### Power Take-off Performance

<table>
<thead>
<tr>
<th>Power HP (kW)</th>
<th>Crankshaft Speed rpm</th>
<th>Gal/hr (l/h)</th>
<th>lb/hp.hr (kg/kW.h)</th>
<th>Hp/hr/gal (kW/l)</th>
<th>Mean Atmospheric Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rated Engine Speed (PTO speed-1108 rpm)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>205.2 (153.0)</td>
<td>2250</td>
<td>11.61</td>
<td>0.396</td>
<td>17.66</td>
<td></td>
</tr>
<tr>
<td>224.5 (167.4)</td>
<td>2031</td>
<td>11.87</td>
<td>0.371</td>
<td>18.89</td>
<td></td>
</tr>
<tr>
<td><strong>Standard Power Take-off Speed (1000 rpm)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>225.2 (167.9)</td>
<td>2000</td>
<td>11.79</td>
<td>0.367</td>
<td>19.09</td>
<td></td>
</tr>
</tbody>
</table>

### Varying Power and Fuel Consumption

<table>
<thead>
<tr>
<th>Power HP (kW)</th>
<th>Crankshaft Speed rpm</th>
<th>Gal/hr (l/h)</th>
<th>lb/hp.hr (kg/kW.h)</th>
<th>Hp/hr/gal (kW/l)</th>
<th>Mean Atmospheric Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rated Engine Speed (PTO speed-1108 rpm)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>205.2 (153.0)</td>
<td>2250</td>
<td>11.61</td>
<td>0.396</td>
<td>17.66</td>
<td>Air temperature 68°F (20°C)</td>
</tr>
<tr>
<td>180.0 (134.2)</td>
<td>2321</td>
<td>10.84</td>
<td>0.422</td>
<td>16.60</td>
<td>Relative humidity 55%</td>
</tr>
<tr>
<td>136.5 (101.8)</td>
<td>2350</td>
<td>8.83</td>
<td>0.453</td>
<td>15.46</td>
<td>Barometer 29.4”Hg (99.5 kPa)</td>
</tr>
</tbody>
</table>

### Drawbar Performance

<table>
<thead>
<tr>
<th>Power Hp (kW)</th>
<th>Drawbar pull (kN)</th>
<th>Speed mph (km/h)</th>
<th>Crankshaft speed rpm</th>
<th>Slip %</th>
<th>Fuel Consumption (lb/hp.hr) (kg/kW.hr)</th>
<th>Temp°F (°C) cooling med</th>
<th>Air dry bulb (°F)</th>
<th>Barom. inch Hg (kPa)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum Power—Low Range</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>172.7 (128.8)</td>
<td>11855 (52.73)</td>
<td>5.46</td>
<td>2252</td>
<td>5.3</td>
<td>0.477</td>
<td>14.64</td>
<td>185</td>
<td>59</td>
</tr>
<tr>
<td>136.9 (102.1)</td>
<td>8885 (39.52)</td>
<td>5.78</td>
<td>2338</td>
<td>4.1</td>
<td>0.512</td>
<td>13.67</td>
<td>183</td>
<td>59</td>
</tr>
<tr>
<td><strong>75% of Pull at Maximum Power—Low Range</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>94.5 (70.5)</td>
<td>5955 (26.48)</td>
<td>5.95</td>
<td>2358</td>
<td>2.9</td>
<td>0.568</td>
<td>12.31</td>
<td>183</td>
<td>61</td>
</tr>
<tr>
<td>135.7 (101.2)</td>
<td>8830 (39.28)</td>
<td>5.76</td>
<td>1954</td>
<td>4.0</td>
<td>0.448</td>
<td>15.83</td>
<td>185</td>
<td>61</td>
</tr>
<tr>
<td><strong>50% of Pull at Maximum Power—Low Range</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>95.3 (71.1)</td>
<td>5995 (26.67)</td>
<td>5.96</td>
<td>1989</td>
<td>2.9</td>
<td>0.484</td>
<td>14.44</td>
<td>181</td>
<td>65</td>
</tr>
</tbody>
</table>

### Summary

- **Location of Test:** DLG Testing Station for Agricultural Machinery Max - Eyth - Weg 1, D-64823, Gros-Umstadt, Germany
- **Dates of Test:** October 2001 to April 2002
- **Manufacturer:** AGCO GmbH & Co. D-87616 Marktoberdorf, Germany
- **Fuel and Oil:** Fuel No. 2 Diesel Specific gravity converted to 60°/60° F (15°/15°C) 0.842
- **Fuel weight:** 7.01 lbs/gal (0.840 kg/l)
- **Oil SAE:** 10W40
- **API service classification:** API CD
- **Transmission lubricant:** SAE 10W/30
- **Hydraulic lubricant:** SAE 10W/40
- **Front axle lubricant:** 85W/90 gear oil, API GL-5
- **Engine Details:**
  - Make: MAN Diesel
  - Type: six cylinder vertical with turbocharger and air to intercooler
  - Serial No.: 1649866319271
  - Crankshaft lengthwise: Rated engine speed 2250 rpm
  - Bore and stroke: 4.252" x 4.921" (108.0 mm x 125.0 mm)
  - Compression ratio: 17.0 to 1
  - Displacement: 419 cu in (6871 ml)
- **Starting system:** 12 volt
- **Lubrication:**
  - Oil cooler: engine coolant heat exchanger for crankcase oil, radiator for hydraulic and transmission oil
  - Fuel filter: one paper element
  - Fuel cooler: radiator for pump return fuel
  - Muffler: underhood
  - Exhaust: vertical Cooling medium temperature control
  - Thermostat and variable speed fan
- **Chassis Details:**
  - Type: front wheel assist
  - Serial No.: 926/24/3255
  - Tread width: rear 64.0" (1625 mm) to 121.7" (3091 mm)
  - Front 63.6" (1615 mm) to 87.6" (2225 mm)
  - Wheel base 111.8" (2840 mm)
- **Transaxle:**
  - Direct engine drive
  - Fendt Vario. A combination of mechanical and hydrostatic sections allow an infinite speed adjustment within the ranges noted.
  - Transmission has two mechanical ranges.
  - Nominal travel speeds mph (km/h): Forward: Low range 0-20(0-32), high range 0-31(0-50) reverse: Low range 0-12 (0-20), high range 0-25 (0-40)
  - Clutch: a foot pedal controls the hydrostatic oil flow
  - Brakes: wet disc hydraulically operated by two foot pedals which can be locked together
  - Steering: hydrostatic
  - Power take-off: 1000 rpm at 2031 engine rpm
  - Unladen tractor mass 18860 lb (8555 kg)
TIRES AND WEIGHT

Rear Tires–No., size, ply & psi (kPa)
Two 480/80R46;**; 23 (160)

Front Tires–No., size, ply & psi (kPa)
Two 14.9R38;**; 20 (140)

Height of Drawbar
20.9 in (530 mm)

Static Weight with operator
– Rear 11475 lb (5205 kg)
– Front 7550 lb (3425 kg)
– Total 19025 lb (8630 kg)

NOTE: The performance figures on this report are the result of replacing the electronic engine control module of the Fendt 926 with the 924 module.

REMARKS: All test results were determined from observed data obtained in accordance with official OECD test procedures. This tractor did not meet the manufacturer's claims of 40% torque rise, remote hydraulic flow of 31 gpm (117 l/min), 3 point lift at ball ends of 22436 lb (99.8 kN) nor cab sound level of 72.0 dB(A). The performance results on this summary were taken from OECD tests conducted under the Code II Test Code procedure.

We, the undersigned, certify that this is a true summary of data from OECD Report No. 2065, Nebraska Summary 390, June 11, 2003.

Leonard L. Bashford
Director

M.F. Kocher
V.I. Adamchuk
W.P. Campbell
Board of Tractor Test Engineers
THREE POINT HITCH PERFORMANCE (OECD Static Test)

CATEGORY: III
Quick Attach: Walterscheid lower links
Maximum Force Exerted Through Whole Range: 16085 lbs (71.55 kN) (on the frame)
15175 lbs (67.50 kN) (at the hitch points)

i) Opening pressure of relief valve: NA
Sustained pressure of the open relief valve: 2915 psi (201 bar)

ii) Pump delivery rate at minimum pressure: 30.9 GPM (116.8 l/min)

iii) Pump delivery rate at maximum hydraulic power:
Delivery pressure: 29.9 GPM (113.3 l/min)
Power: 44.4 HP (33.1 kW)

TRACTOR SOUND LEVEL WITH CAB

<table>
<thead>
<tr>
<th></th>
<th>Engaged dB(A)</th>
<th>Disengaged dB(A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sound level at 4.6 mph (7.5 km/h), no load</td>
<td>73.0</td>
<td>75.0</td>
</tr>
<tr>
<td>Maximum Sound level</td>
<td>78.0</td>
<td>77.0</td>
</tr>
<tr>
<td>Bystander</td>
<td>--</td>
<td>--</td>
</tr>
</tbody>
</table>

HITCH DIMENSIONS AS TESTED—NO LOAD