John Deere 8400R e23

Datasheet DLG PowerMix

Applicant
John Deere GmbH & Co.KG
John Deere-Straße 90
68163 Mannheim
Germany
www.deere.com

Test performed by
DLG e.V.
Test Center
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www.dlg-test.de

Test No.
2016-00253

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# Specifications

## Engine
- **Manufacturer**: John Deere
- **Stage of emission**: IV
- **Exhaust aftertreatment device**: Active regenerating Diesel particulate filter (DPF)
- **Particulate matter emission**: -
- **Time for regeneration DPF (average)**: - min
- **Time between regeneration**: - h
  - maximum*
  - under PowerMix conditions*
  - checked*

## Power take off
- **Profile**: Form 2: 21 tooth (1 ⅜")
- **Transmission ratio**
  - Standard pto speed: 540, 540E, 1000, 1000E
  - Engine speed [min⁻¹]: - 1995, 1589

## Chassis
- **Type**: Independent suspension
- **Manufacturer**: John Deere
- **Front axle**
  - Type: Independent suspension (ILS) at the front axle
  - Tires: Michelin AxioBib, Michelin AxioBib
  - Tire size: 600/70 R30, 900/60 R42
- **Axle load**
  - Front: 800 kg, 11500 kg, 18000 kg
  - Rear: 6701 kg, 6255 kg, 12956 kg
  - Total: -
- **Exhaust aftertreatment device**: Active regenerating Diesel particulate filter (DPF)
- **Particulate matter emission**: -
- **Time for regeneration DPF (average)**: - min
- **Time between regeneration**: - h
  - maximum*
  - under PowerMix conditions*
  - checked*

## Transmission
- **Manufacturer**: Deere & Co.
- **Type of construction**: PowerShift e23
- **Ranges**: -
- **Powershift gear**: -
- **Forward**: 23
- **Reverse**: 11
- **Design speed**: 50 km/h

## Test conditions
- **Axle load**
  - Front: 6965 kg, 6995 kg
  - Rear: -
- **Ballast**
  - With ballast: 6965 kg, 950 kg
  - on frame: -
  - on axle: -
- **Axle load distribution**: 50 %, 50 %
- **Tire pressure**
  - Front: 1.2 bar, 1.2 bar
  - Rear: 1.6 bar, 1.6 bar
- **Remarks**: Independent link suspension (ILS) at the front axle

## Remarks
- Independent link suspension (ILS) at the front axle

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*Manufacturer’s data*
### Results of measurement at pto dynamometer – standard

<table>
<thead>
<tr>
<th>Full load</th>
<th>Part load</th>
<th>Graphical analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rated speed</strong></td>
<td><strong>Full throttle, 80 % of power at rated speed</strong></td>
<td></td>
</tr>
<tr>
<td>Pto power 272.0 kW</td>
<td>Absolute fuel consumption 49.0 kg/h</td>
<td></td>
</tr>
<tr>
<td>Absolute fuel consumption 60.2 kg/h</td>
<td>Specific fuel consumption 225 g/kWh</td>
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</tr>
<tr>
<td>Specific fuel consumption 221 g/kWh</td>
<td>Specific urea consumption 6.8 g/kWh</td>
<td></td>
</tr>
<tr>
<td>Specific urea consumption 6.0 g/kWh</td>
<td>Ratio urea to fuel 2.3 Vol-%</td>
<td></td>
</tr>
<tr>
<td>Ratio urea to fuel 2.1 Vol-%</td>
<td><strong>90 % of rated speed, 80 % of power at rated speed</strong></td>
<td></td>
</tr>
<tr>
<td>90 % of rated speed, 80 % of power at rated speed</td>
<td>Absolute fuel consumption 46.7 kg/h</td>
<td></td>
</tr>
<tr>
<td>Absolute fuel consumption 46.7 kg/h</td>
<td>Specific fuel consumption 214 g/kWh</td>
<td></td>
</tr>
<tr>
<td>Specific fuel consumption 214 g/kWh</td>
<td>Specific urea consumption 10.1 g/kWh</td>
<td></td>
</tr>
<tr>
<td>Specific urea consumption 10.1 g/kWh</td>
<td>Ratio urea to fuel 3.6 Vol-%</td>
<td></td>
</tr>
<tr>
<td>Ratio urea to fuel 3.6 Vol-%</td>
<td><strong>90 % of rated speed, 40 % of power at rated speed</strong></td>
<td></td>
</tr>
<tr>
<td>90 % of rated speed, 40 % of power at rated speed</td>
<td>Absolute fuel consumption 26.7 kg/h</td>
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</tr>
<tr>
<td>Absolute fuel consumption 26.7 kg/h</td>
<td>Specific fuel consumption 246 g/kWh</td>
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<tr>
<td>Specific fuel consumption 246 g/kWh</td>
<td>Specific urea consumption 9.5 g/kWh</td>
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<tr>
<td>Specific urea consumption 9.5 g/kWh</td>
<td>Ratio urea to fuel 3.0 Vol-%</td>
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</tr>
<tr>
<td>Ratio urea to fuel 3.0 Vol-%</td>
<td><strong>60 % of rated speed, 40 % of power at rated speed</strong></td>
<td></td>
</tr>
<tr>
<td>60 % of rated speed, 40 % of power at rated speed</td>
<td>Absolute fuel consumption 23.6 kg/h</td>
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</tr>
<tr>
<td>Absolute fuel consumption 23.6 kg/h</td>
<td>Specific fuel consumption 216 g/kWh</td>
<td></td>
</tr>
<tr>
<td>Specific fuel consumption 216 g/kWh</td>
<td>Specific urea consumption 7.6 g/kWh</td>
<td></td>
</tr>
<tr>
<td>Specific urea consumption 7.6 g/kWh</td>
<td>Ratio urea to fuel 2.7 Vol-%</td>
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</tr>
<tr>
<td>Ratio urea to fuel 2.7 Vol-%</td>
<td><strong>60 % of rated speed, 60 % of power at rated speed</strong></td>
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</tr>
<tr>
<td>60 % of rated speed, 60 % of power at rated speed</td>
<td>Absolute fuel consumption 34.0 kg/h</td>
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<tr>
<td>Absolute fuel consumption 34.0 kg/h</td>
<td>Specific fuel consumption 208 g/kWh</td>
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<tr>
<td>Specific fuel consumption 208 g/kWh</td>
<td>Specific urea consumption 8.2 g/kWh</td>
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<tr>
<td>Specific urea consumption 8.2 g/kWh</td>
<td>Ratio urea to fuel 3.0 Vol-%</td>
<td></td>
</tr>
<tr>
<td>Ratio urea to fuel 3.0 Vol-%</td>
<td><strong>Maximum power</strong></td>
<td></td>
</tr>
<tr>
<td>Engine speed 1800 min⁻¹</td>
<td>Engine speed 1500 min⁻¹</td>
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<tr>
<td>Pto power 299.6 kW</td>
<td>Pto power 269.7 kW</td>
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<tr>
<td>Absolute fuel consumption 63.9 kg/h</td>
<td>Absolute fuel consumption 56.6 kg/h</td>
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<tr>
<td>Specific fuel consumption 213 g/kWh</td>
<td>Specific fuel consumption 210 g/kWh</td>
<td></td>
</tr>
<tr>
<td>Specific urea consumption 8.0 g/kWh</td>
<td>Specific urea consumption 10.0 g/kWh</td>
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</tr>
<tr>
<td>Ratio urea to fuel 2.9 Vol-%</td>
<td>Ratio urea to fuel 3.7 Vol-%</td>
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</tr>
<tr>
<td><strong>Maximum torque</strong></td>
<td><strong>1000 rpm at pto</strong></td>
<td></td>
</tr>
<tr>
<td>Engine speed 1800 min⁻¹</td>
<td>Engine speed 1500 min⁻¹</td>
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</tr>
<tr>
<td>Pto power 299.6 kW</td>
<td>Pto power 269.7 kW</td>
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</tr>
<tr>
<td>Absolute fuel consumption 63.9 kg/h</td>
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</tr>
<tr>
<td>Specific fuel consumption 213 g/kWh</td>
<td>Specific fuel consumption 210 g/kWh</td>
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</tr>
<tr>
<td>Specific urea consumption 8.0 g/kWh</td>
<td>Specific urea consumption 10.0 g/kWh</td>
<td></td>
</tr>
<tr>
<td>Ratio urea to fuel 2.9 Vol-%</td>
<td>Ratio urea to fuel 3.7 Vol-%</td>
<td></td>
</tr>
<tr>
<td><strong>1000 rpm at pto</strong></td>
<td><strong>1000 rpm at pto</strong></td>
<td></td>
</tr>
<tr>
<td>Engine speed 1995 min⁻¹</td>
<td>Engine speed 1500 min⁻¹</td>
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</tr>
<tr>
<td>Pto power 292.2 kW</td>
<td>Pto power 269.7 kW</td>
<td></td>
</tr>
<tr>
<td>Absolute fuel consumption 64.1 kg/h</td>
<td>Absolute fuel consumption 56.6 kg/h</td>
<td></td>
</tr>
<tr>
<td>Specific fuel consumption 219 g/kWh</td>
<td>Specific fuel consumption 210 g/kWh</td>
<td></td>
</tr>
<tr>
<td>Specific urea consumption 5.9 g/kWh</td>
<td>Specific urea consumption 10.0 g/kWh</td>
<td></td>
</tr>
<tr>
<td>Ratio urea to fuel 2.1 Vol-%</td>
<td>Ratio urea to fuel 3.7 Vol-%</td>
<td></td>
</tr>
</tbody>
</table>

* Results approved by the DLG board of examiners.

- **Torque rise**: 39 %
- **Engine speed drop**: 29 %
- **Pulling off torque**: 114 %
### Results of measurement at pto dynamometer – boost

<table>
<thead>
<tr>
<th><strong>Full load</strong></th>
<th><strong>Part load</strong></th>
<th><strong>Graphical analysis</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rated speed</strong>*</td>
<td><strong>Full throttle, 80 % of power at rated speed</strong></td>
<td><strong>Torque rise</strong> 27 %</td>
</tr>
<tr>
<td>Pto power</td>
<td>297.8 kW</td>
<td><strong>Engine speed drop</strong> 24 %</td>
</tr>
<tr>
<td>Absolute fuel consumption</td>
<td>66.4 kg/h</td>
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</tr>
<tr>
<td>Specific fuel consumption</td>
<td>223 g/kWh</td>
<td></td>
</tr>
<tr>
<td>Specific urea consumption</td>
<td>6.8 g/kWh</td>
<td></td>
</tr>
<tr>
<td>Ratio urea to fuel</td>
<td>2.4 Vol-%</td>
<td></td>
</tr>
<tr>
<td><strong>Maximum power</strong>*</td>
<td><strong>90 % of rated speed, 80 % of power at rated speed</strong></td>
<td></td>
</tr>
<tr>
<td>Engine speed</td>
<td>1600 min⁻¹</td>
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<tr>
<td>Pto power</td>
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<tr>
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<tr>
<td>Spec. Fuel consumption</td>
<td>211 g/kWh</td>
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<tr>
<td>Spec. urea consumption</td>
<td>9.2 g/kWh</td>
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</tr>
<tr>
<td>Ratio urea to fuel</td>
<td>3.4 Vol-%</td>
<td></td>
</tr>
<tr>
<td><strong>Maximum torque</strong>*</td>
<td><strong>90 % of rated speed, 40 % of power at rated speed</strong></td>
<td></td>
</tr>
<tr>
<td>Engine speed</td>
<td>1995 min⁻¹</td>
<td></td>
</tr>
<tr>
<td>Pto power</td>
<td>312.1 kW</td>
<td></td>
</tr>
<tr>
<td>Absolute fuel consumption</td>
<td>67.8 kg/h</td>
<td></td>
</tr>
<tr>
<td>Spec. Fuel consumption</td>
<td>217 g/kWh</td>
<td></td>
</tr>
<tr>
<td>Spec. urea consumption</td>
<td>5.7 g/kWh</td>
<td></td>
</tr>
<tr>
<td>Ratio urea to fuel</td>
<td>2.0 Vol-%</td>
<td></td>
</tr>
<tr>
<td><strong>1000 rpm at pto</strong></td>
<td><strong>60 % of rated speed, 40 % of power at rated speed</strong></td>
<td></td>
</tr>
<tr>
<td>Engine speed</td>
<td>1995 min⁻¹</td>
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</tr>
<tr>
<td>Ratio urea to fuel</td>
<td>2.0 Vol-%</td>
<td></td>
</tr>
</tbody>
</table>

| **Spec. fuel consumption** | 217 g/kWh | | |
| **Spec. urea consumption** | 9.2 g/kWh | | |
| **Ratio urea to fuel** | 3.4 Vol-% | | |

* Results approved by the DLG board of examiners.
## Results at DLG PowerMix - Field work

### Load type | Test cycle | Average values
--- | --- | ---
**Drawbar work**

- **Plough 100 %**
  - Z1P
  - Engine speed [min⁻¹]: 1679
  - Driving speed [km/h]: 8,1
  - Total power [kW]: 243
  - Absolute fuel consumption [kg/h]: 58,7
  - Specific fuel consumption [g/kWh]: 242
  - Spec. urea cons. [g/kWh]: 10
  - Ratio urea to fuel [Vol-%]: 3,0
  - Relative additional fuel for DPF regeneration [%]: -
  - Spec. fuel consumption with DPF regeneration [g/kWh]: -

- **Plough 60 %**
  - Z2P
  - Engine speed [min⁻¹]: 1279
  - Driving speed [km/h]: 8,6
  - Total power [kW]: 158
  - Absolute fuel consumption [kg/h]: 37,4
  - Specific fuel consumption [g/kWh]: 237
  - Spec. urea cons. [g/kWh]: 10
  - Ratio urea to fuel [Vol-%]: 3,4
  - Relative additional fuel for DPF regeneration [%]: -
  - Spec. fuel consumption with DPF regeneration [g/kWh]: -

- **Cultivator 100 %**
  - Z1G
  - Engine speed [min⁻¹]: 1811
  - Driving speed [km/h]: 9,7
  - Total power [kW]: 246
  - Absolute fuel consumption [kg/h]: 59,9
  - Specific fuel consumption [g/kWh]: 244
  - Spec. urea cons. [g/kWh]: 8
  - Ratio urea to fuel [Vol-%]: 2,6
  - Relative additional fuel for DPF regeneration [%]: -
  - Spec. fuel consumption with DPF regeneration [g/kWh]: -

- **Cultivator 60 %**
  - Z2G
  - Engine speed [min⁻¹]: 1293
  - Driving speed [km/h]: 11,0
  - Total power [kW]: 172
  - Absolute fuel consumption [kg/h]: 40,9
  - Specific fuel consumption [g/kWh]: 239
  - Spec. urea cons. [g/kWh]: 11
  - Ratio urea to fuel [Vol-%]: 3,4
  - Relative additional fuel for DPF regeneration [%]: -
  - Spec. fuel consumption with DPF regeneration [g/kWh]: -

**Drawbar + PTO work**

- **Rotary harrow 100 %**
  - Z3K
  - Engine speed [min⁻¹]: 1779
  - Driving speed [km/h]: 5,8
  - Total power [kW]: 261
  - Absolute fuel consumption [kg/h]: 56,2
  - Specific fuel consumption [g/kWh]: 219
  - Spec. urea cons. [g/kWh]: 7
  - Ratio urea to fuel [Vol-%]: 2,6
  - Relative additional fuel for DPF regeneration [%]: -
  - Spec. fuel consumption with DPF regeneration [g/kWh]: -

- **Rotary harrow 70 %**
  - Z4K
  - Engine speed [min⁻¹]: 1429
  - Driving speed [km/h]: 5,4
  - Total power [kW]: 184
  - Absolute fuel consumption [kg/h]: 39,6
  - Specific fuel consumption [g/kWh]: 219
  - Spec. urea cons. [g/kWh]: 9
  - Ratio urea to fuel [Vol-%]: 3,1
  - Relative additional fuel for DPF regeneration [%]: -
  - Spec. fuel consumption with DPF regeneration [g/kWh]: -

- **Rotary harrow 40 %**
  - Z5K
  - Engine speed [min⁻¹]: 1430
  - Driving speed [km/h]: 5,4
  - Total power [kW]: 105
  - Absolute fuel consumption [kg/h]: 24,2
  - Specific fuel consumption [g/kWh]: 235
  - Spec. urea cons. [g/kWh]: 7
  - Ratio urea to fuel [Vol-%]: 2,4
  - Relative additional fuel for DPF regeneration [%]: -
  - Spec. fuel consumption with DPF regeneration [g/kWh]: -

- **Mower 100 %**
  - Z3M
  - Engine speed [min⁻¹]: 1757
  - Driving speed [km/h]: 14,9
  - Total power [kW]: 265
  - Absolute fuel consumption [kg/h]: 59,5
  - Specific fuel consumption [g/kWh]: 224
  - Spec. urea cons. [g/kWh]: 8
  - Ratio urea to fuel [Vol-%]: 2,8
  - Relative additional fuel for DPF regeneration [%]: -
  - Spec. fuel consumption with DPF regeneration [g/kWh]: -

- **Mower 70 %**
  - Z4M
  - Engine speed [min⁻¹]: 1428
  - Driving speed [km/h]: 14,9
  - Total power [kW]: 190
  - Absolute fuel consumption [kg/h]: 43,3
  - Specific fuel consumption [g/kWh]: 228
  - Spec. urea cons. [g/kWh]: 9
  - Ratio urea to fuel [Vol-%]: 3,0
  - Relative additional fuel for DPF regeneration [%]: -
  - Spec. fuel consumption with DPF regeneration [g/kWh]: -

- **Mower 40 %**
  - Z5M
  - Engine speed [min⁻¹]: 1430
  - Driving speed [km/h]: 15,0
  - Total power [kW]: 109
  - Absolute fuel consumption [kg/h]: 27,3
  - Specific fuel consumption [g/kWh]: 252
  - Spec. urea cons. [g/kWh]: 9
  - Ratio urea to fuel [Vol-%]: 2,8
  - Relative additional fuel for DPF regeneration [%]: -
  - Spec. fuel consumption with DPF regeneration [g/kWh]: -

**Drawbar + PTO + Hydraulic work**

- **Manure spreader**
  - Z6MS
  - Engine speed [min⁻¹]: 1987
  - Driving speed [km/h]: 6,5
  - Total power [kW]: 207
  - Absolute fuel consumption [kg/h]: 50,6
  - Specific fuel consumption [g/kWh]: 248
  - Spec. urea cons. [g/kWh]: 9
  - Ratio urea to fuel [Vol-%]: 2,6
  - Relative additional fuel for DPF regeneration [%]: -
  - Spec. fuel consumption with DPF regeneration [g/kWh]: -

- **Baler**
  - Z7PR
  - Engine speed [min⁻¹]: 1996
  - Driving speed [km/h]: 8,8
  - Total power [kW]: 172
  - Absolute fuel consumption [kg/h]: 43,2
  - Specific fuel consumption [g/kWh]: 264
  - Spec. urea cons. [g/kWh]: 10
  - Ratio urea to fuel [Vol-%]: 2,7
  - Relative additional fuel for DPF regeneration [%]: -
  - Spec. fuel consumption with DPF regeneration [g/kWh]: -

**Total average DLG PowerMix**

- Engine speed [min⁻¹]: 238
- Driving speed [km/h]: 9
- Total power [kW]: 2,9
- Absolute fuel consumption [kg/h]: -
- Specific fuel consumption [g/kWh]: -
- Spec. urea cons. [g/kWh]: -
- Ratio urea to fuel [Vol-%]: -
- Relative additional fuel for DPF regeneration [%]: -
- Spec. fuel consumption with DPF regeneration [g/kWh]: -

*Ratio of additional fuel for regeneration to total fuel consumption during two regenerations; calculated with maximum operating hours during regeneration (see Specification-Engine)
## Results at DLG-PowerMix - Transport test

<table>
<thead>
<tr>
<th>Load type</th>
<th>Test cycle</th>
<th>Engine speed [min⁻¹]</th>
<th>Driving speed [km/h]</th>
<th>Total power [kW]</th>
<th>Absolute fuel consumption [kg/h]</th>
<th>Specific fuel consumption [g/kWh]</th>
<th>Spec. urea cons. [g/kWh]</th>
<th>Ratio urea to fuel [%]</th>
<th>Relative additional fuel for DPF regeneration [%]</th>
<th>Calculated spec. Fuel cons. with DPF regeneration [g/kWh]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportwork</td>
<td>only hill section</td>
<td>ZTS</td>
<td>1729</td>
<td>41.3</td>
<td>153</td>
<td>59.1</td>
<td>71.0</td>
<td>386</td>
<td>13</td>
<td>2.7</td>
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<tr>
<td></td>
<td>flat section 40 km/h</td>
<td>ZTE40</td>
<td>1329</td>
<td>40.1</td>
<td>24</td>
<td>17.5</td>
<td>21.0</td>
<td>717</td>
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<td>2.7</td>
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<tr>
<td></td>
<td>ZLL</td>
<td>896</td>
<td>-</td>
<td>-</td>
<td>3.1</td>
<td>3.7</td>
<td>-</td>
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<tr>
<td>Idle**</td>
<td>ZLL</td>
<td>896</td>
<td>-</td>
<td>-</td>
<td>3.1</td>
<td>3.7</td>
<td>-</td>
<td>-</td>
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<tr>
<td><strong>Results at DLG-PowerMix - Transport test flat section with 40 km/h (50 % ZTS : 40 % ZTE40 : 10 % ZLL)</strong></td>
<td></td>
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</tbody>
</table>

**Optional tests (e.g. ZTS with reduced (-R) engine speed, flat section with additional speed settings (-50,-60))**

<table>
<thead>
<tr>
<th>Load type</th>
<th>Test cycle</th>
<th>Engine speed [min⁻¹]</th>
<th>Driving speed [km/h]</th>
<th>Total power [kW]</th>
<th>Absolute fuel consumption [kg/h]</th>
<th>Specific fuel consumption [g/kWh]</th>
<th>Spec. urea cons. [g/kWh]</th>
<th>Ratio urea to fuel [%]</th>
<th>Relative additional fuel for DPF regeneration [%]</th>
<th>Calculated spec. Fuel cons. with DPF regeneration [g/kWh]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportwork</td>
<td>only hill section</td>
<td>ZTSR</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td></td>
<td>flat section 50 km/h</td>
<td>ZTE50</td>
<td>1697</td>
<td>51</td>
<td>34</td>
<td>24.5</td>
<td>29.4</td>
<td>715</td>
<td>21</td>
<td>2.5</td>
</tr>
<tr>
<td></td>
<td>flat section 60 km/h</td>
<td>ZTE60</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
</tr>
<tr>
<td>Optional results based on</td>
<td>hill section with reduced engine speed ZTSR (50 % ZTSR : 40 % ZTE40 : 10 % ZLL)**</td>
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<td>flat section with 50 km/h ZTE50 (50 % ZTS : 40 % ZTE50 : 10 % ZLL)**</td>
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<td>flat section with 60 km/h ZTE60 (50 % ZTS : 40 % ZTE60 : 10 % ZLL)**</td>
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* 70% in parking position w/o driver, 30% w/ inserted drive position and w/ driver, e.g. waiting at traffic lights
* Relation of additional fuel consumption caused by regeneration to conventional fuel consumption within two regeneration cycles; calculated for the maximum regeneration interval (see technical data - engine)
** Results are calculated for a distance of 10 km. The fuel consumption in cycle ZLL is taken into the final result by a calculation based on the real measured fuel consumption during the test.