SUMMARY OF OECD TEST 1805—NEBRASKA SUMMARY 502
KUBOTA M9000DT DIESEL
8 SPEED

Location of tests: Institute of Agricultural Machinery
Bio-oriented Technology Research Advancement
Institution (IAM-Brain) Omiya, Japan

Dates of tests: October, 1998
Operator sound test - December 23, 2005

Manufacturer: Kubota Corporation, Tsukuba Plant
Aza, Sakanoshinden, Yawaramura, Tsukubagun,
Ibaraki, Japan

FUEL and OIL: Fuel
No. 2 Diesel
Specific gravity converted to 60°/60°F (15°/15°C)
0.841
Fuel weight 7.00 lbs/gal (0.839 kg/l)

Oil
SAE 10W30
API service classification CD

Oil consumption for 10 hours 0.05 lb (24 gm)

Transmission and hydraulic lubricant
SAE 75W/80 API GL-3

ENGINE: Make Kubota Diesel
Type four cylinder vertical with turbocharger and air to air intercooler
Serial No. WN8847
Crankshaft lengthwise
Rated engine speed 2600 rpm
Bore and stroke 3.858” x 4.331” (98.0 mm x 110.0 mm)
Compression ratio 21.8 to 1
Displacement 202 cu in (3318 ml)
Starting system 12 volt
Lubrication pressure
Air cleaner two paper elements
Oil filter one full flow cartridge
Oil cooler engine coolant heat exchanger for crankcase oil
Fuel filter one paper element
Muffler underhood

CHASSIS: Type front wheel assist
Serial No. M900-50389
Tread width rear 59.8” (1520 mm) to 75.6” (1920 mm) front 59.8” (1520 mm) to 63.8” (1620 mm)
Wheel base 88.6” (2250 mm)
Hydraulic control system direct engine drive Transmission selective gear fixed ratio Nominal travel speeds mph (km/ h)
first 1.56 (2.51) second 2.40 (3.87) third 3.72 (5.99) fourth 5.05 (8.09) fifth 6.42 (10.33) sixth 9.90 (15.93) seventh 15.26 (24.55) eightth 20.67 (33.26) reverse 1.55 (2.49), 2.39 (3.84), 3.68 (5.92), 4.98 (8.01), 6.36 (10.24), 9.81 (15.79), 15.11 (24.32), 20.47 (32.94)
Clutch single dry disc operated by foot pedal Brakes multiple wet disc operated by two foot pedals which can be locked together Steering hydrostatic Power take-off 540 rpm at 2205 engine rpm Unladen tractor mass 6195 lb (2810 kg)
REPAIRS AND ADJUSTMENTS: No repairs or adjustments.

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 claim of 4630 lbs (2100 kg) 3 point lift capacity. The performance results on this summary were taken from OECD tests conducted under the Code I Test procedure.

We, the undersigned, certify that this is a true summary of data from OECD Report No. 1805, Nebraska Summary 502, January 27, 2006.

Leonard L. Bashford
Director
M.F. Kocher
V.I. Adamchuk
J.A. Smith
Board of Tractor Test Engineers

<table>
<thead>
<tr>
<th>TIRES, BALLAST AND WEIGHT</th>
<th>With Ballast</th>
<th>Without Ballast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear Tires</td>
<td>- No., size, ply &amp; psi (kPa)</td>
<td>Two 18.4-30; 6.16 (108)</td>
</tr>
<tr>
<td>Ballast</td>
<td>- Cast Iron(total)</td>
<td>2165 lb (981 kg)</td>
</tr>
<tr>
<td>Front Tires</td>
<td>- No., size, ply &amp; psi (kPa)</td>
<td>Two 12.4-24; 6.20 (138)</td>
</tr>
<tr>
<td>Ballast</td>
<td>- Cast Iron(total)</td>
<td>None</td>
</tr>
<tr>
<td>Height of Drawbar</td>
<td>1190 lb (540 kg)</td>
<td>None</td>
</tr>
<tr>
<td>Static Weight with Operator</td>
<td>- Rear</td>
<td>5975 lb (2710 kg)</td>
</tr>
<tr>
<td></td>
<td>- Front</td>
<td>3740 lb (1696 kg)</td>
</tr>
<tr>
<td></td>
<td>- Total</td>
<td>9715 lb (4406 kg)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DRAWBAR PERFORMANCE</th>
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</thead>
</table>

| BALLASTED - FRONT DRIVE ENGAGED |

<table>
<thead>
<tr>
<th>FUEL CONSUMPTION CHARACTERISTICS</th>
<th>Power (HP)</th>
<th>Drawbar pull (lbs)</th>
<th>Speed (mph)</th>
<th>Crankshaft speed (rpm)</th>
<th>Slip %</th>
<th>Fuel Consumption B/hp/hr (kg/hpA)</th>
<th>Hp.hr/gal (kW/hl)</th>
<th>Temp.°F (°C)</th>
<th>Air dry bulb (in)</th>
<th>Barom. inch Hg (kPa)</th>
</tr>
</thead>
<tbody>
<tr>
<td>75% of Pull at Maximum Power—Five Hours 4th (L4) Gear</td>
<td>58.2 (43.4)</td>
<td>4440 (19.74)</td>
<td>4.92 (7.92)</td>
<td>2645</td>
<td>3.7</td>
<td>0.554</td>
<td>12.64</td>
<td>185</td>
<td>79</td>
<td>30.2</td>
</tr>
<tr>
<td></td>
<td>50.4 (37.6)</td>
<td>8985 (39.96)</td>
<td>2.10 (3.30)</td>
<td>2660</td>
<td>15.1</td>
<td>0.610</td>
<td>11.47</td>
<td>185</td>
<td>82</td>
<td>30.1</td>
</tr>
<tr>
<td></td>
<td>69.3 (51.7)</td>
<td>8185 (36.42)</td>
<td>3.18 (5.11)</td>
<td>2505</td>
<td>11.6</td>
<td>0.545</td>
<td>12.89</td>
<td>187</td>
<td>82</td>
<td>30.1</td>
</tr>
<tr>
<td></td>
<td>71.6 (53.4)</td>
<td>5915 (26.32)</td>
<td>4.54 (7.31)</td>
<td>2504</td>
<td>6.1</td>
<td>0.524</td>
<td>13.35</td>
<td>187</td>
<td>79</td>
<td>30.0</td>
</tr>
<tr>
<td></td>
<td>73.4 (54.7)</td>
<td>4640 (20.63)</td>
<td>5.93 (9.54)</td>
<td>2498</td>
<td>4.0</td>
<td>0.509</td>
<td>13.76</td>
<td>192</td>
<td>79</td>
<td>30.0</td>
</tr>
<tr>
<td></td>
<td>69.9 (52.1)</td>
<td>2815 (12.53)</td>
<td>9.31 (14.08)</td>
<td>2406</td>
<td>2.1</td>
<td>0.545</td>
<td>12.86</td>
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<td>79</td>
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MAXIMUM POWER IN SELECTED GEARS

<table>
<thead>
<tr>
<th>2nd (L2) Gear</th>
<th>50.4 (37.6)</th>
<th>8985 (39.96)</th>
<th>2.10 (3.30)</th>
<th>2660</th>
<th>15.1</th>
<th>0.610</th>
<th>11.47</th>
<th>185</th>
<th>82</th>
<th>30.1</th>
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<tbody>
<tr>
<td>3rd (L3) Gear</td>
<td>69.3 (51.7)</td>
<td>8185 (36.42)</td>
<td>3.18 (5.11)</td>
<td>2505</td>
<td>11.6</td>
<td>0.545</td>
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<td>187</td>
<td>82</td>
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</tr>
<tr>
<td>4th (L4) Gear</td>
<td>71.6 (53.4)</td>
<td>5915 (26.32)</td>
<td>4.54 (7.31)</td>
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<td>6.1</td>
<td>0.524</td>
<td>13.35</td>
<td>187</td>
<td>79</td>
<td>30.0</td>
</tr>
<tr>
<td>5th (H1) Gear</td>
<td>73.4 (54.7)</td>
<td>4640 (20.63)</td>
<td>5.93 (9.54)</td>
<td>2498</td>
<td>4.0</td>
<td>0.509</td>
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<td>192</td>
<td>79</td>
<td>30.0</td>
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<tr>
<td>6th (H2) Gear</td>
<td>69.9 (52.1)</td>
<td>2815 (12.53)</td>
<td>9.31 (14.08)</td>
<td>2406</td>
<td>2.1</td>
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<table>
<thead>
<tr>
<th>HITCH DIMENSIONS AS TESTED—NO LOAD</th>
</tr>
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<tbody>
<tr>
<td>inch</td>
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<tr>
<td>--------</td>
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<tr>
<td>A</td>
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<td>B</td>
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