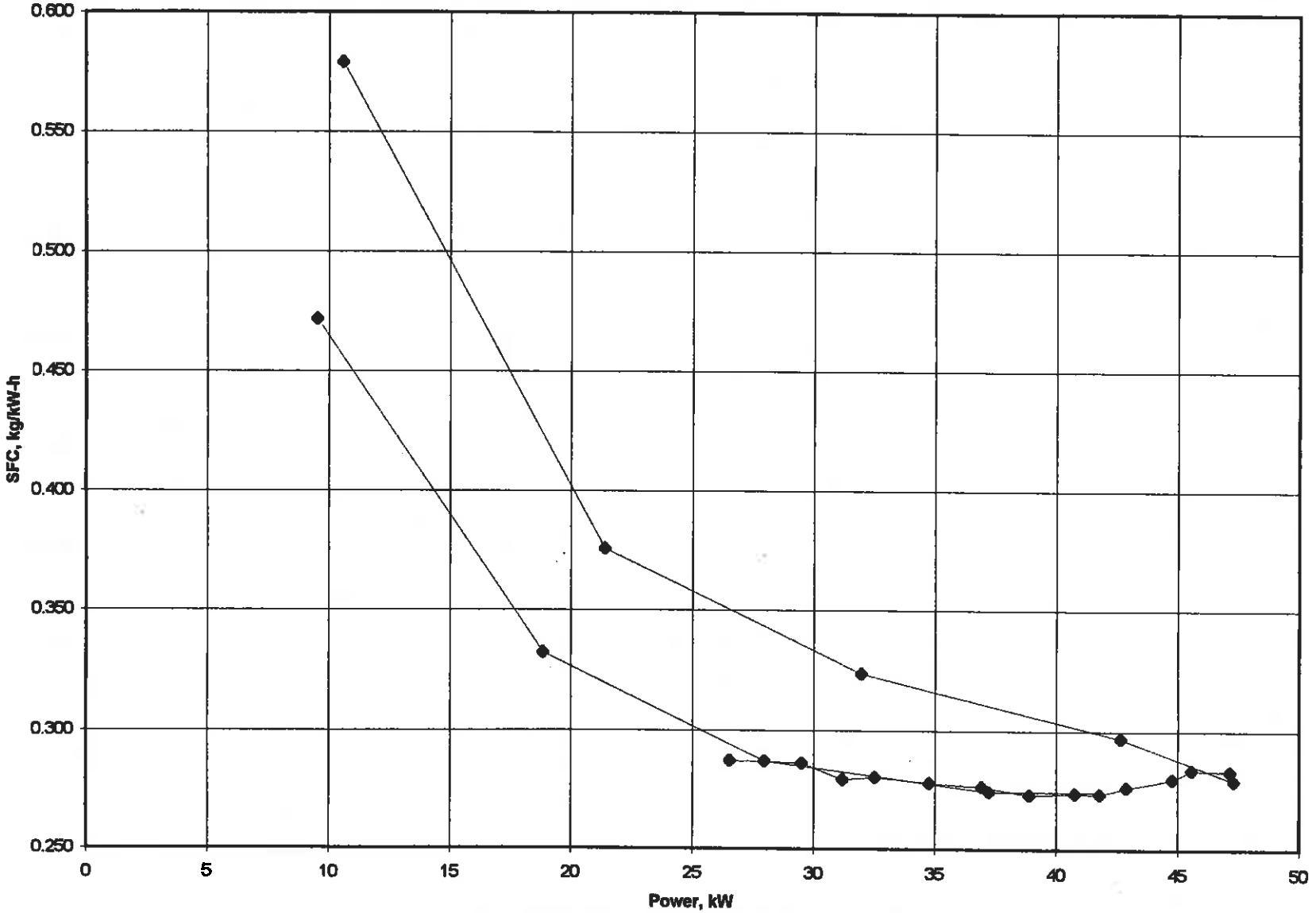


Specific Fuel Consumption and Fuel Rate



Ford New Holland 5030

Power and Specific Fuel Consumption



Tests conducted under the responsibility of
the Nebraska Tractor Testing Laboratory.

OECD Drawbar Data (SI)

Date of tests:	24-Oct-95	Fuel density:	0.842 kg/l
Type of track:	Concrete	Test number:	1704

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 (ballasted, 2wd at 2200 rev/min)						Tire pressure:		110 kPa, rear		83 kPa, front		Drawbar height:		470 mm
6 3H	38.29	28.27	4.88	2290	15%	0.353	2.39	62	85	104	8	4	53%	98.54
7 4L	39.69	24.41	5.85	2203	11%	0.336	2.50	61	86	105	10	6	52%	98.58
8 5L	41.09	23.62	6.26	2203	10%	0.325	2.59	62	86	107	10	6	52%	98.58
9 4H	39.80	19.16	7.48	2203	7%	0.336	2.50	63	87	108	11	6	48%	98.58
10 5H	41.23	18.62	7.97	2202	7%	0.324	2.60	63	87	108	13	7	41%	98.58
11 6L	41.72	15.42	9.74	2201	6%	0.321	2.62	62	87	106	13	7	39%	98.54
12 6H	40.73	12.01	12.20	2201	4%	0.330	2.55	61	87	107	14	7	39%	98.58
13 7L	39.67	9.41	15.18	2197	3%	0.339	2.48	61	87	106	14	7	39%	98.51
II. Part loads (ballasted, 2wd)														
II.1 in selected gear at maximum power at rated engine speed														
11 6L	41.72	15.42	9.74	2201	6%	0.321	2.62	62	87	106	13	7	42%	98.54
II.1.1 75% of pull at maximum power at rated engine speed														
11 6L	33.42	11.57	10.40	2311	4%	0.345	2.44	61	86	100	14	8	40%	98.48
II.1.2 50% of pull at maximum power at rated engine speed														
11 6L	22.73	7.70	10.64	2330	3%	0.404	2.08	59	85	101	14	8	40%	98.48
II.1.3 higher gear at reduced engine speed, same pull and travel speed as II.1.1														
12 6H	33.40	11.58	10.38	1868	4%	0.315	2.67	58	86	98	14	8	40%	98.48
II.1.4 higher gear at reduced engine speed, same pull and travel speed as II.1.2														
12 6H	22.74	7.70	10.63	1886	3%	0.358	2.35	58	85	99	14	8	40%	98.48

OECD Drawbar Data (US)

Date of tests:	24-Oct-95	Fuel density:	7.023 lb/gal
Type of track:	Concrete	Test number:	1704

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 (ballasted, 2wd at 2200 rev/min)						Tire pressure:		16 psig, rear		12 psig, front		Drawbar height:		18.5 in
6 3H	51.35	6355	3.03	2290	15%	0.580	12.12	143	186	220	46	39	53%	29.10
7 4L	53.22	5488	3.64	2203	11%	0.553	12.70	143	187	221	50	42	52%	29.11
8 5L	55.10	5310	3.89	2203	10%	0.534	13.15	143	187	225	50	42	52%	29.11
9 4H	53.37	4308	4.65	2203	7%	0.552	12.71	146	189	227	52	43	48%	29.11
10 5H	55.29	4186	4.95	2202	7%	0.532	13.20	145	189	226	55	44	41%	29.11
11 6L	55.95	3467	6.05	2201	6%	0.528	13.31	143	189	223	56	45	39%	29.10
12 6H	54.62	2701	7.58	2201	4%	0.542	12.96	143	189	224	57	45	39%	29.11
13 7L	53.20	2115	9.43	2197	3%	0.557	12.61	142	189	224	57	45	39%	29.09
II. Part loads (ballasted, 2wd)														
II.1 in selected gear at maximum power at rated engine speed														
11 6L	55.95	3467	6.05	2201	6%	0.528	13.31	143	189	223	56	45	42%	29.10
II.1.1 75% of pull at maximum power at rated engine speed														
11 6L	44.82	2601	6.46	2311	4%	0.567	12.38	143	187	212	58	46	40%	29.08
II.1.2 50% of pull at maximum power at rated engine speed														
11 6L	30.49	1730	6.61	2330	3%	0.665	10.56	139	185	213	58	46	40%	29.08
II.1.3 higher gear at reduced engine speed, same pull and travel speed as II.1.1														
12 6H	44.79	2604	6.45	1868	4%	0.518	13.56	137	187	209	58	46	40%	29.08
II.1.4 higher gear at reduced engine speed, same pull and travel speed as II.1.2														
12 6H	30.50	1731	6.61	1886	3%	0.588	11.95	137	185	210	58	46	40%	29.08

OPTIONAL TESTS: Ballasted - Front Drive Engaged

Tests conducted under the responsibility of
the Nebraska Tractor Testing Laboratory.

OECD Drawbar Data (SI)

Date of tests:	24-Oct-95	Fuel density:	0.842 kg/l
Type of track:	Concrete	Test number:	1704

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 (ballasted, 4wd at 2200 rev/min)						Tire pressure:		110 kPa, rear		83 kPa, front		Drawbar height:	470 mm	
5 3L	38.13	34.53	3.98	2299	15%	0.357	2.36	60	86	103	7	3	52%	98.54
6 3H	39.72	28.79	4.97	2203	10%	0.335	2.51	63	86	106	8	4	48%	98.54
7 4L	40.24	23.84	6.08	2201	8%	0.333	2.53	62	86	107	10	6	52%	98.58
8 5L	41.55	23.04	6.49	2203	7%	0.320	2.63	63	86	108	11	6	47%	98.58
9 4H	39.86	18.70	7.67	2201	5%	0.334	2.52	63	87	108	12	7	49%	98.58
10 5H	41.26	18.16	8.18	2200	5%	0.324	2.60	63	88	108	13	7	41%	98.58
11 6L	41.32	14.93	9.96	2207	4%	0.324	2.60	62	87	107	13	7	41%	98.58
12 6H	40.11	11.63	12.41	2202	3%	0.336	2.51	62	87	107	14	7	39%	98.51
13 7L	38.95	9.09	15.42	2201	2%	0.345	2.44	61	87	107	14	7	39%	98.51

OECD Drawbar Data (US)

Date of tests:	24-Oct-95	Fuel density:	7.023 lb/gal
Type of track:	Concrete	Test number:	1704

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 (ballasted, 4wd at 2200 rev/min)						Tire pressure:		16 psig, rear		12 psig, front		Drawbar height:	18.5 in	
5 3L	51.13	7762	2.47	2299	15%	0.587	11.97	139	186	218	45	38	52%	29.10
6 3H	53.26	6472	3.09	2203	10%	0.551	12.74	146	187	223	47	39	48%	29.10
7 4L	53.96	5360	3.78	2201	8%	0.547	12.85	144	187	225	50	42	52%	29.11
8 5L	55.72	5180	4.03	2203	7%	0.527	13.33	145	187	226	51	42	47%	29.11
9 4H	53.45	4205	4.77	2201	5%	0.549	12.79	146	189	227	53	44	49%	29.11
10 5H	55.34	4082	5.08	2200	5%	0.532	13.20	145	190	227	55	44	41%	29.11
11 6L	55.41	3356	6.19	2207	4%	0.533	13.18	144	189	224	55	44	41%	29.11
12 6H	53.79	2615	7.71	2202	3%	0.552	12.72	144	189	225	57	45	39%	29.09
13 7L	52.24	2044	9.58	2201	2%	0.567	12.39	142	189	225	57	45	39%	29.09

MEASUREMENT OF EXTERNAL NOISE LEVEL

Date of test	18 October, 1995
Location of test	Nebraska Power Lab, Lincoln, NE, USA
Sound level meter	Bruel and Kjär 2203
Type of track	Concrete oval
Gear number	16th (4HH)
Speed prior to acceleration	22.3 km/h
Noise level	89.5 dB(A)

Repairs: None

Remarks: None