Report on test in accordance with O.E.C.D. STANDARD CODE

O.E.C.D. No. 1032



Agricultural Tractor KUBOTA L 2850 D (4WD)

Manufacturer
Kubota Ltd.
Naniwa-Ku, Osaka, Japan

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This bulletin is based on engineering tests in accordance with the O.E.C.D. STANDARD CODE for the Official Testing of Agricultural Tractor Performance. It does not contain an evaluation of the tractor performance on practical work.

Duration of Tests: July till August 1986
DLG-Testing-Station for Agricultural Machinery, Max-Eyth-Weg 1,
D-6114 Groß-Umstadt

This report has been approved by the O.E.C.D. Coordinating Centre (C.E.M.A.G.R.E.F., France) as being in accordance with the O.E.C.D. STANDARD CODE.

Date of Approval: 5th November 1986 O.E.C.D. No. 1032

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

The reference to the former used Technical System of Units is given by the following relations:

Forces	1 daN = 10 N	=	1,02 kp	or 1 kp	= 0,981 daN
Powers	1 kW	=	1,36 PS	or 1 PS	= 0,736 kW
Pressures	1 bar	=	1,02 kp/cm²	or 1 kp/cm²	= 0,981 bar
	1000 mbar	=	750,10 mm Hg		

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TABLE OF CONTENTS

		Page
SPECIFICATION OF TRACTOR *)		4 to 13
TEST CONDITIONS		14 and 15
COMPULSORY TESTS		
(1)	Main power take-off performance	16 to 19
(2)	Drawbar performance on a concrete track	20 and 21
(3)	Turning space and turning circle	22
(4)	Location of centre of gravity	22
(5)	Braking	23
(6)	Measurement of external noise level	24
(7)	Noise measurement at the driver's ear	24
(8)	Lifting forces and hydraulic power	25
OPTIONAL TESTS		
(9)	Engine performance	26 to 29

*) All stated dimensions refer to tyre sizes 7-16 at front and 13.6-24 at rear, as well as track widths 1120 mm at front and 1080 mm at rear

Test No. 86-150

Tractor manufacturer:	KUBOTA LTD. Naniwa-Ku, Osaka, Japan
Submitted for test by:	KUBOTA TECHNICAL CENTER EUROPE 95101 Argenteuil, France
Selected by:	Manufacturer with agreement by DLG
Place of running-in:	Osaka and Groß-Umstadt
Duration of running-in:	Engine and tractor appr. 90 hours

SPECIFICATION OF TRACTOR

Tractor

Make:	KUBOTA
Trade name:	L 2850 D
Type:	Wheel tractor, all-wheel driven semi-chassis construction
Serial-No.:	517 18
Start of series:	500 01

Engine

Make:	KUBOTA
Model:	V 1702-DI-A
Type:	Watercooled 4-stroke Diesel-engine direct injection
Serial-No.:	12 262
Cylinders:	4, in line, bore 82 mm, stroke 82 mm, displacement 1732 cm^3, compression ratio 18:1; replaceable dry cylinder liners
Valves:	Overhead
Fuel system:	Diaphragm pump for fuel supply, DIESEL KIKI in line injection pump NP-PFR4 KD 75/2NP6 (BOSCH "Mine K type"), Serial-no. 552 0005, manufacturer's production setting 20 mm^3/stroke at rated engine speed and full load; start of pump delivery 18$\pm$1° before TDC; STANADYNE multihole injection nozzles model 27836, injection pressure 235$\pm$5 bar; TAIYOGIKEN fuel filter with replaceable paper element; capacity of fuel tank 29 l

Governor:	KUBOTA centrifugal variable speed type governor, governed range of engine speed 800 to 2780 1/min, rated engine speed 2600 1/min
Air cleaner:	NIPPON DONALDSON dry paper element filter with cyclone type pre-cleaner, filter element replaceable; without maintenance indicator, air intake below engine bonnet
Exhaust silencer:	KUBOTA reflection type silencer and absorption type silencer, on the left hand side, 585 mm long, 140 x 98 mm oval and 320 mm long, 54 mm dia; vertical, mouth showing upwards to the left, 2000 mm above ground
Lubrication system:	Forced-feed with internal gear pump; KUBOTA filter in full flow with by-pass valve, replaceable; cartridge changing period 400 operating hours, oil changing period 200 operating hours, oil capacity 8,5 l; specified oil quality and viscosities: API-CC or -CD above 25°C SAE 30 or SAE 10W/30 between 0°C and 25°C SAE 20 or SAE 10W/30 below 0°C SAE 10W or SAE 10W/30
Cooling system:	Water cooling with centrifugal pump, controlled by thermostat; overpressure-valve set to 0,9 bar; fan with 374 mm dia, 6 blades, V-belt driven; direction of blowing from behind to the front; water capacity 7,0 l
Starting system:	Electrical NIPPON DENSO solenoid pre engaged-drive starting motor, 1,4 kW NIPPON TOKUSHU glow plugs; depressed clutch pedal as safety device
Electrical equipment:	12 Volt, negative earth; NIPPON DENSO 3-phase alternator ND 121000-0980, 12 V, 35 A, 420 W; 1 lead acid battery, 110 Ah at 20 hours rating

PRÜFUNGS-ABTEILUNG
KUBOTA L 2850

Test No. 86-150

Transmission

Clutch: DAIKIN SEISAKUSHO
dry dual disc clutch, discs 225 mm dia,
pedal operated (2 steps)

Gear box: KUBOTA
gear box with 4 speeds, 1st and 2nd speed collar shifted, 3rd and 4th speed synchronized (as option);
collar shifted range gear with 2 ranges H and L;
sliding gear shifted creep speed group Cr *) (as option), use only for cultivation work;
collar shifted reversing gear, at reverse movement 4th speed is locked in range H;
total 16 forward and 14 reverse speeds,
3 shift levers (with Cr-group: 4)

Total ratios and speeds

Range	Gear	Total ratio engine to driving wheel		Nominal travelling speed **) at rated engine speed km/h	
		without Cr (N)	with Cr*)	without Cr (N)	with Cr *)
Forward					
L	1	414,20	3289,27	1,33	0,17
	2	297,38	2361,53	1,85	0,23
	3	189,20	1502,51	2,90	0,36
	4	128,06	1016,97	4,29	0,54
H	1	76,58	608,15	7,17	0,90
	2	54,98	436,62	9,98	1,26
	3	34,98	277,80	15,69	1,98
	4	23,68	188,03	23,18	2,92
Reverse					
L	1	459,62	3649,94	1,19	0,15
	2	329,98	2620,47	1,66	0,21
	3	209,95	1667,26	2,61	0,33
	4	142,11	1128,48	3,86	0,49
H	1	84,98	674,83	6,46	0,81
	2	61,01	484,50	9,00	1,13
	3	38,82	308,26	14,14	1,78

*) not fitted

**) calculated with the radius index 560 mm

Rear axle and final drives: KUBOTA
bevel gear drive;
bevel gear differential with pedal operated self disengaging lock;
spur gear final drives

Front axle and final drives: KUBOTA
central driven, sliding gear shifted;
bevel gear drive with bevel gear differential without lock;
final drives with bevel gear drive, vertical shaft within steering knuckle and bevel gear drive

Lubrication:

	Oil sort and quality	Oil viscosity SAE	Oil capacity l	Oil change operating hours
Gear box and rear axle	multi purpose gear oil	80	28,5	300
Front axle differential and front axle final drives	gear oil API-GL4	80 or 90	6,5	

Power take-off: Semi-independent; driven by 2nd disc of dry dual disc clutch, disc 225 mm dia, pedal operated;
1 p.t.o. shaft at rear of tractor, in tractor's median plane, 540 mm above ground,
distance to rear wheels' centre line 173 mm;
35 mm dia, 6 splines, ISO 500/DIN 9611 type 1, sense of rotation clockwise (viewed to the tractor's rear)

2 speeds are preselectable by hand lever

P.t.o.	P.t.o. speed 1/min	Engine speed 1/min	P.t.o. transmission ratio
540	540	2298	4,255
	611	2600	
1000 *)	1000	2438	2,438
	1067	2600	

*) speed not in accordance with p.t.o. shaft

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KUBOTA L 2850

Test No. 86-150

Power lift	KUBOTA hydraulic power lift, unit construction; draft and position control, floating position, lowering throttle, top link sensing
Hydraulic system:	Open centre system; KUBOTA tandem gear pump, model 31391-76100, gear driven by engine; delivery 29,5 l/min at rated engine speed; KUBOTA control valve, maximum working pressure 152+5 bar; single acting ram with 85 mm bore and 90 mm stroke, overpressure relief valve in cylinder set to 200+10 bar; additional hydraulic block (without own control valve) for remote circuit *)
Hydraulic oil:	In common with gear box, see on page -7-; oil filter in suction line, filter cleaning every 300 operating hours
Implement linkage:	Three point linkage, category 1 ISO 730/I respectively DIN 9674 dimensions see on pages 10 and 11

Pull attachments

Fixed drawbar:	Turnable;	
	height above ground	380 or 275 mm
	hole's centre	
	behind rear wheel centre line	490 mm
	behind p.t.o. shaft	317 mm
	below p.t.o. shaft	160 or 265 mm
	hole's diameter	25 mm
	permissible vertical load	650 kg

*) below hydraulic pump, 5 l oil available for external cylinders

Holed drawbar: Short bar,
length between joint balls 680 mm,
thickness 25 mm, width 70 mm;
9 holes with 22 mm dia and 71 mm distance each;
height above ground minimum 175 mm
maximum 875 mm
holes' centres behind p.t.o. shaft 584 mm
(if lower links are horizontal)

Towing hitch: None

Steering

NIPPON SEIKO
mechanical, hydraulically assisted; oil supply by tandem part of hydraulic pump, delivery 12,1 l/min at rated engine speed, max. working pressure 120 bar;
acting by divided steering track rod on front wheels

Brakes

Service brake: KUBOTA
pedal operated muscle power brake with mechanical transmission;
wet full-disc brakes acting on the differential half shafts of the rear axle, with 2 lining discs on each side,
disc diameter 210 mm Ø

Parking brake: Pulling handle with hook-interlock acting on pedals of service brake

Steering brake: Divided pedal of foot brake, for normal use locked together

Wheels

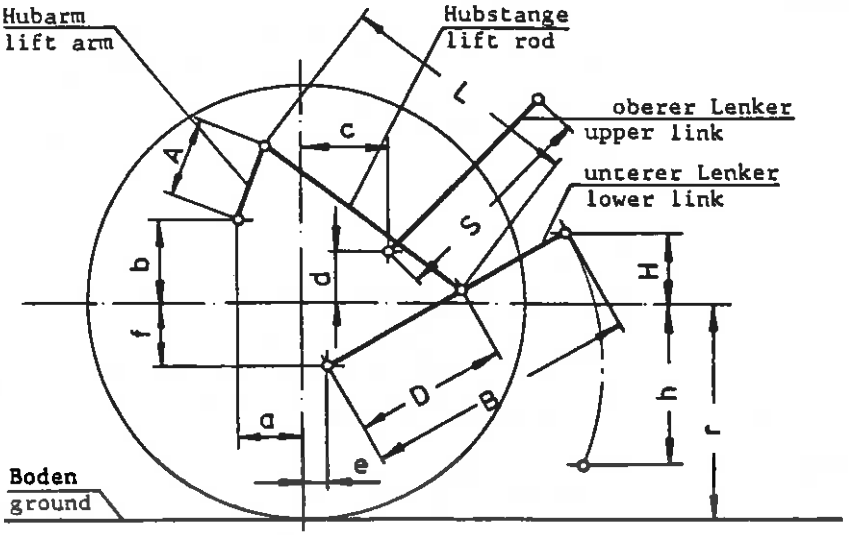
Steered wheels: 2 pneumatics at front BRIDGESTONE 7-16 4 ply, cross-ply type tyre casing;
maximum permissible load per tyre 405 kg at 1,8 bar inflation pressure and 30 km/h;
track width 1120 mm, non adjustable;
rims 16 x 5 JA

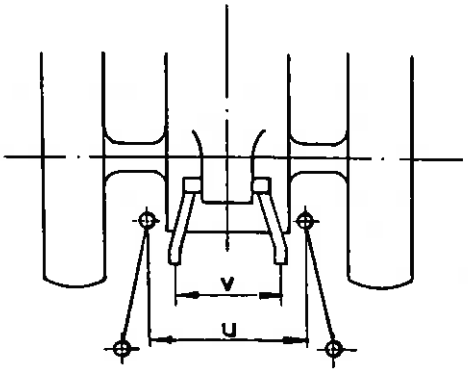
continued on page 12

PRÜFUNGS-ABTEILUNG
KUBOTA L 2850

Test No. 86-150

Implement linkage:





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KUBOTA L 2850

Test No. 86-150

Dimensions of rear implement linkage (projected lengths in mm, underlined dimensions are valid for power lift measurements p. 25)

Rear tyres	radius index	(r)	560
Front tyres	radius	(r')	345
Length of lift arms		(A)	230
Length of lower links		(B)	680
Distance of lift arm pivot points from rear wheel centre	horizontal	(a)	31
	vertical	(b)	270
Horizontal distance between lower link pivot points		(u)	285
Horizontal distance between lift arm end points		(v)	295
Length of upper link		(S)	540 to 845, <u>665</u>
Distance of upper link pivot point from rearwheel centre	horizontal	(c)	102
	vertical	(d)	126, 156, 186, <u>216</u>
Distance of lower link pivot point from rearwheel centre	horizontal	(e)	77
	vertical	(f)	111
Distance of lower link pivot points from lift rod pivot points on lower links		(D)	305
Length of lift rods	left hand side	(L)	405, 429, <u>452</u>
	right hand side		350 to 490

Height of lower link hitch points relative to rear wheel centre line (situated 560 mm above ground), these data are valid for unloaded power lift:

Length of lift rods	(L)	<u>452</u>	405
Linkage distance of lift rods	(D)	305	305
Lowest position	(h)	385	235
Highest position	(H)	201	315
Transport position	(H')	201	315

Type of transport lock: Hydraulic-mechanical

Driving wheels:	At front and at rear; rear driving wheels: 2 pneumatics BRIDGESTONE 13.6-24 4 ply, cross-ply type tyre casing; maximum permissible load per tyre 1030 kg at 1,0 bar inflation pressure and 30 km/h; track width 1080 mm, adjustable to 1180, 1205, 1300, 1450 and 1545 mm by adjustable-gauge bowl wheels; rims 24 x W 11
Wheel base:	1735 mm
Safety frame	BUISARD frame 554022, OECD-tested, approval no. CSD 0990/1; 2-post-frame of steel tube, mounted to rear axle casing, behind driver's seat
Seat	BOSTROM, BALTIC XH2; upholstered seat with back rest, adjustable spring, hydraulic shock absorber; height of unloaded seat above driver's platform adjustable in 6 steps from 530 to 600 mm, longitudinal adjustment 150 mm; driver's platform 610 mm above ground

Overall dimensions

Total length:	3120 mm without ballast 3310 mm with ballast
Total width:	1415 mm without ballast 1740 mm with ballast
Total height:	2000 mm to mouth of exhaust silencer 2435 mm to top of safety frame
Ground clearance:	335 mm below fixed drawbar attaching frame

PRÜFUNGS-ABTEILUNG
KUBOTA L 2850

Test No. 86-150

Running-time meter — Mechanical, combined with tachometer, driven by camshaft of injection pump, reference engine speed for one really counted hour 2600 1/min

Lighting equipment — Electrical 12 Volt, in acc. with French regulations

	Dimensions mm	Height above ground of centre mm	Distance from outside edge of tractor to centre mm
Head lights	140 x 90	1120	550
Side lights	110 x 35	1330	195
Rear lights	110 x 35	1330	195
Reflectors	94 x 44	1245	250

Permissible tyre sizes

Tyre size	
at front	at rear
7 - 16 4 ply	12.4 - 24 4 ply 13.6 - 24 4 ply
212/80-D15 4 ply	355/80-D20 4 ply

PRÜFUNGS-ABTEILUNG
KUBOTA L 2850

Test No. 86-150

TEST CONDITIONS

Track setting: 1120 mm at front
1080 mm at rear

Weights

		without driver	with driver
Without ballast:	front	585 kg	600 kg
	rear	760 kg	830 kg
	total	1345 kg	1430 kg
Front ballast:	6 weights, total		150 kg
Rear ballast:	7 weights per wheel, total		378 kg
	1 weight at implement linkage		25 kg
	water in the tyres		317 kg
With ballast:	front	785 kg	800 kg
	rear	1430 kg	1500 kg
	total	2215 kg	2300 kg

Technically permissible axle loads:	at front	800 kg
	at rear	1500 kg
Technically permissible total weight:		2300 kg

Repairs and remarks: None

PRÜFUNGS-ABTEILUNG
KUBOTA L 2850

Test No. 86-150

Fuels and lubricants used in tests

Engine:	ARAL Diesel-fuel DIN 51601	
	density at 15°C	
	at engine tests	0,847 kg/l
	at p.t.o. tests	0,853 kg/l
	at drawbar tests	0,845 kg/l
	Engine oil ESSOLUBE HDX SAE 20W/20	
Gear box, axles and power lift:	Gear oil ESSO TORQUE FLUID 56	
Grease points:	Multi-purpose grease	
Number of grease points:	13	

Kubota L 2850 Test No.86-150

Compulsory Tests

(1) MAIN POWER TAKE OFF PERFORMANCE (540 1/min)

Date of tests: 24th July 1986
Location of tests: DLG-Testing Station Groß-Umstadt
Type of dynamometer: SCHENCK hydraulic dynamometer U1-40

Power kW	speed engine 1/min	speed p.t.o. 1/min	fuel consumption hourly 1/h	fuel consumption hourly kg/h	fuel consumption specific g/kWh	specific energy kWh/l
Maximum power						
At 2-hour test						
20,0	2600	611	6,08	5,18	259	3,29
At rated speed						
20,0	2600	611	6,08	5,18	259	3,29
At standard p.t.o. speed						
19,7	2297	540	5,72	4,88	248	3,44
Part loads, the governor hand lever in the position corresponding to maximum power at full load (curve a)						
(i) the torque corresponding to maximum power at rated speed						
20,0	2600	611	6,08	5,18	259	3,29
(ii) 85% of the torque obtained in (i)						
17,3	2654	624	5,54	4,72	272	3,13
(iii) 75% of the torque defined in (ii)						
13,2	2681	630	4,60	3,92	298	2,86
(iv) 50% of the torque defined in (ii)						
8,9	2710	637	3,69	3,15	356	2,40
(v) 25% of the torque defined in (ii)						
4,5	2752	647	2,86	2,44	542	1,57
(vi) unloaded						
-	2803	659	2,18	1,86	-	-

PRÜFUNGS-ABTEILUNG

Kubota L 2850

Test No. 86-150

Power kW	speed engine 1/min	speed p.t.o. 1/min	fuel consumption hourly 1/h	fuel consumption hourly kg/h	fuel consumption specific g/kWh	specific energy kWh/l
Part loads, the governor hand lever in the position corresponding to the standard p.t.o. speed at full load (curve b)						
(i) the torque corresponding to maximum power						
19,7	2297	540	5,72	4,88	248	3,44
(ii) 85% of the torque obtained in (i)						
17,4	2388	561	5,18	4,42	254	3,35
(iii) 75% of the torque defined in (ii)						
13,3	2433	572	4,28	3,65	275	3,11
(iv) 50% of the torque defined in (ii)						
8,9	2462	578	3,38	2,89	323	2,64
(v) 25% of the torque defined in (ii)						
4,5	2502	588	2,57	2,19	483	1,77
(vi) unloaded						
-	2551	599	1,86	1,59	-	-

Standard specific fuel consumption (g/kWh): 272/356/254/323

No load maximum engine speed: 2803 1/min
Equivalent flywheel torque: 73 Nm
Maximum equivalent flywheel torque: 95 Nm at 1855 1/min of the engine

Mean atmospheric conditions

temperature	21 grad C
pressure	992 mbar
rel. humidity	60 %

Maximum temperatures

coolant	114 grad C
oil	112 grad C
fuel	21 grad C
air intake	25 grad C

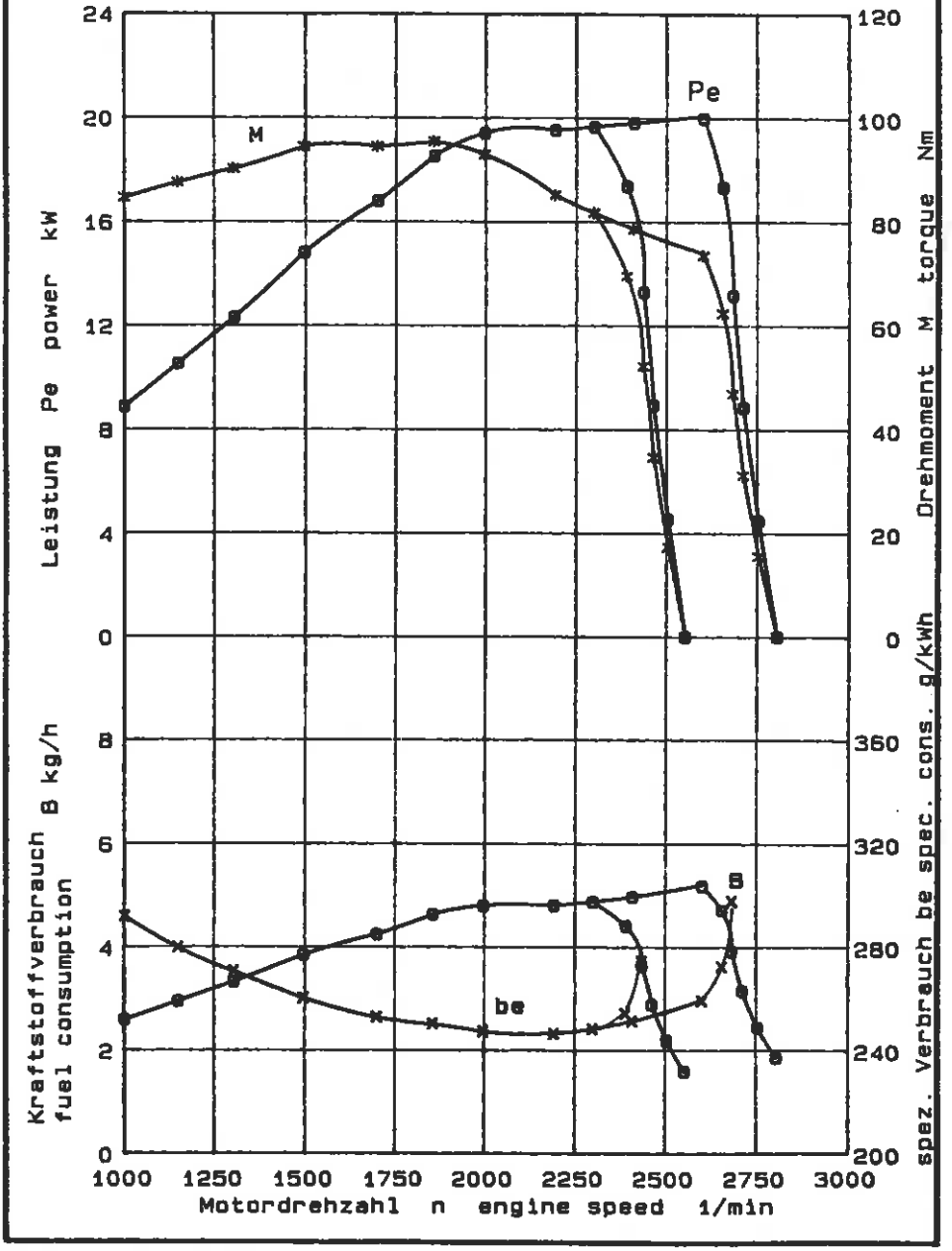
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Kubota L 2850

Test-No.86-150

Zapfwellenmessung

p.t.o. test



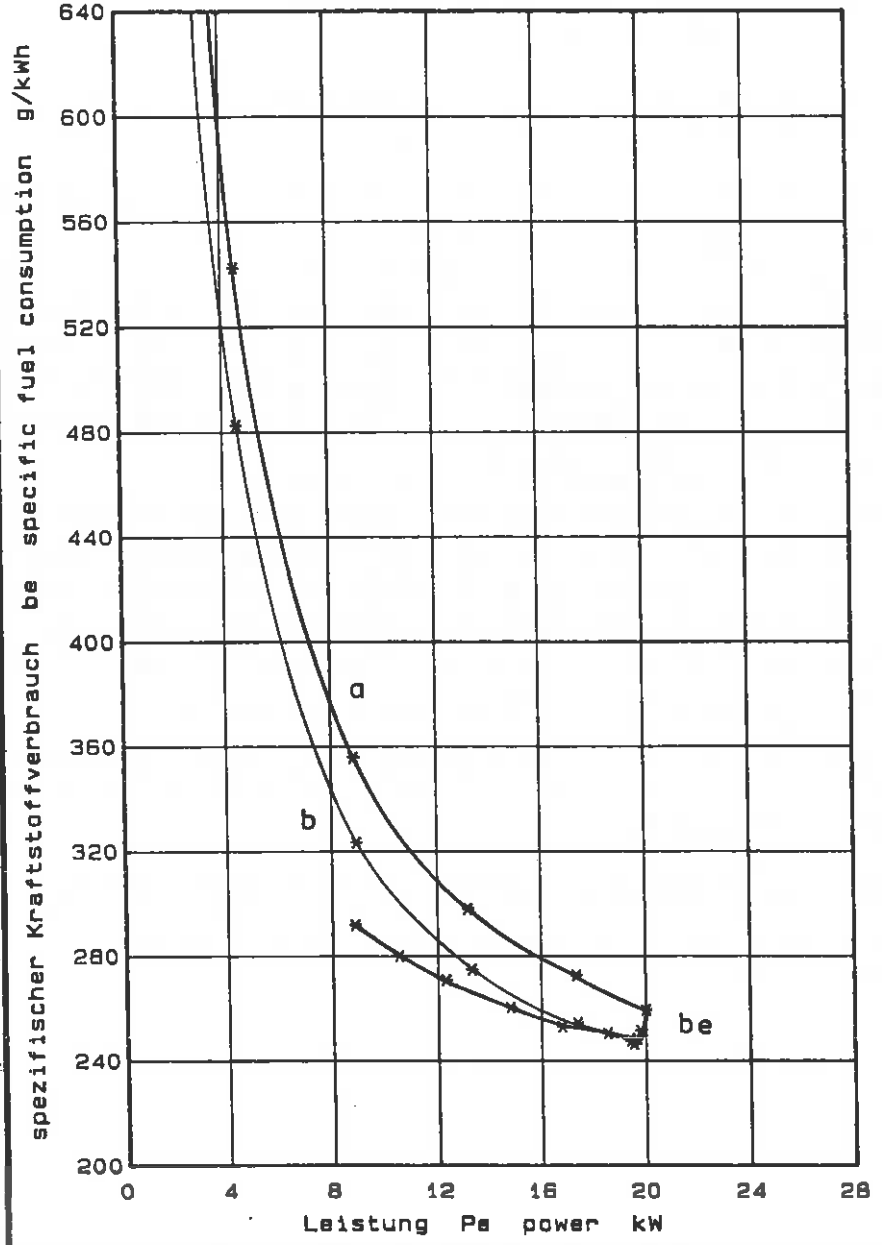
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Kubota L 2850

Test-No. 86-150

Zapfwellenmessung

p.t.o. test



(2) DRAWBAR PERFORMANCE

Date of tests: 5th till 7th August 1986
Type of track: Concrete

Gear	Driving speed km/h	Power kW	Drawbar pull daN	Engine speed 1/min	Slip of wheels %
(i) MAXIMUM POWER (unballasted) height of drawbar above ground 415 mm					
3 L N	2,61	10,6	1461	2703	15,1
4 L N	3,79	15,1	1439	2654	14,9
1 H N	6,75	16,2	865	2601	7,3
2 H N	9,61	16,2	606	2598	5,0
3 H N	15,43	15,5	362	2596	2,8
(ii) MAXIMUM POWER (ballasted) height of drawbar above ground 400 mm					
1 L N	1,19	7,2	2169	2724	15,0
2 L N	1,64	9,9	2175	2693	15,0
3 L N	2,52	15,1	2157	2643	15,0
4 L N	3,91	16,3	1497	2602	9,6
1 H N	6,84	16,1	845	2603	5,1
2 H N	9,69	15,8	587	2600	3,4
(iii) FIVE-HOUR-TEST at 75% of pull at maximum power in 1 H N gear					
1 H N	7,12	12,5	634	2663	3,6
(iv) FIVE-HOUR-TEST at pull corresponding to 15% wheel slip in test (ii)					
3 L N	2,43	14,7	2175	2633	-

Total oil consumption during ten hours duration of tests (iii) and (iv) 7 g/h

PRÜFUNGS-ABTEILUNG

Test No. 86-150

Tyre size front: 7 - 14 4 ply
rear: 13.6 - 24 4 ply

Tread bar height at the beginning of drawbar tests: 84% at front, 92% at rear, of the value when new

Specific fuel consumpt. g/kWh	Specific energy kWh/l	Temperatures Fuel °C	Coolant °C	Engine-oil °C	Atmospheric conditions Tempe-rature °C	Relative humidity %	Pressure mbar
tyre inflation pressure: 1,0 bar at front, 0,9 bar at rear							
388	2,18	29	85	94	24	61	1006
333	2,54	28	90	101	24	62	1006
322	2,62	29	93	102	24	59	1006
322	2,62	30	94	103	24	59	1006
330	2,56	29	95	103	25	55	1007
tyre inflation pressure: 1,2 bar at front, 0,9 bar at rear							
462	1,83	28	84	95	21	75	998
396	2,13	28	85	96	21	78	998
339	2,49	28	85	94	21	78	998
320	2,64	28	92	100	26	69	999
321	2,63	29	94	103	26	66	999
328	2,58	30	94	105	27	63	999
353	2,39	31	98	108	24	77	1001
-	-	29	95	103	22	58	1000

Test (iv) was carried out with additional ballast, the figures not quoted are therefore irrelevant

PRÜFUNGS-ABTEILUNG
KUBOTA L 2850

Test No. 86-150

(3) TURNING SPACE AND TURNING CIRCLE (Front wheel drive disengaged)

Wheel equipment front: 7 - 16 4 ply
rear: 13.6 - 24 4 ply

Track of wheels front: 1120 mm
rear: 1080 mm

	With brakes left-hand m	With brakes right-hand m	Without brakes left-hand m	Without brakes right-hand m
Radius of turning space	2,50	2,53	2,89	2,94
Radius of turning circle	2,34	2,32	2,73	2,73

(4) LOCATION OF CENTRE OF GRAVITY

Height above ground	693 mm
Distance forward from rear axle centre	727 mm
Distance from tractor's median plane	0 mm

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KUBOTA L 2850

Test No. 86-150

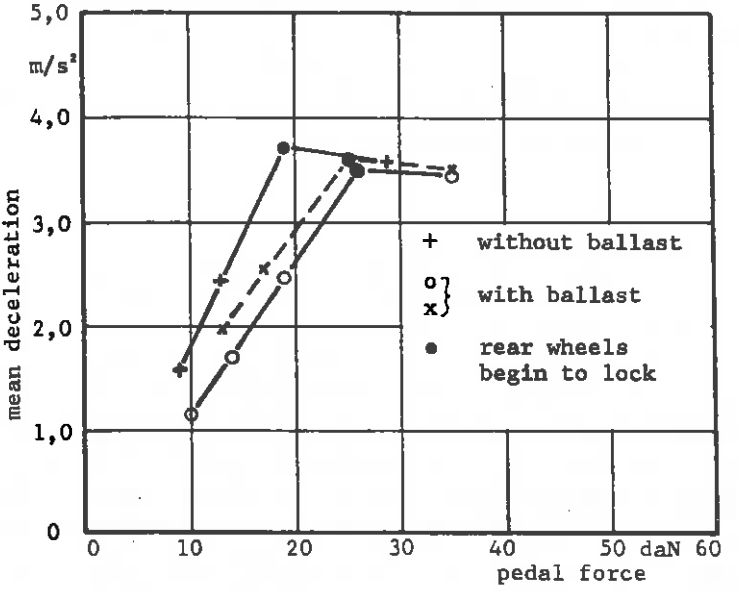
(5) BRAKING (Front wheel drive disengaged)

Date of tests: 6th August 1986

	Tractor mass (with driver) front kg	rear kg	total kg	Speed before application of brakes km/h
Without ballast	600	830	1430	25,0
With ballast	800	1500	2300	24,5

A) Service brake

Type-0-test(cold brakes) ——— , Type-I-(fade)test – – –



No significant deviation of tractor from original course and no abnormal vibrations

Brakes-heating: Actuating of brake for 1 km with pedal force corresponding to 1 m/s²

B) Parking brake (actuated by pedal)

	Ballasted tractor on 18%-slope		Unballasted tractor on 12%-slope with trailer of 1430 kg	
	up	down	up	down
Braking device control force daN	40	40	40	40

PRÜFUNGS-ABTEILUNG
KUBOTA L 2850

Test No. 86-150

(6) MEASUREMENT OF EXTERNAL NOISE LEVEL

Date of test: 6th August 1986
Type of track: Concrete
Type of sound level meter: BRÜEL & KJAER model 2209

Results of test

Gear: 4 H N *)
Travelling speed before acceleration: 18,7 km/h
Sound level: 83,5 dB(A)

(7) NOISE MEASUREMENT AT THE DRIVER'S EAR

Date of tests: 5th August 1986
Type of track: Concrete
Type of sound level meter: BRÜEL & KJAER model 2209

tractor fitted out with safety frame

Results of tests

Gear	Drawbar pull at which the tractor develops the maximum sound level daN	Travelling speed nominal km/h	Travelling speed effective km/h	Sound level dB(A)
1 L N	1409	1,33	1,21	88,5
2 L N	1431	1,85	1,70	89,5
3 L N	1425	2,90	2,56	89,5
4 L N	1421	4,29	3,75	90,5
1 H N**)	851	7,17	6,81	90,5
1 H N**)	light load	7,17	7,86	88,0
2 H N	601	9,98	9,74	90,5
3 H N	350	15,69	15,42	91,0
4 H N*)	light load	23,18	24,91	89,0

*) Front wheel drive disengaged

**) The 1 H N gear corresponds to the nominal travelling speed nearest to 7,5 km/h

PRÜFUNGS-ABTEILUNG
KUBOTA L 2850

Test No. 86-150

(8) LIFTING FORCES AND HYDRAULIC POWER

Date of tests: 27th August 1986

Lifting Forces (Linkage dimensions: see page 10 and 11)

	Height of lower hitch points above ground in down pos. mm	Vertical movement mm	Max. force exerted through full range daN	Corresp. pressure of hydraul. fluid bar	Moment about rear axle daNm	Max. tilt angle of mast over range of lift degrees
At hitch points	175	565	1010	139	-	-
On the frame	175	710	760	139	993	14,5

Temperature of hydraulic fluid at start of test 65°C

Lifting heights relative to horizontal lower links

mm	-339	-300	-274	-200	-100	0	+100	+200	+291	+300	+371
Lifting forces at hitch points											
daN			1010	1050	1080	1110	1120	1130	1090		
Lifting forces at test frame											
daN	830	830		860	870	870	850	840		810	760

Hydraulic Power

Sustained pressure with relief valve open 154 bar
Pump delivery rate at minimum pressure 30,7 l/min

	Hydraulic power kW	Flow rate l/min	Pressure bar	Oil temperature °C
at 90% of the actual relief valve setting	6,9	29,7	139	65
maximum	6,9	29,7	139	65

Tapping point used for test: at hydraulic block for remote circuit

PRÜFUNGS-ABTEILUNG

Kubota L 2850 Test No. 86-150

OPTIONAL TEST

(9) ENGINE PERFORMANCE

Date of tests: 10th July 1986
Location of tests: OLG-Testing-Station Groß-Umstadt
Type of dynamometer: SCHENCK eddy-current-dynamometer W 150

Power kW	Engine speed 1/min	Fuel consumption hourly 1/h	Fuel consumption hourly kg/h	Fuel consumption specific g/kWh	Specific energy kWh/l
Maximum power					
At 2-hour test					
23,1	2600	6,32	5,36	232	3,65
At rated engine speed					
23,1	2600	6,32	5,36	232	3,65
At standard p.t.o. speed (540 1/min)					
22,7	2298	6,03	5,11	226	3,76
Part loads					
(i) the torque corresponding to maximum power at rated speed					
23,1	2600	6,32	5,36	232	3,65
(ii) 85% of the torque obtained in (i)					
20,0	2647	5,66	4,79	240	3,53
(iii) 75% of the torque obtained in (ii)					
15,1	2670	4,60	3,90	258	3,29
(iv) 50% of the torque obtained in (ii)					
10,2	2694	3,59	3,04	298	2,84
(v) 25% of the torque obtained in (ii)					
5,2	2740	2,65	2,25	434	1,95
(vi) unloaded					
-	2774	1,71	1,45	-	-

Optimum fuel consumption: 223 g/kWh at 18 kW and 1950 1/min
No load maximum engine speed: 2774 1/min
Torque at rated engine speed: 84 Nm
Maximum torque: 106 Nm at 1870 1/min of the engine

mean atmospheric conditions

temperature	24 grad C
pressure	1005 mbar
rel. humidity	70 %

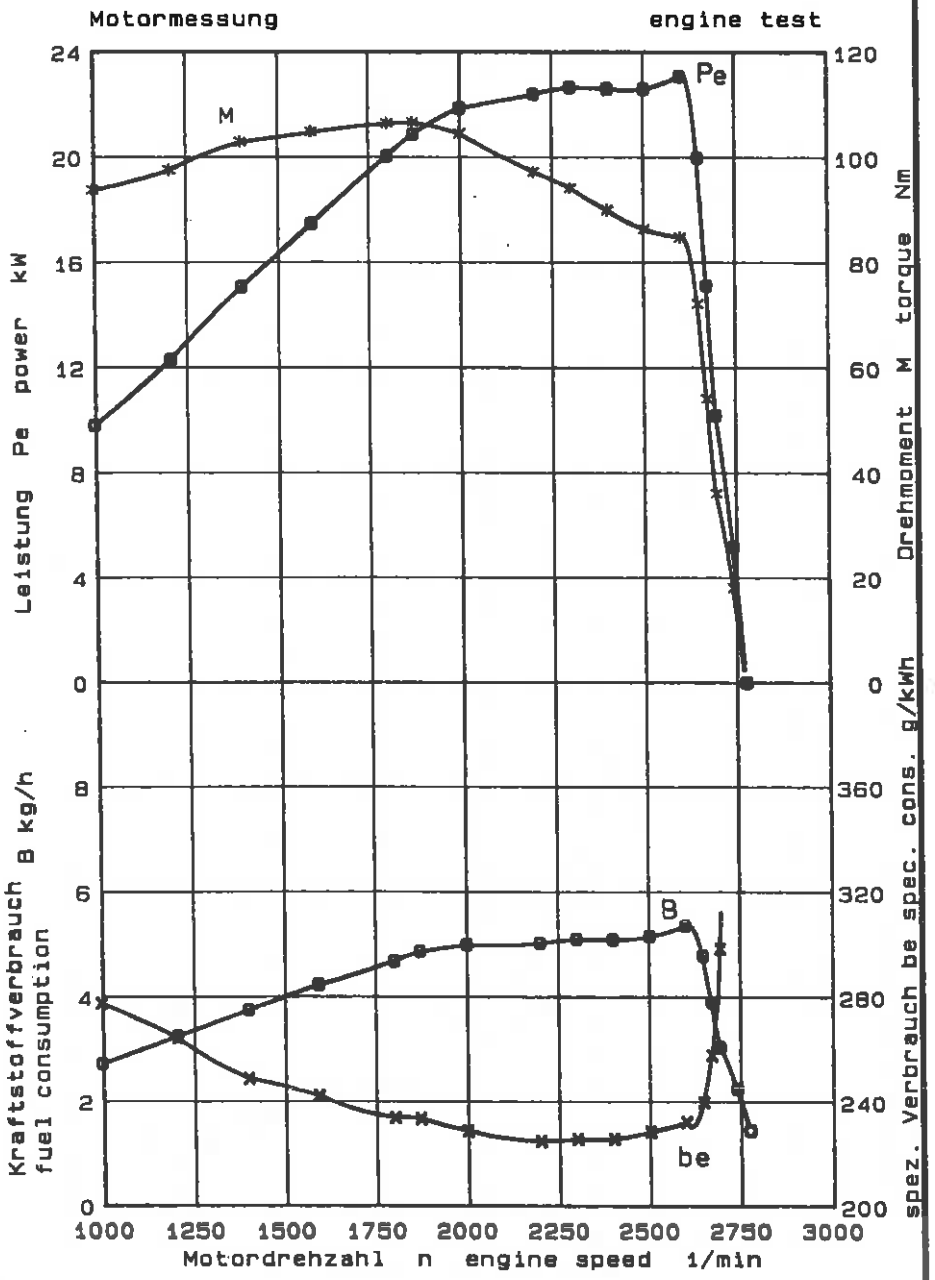
Maximum temperatures

coolant	85 grad C
oil	101 grad C
fuel	23 grad C
air intake	25 grad C

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Kubota L 2850

Test-No.86-150



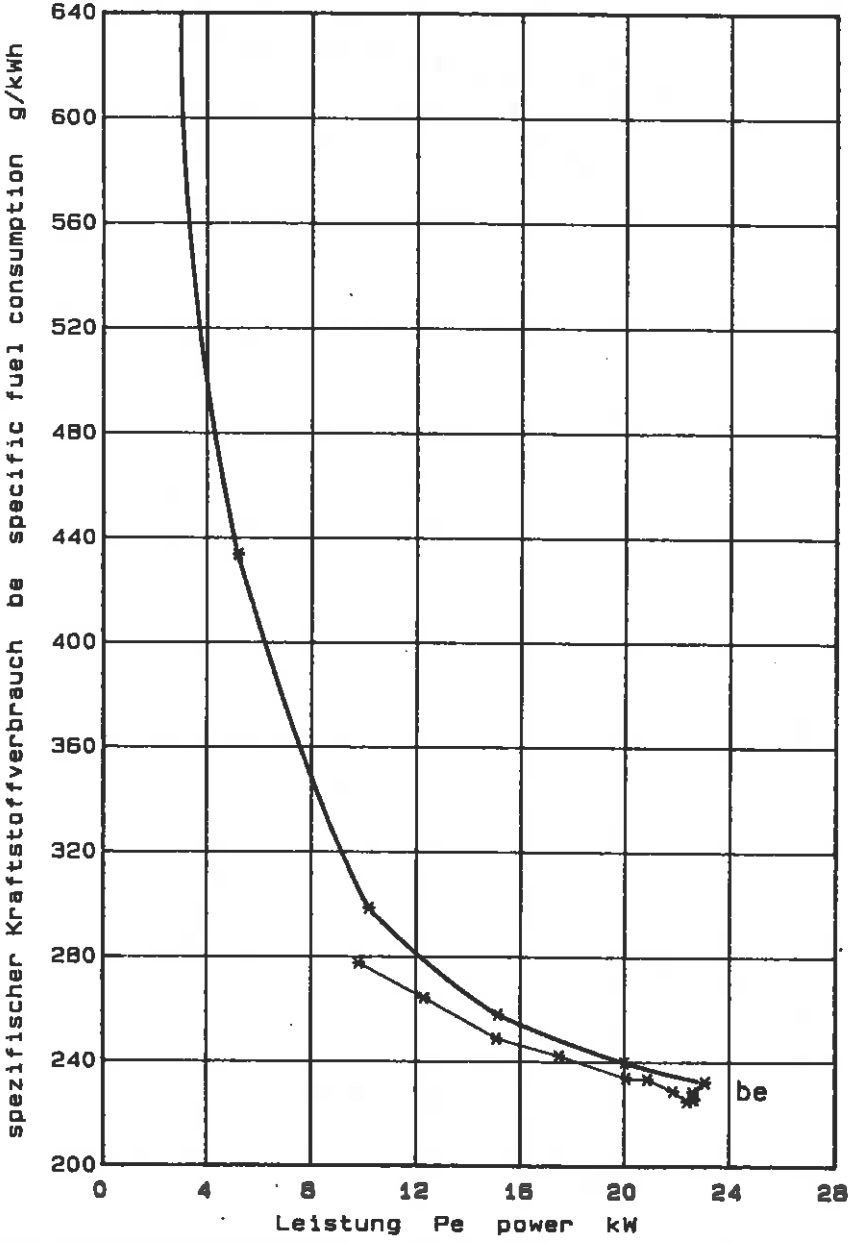
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Kubota L 2850

Test-No. 86-150

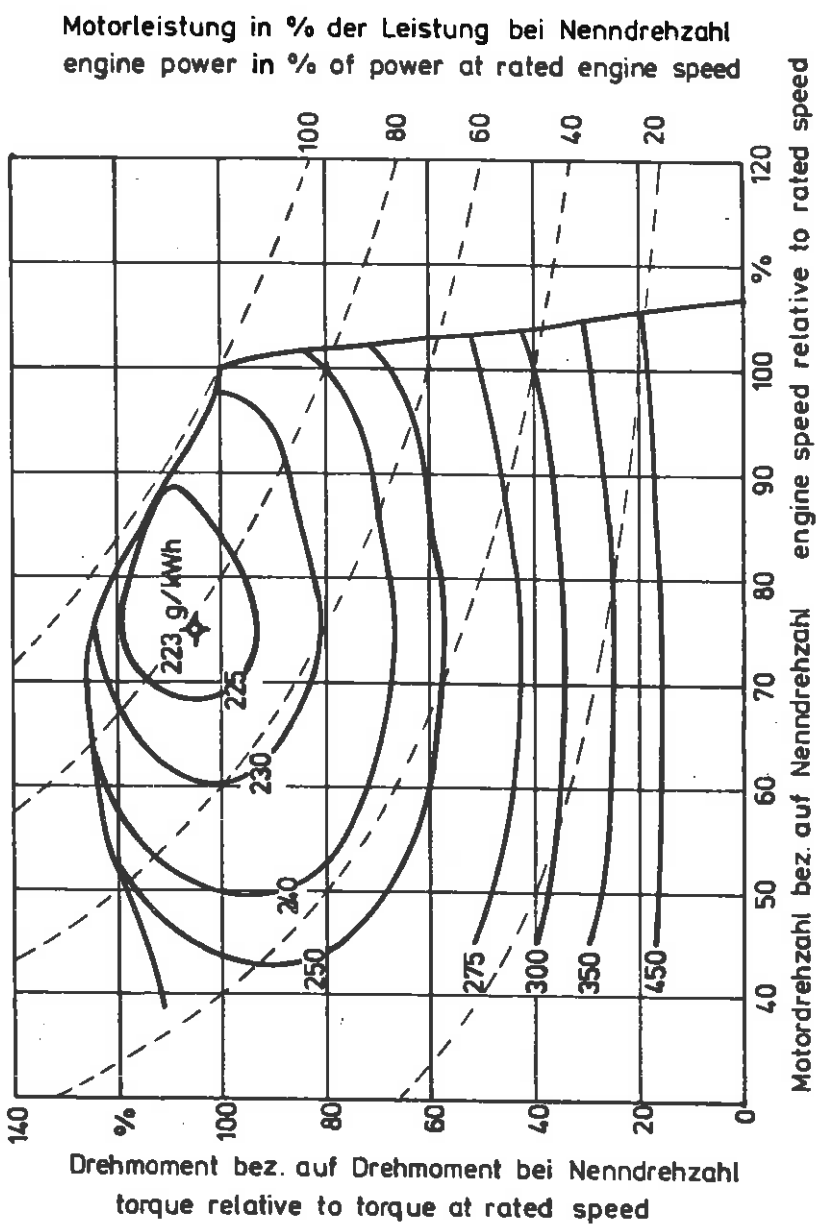
Motormessung

engine test



PRÜFUNGS-ABTEILUNG
KUBOTA L 2850

Test No. 86-150



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