



T.C
TARIM VE KÖYİŞLERİ BAKANLIĞI
TARIM ALET VE MAKİNALARI
TEST MERKEZİ MÜDÜRLÜĞÜ



TEST REPORT

REPORT NUMBER:1379/2249 TGK.12

OECD APPROVAL NO: 2/2 178
DATE OF APPROVAL : 15 OCTOBER 2004

Report on test in accordance with the OECD Standard Code 2 for the Official Testing of Agricultural Tractors Performance

CODE 2
(Restricted code)



NEW HOLLAND TD90D – 4 WD
(12+12 speeds-30 km/h)

CASE IH JX90 – 4 WD
(CASE IH JX85 for North America)
(12+12 speeds-30 km/h)

| Tested Equipment | |
|------------------|---------------|
| Make | : NEW HOLLAND |
| Model | : TD90D |
| Type | : 4 WD |

TRACTOR

| Applicant | |
|-----------|--|
| Name: | Türk Traktör ve Ziraat Mak. A.Ş. |
| Adress: | Güvercin yolu 111-112 06560 Gazi/ANKARA |
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SEPTEMBER - 2004
ANKARA



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This is a report on a tractor tested in accordance with OECD standard code for the official Testing of Agricultural Tractor Performance, it doesn't contain an evaluation of the tractor on field activities.

UNITS

| | | | |
|-----------|---------|-------------|---------------------------|
| Forces | 1 kN | = 1000 N | = 102 kp |
| Powers | 1 kW | = 1.36 HP | |
| Pressures | 1 MPa | = 10 bar | = 10.2 kp/cm ² |
| | 100 kPa | = 1000 mbar | = 750.1 mmHg |

New Holland TD90D (4WD) and Case IH JX90 (4WD) tractors have same specification but they have different colour, bonnet, rim colour, grill, headlights, grill support and model (trade name).

All tests were carried out on New Holland TD90D (4 WD).

Note:

- C] data declared by the manufacturer and controlled by the station
D] data declared by the manufacturer



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- [C] Tractor Manufacturer's name and address :TÜRK TRAKTÖR ve ZIRAAT MAKINALARI A.Ş.
Güvercin yolu 111-112 Gazi/ANKARA
Tel:+90 312 211 01 90
- [D] Location of tractor assembly :TÜRK TRAKTÖR ve ZIRAAT MAKINALARI A.Ş.
- [D] Submitted for test by :TÜRK TRAKTÖR ve ZIRAAT MAKINALARI A.Ş.
- [C] Selected for test by : TÜRK TRAKTÖR ve ZIRAAT MAKINALARI A.Ş. with agreement of the Testing Station
- [C] Place of running – in :DAEMTC (The Directorate of Agricultural Equipment and Machinery Testing Centre)
- [C] Duration of running-in : 40 hours
- [C] Location of test :DAEMTC, Ankara

1. SPECIFICATIONS OF TRACTOR

1.1 IDENTIFICATION

1.1.1.Make of the tractor : NEW HOLLAND

[C] Model (trade name) : TD90D

[C] Type : 4 WD

1.1.2. Serial No

[D] First Serial No or Prototype : Prototype

[C] Serial No : Prototype

1.1.3.Other Specifications;

[D] Model (s) for other countries : sold as CASE IH JX85 in North America

[C] Transmission Type or Gears x Ranges : Mechanical, full synchromesh, 12 forward 12 reverse

[C] Speed version : 30 km/h

[C] Manufacturer identification or Technical type number : D4C7AA(for New Holland TD90D)
J9C7AA (for Case IH JX90)
J9C7AA (for Case IH JX85)



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1.2 ENGINE

- [C] Make, Model and Type :IVECO, 8045.25, water cooled, direct injection, 4 cycles, turbo charged, diesel engine
[C] Serial-No. : *639-935580*

1.2.1 Cylinders

- [C] Number/disposition : 4, vertical in line
[D] Bore/stroke : (104 /115) mm
[D] Capacity : 3908 cm³
[D] Compression rate : (18±0.5) /1
[D] Arrangement of valves : Overhead
[D] Cylinder liners : Dry

1.2.2 Supercharging

- [C,D] Make,model and type : GARRETT, TA25 (or TD04H)
[D] Pressure : 80 kPa

1.2.3 Fuel System

- [C] Fuel feed system : With double diaphragm, mechanical
[C] Make, type and model of fuel filter (s) : New Holland, replaceable paper element cartridge
[D] Capacity of fuel tank : 90 dm³
[C,D] Make, model and type of injection pump : BOSCH, L982 (or BOSCH, VE 4/12F1250LV15645), rotative
[C] Serial no : 724101

Manufacturer's production setting of injection pump

- [C] Flow rate* : (16.3 –17.5) dm³/h at rated engine speed and full load
[D] Timing : 1°± 0.5° before T.D.C
[D] Make, model and type of injectors : BOSCH, DLLA 132 S,multipoints injected
[D] Injection pressure : (26.0 ±1.2) MPa
*not any setting by the manufacturer because of atmospheric pressure



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- [D] Injection pressure : (26.0 ±1.2) MPa
*not any setting by the manufacturer because of atmospheric pressure

1.2.4 Governor

- [C] Make, model and type : BOSCH, mechanical, in incorporated
in the fuel pump
[C] Governed range of engine speed: (650 – 2750) rev/min
[C] Rated engine speed : 2500 rev/min

1.2.5 Air cleaner

Pre-cleaner

- [C] Make, model and type : CNH, 1930589, 1327 05C (P),
replaceable paper cartridge
[C] Location of air intake : In front of radiator, under bonnet

Main cleaner

- [C] Make, model and type : CNH, 1930590, 1327 02C (P),
replaceable felt material
[C] Maintenance indicator : Warning light on the dashboard

1.2.6 Lubrication system

- [D] Type of feed pump : Gear type
[D] Type of filter(s) : One is metal mesh strainer, the other
is replaceable paper cartridge
[C] Number of filters : 2

1.2.7 Cooling system

- [C] Type of coolant : Water
[D] Type of pump : Centrifugal
Specification of fan
[C] Number of fan blades : 4
[C] Fan diameter : 392 mm
[D] Coolant capacity : 14 dm³
[C] Type of temperature control : Thermostat and thermometer indicating
temperature level on dashboard



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[D] Superpressure system : 70 kPa

1.2.8 Starting system

[C] Make, model and type : BOSCH, 6 033 ACO 218, solenoid engaged

[D] Starter motor power rating : 3.5 kW

[C] Cold starting aid : Flame glow plug and additional fuel system in injection pump

[C] Safety device : Clutch safety switch

1.2.9 Electrical system

[C] Voltage : 12 V

Generator

[C] Make, model and type : MAGNETI MARELLI, RTT 119 AC, alternator

[D] Power : 1.0 kW

Battery of accumulators

[C] Number : 1

[D] Rating : 120 Ah at 20 h

1.2.10 Exhaust system

[C,D] Make, model and type : BİLEN 5093950, (or ALCOM 5172649) under the bonnet, with expansion chamber

[C] Location : On left hand side of engine horizontal, (or on left hand side of engine, vertical)

1.3 TRANSMISSION

1.3.1 Clutch (travel and power take-off)

[D] Make, model and type : VALEO, dual clutch, dry, cerametallic material

[D] Number of plates : 2

[D] Diameter of plates : 280 mm

[C] Method of operation : Mechanical; pedal operated for main clutch and hand lever for PTO clutch
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1.3.2 Gear box

[D] Make, model and type : CNH, mechanical, full synchromesh

Description

| | Forward | Reverse |
|-----------------------------|---------|---------|
| [C] Number of gears | 4 | 4 |
| [C] Number of ranges/groups | 3/- | 3/- |
| [C] Total of arrangements | 12 | 12 |

Available options

[D] 12x4
[D] 20x12 with creeper

1.3.3 Rear axle and final drives

[D] Make, model and type : CNH, with reductor

Differential lock

[D] Type : Mechanical

[C] Method of engagement : Pedal operated

[C] Method of disengagement : Self disengaged and/or steering movement

1.3.4 Front axle

[D] Make, model and type : New Holland , A 201203 Z 3, 5158372

[C] Differential lock : None

[C] 1.3.5 Total ratios & travelling speed (tested tractor)

| Gear no | Group or range | Number of engine revolutions for one revolution of the driving wheels | | Nominal travelling speed (*) at rated engine speed of 2500 rev/min km/h | |
|---------|----------------|---|---------|---|---------|
| | | Forward | Reverse | Forward | Reverse |
| 1 | I Slow | 396.236 | 404.257 | 1.71 | 1.68 |
| 2 | | 257.172 | 262.378 | 2.64 | 2.59 |
| 3 | | 189.113 | 192.941 | 3.59 | 3.52 |
| 4 | | 132.015 | 134.688 | 5.14 | 5.04 |
| 1 | II Normal | 169.648 | 173.082 | 4.00 | 3.92 |
| 2 | | 110.108 | 112.337 | 6.16 | 6.04 |
| 3 | | 80.968 | 82.607 | 8.38 | 8.21 |
| 4 | | 56.522 | 57.666 | 12.01 | 11.77 |
| 1 | III Fast | 72.060 | 73.518 | 9.42 | 9.23 |
| 2 | | 46.769 | 47.716 | 14.51 | 14.22 |
| 3 | | 34.392 | 35.088 | 19.73 | 19.34 |
| 4 | | 24.008 | 24.494 | 28.26 | 27.70 |

* Calculated with a tyre dynamic index of 720 mm (ISO 4251/1-1998)

Number of revolutions of front wheels for one revolutions of rear wheels:1.333



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[D] 1.3.6 Total ratios & travelling speed (Optional)

| Gear no | Group or range | Number of engine revolutions for one revolution of the driving wheels | | Nominal travelling speed (*) at rated engine speed of 2500 rev/min km/h | |
|---------|----------------|---|---------|---|---------|
| | | Forward | Reverse | Forward | Reverse |
| 1 | I Slow | 396.236 | - | 1.71 | - |
| 2 | | 257.172 | - | 2.64 | - |
| 3 | | 189.113 | - | 3.59 | - |
| 4 | | 132.015 | - | 5.14 | - |
| 1 | II Normal | 169.648 | 191.776 | 4.00 | 3.54 |
| 2 | | 110.108 | 124.470 | 6.16 | 5.45 |
| 3 | | 80.968 | 91.529 | 8.38 | 7.41 |
| 4 | | 56.522 | 63.894 | 12.01 | 10.62 |
| 1 | III Fast | 72.060 | - | 9.42 | - |
| 2 | | 46.769 | - | 14.51 | - |
| 3 | | 34.392 | - | 19.73 | - |
| 4 | | 24.008 | - | 28.26 | - |

*Calculated with a tyre dynamic index of 720 mm (ISO 4251/1-1998)

Number of revolutions of front wheels for one revolutions of rear wheels:1.333

[D] 1.3.7 Total ratios & travelling speed (Optional)

| Gear no | Group or range | Number of engine revolutions for one revolution of the driving wheels | | Nominal travelling speed (*) at rated engine speed of 2500 rev/min km/h | |
|---------|----------------|---|---------|---|---------|
| | | Forward | Reverse | Forward | Reverse |
| 1 | I Creeper | 2188.611 | - | 0.31 | - |
| 2 | | 1420.492 | - | 0.48 | - |
| 3 | | 1044.564 | - | 0.65 | - |
| 4 | | 729.186 | - | 0.93 | - |
| 1 | II Creeper | 937.050 | - | 0.72 | - |
| 2 | | 608.181 | - | 1.12 | - |
| 3 | | 447.228 | - | 1.52 | - |
| 4 | | 312.200 | - | 2.17 | - |
| 1 | I Slow | 396.236 | 417.090 | 1.71 | 1.63 |
| 2 | | 257.172 | 270.708 | 2.64 | 2.51 |
| 3 | | 189.113 | 199.066 | 3.59 | 3.41 |
| 4 | | 132.015 | 138.963 | 5.14 | 4.88 |
| 1 | II Normal | 169.648 | 178.576 | 4.00 | 3.80 |
| 2 | | 110.108 | 115.903 | 6.16 | 5.85 |
| 3 | | 80.968 | 85.230 | 8.38 | 7.96 |
| 4 | | 56.522 | 59.497 | 12.01 | 11.41 |
| 1 | III Fast | 72.060 | 75.852 | 9.42 | 8.95 |
| 2 | | 46.769 | 49.231 | 14.51 | 13.78 |
| 3 | | 34.392 | 36.202 | 19.73 | 18.74 |
| 4 | | 24.008 | 25.272 | 28.26 | 26.85 |

Calculated with a tyre dynamic index of 720 mm (ISO 4251/1-1998)

Number of revolutions of front wheels for one revolutions of rear wheels:1.333



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1.4 POWER TAKE-OFF

1.4.1 Main power take-off

- [C] Type : Independent
- [C] Method of engagement : Mechanical, by hand lever
- [C] Number of shafts : 1
- [D] Method of changing power take-off shaft ends and speeds : Hand lever and changing PTO shaft

1.4.1.1 Power take-off proportional to engine speed

540 rev/min

- [C] Location : At rear of tractor
- [C] Diameter of power take-off shaft end : 34.9 mm
- [C] Number of splines : 6, in conformity with ISO 500:1991
- [C] Height above ground : 725 mm
- [C] Distance from the median plane of the tractor : 0 mm
- [C] Distance behind rear-wheel axis : 310 mm
- [C] P.T.O speed at rated engine speed : 614 rev/min
- [C] Engine speed at standard power take-off speed : 2200 rev/min
- [C] Ratio of rotation speeds (engine speed/p.t.o speed) : 4.074/1
- [D] Power restriction and maximum torque : None
- [D] Maximum torque transmissible : None
- [C] Direction of rotation (viewed from behind tractor) : Clockwise



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750 rev/min (not fitted on tested tractor)

- [D] Location : At rear of tractor
- [D] Diameter of power take-off shaft end : 34.9 mm
- [D] Number of splines :6
- [D] Height above ground : 725 mm
- [D] Distance from the median plane of the tractor : 0 mm
- [D] Distance behind rear-wheel axis : 310 mm
- [D] P.T.O speed at rated engine speed : 787 rev/min
- [D] Engine speed at standard power take-off speed : 2382 rev/min
- [D] Ratio of rotation speeds (engine speed/p.t.o speed) : 3.176/1
- [D] Power restriction and maximum torque : None
- [D] Maximum torque transmissible : None
- [D] Direction of rotation (viewed from behind tractor) : Clockwise

1000 rev/min (not fitted on tested tractor)

- [D] Location : At rear of tractor
- [D] Diameter of power take-off shaft end : 34.9 mm
- [D] Number of splines :6, not in conformity with ISO 500:1991
- [D] Height above ground : 725 mm
- [D] Distance from the median plane of the tractor : 0 mm
- [D] Distance behind rear-wheel axis : 310 mm
- [D] P.T.O speed at rated engine speed : 1050 rev/min
- [D] Engine speed at standard power take-off speed : 2381 rev/min



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- [D] Ratio of rotation speeds
(engine speed/p.t.o speed) : 2.381/1
- [D] Power restriction and maximum torque : None
- [D] Maximum torque transmissible : None
- [D] Direction of rotation
(viewed from behind tractor) : Clockwise

1.4.1.2 Power take-off proportional to ground speed

- | | 540 | [D] 750* | [D] 1000* |
|--|-------------|----------|-----------|
| [C] Travelling distance for 1 revolution of take-off shaft | : 0.508 m | 0.397 m | 0.298 m |
| [C] Number of power take-off shaft revolutions for one revolution of (rear) driving wheels | : 8.9 | 11.4 | 15.2 |
| [C] Direction of rotation with forward gear engaged (viewed from behind tractor) | : Clockwise | | |

* Not fitted on tested tractor.

- 1.4.2 Optional power take-off** : None

1.5 HYDRAULIC POWER LIFT

- [C] Make, model and type : CNH, Lift-O-matic, draft and float controlled
- [C] Type of hydraulic system : Open center system
- [C] Type and number of cylinders : 1, single acting
- [C] Type of linkage lock for transport : Hydraulic
- [D] Relief valve pressure setting : (19.4-19.9) MPa
- [D] Opening pressure of cylinder safety valve: (23.4 - 24.5) MPa
- [D] Lift pump type : Gear
- [D] Transmission between pump and engine : Mechanical
- [C] Type and number of filters : 1, replaceable cartridge element
- [C] Site of oil reservoir : Gear box and rear axle
- [C] Type, number and location of tapping points : At rear of tractor, 2, double acting
- [C] Maximum volume of oil available to external cylinders : None

1.6 Three- point linkage

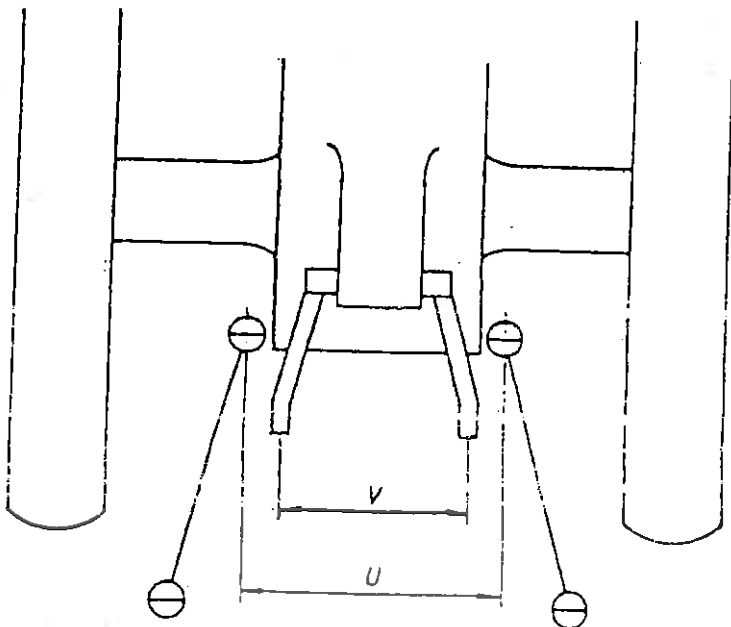
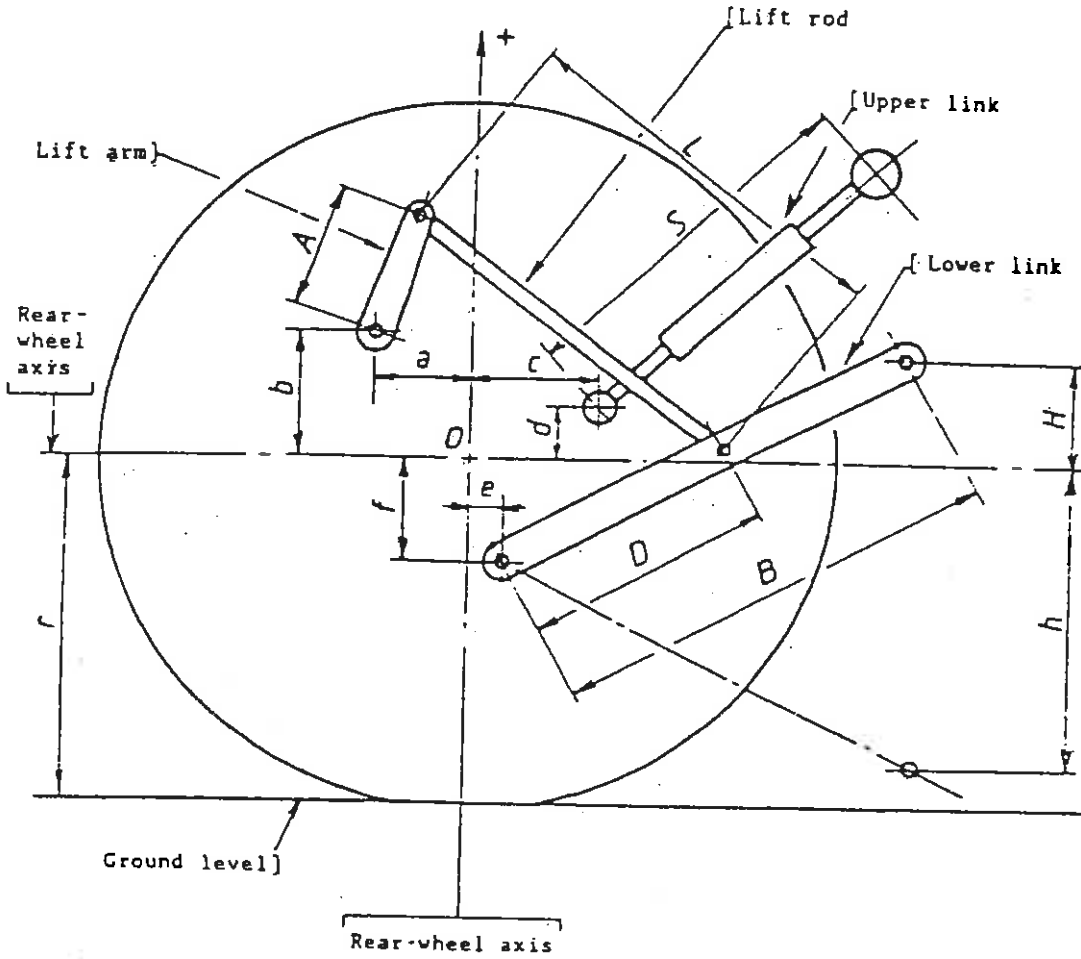
- [C] Category : II, ISO 730-1:1994 +
Corrigendum 1:1995
- [C] Category adapter : None



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TABLE 2.1. Dimensions of linkage geometry (when connected to the standard frame)

| | | Dimension or range (mm) | Settings used in test (mm) |
|---|------------------------------|-------------------------|----------------------------|
| [C] Length of lift arms | (A) | 255 | 255 |
| [C] Length of lower links | (B) | 970 | 970 |
| Distance of lift arm pivot point from rear wheel axis | | | |
| - [C] Horizontally | (a) | -11 | -11 |
| - [C] Vertically | (b) | 295 | 295 |
| [C] Horizontal distance between the two lower link points | (u) | 450 | 450 |
| [C] Horizontal distance between the two lift arm end points | (v) | 505 | 505 |
| [C] Length of upper link | (S) | from 605 to 1000 | 835 |
| Distance of upper link pivot point from rear wheel axis | | | |
| - [C] horizontally | (c) | 175/190 | 175 |
| - [C] vertically | (d) | 200/250 | 200 |
| Distance of lower link pivot point from rear wheel axis | | | |
| - [C] horizontally | (e) | 55 | 55 |
| - [C] vertically | (f) | 200 | 200 |
| [C] Distance of lower link pivot points to lift rod pivot points on lower links | (D) | 460/540 | 460 |
| [C] Length of lift rods | (L) | from 515 to 650 | 605 |
| Height of lower hitch points relative to the rear wheel axis | | | |
| - [C] in low position | (h) | from 190 to 690 | 520 |
| - [C] in high position | (H) | from 115 to 455 | 220 |
| [C] Height above ground of lower hitch points when locked in transport position (*) | Any height within lift range | | |
| [C] (*)Assuming $r = 720$ mm tire dynamic radius index of ISO 4251/1-1998 | | | |



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1.7 SWINGING DRAWBAR

- [C] Type : Clevis
- Height above ground;
- [C] Maximum : 520 mm
- [C] Minimum : 410 mm
- [C] Type of adjustment : Reversing
- [C] Distance of hitch point from rear – wheel axis horizontally : 750 mm
- [C] Distance of hitch point from p.t.o shaft ends
- Vertically : 205/315 mm
- Horizontally : 435 mm
- Lateral adjustment (center of clevis)
- [C] Right-hand : 100 mm
- [C] Left-hand : 85 mm
- [C] Distance of pivot point from rear-wheel axis horizontally : 125 mm
- [C] Diameter drawbar pin hole : 29 mm
- [D] Maximum vertical permissible load : None

1.8 TRAILER HITCH

- [C] Type : Coupling
- [C] Hole diameter : 29 mm
- [C] Height above ground : 990 mm
- [C] Distance of hitch point from rear – wheel axis, horizontally : 520 mm
- Distance of hitch point from PTO shaft end
- [C] Vertically : 265 mm
- [C] Horizontally : 210 mm
- [D] Maximum vertical permissible load : None



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1.9 HOLED DRAWBAR : None

1.10 STEERING

[D] Make, model and type : DANFOSS, OSPC ON 100, hydrostatic

Method of operation

[D] Pump(s) : Gear pump

[D] Ram(s) : 1, Double acting, actuated on front axle

[D] Working pressure : 10.0 MPa

1.11 BRAKES

1.11.1 Service brake

[D] Make, model and type : CNH, hydraustatic, oil immersed disc

[C] Method of operation : Mechanical, pedal operated

[C] Trailer braking take-off : None

1.11.2 Parking brake

[C] Type : Mechanical, independent from servise brake

[C] Method of operation : By hand lever operated

1.12. WHEELS

Number

[C] Front : 2/steering and driving

[C] Rear : 2/driving

[C] Wheelbase : 2249 mm

Track width adjustment

| | | Minumum mm | Maximum mm | Adjustment method |
|-----|-------|---------------|---------------|---------------------------------------|
| [D] | Front | 1530 | 1955 | reversing wheels and off-set lug rims |
| [D] | Rear | 1505 | 2018 | reversing wheels and off-set lug rims |



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1.13 PROTECTIVE STRUCTURE

- [C] Make, model and type : CNH, GK 6, Cab
(New Holland, TD-KAB-1)
- [C] Manufacturer's name and address : Türk Traktör Ziraat Mak. A.Ş.
Güvercin yolu No:111-112
Gazi/ANKARA
- Protective device
- [C] Cab / frame / roll guard / other : Cab
- [C] Tilttable / not tilttable : Not tilttable
- OECD approval
- [C] Approval number : 4/0 770/1
- [C] Date of approval : 07/05/2004
- [D] Nos. of minor modification of certificates, if any: None

1.14 SEAT

1.14.1 Driver's seat

- [C] Make, model and type : PİLOT, SM80X, vinylex covered
- [C] Seat and steering wheel reversible : No
- [C] Type of suspension : Mechanical, with spring
- [C] Type of damping : Hydraulic, with amortisor
- Range of adjustment
- [C] Longitudinally : 150 mm
- [C] Vertically : 65 mm
- [C] Safety belt : None



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1.14.2. Optional driver's seat(s)

1.14.2.1

- [D] Make, model and type : PILOT, T300, vinylex covered
[D] Type of suspension : Mechanical, with spring
[D] Type of damping : Hydraulic, with amortisor
Range of adjustment
[D] Longitudinally :150 mm
[D] Vertically : 65 mm

1.14.2.2

- [D] Make, model and type : PILOT, T300A, vinylex covered
[D] Type of suspension : Mechanical, with spring
[D] Type of damping : Hydraulic, with amortisor
Range of adjustment
[D] Longitudinally :150 mm
[D] Vertically : 65 mm

1.14.3 Passenger seat : None

1.15 LIGHTING

| | | Height above ground of center mm | Size mm | Distance from outside edge of lights to median plane of tractor mm |
|-----|---------------|--|------------|--|
| [C] | Headlights | 1280 | 140x90 | 200 |
| [C] | Sidelights | 1630 | 75x70 | 765 |
| [C] | Rearlights | 1630 | 75x70 | 660 |
| [C] | Reflectors I | 1630 | 75x35 | 695 |
| [C] | Reflectors II | 645 | 105x55 | 500 |



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2. TEST CONDITIONS

2.1 OVERALL DIMENSIONS (unballasted tractor)

| Length mm | Width | | Height at top of Protective structure mm |
|--------------|---------------|---------------|--|
| | minimum mm | maximum mm | |
| 3875 | 1968 | 2481 | 2580 |

2.2 GROUND CLEARANCE (unballasted tractor)

Clearance – limiting part :365 mm (bottom point of swinging drawbar)

2.3 TRACTOR MASS (with cab)

| | Unballasted | |
|-------|----------------------|-------------------|
| | Without driver kg | with driver kg |
| Front | 1486 | 1492 |
| Rear | 1997 | 2073 |
| Total | 3483 | 3565 |

2.4 TRACK SPECIFICATION: Not applicable

2.5 TYRES AND TRACK WIDTH SPECIFICATIONS

| | Front | Rear |
|--|-----------|-----------|
| Tyres : | GOOD YEAR | GOOD YEAR |
| Dimensions | 12.4R24 | 18.4R30 |
| Ply rating | 119 A8 | 142 A8 |
| Type | Radial | Radial |
| Maximum load (tyre manufacturer's) | 13.34 kN | 25.99 kN |
| Maximum load (tractor manufacturer's) | 13.34 kN | 25.99 kN |
| Inflation pressure (tyre manufacturer's) | 160 kPa | 160 kPa |
| Dynamic radius index | 540 mm | 720 mm |
| Chosen track width | 1566 mm | 1508 mm |

2.6 FUEL

Type : Diesel oil, in conformity with national standard, TS 3082

Density at 15 °C : P.T.O test :0.835 g/cm³
Drawbar power test :0.828 g/cm³



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2.7 OILS AND LUBRICATION

2.7.1 Capacity and change interval

| | Capacity dm ³ | Oil change h | Filter Change h |
|----------------------|-----------------------------|-----------------|--------------------|
| Engine | 11.7 | 200 | 400 |
| Gear box* | 46 | 1600 | 400 |
| Final drive (rear) * | | | |
| Hydraulic system * | | | |
| Final drive (front) | 5.3 | - | - |
| Steering | 1.8 | - | 800 |

* Common with gear box

2.7.2 Specifications

| | Recommended | Used during test |
|--|---|------------------|
| Engine oil Type Viscosity Classification | BP TERRAC DIESEL 20W/50 DM/12 | Same |
| Hydraulic Fluid Type Viscosity Classification | BP TERRAC TRACTAN 8 Fluid 8 DT/14 | Same |
| Transmission oils Type Viscosity Classification | BP TERRAC TRACTAN 8 Fluid 8 DT/14 | Same |
| Steering Type Viscosity Classification | BP TERRAC TRACTAN 8 Fluid 8 DT/14 | Same |

2.7.3 Grease

Number of lubrication points

: MOBILUX EP2

: 11



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3. COMPULSORY TEST RESULTS

3.1 MAIN POWER TAKE-OFF

Date and location of tests : 14/07/2004, D.A.E.M.T.C,Ankara

Type of dynamometer bench : AEG, Electrical

| Power kW | Speed | | Fuel consumption | | | Specific energy kWh/ l |
|---|-------------------|-----|------------------|-----------------|-------|------------------------------|
| | Engine rev/min | PTO | Hourly kg/h | Specific l/h | g/kWh | |
| 3.1.1. MAXIMUM POWER- TWO HOUR TEST | | | | | | |
| 58.5 | 2500 | 614 | 14.50 | 17.36 | 248 | 3.37 |
| 3.1.2. Power at rated engine speed | | | | | | |
| 58.5 | 2500 | 614 | 14.50 | 17.36 | 248 | 3.37 |
| 3.1.3. Standard Power Take-off speed (540 ± 10 rev/min) | | | | | | |
| 57.0 | 2200 | 540 | 13.65 | 16.35 | 239 | 3.49 |
| 3.1.4. PART LOADS | | | | | | |
| 3.1.4.1. The torque corresponding to maximum power at rated engine speed | | | | | | |
| 58.5 | 2500 | 614 | 14.50 | 17.36 | 248 | 3.37 |
| 3.1.4.2. 85% of torque obtained in 3.1.4.1. | | | | | | |
| 52.6 | 2639 | 648 | 13.97 | 16.73 | 266 | 3.14 |
| 3.1.4.3. 75% of torque defined in 3.1.4.2. | | | | | | |
| 39.7 | 2659 | 653 | 11.76 | 14.08 | 296 | 2.82 |
| 3.1.4.4. 50% of torque defined in 3.1.4.2. | | | | | | |
| 26.7 | 2681 | 658 | 8.71 | 10.43 | 326 | 2.56 |
| 3.1.4.5. 25% of torque defined in 3.1.4.2. | | | | | | |
| 13.5 | 2708 | 665 | 6.89 | 8.25 | 511 | 1.63 |
| 3.1.4.6. No load | | | | | | |
| 0 | 2750 | 675 | 4.02 | 4.81 | - | - |



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| Power | Speed | | Fuel consumption | | | Specific energy |
|--|---------|-----|------------------|-------|----------|-----------------|
| | Engine | PTO | Hourly | | Specific | |
| kW | rev/min | | kg/h | l/h | g/kWh | kWh/ l |
| 3.1.5.PART LOADS AT STANDARD POWER TAKE-OFF SPEED (540 ±10 rev/min) | | | | | | |
| 3.1.5.1. The torque corresponding to maximum power | | | | | | |
| 57.0 | 2200 | 540 | 13.65 | 16.35 | 239 | 3.49 |
| 3.1.5.2. 85% of torque obtained in 3.1.5.1. | | | | | | |
| 51.1 | 2317 | 569 | 12.85 | 15.39 | 252 | 3.32 |
| 3.1.5.3. 75% of torque defined in 3.1.5.2. | | | | | | |
| 38.9 | 2355 | 578 | 10.73 | 12.85 | 276 | 3.03 |
| 3.1.5.4. 50% of torque defined in 3.1.5.2. | | | | | | |
| 26.5 | 2400 | 589 | 7.82 | 9.37 | 296 | 2.82 |
| 3.1.5.5. 25% of torque defined in 3.1.5.2. | | | | | | |
| 13.4 | 2438 | 598 | 5.75 | 6.89 | 428 | 1.95 |
| 3.1.5.6. No load | | | | | | |
| 0 | 2489 | 611 | 3.31 | 3.97 | - | - |

Maximum engine speed at no load : 2750 rev/min

Torque at maximum power(equivalent crankshaft)

At rated engine speed : 223.80 Nm

At 2-hour test : 223.80 Nm

Maximum torque : 325.14 Nm (1350 rev/min engine speed)

Mean atmospheric conditions

Temperature : 27 °C

Pressure : 91.3 kPa

Relative humidity : 45%

Maximum temperatures (°C)

Cooling water : 99

Engine oil : 130

Fuel : 42

Engine air intake : 43

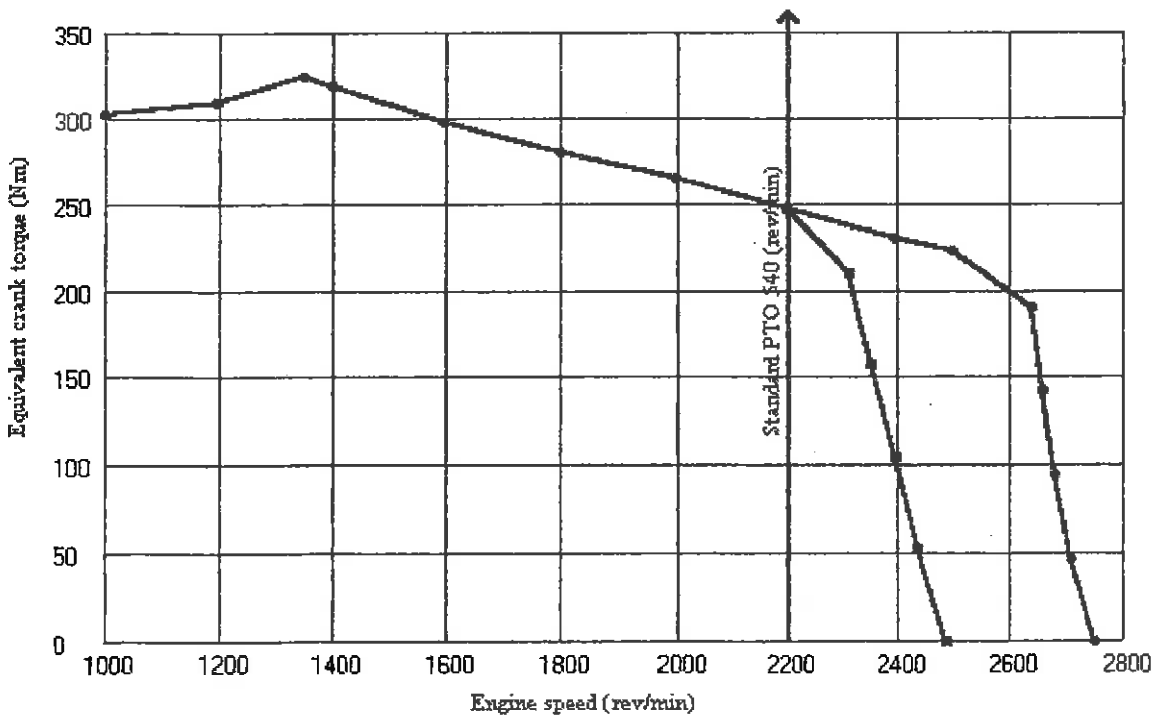
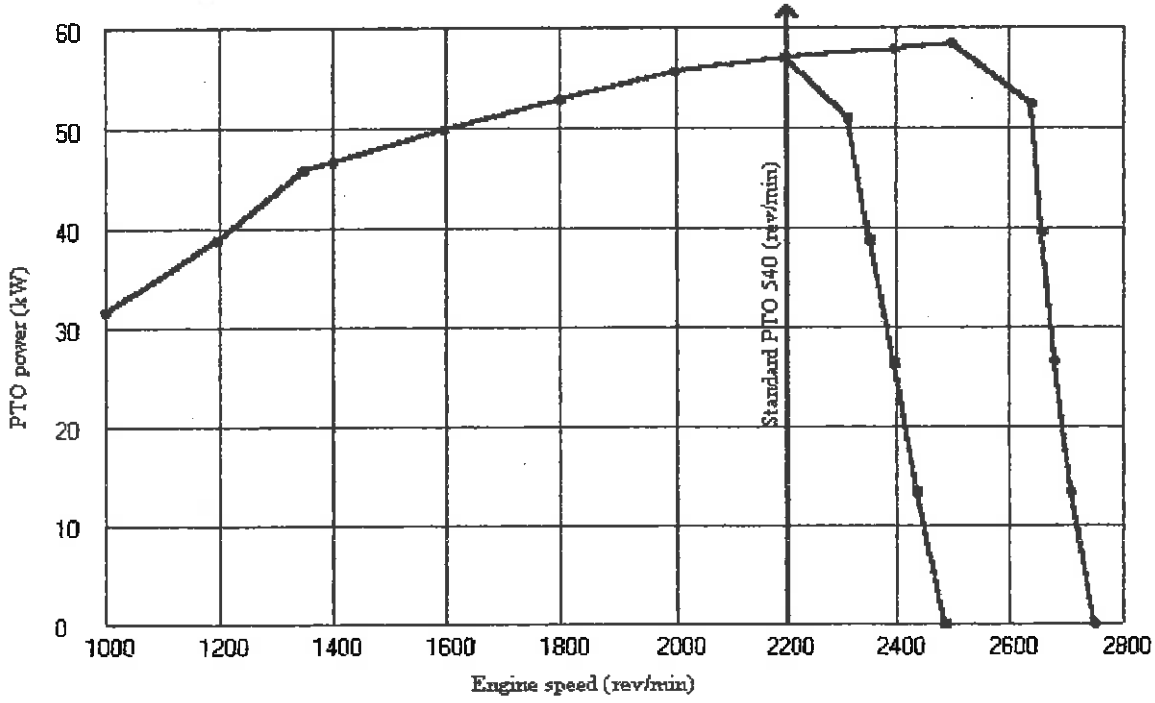


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PTO POWER



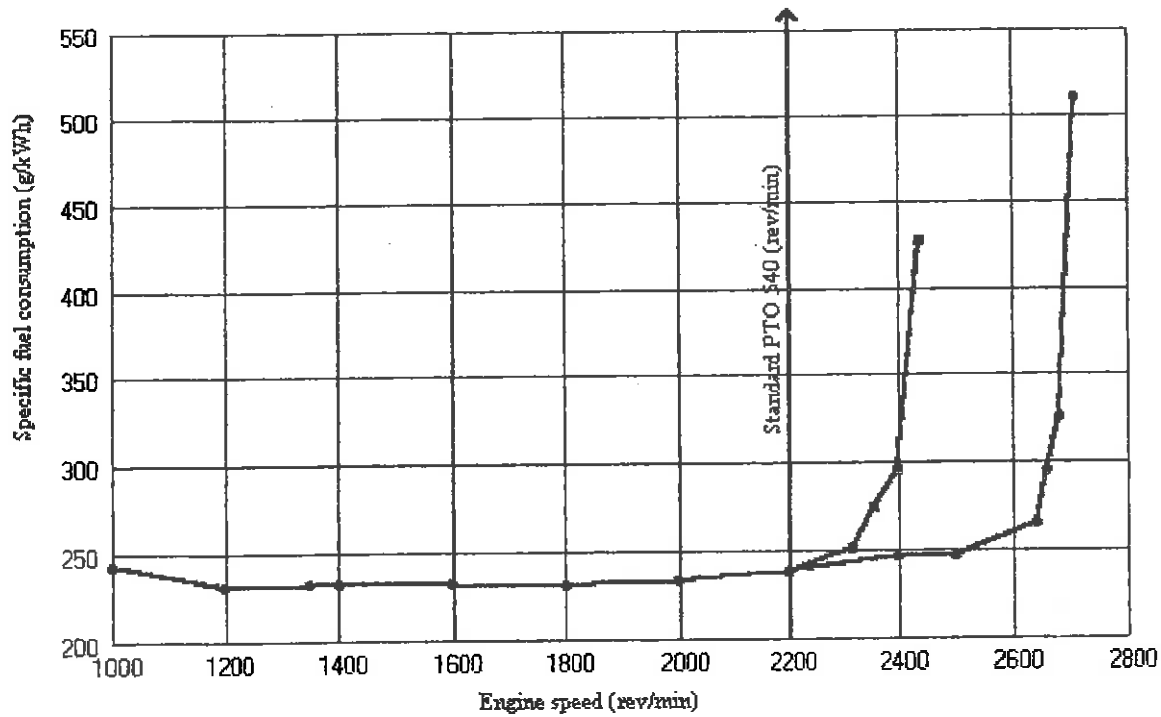
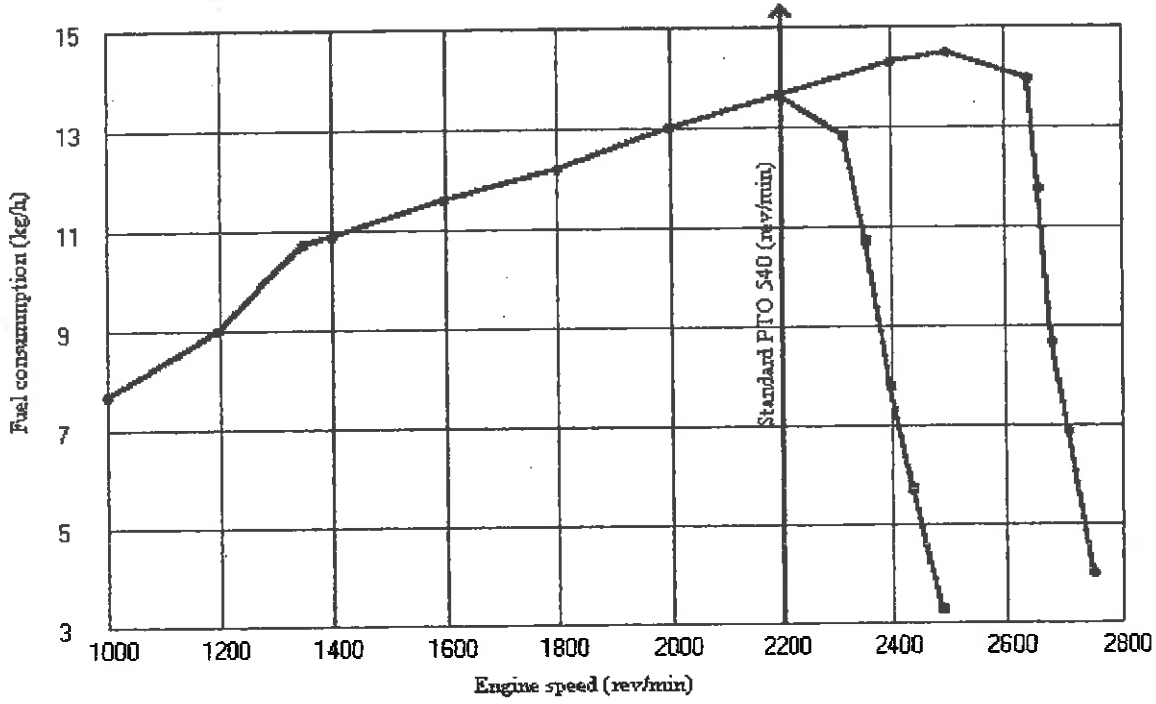


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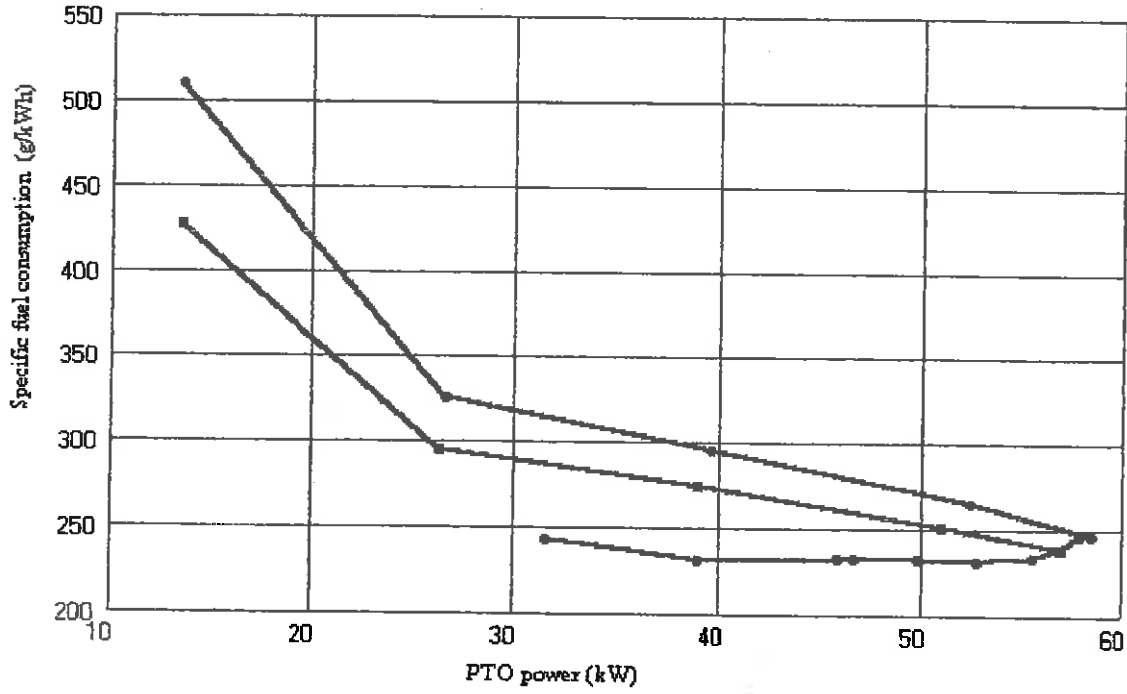


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3.2 HYDRAULIC POWER AND LIFTING FORCE

Date of tests :27/08/2004

3.2.1 Hydraulic power test

3.2.1.1 Hydrolic fluid data

Hydrolic fluid type : TERRAC TRACTAN 8
Viscosity index, ISO 3448 + Cor. 1:1993 : 95
Viscosity at 65 °C : Not declared

3.2.1.2 Compulsory Reporting (Test results) *

| | Pressure ⁽⁴⁾ MPa | Reservoir oil Temperature°C (65 °C target) | | Engine speed rev/min | Flow rate L/min | Power kW |
|---|--------------------------------|--|-----|----------------------------|-----------------------|-------------|
| | | Min | Max | | | |
| Rated Engine Speed (Manufacturer Specification) | - | - | - | 2500 | - | - |
| 3.2.1.2.1 Maximum (sustained) pressure with relief valve open as measured at the coupler Pump stalled: No | (2) 19.5 | 60 | 68 | 2701 | - | - |
| 3.2.1.2.2 Flow rate corresponding to a hydraulic pressure equivalent to 90% of the actual relief valve pressure setting and corresponding hydraulic power | (2) 17.6 | (3) 66 | | 2701 | 32.7 | 9.6 |
| 3.2.1.2.3 Maximum available flow and maximum power from one coupler pair ⁽¹⁾ | (2) 14.5 | (3) 64 | | 2701 | 55.7 | 13.5 |
| 3.2.1.2.4 Maksimum flow rate at minimum pressure | (2) 2.0 | (3) 60 | | 2721 | 59.0 | - |

Note1: Calculated maximum power is based on only the coupler outlet pressure (pressure near coupler where oil is exiting from tractor) and does not take into account the return coupler pressure.

Note 2: Record pressure as measured at the outlet coupler (pressure near coupler where oil is exiting from tractor).

Note 3: Average test temperature.

Note 4: See ISO 789-10:1996 for the specific location of the pressure measurements and other referenced terms.



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3.2.2 Power lift test

Linkage settings for test: see 12-13 pages

| | | At the hitch point | On the frame |
|---|---------|--------------------|--------------|
| Height of lower hitch point above ground in down position | mm | 200 | 100 |
| Vertical movement | | | |
| With lifting force | mm | 670 | 895 |
| Without lifting force | mm | 740 | 1005 |
| Maximum corrected force exerted through full range | kN | 23.8 | 16.1 |
| Corresponding pressure of hydraulic fluid | MPa | 17.6 | 17.6 |
| Moment about rear wheel axis | kNm | 24.4 | 26.3 |
| Maximum tilt angle of mast from vertical | Degrees | - | 15° |

Lifting heights relative to the horizontal lower links

| | | | | | | | | | | | | |
|----|------|------|------|------|------|---|------|------|------|------|------|------|
| mm | -420 | -320 | -300 | -200 | -100 | 0 | +100 | +200 | +300 | +350 | +400 | +475 |
|----|------|------|------|------|------|---|------|------|------|------|------|------|

Lifting forces at the hitch point: Corresponding pressure:17.6 MPa

| | | | | | | | | | | | | |
|-----|---|------|------|------|------|------|------|------|------|------|---|---|
| kN* | - | 26.1 | 25.8 | 26.4 | 26.1 | 26.6 | 26.4 | 26.3 | 26.6 | 23.8 | - | - |
|-----|---|------|------|------|------|------|------|------|------|------|---|---|

Lifting forces at the frame: Corresponding pressure: 17.6 MPa

| | | | | | | | | | | | | |
|-----|------|------|------|------|------|------|------|------|------|---|------|------|
| kN* | 20.2 | 20.6 | 20.4 | 20.2 | 19.9 | 19.6 | 19.0 | 18.5 | 18.0 | - | 17.7 | 16.1 |
|-----|------|------|------|------|------|------|------|------|------|---|------|------|

The values of force measured shall be corrected to correspond to a hydraulic pressure equivalent to 90 % of the actual relief valve pressure setting of the hydraulic lift system.

3.3 DRAWBAR POWER AND FUEL CONSUMPTION (unballasted tractor)

Date of tests :16-17/08/2004

Type of track : Concrete

| Height of drawbar above ground | Tyre inflation pressure | |
|--------------------------------|-------------------------|---------|
| | Front | Rear |
| 410 mm | 150 kPa | 150 kPa |



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| Gear and range | Power | Draw-bar pull | Speed | Engine speed | Slip of wheel | Specific fuel consump. | Specific energy | Temperature | | | Atmospheric conditions | | |
|----------------|-------|---------------|-------|--------------|---------------|------------------------|-----------------|-------------|---------|------------|------------------------|-------------------|----------|
| | | | | | | | | Fuel | Coolant | Engine Oil | Temperature | Relative humidity | Pressure |
| no | kW | kN | km/h | rev/m in | % | g/ kWh | kWh / l | °C | °C | °C | °C | % | kPa |

3.3.1. MAXIMUM POWER IN TESTED GEARS (Unballasted tractor)

| | | | | | | | | | | | | | |
|-------|------|-------|-------|------|------|-----|------|----|----|-----|----|----|------|
| I-1 | 12.9 | 28.87 | 1.60 | 2695 | 15.1 | 579 | 1.43 | 37 | 81 | 101 | 24 | 28 | 91.6 |
| I-2 | 19.4 | 28.56 | 2.45 | 2665 | 15.1 | 477 | 1.74 | 37 | 81 | 101 | 24 | 28 | 91.6 |
| I-3 | 26.4 | 28.66 | 3.32 | 2660 | 15.0 | 439 | 1.89 | 37 | 81 | 101 | 24 | 28 | 91.6 |
| II-1 | 29.5 | 29.36 | 3.62 | 2598 | 15.0 | 416 | 1.99 | 37 | 81 | 101 | 24 | 28 | 91.6 |
| I-4 | 37.3 | 29.01 | 4.63 | 2590 | 15.0 | 373 | 2.22 | 41 | 85 | 104 | 24 | 29 | 91.5 |
| II-2 | 41.0 | 26.20 | 5.63 | 2500 | 10.7 | 344 | 2.41 | 41 | 85 | 104 | 24 | 29 | 91.5 |
| II-3 | 43.0 | 19.27 | 8.04 | 2504 | 6.5 | 332 | 2.49 | 41 | 85 | 104 | 24 | 29 | 91.5 |
| III-1 | 45.4 | 18.08 | 9.04 | 2500 | 6.2 | 318 | 2.60 | 41 | 85 | 104 | 24 | 29 | 91.5 |
| II-4 | 43.2 | 13.20 | 11.79 | 2503 | 4.2 | 331 | 2.50 | 41 | 85 | 104 | 24 | 29 | 91.5 |
| III-2 | 42.3 | 10.65 | 14.30 | 2500 | 3.7 | 333 | 2.48 | 41 | 85 | 104 | 24 | 29 | 91.5 |

3.3.2.FUEL CONSUMPTION

3.3.2.1. In selected gear, at maximum power at rated speed

| | | | | | | | | | | | | | |
|-------|------|-------|------|------|-----|-----|------|----|----|----|----|----|------|
| III-1 | 45.4 | 18.08 | 9.04 | 2500 | 6.2 | 318 | 2.60 | 37 | 77 | 98 | 23 | 39 | 91.7 |
|-------|------|-------|------|------|-----|-----|------|----|----|----|----|----|------|

3.3.2.1.1. 75 % of pull at maximum power at rated speed

| | | | | | | | | | | | | | |
|-------|------|-------|------|------|-----|-----|------|----|----|----|----|----|------|
| III-1 | 36.6 | 13.56 | 9.72 | 2640 | 4.5 | 363 | 2.28 | 37 | 77 | 98 | 23 | 39 | 91.7 |
|-------|------|-------|------|------|-----|-----|------|----|----|----|----|----|------|

3.3.2.1.2. 50 % of pull at maximum power at rated speed

| | | | | | | | | | | | | | |
|-------|------|------|-------|------|-----|-----|------|----|----|----|----|----|------|
| III-1 | 25.2 | 9.04 | 10.02 | 2670 | 2.7 | 406 | 2.04 | 37 | 77 | 98 | 23 | 39 | 91.7 |
|-------|------|------|-------|------|-----|-----|------|----|----|----|----|----|------|

3.3.2.1.3. Next higher gear at reduced engine speed; same pull and travelling speed as in 3.3.2.1.1.

| | | | | | | | | | | | | | |
|------|------|-------|------|------|-----|-----|------|----|----|----|----|----|------|
| II-4 | 36.3 | 13.49 | 9.68 | 2061 | 4.4 | 314 | 2.64 | 37 | 77 | 98 | 23 | 39 | 91.7 |
|------|------|-------|------|------|-----|-----|------|----|----|----|----|----|------|

3.3.2.1.4. Next higher gear at reduced engine speed; same pull and travelling speed as in 3.3.2.1.2.

| | | | | | | | | | | | | | |
|------|------|------|------|------|-----|-----|------|----|----|----|----|----|------|
| II-4 | 25.1 | 9.08 | 9.97 | 2085 | 2.7 | 352 | 2.35 | 37 | 77 | 98 | 23 | 39 | 91.7 |
|------|------|------|------|------|-----|-----|------|----|----|----|----|----|------|

3.3.2.2. in selected gear nearest to 7.5 km/h at rated speed

| | | | | | | | | | | | | | |
|------|------|-------|------|------|-----|-----|------|----|----|-----|----|----|------|
| II-3 | 43.0 | 19.27 | 8.04 | 2504 | 6.5 | 332 | 2.49 | 39 | 80 | 100 | 24 | 40 | 91.7 |
|------|------|-------|------|------|-----|-----|------|----|----|-----|----|----|------|

3.3.2.2.1. 75 % of pull at maximum power at rated speed

| | | | | | | | | | | | | | |
|------|------|-------|------|------|-----|-----|------|----|----|-----|----|----|------|
| II-3 | 34.5 | 14.45 | 8.60 | 2625 | 4.5 | 372 | 2.23 | 39 | 80 | 100 | 24 | 40 | 91.7 |
|------|------|-------|------|------|-----|-----|------|----|----|-----|----|----|------|

3.3.2.2.2. 50 % of pull at maximum power at rated speed

| | | | | | | | | | | | | | |
|------|------|------|------|------|-----|-----|------|----|----|-----|----|----|------|
| II-3 | 23.8 | 9.64 | 8.89 | 2667 | 2.8 | 419 | 1.97 | 39 | 80 | 100 | 24 | 40 | 91.7 |
|------|------|------|------|------|-----|-----|------|----|----|-----|----|----|------|

3.3.2.2.3. Next higher gear at reduced engine speed; same pull and travelling speed as in 3.3.2.2.1.

| | | | | | | | | | | | | | |
|-------|------|-------|------|------|-----|-----|------|----|----|-----|----|----|------|
| III-1 | 34.5 | 14.44 | 8.60 | 2336 | 4.5 | 348 | 2.38 | 39 | 80 | 100 | 24 | 40 | 91.7 |
|-------|------|-------|------|------|-----|-----|------|----|----|-----|----|----|------|

3.3.2.2.4. Next higher gear at reduced engine speed; same pull and travelling speed as in 3.3.2.2.2.

| | | | | | | | | | | | | | |
|-------|------|------|------|------|-----|-----|------|----|----|-----|----|----|------|
| III-1 | 23.7 | 9.59 | 8.88 | 2369 | 2.8 | 380 | 2.18 | 39 | 80 | 100 | 24 | 40 | 91.7 |
|-------|------|------|------|------|-----|-----|------|----|----|-----|----|----|------|

4. OPTIONAL TESTS : None

5. REPAIRS : None

6. REMARKS : Atmospheric pressure 91.3 kPa, 91.5 kPa, 91.6 kPa and 91.7 kPa less than 96.6 kPa fixed in the OECD code.



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This test report has been prepared and undersigned as 28 pages


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Assistant Director

Signatures that belong to members of test commission above have been
approved 10/09/2004


Dr. Hamdi TAŞBAŞ
Director