

SUMMARY OF OECD TEST 2485–NEBRASKA SUMMARY 684 NEW HOLLAND T6050 ELITE AS DIESEL 16 SPEED

POWER TAKE-OFF PERFORMANCE

| Power HP (kW) | Crank shaft speed rpm | Gal/hr (l/h) | lb/hp.hr (kg/kW.h) | Hp.hr/gal (kW.h/l) | Mean Atmospheric Conditions |
|--|--------------------------------|-----------------|-----------------------|-----------------------|--------------------------------|
| MAXIMUM POWER AND FUEL CONSUMPTION | | | | | |
| Rated Engine Speed—(PTO speed—1037 rpm) | | | | | |
| 110.0 (82.0) | 2197 | 7.01 (26.54) | 0.447 (0.272) | 15.68 (3.09) | |
| Standard Power Take-off Speed (999 rpm) | | | | | |
| 116.1 (86.6) | 2117 | 7.17 (27.15) | 0.433 (0.263) | 16.19 (3.19) | |
| Maximum Power-(1 hour) | | | | | |
| 122.6 (91.4) | 1897 | 7.14 (27.01) | 0.408 (0.248) | 17.16 (3.38) | |
| VARYING POWER AND FUEL CONSUMPTION | | | | | |
| 110.0 (82.0) | 2197 | 7.01 (26.54) | 0.447 (0.272) | 15.68 (3.09) | Air temperature |
| 96.2 (71.7) | 2261 | 6.51 (24.63) | 0.474 (0.288) | 14.78 (2.91) | 70°F (21°C) |
| 73.1 (54.5) | 2291 | 5.40 (20.46) | 0.519 (0.316) | 13.51 (2.66) | Relative humidity |
| 49.2 (36.7) | 2314 | 4.26 (16.12) | 0.607 (0.369) | 11.56 (2.28) | 36% |
| 24.9 (18.6) | 2335 | 3.08 (11.67) | 0.867 (0.527) | 8.09 (1.59) | Barometer |
| -- | 2358 | 2.15 (8.14) | -- | -- | 28.8" Hg (97.5 kPa) |

Maximum Torque - 404.8 lb.-ft. (548.8 Nm) at 1299 rpm
Maximum Torque Rise - 54.0%
Torque rise at 1800 engine rpm - 34%

DRAWBAR PERFORMANCE (Unballasted - Front Drive Engaged) FUEL CONSUMPTION CHARACTERISTICS

| Power Hp (kW) | Drawbar pull lbs (kN) | Speed mph (km/h) | Crank- shaft speed rpm | Slip % | Fuel Consumption lb/hp.hr (kg/kW.h) | Hp.hr/gal (kW.h/l) | Temp.°F (°C) cool- ing med | Air dry bulb | Barom. inch Hg (kPa) |
|---|--------------------------------|------------------------|---------------------------------|-----------|---|-----------------------|-------------------------------------|--------------------|-------------------------------|
| Maximum Power—7th(7 Low) Gear | | | | | | | | | |
| 90.9 (67.8) | 6955 (30.94) | 4.90 (7.89) | 2191 | 2.4 | 0.539 (0.328) | 12.99 (2.56) | 190 (88) | 73 (23) | 28.8 (97.5) |
| 75% of Pull at Maximum Power—7th(7 Low) Gear | | | | | | | | | |
| 69.1 (51.5) | 5075 (22.57) | 5.10 (8.21) | 2266 | 1.6 | 0.590 (0.359) | 11.88 (2.34) | 190 (88) | 77 (25) | 28.8 (97.5) |
| 50% of Pull at Maximum Power—7th(7 Low) Gear | | | | | | | | | |
| 46.9 (35.0) | 3360 (14.95) | 5.23 (8.42) | 2295 | 1.0 | 0.732 (0.445) | 9.58 (1.89) | 190 (88) | 75 (24) | 28.8 (97.5) |
| 75% of Pull at Reduced Engine Speed—8th(1 High) Gear | | | | | | | | | |
| 69.3 (51.7) | 5095 (22.66) | 5.10 (8.21) | 2026 | 1.5 | 0.546 (0.332) | 12.84 (2.53) | 190 (88) | 77 (25) | 28.8 (97.5) |
| 50% of Pull at Reduced Engine Speed—8th(1 High) Gear | | | | | | | | | |
| 46.9 (35.0) | 3360 (14.95) | 5.23 (8.42) | 2048 | 0.9 | 0.602 (0.366) | 11.63 (2.29) | 190 (88) | 73 (23) | 28.8 (97.5) |

Location of tests: Istituto per le Macchine Agricole e Movimento Terra 73, Strada delle Cacce 10135 Torino Italy

Dates of tests: April to May, 2008.

Manufacturer: CNH Europe Holding S.A. 13, Rue Aldringen L-1118 Luxembourg

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 15W40 API service classification CH-4 Transmission and hydraulic lubricant Akcela Nexplore fluid Front axle lubricant Akcela Nexplore fluid

ENGINE: Make CNH Diesel Type six cylinder vertical with turbocharger and air to air intercooler Serial No. 424250 Crankshaft lengthwise Rated engine speed 2200 Bore and stroke 4.094" x 5.197" (104.0 mm x 132.0 mm) Compression ratio 17.5 to 1 Displacement 410 cu in (6728 ml) Starting system 12 volt Lubrication 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 Muffler underhood Exhaust vertical Cooling medium temperature control thermostat and variable speed fan

CHASSIS: Type front wheel assist Serial No. Z7BD51046 Tread width rear 60.0" (1524 mm) to 96.0" (2438 mm) front 52.2" (1325 mm) to 90.0" (2285 mm) Wheelbase 104.4" (2652 mm) Hydraulic control system direct engine drive Transmission selective gear fixed ratio with partial (8) range operator controlled powershift Nominal travel speeds mph (km/h) first 1.41 (2.27) second 1.73 (2.78) third 2.11 (3.39) fourth 2.58 (4.15) fifth 3.31 (5.32) sixth 4.06 (6.53) seventh 4.94 (7.95) eighth 5.51 (8.86) ninth 6.05 (9.74) tenth 6.75 (10.87) eleventh 8.23 (13.24) twelfth 10.09 (16.24) thirteenth 12.94 (20.82) fourteenth 15.87 (25.54) fifteenth 19.32 (31.09) sixteenth 23.70 (38.14) reverse 1.39 (2.24), 1.71 (2.75), 2.08 (3.35), 2.55 (4.10), 3.27 (5.26), 4.01 (6.45), 4.88 (7.86), 5.44 (8.76), 5.99 (9.64), 6.67 (10.74), 8.13 (13.08), 9.97 (16.05), 12.78 (20.57), 15.68 (25.24), 19.10 (30.73), 23.43 (37.70) Clutch wet disc hydraulically actuated by foot pedal Brakes wet disc hydraulically actuated by two foot pedals that can be locked together Steering hydrostatic Power take-off 540 rpm at 1969 engine rpm or 1000 rpm at 2120 engine rpm Unladen tractor mass 12270 lb (5565 kg)

DRAWBAR PERFORMANCE

(Unballasted - Front Drive Engaged) MAXIMUM POWER IN SELECTED GEARS

| Power Hp (kW) | Drawbar pull lbs (kN) | Speed mph (km/h) | Crank- shaft speed rpm | Slip % | Fuel Consumption lb/hp.hr (kg/kW.h) | Consumption Hp.hr/gal (kW.h/l) | Temp. ^o F(°C) cool- ing med | Air dry bulb | Barom. inch Hg (kPa) |
|---------------------|--------------------------------|------------------------|---------------------------------|-----------|---|--------------------------------------|---|--------------------|-------------------------------|
| 2nd(2Low) Gear | | | | | | | | | |
| 49.9 (37.2) | 11845 (52.70) | 1.58 (2.54) | 2293 | 13.8 | 0.687 (0.418) | 10.20 (2.01) | 190 (88) | 81 (27) | 28.9 (97.9) |
| 3rd(3Low) Gear | | | | | | | | | |
| 61.3 (45.7) | 11620 (51.69) | 1.98 (3.18) | 2273 | 11.5 | 0.651 (0.396) | 10.76 (2.12) | 190 (88) | 81 (27) | 28.9 (97.9) |
| 4th(4Low) Gear | | | | | | | | | |
| 76.8 (57.3) | 11600 (51.61) | 2.48 (4.00) | 2263 | 8.3 | 0.583 (0.355) | 12.02 (2.37) | 190 (88) | 79 (26) | 28.9 (97.9) |
| 5th(5Low) Gear | | | | | | | | | |
| 90.4 (67.4) | 10915 (48.56) | 3.11 (5.00) | 2176 | 6.5 | 0.542 (0.329) | 12.94 (2.55) | 190 (88) | 79 (26) | 28.9 (97.9) |
| 6th(6Low) Gear | | | | | | | | | |
| 99.9 (74.5) | 10265 (45.67) | 3.65 (5.87) | 2059 | 5.4 | 0.493 (0.300) | 14.21 (2.80) | 189 (87) | 79 (26) | 28.9 (97.9) |
| 7th(7Low) Gear | | | | | | | | | |
| 101.0 (75.3) | 8800 (39.15) | 4.30 (6.92) | 1932 | 3.8 | 0.493 (0.300) | 14.21 (2.80) | 189 (87) | 84 (29) | 28.9 (97.9) |
| 8th(1High) Gear | | | | | | | | | |
| 102.3 (76.3) | 8055 (35.82) | 4.76 (7.67) | 1919 | 3.2 | 0.484 (0.294) | 14.48 (2.85) | 189 (87) | 86 (30) | 28.9 (97.9) |
| 9th(8Low) Gear | | | | | | | | | |
| 103.0 (76.8) | 7380 (32.82) | 5.23 (8.42) | 1899 | 2.8 | 0.487 (0.296) | 14.39 (2.83) | 189 (87) | 82 (28) | 28.9 (97.9) |
| 10th(2High) Gear | | | | | | | | | |
| 103.6 (77.3) | 6660 (29.62) | 5.84 (9.39) | 1901 | 2.6 | 0.483 (0.294) | 14.52 (2.86) | 189 (87) | 84 (29) | 28.9 (97.9) |
| 11th(3High) Gear | | | | | | | | | |
| 100.4 (74.9) | 5255 (23.38) | 7.16 (11.53) | 1902 | 1.8 | 0.495 (0.301) | 14.16 (2.79) | 189 (87) | 81 (27) | 28.9 (97.9) |
| 12th(4High) Gear | | | | | | | | | |
| 96.2 (71.7) | 4055 (18.03) | 8.90 (14.32) | 1914 | 1.3 | 0.519 (0.316) | 13.50 (2.66) | 189 (87) | 79 (26) | 28.9 (97.9) |

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 three point lift claim of 12185 lbs (5527 kg). The performance figures on this summary were taken from a test conducted under the OECD Code II test procedure.

We, the undersigned, certify that this is a true summary of data from OECD Report No. **2485**, Nebraska Summary 684, January 8, 2010.

Roger M. Hoy
Director

M.F. Kocher
V.I Adamchuk
J.A. Smith
Board of Tractor Test Engineers

| TRACTOR SOUND LEVEL WITH CAB | Front Wheel Drive | |
|-------------------------------|---------------------|------------------|
| | Disengaged dB(A) | Engaged dB(A) |
| At no load in 7th(7 Low) gear | 69.1 | 70.0 |
| Bystander | -- | -- |

TIRES AND WEIGHT

Rear tires - No.,size, ply & psi(kPa)
Front tires - No.,size, ply & psi(kPa)
Height of Drawbar
Static Weight with operator- Rear
 - Front
 - Total

Tested Without Ballast

Two 600/65R38; **,12 (80)
 Two 480/65R28; **,12 (80)
 18.9 in (480 mm)
 7695 lb (3490 kg)
 4740 lb (2150 kg)
 12435 lb (5640 kg)

This vehicle is equipped with an electronically controlled engine Power management system that monitors and boosts engine power output in certain circumstances. This is achieved by electronically changing the characteristics of the engine power-speed curve. The engine Power management function ("boosted" power level) becomes active in the higher transmission gears for road transport applications. The system is also activated when power transfer through the PTO exceeds a preset level (and forward speed exceeds 0.5 km/h), for mobile PTO driven implement applications. An override system is provided to enable PTO operations at the "boosted" power level while the vehicle is stationary for test purposes. The results of this PTO output test are presented below.

POWER TAKE-OFF PERFORMANCE

| Power HP (kW) | Crank shaft speed rpm | Gal/hr (l/h) | lb/hp.hr (kg/kW.h) | Hp.hr/gal (kW.h/l) | Mean Atmospheric Conditions |
|---|--------------------------------|-----------------|-----------------------|-----------------------|--------------------------------|
| MAXIMUM POWER AND FUEL CONSUMPTION | | | | | |
| Rated Engine Speed—(PTO speed—1038 rpm) | | | | | |
| 132.9 (99.1) | 2200 | 8.13 (30.79) | 0.429 (0.261) | 16.34 (3.22) | |
| Standard Power Take-off Speed (1000 rpm) | | | | | |
| 139.6 (104.1) | 2119 | 8.38 (31.74) | 0.421 (0.256) | 16.65 (3.28) | |
| Maximum Power - (1 hour) | | | | | |
| 146.0 (108.9) | 1996 | 8.50 (32.19) | 0.408 (0.248) | 17.17 (3.38) | |

VARYING POWER AND FUEL CONSUMPTION

| | | | | | |
|-----------------|------|-----------------|------------------|-----------------|---------------------|
| 132.9 (99.1) | 2200 | 8.13 (30.79) | 0.429 (0.261) | 16.34 (3.22) | Air temperature |
| 115.1 (85.8) | 2240 | 7.29 (27.58) | 0.445 (0.270) | 15.79 (3.11) | 72°F(22°C) |
| 87.6 (65.3) | 2274 | 6.05 (22.89) | 0.485 (0.295) | 14.47 (2.85) | Relative humidity |
| 59.2 (44.2) | 2303 | 4.73 (17.92) | 0.560 (0.341) | 12.52 (2.47) | 39% |
| 29.9 (22.3) | 2331 | 3.32 (12.55) | 0.777 (0.472) | 9.02 (1.78) | Barometer |
| -- | 2361 | 2.13 (8.07) | -- | -- | 28.8" Hg (97.4 kPa) |

Maximum Torque - 424.3 lb.-ft. (575.3 Nm) at 1598 rpm
 Maximum Torque Rise - 33.7%
 Torque rise at 1800 engine rpm - 29%

HYDRAULIC PERFORMANCE

CATEGORY: III

Quick Attach: None

OECD Static test

Maximum force exerted through whole range: 7735 lbs (34.4 kN)

i) Sustained pressure of the open relief valve: 3020 psi (208 bar)

ii) Pump delivery rate at minimum pressure: 27.8 GPM (105.4 l/min)

iii) Pump delivery rate at maximum

hydraulic power: 25.6 GPM (96.9 l/min)

Delivery pressure: 2610 psi (180 bar)

Power: 39.0 HP (29.1 kW)

THREE POINT HITCH PERFORMANCE

Observed Maximum Pressure psi.(bar) 3020(208)

Location: lift cylinder

Hydraulic oil temperature: °F(°C) 150(66)

Location: hydraulic sump

Category: III

Quick attach: None

SAE Static Test—System pressure 2715 psi (187 Bar)

| Hitch point distance to ground level in. (mm) | 7.9 (200) | 15.7 (400) | 23.0 (585) | 31.5 (800) | 39.4 (1000) |
|---|-----------|------------|------------|------------|-------------|
| Lift force on frame lb | 14655 | 13375 | 13060 | 12520 | 11355 |
| " " " " " (kN) | (65.2) | (59.5) | (58.1) | (55.7) | (50.5) |

HITCH DIMENSIONS AS TESTED—NO LOAD

| | OECD test | | SAE test | |
|---|-----------|------|----------|------|
| | inch | mm | inch | mm |
| A | 30.3 | 770 | 31.0 | 788 |
| B | 12.2 | 310 | 12.2 | 310 |
| C | 15.6 | 395 | 15.6 | 395 |
| D | 14.6 | 370 | 14.6 | 370 |
| E | 7.9 | 200 | 9.8 | 250 |
| F | 9.3 | 235 | 9.3 | 235 |
| G | 32.3 | 820 | 32.3 | 820 |
| H | 1.2 | 30 | 1.2 | 30 |
| I | 16.9 | 430 | 15.6 | 395 |
| J | 23.0 | 585 | 23.0 | 585 |
| K | 19.9 | 505 | 23.0 | 585 |
| L | 46.4 | 1178 | 46.4 | 1178 |
| M | 24.5 | 623 | 24.5 | 623 |
| N | 39.8 | 1010 | 39.8 | 1010 |
| O | 7.9 | 200 | 7.9 | 200 |
| P | 50.0 | 1270 | 45.0 | 1144 |
| Q | 36.8 | 935 | 34.3 | 872 |
| R | 32.3 | 820 | 34.1 | 867 |

