

# SUMMARY OF OECD TEST 2410–NEBRASKA SUMMARY 620

## CASE IH PUMA 165 DIESEL

### 19 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
<b>MAXIMUM POWER AND FUEL CONSUMPTION</b>					
<b>Rated Engine Speed—(PTO speed—1022 rpm)</b>					
139.7 (104.2)	2200	9.45 (35.77)	0.467 (0.284)	14.79 (2.91)	
<b>Standard Power Take-off Speed (1000 rpm)</b>					
141.5 (105.5)	2153	9.35 (35.41)	0.456 (0.277)	15.14 (2.98)	
<b>Maximum Power (1 hour)</b>					
163.2 (121.7)	1800	9.50 (35.95)	0.401 (0.244)	17.18 (3.39)	

#### VARYING POWER AND FUEL CONSUMPTION

139.7 (104.2)	2200	9.45 (35.77)	0.467 (0.284)	14.79 (2.91)	Air temperature
122.0 (91.0)	2260	8.88 (33.63)	0.502 (0.306)	13.74 (2.71)	70°F (21°C)
92.5 (69.0)	2285	7.34 (27.77)	0.547 (0.333)	12.60 (2.48)	Relative humidity
62.5 (46.6)	2310	5.81 (22.01)	0.641 (0.390)	10.76 (2.12)	45%
31.5 (23.5)	2330	4.15 (15.70)	0.907 (0.552)	7.60 (1.50)	Barometer
--	2345	2.78 (10.51)	--	--	29.6" Hg (100.2 kPa)

Maximum Torque - 539.7 lb.-ft. (731.8 Nm) at 1400 rpm  
 Maximum Torque Rise - 61.8%  
 Torque rise at 1800 engine rpm - 42%

#### 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)
<b>Maximum Power—8th Gear</b>									
107.0 (79.8)	10045 (44.69)	3.99 (6.43)	2203	6.0	0.609 (0.371)	11.42 (2.25)	183 (84)	81 (27)	29.5 (100.0)
<b>75% of Pull at Maximum Power—8th Gear</b>									
85.1 (63.5)	7530 (33.50)	4.24 (6.82)	2271	4.2	0.626 (0.380)	11.09 (2.18)	181 (83)	81 (27)	29.5 (100.0)
<b>50% of Pull at Maximum Power—8th Gear</b>									
57.3 (42.7)	5020 (22.32)	4.28 (6.89)	2293	3.2	0.795 (0.483)	8.75 (1.72)	179 (82)	73 (23)	29.5 (100.0)
<b>75% of Pull at Reduced Engine Speed—9th Gear</b>									
86.6 (64.6)	7510 (33.40)	4.32 (6.96)	1975	4.2	0.569 (0.345)	12.18 (2.40)	179 (82)	75 (24)	29.5 (100.0)
<b>50% of Pull at Reduced Engine Speed—9th Gear</b>									
59.4 (44.3)	5135 (22.85)	4.34 (6.98)	1941	3.6	0.675 (0.410)	10.30 (2.03)	178 (81)	72 (22)	29.5 (100.0)

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

**Dates of tests:** April -July, 2007.

**Manufacturer:** CNH Osterreich GmbH  
 SteyrerstraBe, 32, 4300, St. Valentin, Austria

**FUEL and OIL:** Fuel No. 2 Diesel **Specific gravity converted to 60°/60°F (15°/15°C)** 0.829  
**Fuel weight** 6.90 lbs/gal (0.827 kg/l) **Oil SAE** 10W30 **API service classification** CG-4  
**Transmission and hydraulic lubricant** Case IH Hytran Ultra fluid **Front axle lubricant** Case IH Hytran Ultra fluid

**ENGINE: Make** CNH Diesel **Type** six cylinder vertical with turbocharger and air to air intercooler  
**Serial No.** 359098 **Crankshaft** lengthwise **Rated engine speed** 2200 **Bore and stroke** 4.094" x 5.197" (104.0 mm x 132.0 mm) **Compression ratio** 16.5 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** two paper canisters **Muffler** underhood **Exhaust** vertical **Cooling medium temperature control** thermostat and variable speed fan

**CHASSIS: Type** front wheel assist **Serial No.** Z6BH01009 **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 1.21 (1.94) second 1.45 (2.33) third 1.74 (2.80) fourth 2.09 (3.36) fifth 2.52 (4.05) sixth 3.03 (4.87) seventh 3.49 (5.62) eighth 4.20 (6.76) ninth 5.05 (8.12) tenth 6.06 (9.76) eleventh 7.30 (11.75) twelfth 8.78 (14.13) thirteenth 10.09 (16.24) fourteenth 12.13 (19.52) fifteenth 14.57 (23.45) sixteenth 17.52 (28.20) seventeenth 21.08 (33.92) eighteenth 25.35 (40.79) nineteenth 25.35 (40.80) (1700 engine rpm) reverse 2.67 (4.30), 3.21 (5.16), 3.85 (6.20), 4.63 (7.45), 5.57 (8.96), 6.70 (10.78) **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 2154 engine rpm **Unladen tractor mass** 17725 lb (8040 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. °F(°C) cool- ing med	Air dry bulb	Barom. inch Hg (kPa)
6th Gear									
104.7 (78.1)	16345 (72.71)	2.40 (3.87)	2018	14.2	0.628 (0.382)	11.07 (2.18)	184 (84)	84 (29)	29.4 (99.5)
7th Gear									
118.8 (88.6)	15750 (70.06)	2.83 (4.56)	2004	11.9	0.557 (0.339)	12.49 (2.46)	184 (84)	84 (29)	29.4 (99.5)
8th Gear									
126.9 (94.6)	15245 (67.82)	3.12 (5.02)	1814	11.1	0.521 (0.317)	13.35 (2.63)	180 (82)	84 (29)	29.4 (99.5)
9th Gear									
128.2 (95.6)	12495 (55.59)	3.85 (6.19)	1801	7.7	0.515 (0.313)	13.50 (2.66)	172 (78)	86 (30)	29.4 (99.5)
10th Gear									
129.7 (96.7)	10315 (45.89)	4.72 (7.59)	1800	6.0	0.509 (0.310)	13.65 (2.69)	172 (78)	86 (30)	29.4 (99.5)
11th Gear									
128.9 (96.1)	8685 (38.63)	5.57 (8.96)	1800	5.9	0.517 (0.314)	13.40 (2.65)	174 (79)	82 (28)	29.4 (99.5)
12th Gear									
126.7 (94.5)	6995 (31.12)	6.79 (10.94)	1800	4.5	0.525 (0.319)	13.22 (2.60)	176 (80)	84 (29)	29.4 (99.5)

**REPAIRS AND ADJUSTMENTS:** No repairs or adjustments.

**NOTE:** The data on this summary was obtained from OECD report 2409 conducted on the New Holland T7030 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 claims of 70.0 dB(A) cab sound level, 39.6 gpm (150 lpm) remote hydraulic flow nor 3 point lift capacities of 12787 lbs (5800 kg) or 15873 lbs (7200 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. **2410** Nebraska Summary 620, November 17, 2008.

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 8th gear	72.0	72.0
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; \*\*; 15(100)  
 Two 600/65R28; \*\*; 15(100)  
 23.6 in (600 mm)  
 10955 lb (4970 kg)  
 6935 lb (3145 kg)  
 17890 lb (8115 kg)

**DRAWBAR PERFORMANCE**  
**(Unballasted - Front Drive Disengaged)**  
**FUEL CONSUMPTION CHARACTERISTICS**

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)
<b>Maximum Power—8th Gear</b>									
108.5 (80.9)	10230 (45.51)	3.98 (6.40)	2206	7.2	0.606 (0.369)	11.47 (2.26)	176 (80)	75 (24)	29.7 (100.5)
<b>75% of Pull at Maximum Power—8th Gear</b>									
84.1 (62.7)	7690 (34.20)	4.10 (6.60)	2271	5.5	0.659 (0.401)	10.55 (2.08)	176 (80)	75 (24)	29.7 (100.5)
<b>50% of Pull at Maximum Power—8th Gear</b>									
57.0 (42.5)	5105 (22.70)	4.19 (6.74)	2295	4.6	0.809 (0.492)	8.59 (1.69)	180 (82)	75 (24)	29.7 (100.5)
<b>75% of Pull at Reduced Engine Speed—9th Gear</b>									
85.4 (63.7)	7700 (34.26)	4.16 (6.69)	1908	5.1	0.579 (0.353)	12.00 (2.37)	176 (80)	77 (25)	29.7 (100.5)
<b>50% of Pull at Reduced Engine Speed—9th Gear</b>									
57.7 (43.0)	5085 (22.63)	4.25 (6.84)	1929	4.2	0.692 (0.421)	10.05 (1.98)	174 (79)	77 (25)	29.7 (100.5)
<b>MAXIMUM POWER IN SELECTED GEARS</b>									
5th Gear									
76.7 (57.2)	12930 (57.52)	2.22 (3.58)	2266	14.2	0.766 (0.466)	9.08 (1.79)	181 (83)	73 (23)	29.7 (100.5)
6th Gear									
91.9 (68.5)	12920 (57.48)	2.67 (4.29)	2240	13.6	0.713 (0.434)	9.75 (1.92)	178 (81)	79 (26)	29.7 (100.5)
7th Gear									
102.1 (76.1)	12335 (54.86)	3.10 (4.99)	2206	11.5	0.637 (0.388)	10.91 (2.15)	180 (82)	79 (26)	29.6 (100.4)
8th Gear									
114.9 (85.7)	12490 (55.57)	3.45 (5.55)	2044	11.8	0.572 (0.348)	12.16 (2.40)	178 (81)	75 (24)	29.6 (100.4)
9th Gear									
122.6 (91.4)	12735 (56.65)	3.61 (5.81)	1812	13.3	0.541 (0.329)	12.84 (2.53)	176 (80)	73 (23)	29.6 (100.4)
10th Gear									
127.1 (94.8)	10455 (46.50)	4.56 (7.34)	1805	8.6	0.523 (0.318)	13.30 (2.62)	172 (78)	73 (23)	29.7 (100.5)
11th Gear									
110.8 (82.6)	7110 (31.63)	5.84 (9.40)	1810	7.0	0.587 (0.357)	11.83 (2.33)	172 (78)	73 (23)	29.7 (100.5)
12th Gear									
109.8 (81.9)	5890 (26.19)	6.99 (11.25)	1800	5.3	0.603 (0.367)	11.52 (2.27)	172 (78)	75 (24)	29.7 (100.5)

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 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 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
<b>MAXIMUM POWER AND FUEL CONSUMPTION</b>					
<b>Rated Engine Speed—(PTO speed—1022 rpm)</b>					
172.1 (128.3)	2200	10.96 (41.47)	0.439 (0.267)	15.70 (3.09)	
<b>Standard Power Take-off Speed - (1000 rpm)</b>					
177.0 (132.0)	2153	10.94 (41.41)	0.426 (0.259)	16.18 (3.19)	
<b>Maximum Power (1 hour)</b>					
186.4 (139.0)	1900	10.99 (41.61)	0.407 (0.247)	16.96 (3.34)	

### VARYING POWER AND FUEL CONSUMPTION

172.1 (128.3)	2200	10.96 (41.47)	0.439 (0.267)	15.70 (3.09)	Air temperature
149.0 (111.1)	2240	10.02 (37.95)	0.464 (0.282)	14.87 (2.93)	63°F (17°C)
113.3 (84.5)	2270	8.40 (31.81)	0.512 (0.312)	13.48 (2.66)	Relative humidity
76.4 (57.0)	2300	6.47 (24.50)	0.584 (0.355)	11.81 (2.33)	45%
38.6 (28.8)	2320	4.61 (17.45)	0.824 (0.501)	8.38 (1.65)	Barometer
--	2345	2.85 (10.80)	--	--	29.7"Hg (100.5 kPa)

Maximum Torque 579.1 lb.-ft. (785.1 Nm) at 1600 rpm

Maximum Torque Rise - 40.9%

Torque rise at 1800 rpm - 32%

## HYDRAULIC PERFORMANCE

CATEGORY: IIN

Quick Attach: No

OECD Static test

Lift cylinders:

	<u>2 x 90 mm</u>	<u>2 x 100 mm</u>
Maximum force exerted through whole range:	10275 lbs (45.7 kN)	13490 lbs (60.0 kN)

	Standard pump	High flow pump
i) Sustained pressure at compensator cutoff:	3175 psi (219 bar)	3175 psi (219 bar)
<b>two outlet sets combined</b>		
ii) Pump delivery rate at minimum pressure:	32.0 GPM(121.0 l/min)	39.1 GPM(148.1 l/min)
iii) Pump delivery rate at maximum		
hydraulic power:	27.0 GPM(102.0 l/min)	35.5 GPM(134.5 l/min)
Delivery pressure:	2830 psi (195 bar)	2610 psi (180 bar)
Power:	44.5 HP (33.2 kW)	54.2 HP (40.4 kW)
<b>single outlet set</b>		
ii) Pump delivery rate at minimum pressure:	26.2 GPM(99.3 l/min)	26.2 GPM(99.2 l/min)
iii) Pump delivery rate at maximum		
hydraulic power:	25.8 GPM(97.7 l/min)	25.7 GPM(97.4 l/min)
Delivery pressure:	2540 psi (175 bar)	2540 psi (175 bar)
Power:	38.2 HP (28.5 kW)	38.1 HP (28.4 kW)

### THREE POINT HITCH PERFORMANCE(SAE Static test)

Observed maximum pressure psi. (bar)	3175 (219)				
Location:	lift cylinder				
Hydraulic oil temperature: °F(°C)	150(65)				
Location:	hydraulic sump				
Category:	IIN				
Quick attach:	none				
System pressure 2865 psi (197 Bar) Lift cylinders - 2 x 90 mm					
Hitch point distance to ground level in. (mm)	19.7 (500)	21.9 (555)	25.8 (655)	33.7 (855)	45.3 (1150)
Lift force on frame lb	13195	13155	13195	13080	11690
" " " " " " (kN)	(58.7)	(58.5)	(58.7)	(58.2)	(52.0)
System pressure 2865 psi (197 Bar) Lift cylinders - 2 x 100 mm					
Hitch point distance to ground level in. (mm)	19.7 (500)	21.9 (555)	25.8 (655)	35.8 (910)	45.3 (1150)
Lift force on frame lb	14930	15015	15175	15150	14230
" " " " " " (kN)	(66.4)	(66.8)	(67.5)	(67.4)	(63.3)

### HITCH DIMENSIONS AS TESTED—NO LOAD

	OECD test		SAE test	
	inch	mm	inch	mm
A	31.9	810	31.5	800
B	17.9	454	17.9	454
C	15.1	383	15.1	383
D	14.6	372	14.6	372
E	10.9	277	10.9	277
F	10.6	270	10.6	270
G	36.4	925	36.4	925
H	2.4	60	2.4	60
I	19.7	440	19.7	440
J	25.8	655	25.8	655
K	26.9	682	26.9	682
L	48.2	1224	48.2	1224
M	23.1	587	23.1	587
N	38.3	974	38.3	974
O	9.0	230	19.7	500
P	52.8	1340	47.8	1214
Q	38.2	970	45.3	1150
R	40.2	1022	34.4	875

