### NEBRASKA OECD TRACTOR TEST 2146–SUMMARY 1009
### JOHN DEERE 6145R AUTOQUAD-PLUS DIESEL
### 20 SPEED

**POWER TAKE-OFF PERFORMANCE**

<table>
<thead>
<tr>
<th>Power HP (kW)</th>
<th>Crankshaft speed rpm</th>
<th>Diesel Consumption Gal/hr (l/h)</th>
<th>BHP/hr (kgf/W.h)</th>
<th>Hp/hr (gal) (kW/l)</th>
<th>D.E.F. Consumption Gal/hr (l/h)</th>
<th>Mean Atmospheric Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>116.42</td>
<td>2100</td>
<td>7.31</td>
<td>0.440</td>
<td>15.92</td>
<td>0.18</td>
<td>15.3%</td>
</tr>
<tr>
<td>(86.81)</td>
<td>(27.67)</td>
<td>(0.268)</td>
<td>(3.14)</td>
<td>(0.76)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MAXIMUM POWER AND FUEL CONSUMPTION**

<table>
<thead>
<tr>
<th>Power HP (kW)</th>
<th>Crankshaft speed rpm</th>
<th>Diesel Consumption Gal/hr (l/h)</th>
<th>BHP/hr (kgf/W.h)</th>
<th>Hp/hr (gal) (kW/l)</th>
<th>D.E.F. Consumption Gal/hr (l/h)</th>
<th>Mean Atmospheric Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.15</td>
<td>2010</td>
<td>7.66</td>
<td>0.422</td>
<td>16.60</td>
<td>0.15</td>
<td>41%</td>
</tr>
<tr>
<td>(94.82)</td>
<td>(29.00)</td>
<td>(0.257)</td>
<td>(3.27)</td>
<td>(0.35)</td>
<td></td>
<td>48.4%</td>
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</table>

**VARYING POWER AND FUEL CONSUMPTION**

<table>
<thead>
<tr>
<th>Power HP (kW)</th>
<th>Crankshaft speed rpm</th>
<th>Diesel Consumption Gal/hr (l/h)</th>
<th>BHP/hr (kgf/W.h)</th>
<th>Hp/hr (gal) (kW/l)</th>
<th>D.E.F. Consumption Gal/hr (l/h)</th>
<th>Mean Atmospheric Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>116.42</td>
<td>2100</td>
<td>7.31</td>
<td>0.440</td>
<td>15.92</td>
<td>0.18</td>
<td>Air temperature</td>
</tr>
<tr>
<td>(86.81)</td>
<td>(27.67)</td>
<td>(0.268)</td>
<td>(3.14)</td>
<td>(0.76)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DRAWBAR PERFORMANCE**

**UNBALLASTED - FRONT DRIVE ENGAGED FUEL CONSUMPTION CHARACTERISTICS**

<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 (l/h)</th>
<th>Hp/hr (gal) (kW/l)</th>
<th>D.E.F. Consumption (l/h)</th>
<th>Temp. °F (°C)</th>
<th>Barometer</th>
</tr>
</thead>
<tbody>
<tr>
<td>107.46</td>
<td>7509</td>
<td>5.37</td>
<td>2103</td>
<td>2.0</td>
<td>0.291</td>
<td>14.65</td>
<td>0.012</td>
<td>189</td>
<td>56</td>
</tr>
<tr>
<td>(80.13)</td>
<td>(33.48)</td>
<td>(8.63)</td>
<td>(9.00)</td>
<td>(0.291)</td>
<td>(14.65)</td>
<td>(0.012)</td>
<td>(189)</td>
<td>(56)</td>
<td>(79.29)</td>
</tr>
</tbody>
</table>

57% of Pull at Rated Engine Speed—8th (C1) Gear

<table>
<thead>
<tr>
<th>Power at Rated Engine Speed—8th (C1) Gear</th>
</tr>
</thead>
<tbody>
<tr>
<td>84.40</td>
</tr>
<tr>
<td>(62.94)</td>
</tr>
<tr>
<td>5658</td>
</tr>
<tr>
<td>(25.17)</td>
</tr>
<tr>
<td>5.60</td>
</tr>
<tr>
<td>(9.00)</td>
</tr>
<tr>
<td>2177</td>
</tr>
<tr>
<td>(1.3)</td>
</tr>
<tr>
<td>0.355</td>
</tr>
<tr>
<td>(0.226)</td>
</tr>
<tr>
<td>10.55</td>
</tr>
<tr>
<td>(2.08)</td>
</tr>
<tr>
<td>0.008</td>
</tr>
<tr>
<td>(0.008)</td>
</tr>
<tr>
<td>188</td>
</tr>
<tr>
<td>(88)</td>
</tr>
<tr>
<td>65</td>
</tr>
<tr>
<td>(88)</td>
</tr>
</tbody>
</table>

50% of Pull at Rated Engine Speed—8th (C1) Gear

<table>
<thead>
<tr>
<th>Power at Rated Engine Speed—8th (C1) Gear</th>
</tr>
</thead>
<tbody>
<tr>
<td>57.20</td>
</tr>
<tr>
<td>(42.65)</td>
</tr>
<tr>
<td>3768</td>
</tr>
<tr>
<td>(16.76)</td>
</tr>
<tr>
<td>5.69</td>
</tr>
<tr>
<td>(8.95)</td>
</tr>
<tr>
<td>2202</td>
</tr>
<tr>
<td>(0.7)</td>
</tr>
<tr>
<td>0.664</td>
</tr>
<tr>
<td>(0.264)</td>
</tr>
<tr>
<td>10.55</td>
</tr>
<tr>
<td>(2.08)</td>
</tr>
<tr>
<td>0.008</td>
</tr>
<tr>
<td>(0.008)</td>
</tr>
<tr>
<td>188</td>
</tr>
<tr>
<td>(88)</td>
</tr>
<tr>
<td>65</td>
</tr>
<tr>
<td>(88)</td>
</tr>
</tbody>
</table>

### ENGINE OPERATING PARAMETERS: Fuel rate
- 51.1 - 55.3 lb/h (23.2 - 25.1 kg/h) High idle: 2225 - 2275 rpm

### CHASSIS: Type
- Front wheel assist Serial No. 1RW6145RKF@0027424
- Tread width rear 62.9” (1597 mm) to 119.3” (3031 mm) front 67.5” (1714 mm) to 83.5” (2122 mm)
- Wheelbase 108.9” (2765 mm)
- Hydraulics control system
- Engine drive
- Transmission
- Selective gear fixed ratio with partial range operator controlled power shift

### CONSUMABLE Fluids, OIL and TIME: Fuel
- 7.008 lbs/gal (0.840 kg/l)
- Diesel Exhaust Fluid (DEF) 32% aqueous urea solution DEF weight 9.071 lbs/gal (1.087 kg/l)
- Oil SAE 10W-30 API service classification CJ-4
- Turbocharger and hydraulic lubricant
- John Deere Hy-Gard fluid

### Lubrication
- Engine oil
- Front axle lubricant
- Fuel filter
- Cylinder vertical with turbocharger, air to air intercooler and D.E.F. (diesel exhaust fluid) exhaust treatment
- Regeneration-0.90 gal
- No. 2 Diesel
- Starting system 12 volt
- Barometer
- Air cleaner
- Oil filter
- Fuel filter
- Cartridge
- Fuel cooler
- Prestrainer
- Air cleaner
- Filter
- Oil cooler
- Cartridge
- Air to air intercooler
- Fuel filter
- Filter
- Transmission oil
- Front axle lubricant
- John Deere Hy-Gard fluid
- Total time engine was operated: 22.5 hours

**Location of tests:** Nebraska Tractor Test Laboratory, University of Nebraska, Lincoln, Nebraska 68583-0832

**Dates of tests:** March 24 to April 6, 2016

**Manufacturer:** John Deere Tractor Works, 3500 East Donald Street, P.O. Box 270, Waterloo, IA, 50704-0270

**Engine:** Make John Deere Diesel Type six cylinder vertical with turbocharger, air to air intercooler and D.E.F. (diesel exhaust fluid) exhaust treatment

**Transmission No.:** *PE6068U019087*

**Crankshaft lengthwise Rated engine speed 2100 Bore and stroke 4.19” x 5.00” (106.3 mm x 127.0 mm)
**Compression ratio 16.5 to 1 Displacement 414 cu in (6788 ml) Starting system 12 volt

**Pressure:** Air cleaner: two paper elements and aspirator Oil filter one full flow cartridge Oil cooler engine coolant heat exchanger for crankcase oil, radiator for hydraulic and transmission oil Fuel filter one paper element and prestrainer Fuel cooler radiator for pump return fuel Exhaust DOC (diesel oxidation catalyst), SCR (selective catalyst reduction) and regenerative DPF (diesel particulate filter) integrated within a vertical muffler Cooling medium temperature control 2 thermostats and 2 variable speed fans
DRAWBAR PERFORMANCE
UNBALANCED - FRONT DRIVE ENGAGED-2100 ENGINE RPM
MAXIMUM POWER IN SELECTED GEARS

<table>
<thead>
<tr>
<th>Power Hp (kW)</th>
<th>Drawbar pull lb (kN)</th>
<th>Speed mph (km/h)</th>
<th>Crankshaft speed rpm</th>
<th>Slip %</th>
<th>Fuel Consumption lb/hrkW/hr (kg/hkW)</th>
<th>D.E.F. Consumption lb/hrkW/hr (kg/hkW)</th>
<th>Temp. °C</th>
<th>Air conditioning cooling med</th>
<th>Barometric Hg (in)</th>
<th>kg/kW.h</th>
<th>lb/hp.hr</th>
<th>ing dry Hg (kPa)</th>
<th>med bulb</th>
</tr>
</thead>
<tbody>
<tr>
<td>80.97 (60.38)</td>
<td>14746 (65.59)</td>
<td>2.06 (3.22)</td>
<td>2158 (3433)</td>
<td>14.3</td>
<td>0.581 (0.333)</td>
<td>12.06 (2.38)</td>
<td>191 (88)</td>
<td>61 (16)</td>
<td>28.31 (95.87)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>98.57 (73.30)</td>
<td>14078 (62.62)</td>
<td>2.63 (4.23)</td>
<td>2100 (3367)</td>
<td>8.5</td>
<td>0.509 (0.316)</td>
<td>13.48 (2.65)</td>
<td>192 (89)</td>
<td>61 (16)</td>
<td>28.32 (95.89)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>104.72 (78.09)</td>
<td>11996 (53.36)</td>
<td>3.28 (5.32)</td>
<td>2100 (3367)</td>
<td>4.9</td>
<td>0.498 (0.298)</td>
<td>14.31 (2.82)</td>
<td>192 (89)</td>
<td>63 (17)</td>
<td>28.29 (95.80)</td>
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<td></td>
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</tr>
<tr>
<td>105.68 (78.81)</td>
<td>9871 (43.91)</td>
<td>4.02 (6.46)</td>
<td>2100 (3367)</td>
<td>3.1</td>
<td>0.486 (0.296)</td>
<td>14.41 (2.84)</td>
<td>191 (88)</td>
<td>51 (11)</td>
<td>28.75 (97.99)</td>
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</tr>
<tr>
<td>105.51 (78.68)</td>
<td>8166 (36.32)</td>
<td>4.85 (7.80)</td>
<td>2103 (3367)</td>
<td>2.2</td>
<td>0.488 (0.297)</td>
<td>14.37 (2.82)</td>
<td>193 (88)</td>
<td>50 (10)</td>
<td>28.77 (97.43)</td>
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</tr>
<tr>
<td>104.05 (77.59)</td>
<td>6541 (29.09)</td>
<td>5.37 (8.63)</td>
<td>2103 (3367)</td>
<td>2.0</td>
<td>0.478 (0.291)</td>
<td>14.65 (2.89)</td>
<td>189 (87)</td>
<td>56 (13)</td>
<td>28.75 (97.29)</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>105.55 (78.07)</td>
<td>6103 (27.15)</td>
<td>6.49 (10.44)</td>
<td>2100 (3367)</td>
<td>1.5</td>
<td>0.491 (0.299)</td>
<td>14.27 (2.81)</td>
<td>190 (88)</td>
<td>53 (15)</td>
<td>28.73 (97.29)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>101.26 (75.31)</td>
<td>4870 (21.66)</td>
<td>7.80 (12.55)</td>
<td>2101 (3367)</td>
<td>1.1</td>
<td>0.508 (0.309)</td>
<td>13.80 (2.72)</td>
<td>188 (87)</td>
<td>63 (17)</td>
<td>28.73 (97.29)</td>
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</tr>
<tr>
<td>111.94 (83.47)</td>
<td>4384 (19.50)</td>
<td>9.58 (15.41)</td>
<td>2101 (3367)</td>
<td>0.8</td>
<td>0.495 (0.301)</td>
<td>14.15 (2.79)</td>
<td>193 (89)</td>
<td>63 (17)</td>
<td>28.70 (97.19)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Boosted mode

NOTE 1: The manufacturer declares that the average time between active regenerations is 50 hours. A 2% power increase was observed during the active exhaust regeneration.

NOTE 2: This tractor model is equipped with the Intelligent Power Management (IPM) system which automatically increases the engine power when the travel speed exceeds 9.3 mph (15 km/h).

REPAIRS AND ADJUSTMENTS: No repairs or adjustments.

REMARKS: All test results were determined from observed data obtained in accordance with official OECD, SAE and Nebraska test procedures. The performance figures on this summary were taken from a test conducted under the OECD Code 2 test procedure.

We, the undersigned, certify that this is a true and correct report of official Tractor Test No. 2146, Nebraska Summary 1009, May 17, 2016.

Roger M. Hoy
Director

M.F. Kocher
S.K. Pitta
P.J. Jasa
Board of Tractor Test Engineers

TIRES AND WEIGHT
Tested Without Ballast

<table>
<thead>
<tr>
<th>Rear Tires - No., size, ply &amp; psi(kPa)</th>
<th>Two 18/80R42;***;14 (95)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Tires - No., size, ply &amp; psi(kPa)</td>
<td>Two 20/8.5R26;***;12 (87)</td>
</tr>
<tr>
<td>Height of Drawbar</td>
<td>19.0 in (483 mm)</td>
</tr>
<tr>
<td>Static Weight with operator - Rear</td>
<td>10015 lb (4543 kg)</td>
</tr>
<tr>
<td>- Front</td>
<td>5475 lb (2483 kg)</td>
</tr>
<tr>
<td>- Total</td>
<td>15490 lb (7026 kg)</td>
</tr>
</tbody>
</table>

*Boosted mode
## DRAWBAR PERFORMANCE
### UNBALLASTED - FRONT DRIVE ENGAGED - 1900 ENGINE RPM
### MAXIMUM POWER IN SELECTED GEARS

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Hp</td>
<td>(kW)</td>
<td>mph</td>
<td>rpm</td>
<td>%</td>
<td>lb/hp.hr</td>
<td>Kg/hp.hr</td>
<td>Consumption</td>
<td>cool-ing med</td>
</tr>
<tr>
<td>lbs</td>
<td>(kN)</td>
<td>(km/h)</td>
<td>(kg/kW.h)</td>
<td>(kg/kW.h)</td>
<td>(lb/hp.hr)</td>
<td>(kW.h/l)</td>
<td>(kg/kW.h)</td>
<td>Air dry bulb</td>
</tr>
<tr>
<td>lb/hp.hr</td>
<td>(kW.h/l)</td>
<td>inch</td>
<td></td>
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<td></td>
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</table>

<table>
<thead>
<tr>
<th>3rd (A3) Gear</th>
<th>82.26</th>
<th>14723</th>
<th>2.10</th>
<th>2156</th>
<th>12.8</th>
<th>0.571</th>
<th>12.26</th>
<th>0.014</th>
<th>191</th>
<th>61</th>
<th>28.31</th>
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<tbody>
<tr>
<td></td>
<td>(61.34)</td>
<td>(65.49)</td>
<td>(3.37)</td>
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<td>(0.348)</td>
<td>(2.41)</td>
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<td>(88)</td>
<td>(16)</td>
<td>(95.87)</td>
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<table>
<thead>
<tr>
<th>4th (A4) Gear</th>
<th>98.63</th>
<th>14274</th>
<th>2.60</th>
<th>2094</th>
<th>9.5</th>
<th>0.522</th>
<th>13.41</th>
<th>0.015</th>
<th>192</th>
<th>61</th>
<th>28.32</th>
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<tbody>
<tr>
<td></td>
<td>(73.54)</td>
<td>(63.49)</td>
<td>(4.18)</td>
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<td></td>
<td>(0.318)</td>
<td>(2.64)</td>
<td>(0.009)</td>
<td>(89)</td>
<td>(16)</td>
<td>(93.90)</td>
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<table>
<thead>
<tr>
<th>5th (B1) Gear</th>
<th>111.19</th>
<th>13507</th>
<th>3.09</th>
<th>2020</th>
<th>6.9</th>
<th>0.483</th>
<th>14.51</th>
<th>0.011</th>
<th>193</th>
<th>63</th>
<th>28.28</th>
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<tbody>
<tr>
<td></td>
<td>(82.91)</td>
<td>(60.08)</td>
<td>(4.97)</td>
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<td>(0.294)</td>
<td>(2.86)</td>
<td>(0.007)</td>
<td>(89)</td>
<td>(17)</td>
<td>(95.77)</td>
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<table>
<thead>
<tr>
<th>6th (B2) Gear</th>
<th>118.87</th>
<th>12664</th>
<th>3.52</th>
<th>1900</th>
<th>6.0</th>
<th>0.462</th>
<th>15.18</th>
<th>0.014</th>
<th>192</th>
<th>52</th>
<th>28.76</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(88.64)</td>
<td>(56.31)</td>
<td>(5.66)</td>
<td></td>
<td></td>
<td>(0.281)</td>
<td>(2.99)</td>
<td>(0.009)</td>
<td>(89)</td>
<td>(11)</td>
<td>(97.39)</td>
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<table>
<thead>
<tr>
<th>7th (B3) Gear</th>
<th>120.92</th>
<th>10452</th>
<th>4.34</th>
<th>1900</th>
<th>3.3</th>
<th>0.452</th>
<th>15.49</th>
<th>0.014</th>
<th>192</th>
<th>51</th>
<th>28.73</th>
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<tbody>
<tr>
<td></td>
<td>(90.17)</td>
<td>(46.49)</td>
<td>(6.98)</td>
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<td></td>
<td>(0.275)</td>
<td>(3.05)</td>
<td>(0.008)</td>
<td>(89)</td>
<td>(10)</td>
<td>(97.29)</td>
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<table>
<thead>
<tr>
<th>8th (C1) Gear</th>
<th>120.49</th>
<th>9395</th>
<th>4.81</th>
<th>1900</th>
<th>2.8</th>
<th>0.455</th>
<th>15.39</th>
<th>0.014</th>
<th>192</th>
<th>58</th>
<th>28.73</th>
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<tbody>
<tr>
<td></td>
<td>(89.85)</td>
<td>(41.79)</td>
<td>(7.74)</td>
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<td></td>
<td>(0.277)</td>
<td>(3.03)</td>
<td>(0.009)</td>
<td>(89)</td>
<td>(15)</td>
<td>(97.29)</td>
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<table>
<thead>
<tr>
<th>9th (B4) Gear</th>
<th>120.38</th>
<th>8417</th>
<th>5.36</th>
<th>1900</th>
<th>2.4</th>
<th>0.455</th>
<th>15.39</th>
<th>0.014</th>
<th>191</th>
<th>55</th>
<th>28.73</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(89.77)</td>
<td>(37.44)</td>
<td>(8.63)</td>
<td></td>
<td></td>
<td>(0.277)</td>
<td>(3.03)</td>
<td>(0.009)</td>
<td>(88)</td>
<td>(13)</td>
<td>(97.29)</td>
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<table>
<thead>
<tr>
<th>10th (C2) Gear</th>
<th>119.81</th>
<th>7703</th>
<th>5.83</th>
<th>1900</th>
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### DRAWBAR PERFORMANCE

**UNBALLASTED - FRONT DRIVE DISENGAGED**

#### FUEL CONSUMPTION CHARACTERISTICS

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<thead>
<tr>
<th>Power</th>
<th>Drawbar pull (lbs)</th>
<th>Speed (mph)</th>
<th>Crankshaft speed (rpm)</th>
<th>Slip %</th>
<th>Fuel Consumption (lb/hp.hr)</th>
<th>D.E.F Temp.°F</th>
<th>Barom. Hg</th>
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<tbody>
<tr>
<td><strong>Hp pull (kW)</strong></td>
<td><strong>drawbar (kN)</strong></td>
<td><strong>speed (km/h)</strong></td>
<td><strong>shaft (kg/kW.h)</strong></td>
<td><strong>(kN)</strong></td>
<td><strong>(kg/hp.hr)</strong></td>
<td><strong>(kPa)</strong></td>
<td><strong>(lb/hp.hr)</strong></td>
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<td>4.77</td>
<td>2100</td>
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<td>0.492</td>
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### MAXIMUM POWER IN SELECTED GEARS

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<tr>
<th>Power</th>
<th>Drawbar pull (lbs)</th>
<th>Speed (mph)</th>
<th>Crankshaft speed (rpm)</th>
<th>Slip %</th>
<th>Fuel Consumption (lb/hp.hr)</th>
<th>D.E.F Temp.°F</th>
<th>Barom. Hg</th>
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*Boosted mode*
HYDRAULIC PERFORMANCE

CATEGORY: II
Quick Attach: No

Lift cylinders
Maximum force exerted through whole range: 9244 lbs (41.1 kN) 2 x 90 mm

i) Maximum observed pressure: 2970 psi (205 bar) three outlet sets combined

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

iii) Pump delivery rate at maximum hydraulic power: 29.4 GPM (110.0 l/min)

Delivery pressure: 2780 psi (192 bar)
Power: 47.3 HP (35.3 kW) single outlet set

ii) Pump delivery rate at minimum pressure and rated engine speed: 30.6 GPM (115.8 l/min)

iii) Pump delivery rate at maximum hydraulic power: 30.3 GPM (114.5 l/min)

Delivery pressure: 2296 psi (158 bar)
Power: 40.5 HP (30.2 kW)

HITCH DIMENSIONS AS TESTED—NO LOAD

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JOHN DEERE 6145R DIESEL