NEBRASKA OECD TRACTOR TEST 2030–SUMMARY 824
JOHN DEERE 9360R DIESEL
18 SPEED

POWER TAKE-OFF PERFORMANCE

| Power HP (kW) | Crankshaft speed rpm | Gal/hr (l/h) | lb/hr/hr (kg/h|A|W| |Hp/hr/gal (kW/l) | Mean Atmospheric Conditions |
|---------------|----------------------|-------------|-------------|------------------|-----------------|-----------------------------|
| 309.30 (230.65) | 2099 | 17.66 | 0.402 | 17.51 |
| 263.70 (196.64) | 2108 | 15.46 | 0.412 | 17.06 |
| 199.75 (148.95) | 2127 | 12.62 | 0.445 | 15.82 |
| 134.15 (100.04) | 2148 | 9.64 | 0.505 | 13.92 |
| 67.05 (50.67) | 2168 | 6.98 | 0.723 | 9.73 |
| 4.30 (3.21) | 2186 | 5.06 | 2.872 | 0.85 |

VARYING POWER AND FUEL CONSUMPTION

| Conditions | Power | Crankshaft speed | Gal/hr (l/h) | lb/hr/hr (kg/h|A|W| |Hp/hr/gal (kW/l) | Mean Atmospheric Conditions |
|------------|------|-----------------|-------------|-------------|------------------|-----------------|-----------------------------|
| 309.30 (230.65) | 2099 | 17.66 | 0.402 | 17.51 |
| 263.70 (196.64) | 2108 | 15.46 | 0.412 | 17.06 |
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| 67.05 (50.67) | 2168 | 6.98 | 0.723 | 9.73 |
| 4.30 (3.21) | 2186 | 5.06 | 2.872 | 0.85 |

FEATURES OF THE ENGINE

- Year of manufacture: 2012
- Engine type: Six cylinder vertical with two turbochargers and air to air aftercooler
- Fuel: No. 2 Diesel
- Engine Speed: 1000 rpm
- PTO Speed: 1108 rpm
- Transmission: Four wheel drive with duals
- Chassis: Type: Four wheel drive with duals
- Transmission: Selective gear fixed ratio with full range operator controlled power shift
- Nominal travel speeds: 1st 5.79 mph, 2nd 6.38 mph, 3rd 7.33 mph, 4th 8.25 mph, 5th 9.40 mph, 6th 10.15 mph, 7th 11.82 mph, 8th 14.05 mph, 9th 16.00 mph, 10th 18.42 mph, 11th 21.75 mph, 12th 25.81 mph, 13th 30.25 mph, 14th 34.77 mph, 15th 39.49 mph, 16th 45.31 mph, 17th 50.89 mph, 18th 56.37 mph

ENGINE OPERATING PARAMETERS:

- Fuel rate: 118.8 - 128.8 lb/h (35.3 - 38.4 kg/h)
- High idle: 2150 - 2250 rpm (2160 - 2200 rpm with PTO engaged)
- Cruising: 1100 - 1500 rpm
- Transmission: Regenerative particulate filter integrated within a vertical muffler
- Cooling medium temperature control: 2 thermostats and variable speed fan

ENGINE PERFORMANCE:

- Maximum Torque: 1102 lb.-ft. (1502 Nm)
- Maximum Torque Rise at 1699 engine rpm: 38%
- Maximum Torque Rise: 43.4%
- Maximum Torque at Reduced Engine Speed: 10th Gear
- Maximum Torque at Maximum Power: 7th Gear
- 75% of Power at Maximum Power: 7th Gear
- 50% of Power at Maximum Power: 7th Gear
- 75% of Power at Reduced Engine Speed: 10th Gear
- 50% of Power at Reduced Engine Speed: 10th Gear

LOCATION OF TESTS:

- Nebraska Tractor Test Laboratory, University of Nebraska, Lincoln, Nebraska 68583-0832
- Dates of Tests: May 22 to June 4, 2012
- Manufacturer: John Deere Tractor Works, 3500 East Donald St., P.O. Box 270, Waterloo IA, 50704-0270

FUEL, OIL AND TIME:

- Fuel weight: 7.034 lbs/gal (0.843 kg/l)
- Oil SAE 15W-40 API service classification: CJ-4
- Transmission, hydraulic, and final drive lubricant: John Deere Hy-Gard fluid
- Total time engine was operated: 43.5 hours

ENGINE:

- Make: John Deere Diesel Type six cylinder vertical with two turbochargers and air to air aftercooler
- Diesel: No. 2 Diesel
- Specific gravity: 0.8448
- Fuel weight: 7.034 lbs/gal (0.843 kg/l)
- Oil SAE: 15W-40
- API service classification: CJ-4
- Transmission, hydraulic, and final drive lubricant: John Deere Hy-Gard fluid
- Total time engine was operated: 43.5 hours

NOMINAL TRAVEL SPEEDS:

- 1st: 5.79 mph
- 2nd: 6.38 mph
- 3rd: 7.33 mph
- 4th: 8.25 mph
- 5th: 9.40 mph
- 6th: 10.15 mph
- 7th: 11.82 mph
- 8th: 14.05 mph
- 9th: 16.00 mph
- 10th: 18.42 mph
- 11th: 21.75 mph
- 12th: 25.81 mph
- 13th: 30.25 mph
- 14th: 34.77 mph
- 15th: 39.49 mph
- 16th: 45.31 mph
- 17th: 50.89 mph
- 18th: 56.37 mph

MEAN ATMOSPHERIC CONDITIONS:

- Temperature: 21°F
- Relative humidity: 43%
- Barometer: 29.92 inches

LUBRICATION:

- Starting system: 12 volt lubrication
- 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 oil, radiator for transmission, front and rear axle oil
- Fuel filter: Two paper cartridges
- Fuel cooler: Radiator for returned fuel
- Exhaust: Regenerative particulate filter integrated within a vertical muffler

COOLING MEDIUM TEMPERATURE CONTROL:

- Two thermostats and variable speed fan

EQUIPMENT:

- Transmission: Selective gear fixed ratio with full range operator controlled power shift
- Fuel filter: One full flow cartridge
- Oil filter: One full flow cartridge
- Air cleaner: Two paper elements and aspirator
- Oil cooler: Engine coolant heat exchanger for crankcase oil, radiator for hydraulic oil, radiator for transmission, front and rear axle oil
- Fuel filter: Two paper cartridges
- Fuel cooler: Radiator for returned fuel
- Exhaust: Regenerative particulate filter integrated within a vertical muffler

BAROMETER:

- 30.92" Hg

AIR TEMPERATURE:

- 21°F

RELATIVE HUMIDITY:

- 43%

BAROMETER:

- 29.92 inches

FOOTNOTE:

- See Note 1 - Page 2

SERIAL NUMBER:

- *RG6090R019659*
- *RW9360RTCP002278*

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TEMPERATURE:

- 21°F

HUMIDITY:

- 43%

BAROMETER:

- 29.92 inches

COOLING MEDIUM TEMPERATURE CONTROL:

- Two thermostats and variable speed fan

ENGINE OPERATING PARAMETERS:

- Fuel rate: 118.8 - 128.8 lb/h (35.3 - 38.4 kg/h)
- High idle: 2150 - 2250 rpm (2160 - 2200 rpm with PTO engaged)
- Turbo boost: 4.661" x 5.354" (118.4 mm x 136.0 mm)
- Compression ratio: 16.0 to 1
- Displacement: 548 cu in (8994 ml)
- Starting system: 12 volt
- Lubrication: 12 volt
- 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 oil, radiator for transmission, front and rear axle oil
- Fuel filter: Two paper cartridges
- Fuel cooler: Radiator for returned fuel
- Exhaust: Regenerative particulate filter integrated within a vertical muffler
- Cooling medium temperature control: 2 thermostats and variable speed fan
DRAWBAR PERFORMANCE
(Unballasted at 2100 rpm)

MAXIMUM POWER IN SELECTED GEARS

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<th>Drawbar pull</th>
<th>Speed</th>
<th>Crankshaft speed</th>
<th>Slip</th>
<th>Fuel Consumption</th>
<th>Temp/°F (°C)</th>
<th>Barom. inch Hg</th>
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<td>(3.03)</td>
<td>(97.22)</td>
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TRACTOR SOUND LEVEL WITH CAB dB(A)

At no load in 6th gear 70.6
Transport speed-no load-18th gear 72.5
Bystander in 18th gear 83.5

TIRES, BALLAST AND WEIGHT

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<tr>
<th>Tires</th>
<th>No., size, ply &amp; psi(hPa)</th>
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<tr>
<td>Rear</td>
<td>480/80R46;***;12(85)</td>
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<tr>
<td>Front</td>
<td>480/80R46;***;17(115)</td>
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Height of Drawbar

Static Weight with operator - Rear 21560 lb (9705 kg)
- Front 22145 lb (10045 kg)
- Total 37705 lb (17103 kg)

REPAIRS AND ADJUSTMENTS: A leak was found in air intake system. Two pipes, part numbers RE316014 and RE322106 were replaced. Testing continued after repair.

NOTE 1. This run was done with the field cruise system engaged.

NOTE 2. During testing the engine was operated for 43.5 hours. During this period, the tractor experienced one active exhaust filter cleaning while operated in Auto Filter Cleaning Mode. This occurred after 16.0 hours of operation.

NOTE 3: The manufacturer declared that the active exhaust filter cleanings consume an average of 0.04 gal/hr (0.15 l/hr) across total tractor use. Fuel consumed during the active exhaust filter cleanings will normally be less than 1% of the total fuel consumed. The manufacturer declared that no active exhaust filter cleanings occurred during 12 hours of continuous operation of the tractor in the Auto Filter Cleaning Mode at 30% loading and the engine speed at which the maximum torque occurs.

REMARKS: All test results were determined from observed data obtained in accordance with official OECD, SAE and Nebraska test procedures. This tractor did not meet the manufacturer’s claim of 37 GPM (140 l/min) from a single outlet set. For the maximum power tests the fuel temperature at the primary fuel filter was maintained at 114°F (45°C). 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. 2030, Nebraska Summary 824, February 22, 2013.

Roger M. Hoy
Director
<table>
<thead>
<tr>
<th>Gear</th>
<th>Power (kW)</th>
<th>Drawbar pull (kN)</th>
<th>Speed (mph)</th>
<th>Crankshaft speed rpm</th>
<th>Slip %</th>
<th>Fuel Consumption (kW/h)</th>
<th>Temp. °F (°C)</th>
<th>Barom. inch Hg</th>
<th>1st Gear</th>
<th>2nd Gear</th>
<th>3rd Gear</th>
<th>4th Gear</th>
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<th>6th Gear</th>
<th>7th Gear</th>
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<td>11th</td>
<td>309.37 (230.79)</td>
<td>18556 (82.34)</td>
<td>6.26</td>
<td>1800</td>
<td>2.3</td>
<td>0.440 (0.267)</td>
<td>16.00</td>
<td>213 (100)</td>
<td>69 (21)</td>
<td>28.70 (97.19)</td>
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<tr>
<td>12th</td>
<td>310.58 (231.60)</td>
<td>16706 (74.31)</td>
<td>6.97</td>
<td>1800</td>
<td>2.1</td>
<td>0.438 (0.267)</td>
<td>16.05</td>
<td>213 (101)</td>
<td>69 (21)</td>
<td>28.70 (97.19)</td>
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<tr>
<td>13th</td>
<td>302.49 (223.36)</td>
<td>14662 (65.22)</td>
<td>7.74</td>
<td>1801</td>
<td>1.8</td>
<td>0.449 (0.273)</td>
<td>15.67</td>
<td>213 (101)</td>
<td>68 (20)</td>
<td>28.68 (97.12)</td>
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<tr>
<td>14th</td>
<td>302.75 (223.76)</td>
<td>13200 (58.71)</td>
<td>8.60</td>
<td>1800</td>
<td>1.7</td>
<td>0.448 (0.272)</td>
<td>15.71</td>
<td>213 (101)</td>
<td>67 (19)</td>
<td>28.65 (97.02)</td>
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</tbody>
</table>
HYDRAULIC PERFORMANCE

CATEGORY: 4N/4
Quick Attach: Yes
OECD Static test

Maximum force exerted through whole range:

<table>
<thead>
<tr>
<th>Category 4N</th>
<th>Lift cylinders</th>
</tr>
</thead>
<tbody>
<tr>
<td>15694 lbs (69.8 kN) (1 x 90 mm and 1 x 100 mm)</td>
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<tr>
<td>20935 lbs (93.1 kN) (2 x 110 mm)</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Category 4</th>
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</thead>
<tbody>
<tr>
<td>13959 lbs (71.0 kN) (1 x 90 mm and 1 x 100 mm)</td>
</tr>
<tr>
<td>21125 lbs (94.9 kN) (2 x 110 mm)</td>
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</tbody>
</table>

18 Speed Powershift transmission

- **High flow pump**
- **Base pump**
  - **three outlet sets combined**
    - Sustained pressure at compensator cutoff: 2888 psi (199 bar) 2915 psi (201 bar)
    - Pump delivery rate at minimum pressure and rated engine speed: 53.6 GPM (202.7 l/min) 52.1 GPM (121.5 l/min)
    - Combined flow: 85.7 GPM (324.2 l/min)
    - Pump delivery rate at maximum hydraulic power: 53.2 GPM (197.8 l/min) 51.9 GPM (120.7 l/min)
    - Delivery pressure: 2466 psi (170 bar) 2695 psi (186 bar)
    - Power: 75.2 HP (56.0 kW) 50.1 HP (37.4 kW)

- **single outlet set**
  - Sustained pressure at compensator cutoff: 2889 psi (199 bar) 2910 psi (201 bar)
  - Pump delivery rate at minimum pressure and rated engine speed: 36.2 GPM (136.9 l/min) 31.8 GPM (120.2 l/min)
  - Pump delivery rate at maximum hydraulic power: 33.1 GPM (125.2 l/min) 31.9 GPM (120.7 l/min)
  - Delivery pressure: 2235 psi (154 bar) 2403 psi (166 bar)
  - Power: 43.1 HP (32.2 kW) 44.7 HP (33.3 kW)

24 speed manual shift transmission

- **three outlet sets combined**
  - Pump delivery rate at minimum pressure and rated engine speed: 46.6 GPM (175.6 l/min)
  - Pump delivery rate at maximum hydraulic power: 45.3 GPM (171.6 l/min)
  - Delivery pressure: 2602 psi (179 bar)
  - Power: 68.8 HP (51.3 kW)

- **single outlet set**
  - Sustained pressure at compensator cutoff: 2921 psi (201 bar)
  - Pump delivery rate at minimum pressure and rated engine speed: 36.2 GPM (136.9 l/min)
  - Pump delivery rate at maximum hydraulic power: 35.4 GPM (133.9 l/min)
  - Delivery pressure: 2194 psi (151 bar)
  - Power: 45.3 HP (33.8 kW)

HITCH DIMENSIONS AS TESTED—NO LOAD

John Deere 9360R Diesel

Institute of Agriculture and Natural Resources
University of Nebraska–Lincoln