

SUMMARY OF OECD TEST 2626–NEBRASKA SUMMARY 807 NEW HOLLAND T7.260 DIESEL 19 SPEED

POWER TAKE-OFF PERFORMANCE

Power HP (kW)	Crank shaft speed rpm	Gal/ltr (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—1162 rpm)					
191.6 (142.9)	2200	10.29 (38.95)	0.373 (0.227)	18.62 (3.67)	
Standard Power Take-off Speed (1000 rpm)					
209.2 (156.0)	1893	10.75 (40.69)	0.357 (0.217)	19.46 (3.83)	
Maximum Power (1 hour)					
210.4 (156.9)	1800	10.57 (40.01)	0.349 (0.212)	19.91 (3.92)	

VARYING POWER AND FUEL CONSUMPTION

191.6 (142.9)	2200	10.29 (38.95)	0.373 (0.227)	18.62 (3.67)	Air temperature
167.9 (125.2)	2265	9.22 (34.90)	0.382 (0.232)	18.21 (3.59)	77°F (25°C)
127.1 (94.8)	2289	7.51 (28.43)	0.410 (0.249)	16.93 (3.33)	Relative humidity
85.2 (63.5)	2300	6.03 (22.82)	0.492 (0.299)	14.12 (2.78)	40%
42.9 (32.0)	2313	4.03 (15.26)	0.652 (0.396)	10.64 (2.10)	Barometer
--	2330	2.78 (10.53)	--	--	29.3" Hg (99.3 kPa)

Maximum Torque - 688.3 lb.-ft. (923.1 Nm) at 1500 rpm
 Maximum Torque rise - 48.8%
 Torque rise at 1800 engine rpm - 34%
 Power increase at 1800 engine rpm - 9.8%

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—10th Gear									
171.1 (127.6)	11730 (52.17)	5.47 (8.81)	2100	5.5	0.430 (0.262)	16.22 (3.20)	176 (80)	46 (8)	29.6 (100.2)
75% of Pull at Maximum Power—10th Gear									
133.7 (99.7)	8865 (39.44)	5.66 (9.10)	2130	4.0	0.462 (0.281)	15.08 (2.97)	176 (80)	46 (8)	29.6 (100.2)
50% of Pull at Maximum Power—10th Gear									
92.2 (68.8)	5890 (26.20)	5.87 (9.45)	2155	2.0	0.508 (0.309)	13.71 (2.70)	178 (81)	46 (8)	29.6 (100.2)
75% of Pull at Reduced Engine Speed—11th Gear									
140.4 (104.7)	8890 (39.54)	5.92 (9.54)	1880	3.8	0.430 (0.262)	16.19 (3.19)	179 (82)	46 (8)	29.6 (100.2)
50% of Pull at Reduced Engine Speed—11th Gear									
90.5 (67.5)	5865 (26.10)	5.79 (9.31)	1805	2.0	0.472 (0.287)	14.77 (2.91)	179 (82)	46 (8)	29.6 (100.2)

Location of tests: HBLFA Francisco Josephinum
 BLT Biomass-Logistics-Technology,
 Rottenhauser, Strasse, 1, AT, 3250, Wieselburg,
 Austria

Dates of tests: October, 2010 to May, 2011.

Manufacturer: CNH UK Limited Basildon, Essex
 SS14 3AD United Kingdom

FUEL and OIL: Fuel No. 2 Diesel **Specific gravity converted to 60°/60°F (15°/15°C)** 0.837
Fuel weight 6.97 lbs/gal (0.835 kg/l) **Oil SAE**
 10W30 **API service classification** CG-4
Transmission and hydraulic lubricant NH 410B
fluid Front axle lubricant NH 410B fluid

ENGINE: Make F.P.T. Diesel **Type** six cylinder vertical with turbocharger and air to air intercooler and D.E.F. (diesel exhaust fluid) exhaust treatment. **Serial No.** 518516 **Crankshaft** lengthwise **Rated engine speed** 2200 **Bore and stroke** 4.094" x 5.197" (104.0 mm x 132.0 mm) **Compression ratio** 17.0 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** two paper canisters **Muffler** underhood **Exhaust** vertical **Cooling medium temperature control** thermostat and variable speed fan

CHASSIS: **Type** front wheel assist **Serial No.** ZABS08007 **Tread width** rear 60.2" (1530 mm) to 87.8" (2230 mm) front 61.4" (1560 mm) to 89.0" (2260 mm) **Wheelbase** 113.5" (2884 mm) **Hydraulic control system** direct engine drive **Transmission** selective gear fixed ratio with full range operator controlled powershift **Nominal travel speeds mph (km/h)** first 1.17 (1.89) second 1.40 (2.25) third 1.68 (2.71) fourth 2.01 (3.24) fifth 2.39 (3.85) sixth 2.86 (4.60) seventh 3.40 (5.47) eighth 4.06 (6.54) ninth 4.88 (7.86) tenth 5.83 (9.39) eleventh 6.95 (11.18) twelfth 8.30 (13.35) thirteenth 9.82 (15.80) fourteenth 11.74 (18.89) fifteenth 14.11 (22.70) sixteenth 16.86 (27.13) seventeenth 20.06 (32.29) eighteenth 25.10 (40.39) nineteenth 26.10 (42.00) (electronically limited) reverse 2.59 (4.17), 3.10 (4.99), 3.73 (6.00), 4.45 (7.16), 5.30 (8.53), 6.33 (10.18) **Clutch** multiple wet disc electro-hydraulically operated by foot pedal **Brakes** wet disc hydraulically operated by two foot pedals that can be locked together **Steering** hydrostatic **Power take-off** 540 rpm at 1950 engine rpm or 1000 rpm at 1893 engine rpm **Unladen tractor mass** 17880 lb (8110 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 lb/hp.hr (kg/kW.h)	Consumption Hp.hr/gal (kW.h/l)	Temp.°F(°C) cool- ing med	Air dry bulb	Barom. inch Hg (kPa)
8th Gear									
154.4 (115.1)	16335 (72.67)	3.54 (5.70)	2100	14.3	0.460 (0.280)	15.13 (2.98)	183 (84)	46 (8)	29.6 (100.1)
9th Gear									
171.4 (127.8)	16145 (71.82)	3.98 (6.41)	1930	13.9	0.438 (0.266)	15.90 (3.13)	183 (84)	46 (8)	29.5 (100.0)
10th Gear									
176.9 (131.9)	14370 (63.92)	4.62 (7.43)	1800	7.0	0.425 (0.258)	16.40 (3.23)	178 (81)	45 (7)	29.5 (100.0)
11th Gear									
181.7 (135.5)	12240 (54.44)	5.57 (8.96)	1800	5.3	0.412 (0.251)	16.93 (3.34)	179 (82)	46 (8)	29.5 (100.0)
12th Gear									
178.9 (133.4)	9955 (44.28)	6.74 (10.84)	1800	4.2	0.422 (0.257)	16.50 (3.25)	176 (80)	46 (8)	29.5 (100.0)
13th Gear									
185.9 (138.6)	8680 (38.60)	8.03 (12.92)	1800	3.7	0.406 (0.247)	17.16 (3.38)	169 (76)	46 (8)	29.5 (100.0)
14th Gear									
184.8 (137.8)	7155 (31.83)	9.68 (15.58)	1800	3.2	0.407 (0.248)	17.11 (3.37)	176 (80)	46 (8)	29.5 (100.0)

REPAIRS AND ADJUSTMENTS: No repairs or adjustments.

Note: The test results on this Summary were obtained from tests carried out on the Case IH Puma 215 Diesel.

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 implement pump flow claim of 32 GPM (121 lpm). 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 summary of data from OECD Report No. **2626** Nebraska Summary 807, January 26, 2012.

Roger M. Hoy
 Director

M.F. Kocher
 D.R. Keshwani
 P.J. Jasa
 Board of Tractor Test Engineers

TRACTOR SOUND LEVEL WITH CAB	Front Wheel Drive	
	Disengaged dB(A)	Engaged dB(A)
At no load in 9th gear	68.0	68.0
Bystander	--	--

TIRES, BALLAST 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 710/70R38;**;14(100)
 Two 600/65R28;**;14(100)
 19.7 in (500 mm)
 10815 lb (4905 kg)
 7230 lb (3280 kg)
 18045 lb (8185 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 (16th and above) and for road transport applications. The system is also activated when power transfer through the PTO and hydraulic pump 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—1162 rpm)					
221.3 (165.0)	2200	11.15 (42.22)	0.349 (0.212)	19.85 (3.91)	
Standard Power Take-off Speed - (1000 rpm)					
236.7 (176.5)	1893	12.04 (45.56)	0.352 (0.214)	19.66 (3.87)	
Maximum Power (1 hour)					
237.2 (176.9)	1800	12.01 (45.47)	0.350 (0.213)	19.75 (3.89)	

VARYING POWER AND FUEL CONSUMPTION

221.3 (165.0)	2200	11.15 (42.22)	0.349 (0.212)	19.85 (3.91)	Air temperature
192.4 (143.5)	2250	10.28 (38.91)	0.370 (0.225)	18.73 (3.69)	70°F (21°C)
146.2 (109.0)	2280	8.38 (31.73)	0.421 (0.242)	17.45 (3.44)	Relative humidity
98.3 (73.3)	2298	6.49 (24.56)	0.398 (0.278)	15.15 (2.98)	45%
49.5 (36.9)	2315	4.41 (16.70)	0.616 (0.375)	11.22 (2.21)	Barometer
--	2355	2.40 (9.10)	--	--	29.2"Hg (99.0 kPa)

Maximum Torque 770.1 lb.-ft. (1044.2 Nm) at 1500 rpm
 Maximum Torque Rise - 45.8%
 Torque rise at 1800 rpm - 31%
 Power increase at 1800 engine rpm - 7.2%

HYDRAULIC PERFORMANCE

CATEGORY: III

Quick Attach: No

OECD Static test

Lift cylinders:

2 x 100 mm

Maximum force exerted through whole range:

12500 lbs (55.6 kN)

- i) Sustained pressure at compensator cutoff: 2975 psi (205 bar)
two outlet sets combined
- ii) Pump delivery rate at minimum pressure: 29.6 GPM (112.0 l/min)
- iii) Pump delivery rate at maximum hydraulic power: 26.2 GPM (99.1 l/min)
 Delivery pressure: 2685 psi (185 bar)
 Power: 41.0 HP (30.6 kW)

- single outlet set**
- ii) Pump delivery rate at minimum pressure: 26.2 GPM (99.1 l/min)
- iii) Pump delivery rate at maximum hydraulic power: 24.3 GPM (91.8 l/min)
 Delivery pressure: 2465 psi (170 bar)
 Power: 34.9 HP (26.0 kW)

HITCH DIMENSIONS AS TESTED—NO LOAD

	inch	mm
A	32.1	815
B	15.0	380
C	15.1	383
D	14.6	372
E	10.8	275
F	10.6	270
G	36.4	925
H	2.4	60
I	17.7	450
J	25.8	655
K	26.9	682
L	48.2	1224
M	23.1	587
N	38.3	974
O	9.0	230
P	52.8	1340
Q	37.2	945
R	40.2	1020

