

SUMMARY OF OECD TEST 2144—NEBRASKA SUMMARY 438

NEW HOLLAND TM190 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 |
|-------------------------------------------------|--------------------------------|------------------|-----------------------|-----------------------|--------------------------------|
| MAXIMUM POWER AND FUEL CONSUMPTION | | | | | |
| Rated Engine Speed—(PTO speed—1021 rpm) | | | | | |
| 163.6 (122.0) | 2199 | 10.12 (38.32) | 0.435 (0.264) | 16.16 (3.18) | |
| Standard Power Take-off Speed (1000 rpm) | | | | | |
| 167.4 (124.8) | 2153 | 10.20 (38.60) | 0.427 (0.260) | 16.41 (3.23) | |
| Maximum Power (2 hours) | | | | | |
| 172.1 (128.3) | 1790 | 9.66 (36.57) | 0.394 (0.240) | 17.82 (3.51) | |

VARYING POWER AND FUEL CONSUMPTION

| | | | | | |
|------------------|------|------------------|------------------|-----------------|----------------------|
| 163.6 (122.0) | 2199 | 10.12 (38.32) | 0.435 (0.264) | 16.16 (3.18) | Air temperature |
| 143.9 (107.3) | 2277 | 9.19 (34.77) | 0.448 (0.273) | 15.66 (3.09) | 73°F (23°C) |
| 109.0 (81.3) | 2303 | 7.42 (28.10) | 0.478 (0.291) | 14.67 (2.89) | Relative humidity |
| 73.5 (54.8) | 2325 | 5.71 (21.62) | 0.546 (0.332) | 12.87 (2.53) | 33% |
| 37.0 (27.6) | 2345 | 4.03 (15.25) | 0.766 (0.466) | 9.19 (1.81) | Barometer |
| -- | 2367 | 2.45 (9.29) | -- | -- | 29.6" Hg (100.2 kPa) |

Maximum Torque - 553.7 lb.-ft. (750.7 Nm) at 1505 rpm
 Maximum Torque Rise - 41.7%
 Torque rise at 1790 engine rpm - 29%

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 | Barom. inch Hg (kPa) |
|------------------------------------------------------|--------------------------------|------------------------|---------------------------------|-----------|----------------------------------------------|-----------------------|--------------------------------------|-------------------------------|
| Maximum Power—9th Gear | | | | | | | | |
| 137.6 (102.6) | 10635 (47.3) | 4.85 (7.80) | 2205 | 3.2 | 0.532 (0.324) | 13.25 (2.61) | 208 (98) | 61 (16) |
| 75% of Pull at Maximum Power—9th Gear | | | | | | | | |
| 108.5 (80.9) | 7990 (35.5) | 5.09 (8.19) | 2289 | 2.1 | 0.569 (0.346) | 12.39 (2.44) | 199 (93) | 61 (16) |
| 50% of Pull at Maximum Power—9th Gear | | | | | | | | |
| 73.5 (54.8) | 5330 (23.7) | 5.17 (8.32) | 2312 | 1.5 | 0.668 (0.407) | 10.55 (2.08) | 194 (90) | 61 (16) |
| 75% of Pull at Reduced Engine Speed—10th Gear | | | | | | | | |
| 108.9 (81.2) | 7980 (35.5) | 5.12 (8.24) | 1908 | 1.7 | 0.520 (0.316) | 13.55 (2.67) | 208 (98) | 61 (16) |
| 50% of Pull at Reduced Engine Speed—10th Gear | | | | | | | | |
| 74.0 (55.2) | 5340 (23.7) | 5.20 (8.37) | 1922 | 0.9 | 0.553 (0.337) | 12.74 (2.51) | 207 (97) | 59 (15) |

Location of Test: Silsoe Research Institute, Wrest Park, Silsoe, MK45 4HS, United Kingdom

Dates of Test: November 2003 to April 2004.

Manufacturer: CNH U.K. Ltd., Basildon, Essex, SS14 3AD, England

FUEL and OIL: Fuel No. 2 Diesel Specific gravity converted to 60°/60°F (15°/15°C) 0.843 Fuel weight 7.02 lbs/gal (0.8413 kg/l) Oil SAE 10W30 API service classification CG-4 Transmission and hydraulic lubricant New Holland 134D fluid Front axle lubricant New Holland 134D fluid

ENGINE: Make CNH Diesel Type six cylinder vertical with turbocharger and air to air intercooler Serial No. 963806 Crankshaft lengthwise Rated engine speed 2200 Bore and stroke 4.40" x 5.00" (111.8 mm x 127.0 mm) Compression ratio 17.0 to 1 Displacement 456 cu in (7480 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. 171080B Tread width rear 60.2" (1530 mm) to 87.8" (2230 mm) front 61.4" (1560 mm) to 89.0" (2260 mm) Wheelbase 110.9" (2818 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 1.18 (1.90) second 1.42 (2.28) third 1.70 (2.74) fourth 2.04 (3.29) fifth 2.46 (3.96) sixth 2.96 (4.76) seventh 3.42 (5.50) eighth 4.11 (6.62) ninth 4.94 (7.95) tenth 5.94 (9.56) eleventh 7.14 (11.49) twelfth 8.59 (13.82) thirteenth 9.86 (15.87) fourteenth 11.87 (19.10) fifteenth 14.26 (22.95) sixteenth 17.15 (27.60) seventeenth 20.62 (33.19) eighteenth 24.80 (39.91) nineteenth 28.45 (45.80) reverse 2.61 (4.20), 3.14 (5.05), 3.77 (6.06), 4.53 (7.29), 5.45 (8.77), 6.55 (10.54) 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 1000 rpm at 2154 engine rpm Unladen tractor mass 17470 lb (7925 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 Gear | | | | | | | | | |
| 61.7 (46.0) | 17465 (77.7) | 1.32 (2.13) | 2318 | 12.0 | 0.676 (0.411) | 10.43 (2.05) | 207 (97) | 61 (16) | 30.1 (101.9) |
| 3rd Gear | | | | | | | | | |
| 74.8 (55.8) | 17355 (77.2) | 1.62 (2.60) | 2309 | 10.4 | 0.658 (0.400) | 10.71 (2.11) | 208 (98) | 57 (14) | 30.1 (101.9) |
| 4th Gear | | | | | | | | | |
| 87.6 (65.3) | 16860 (75.0) | 1.95 (3.13) | 2299 | 10.0 | 0.609 (0.371) | 11.57 (2.28) | 198 (92) | 59 (15) | 30.1 (101.9) |
| 5th Gear | | | | | | | | | |
| 104.6 (78.0) | 16795 (74.7) | 2.34 (3.76) | 2284 | 9.6 | 0.620 (0.377) | 11.37 (2.24) | 196 (91) | 61 (16) | 30.1 (101.9) |
| 6th Gear | | | | | | | | | |
| 125.7 (93.7) | 16705 (74.3) | 2.82 (4.54) | 2254 | 7.9 | 0.534 (0.325) | 13.20 (2.60) | 196 (91) | 61 (16) | 30.1 (101.9) |
| 7th Gear | | | | | | | | | |
| 137.7 (102.7) | 16455 (73.2) | 3.14 (5.05) | 2169 | 7.9 | 0.526 (0.320) | 13.40 (2.64) | 194 (90) | 61 (16) | 30.1 (101.9) |
| 8th Gear | | | | | | | | | |
| 150.2 (112.0) | 15940 (70.9) | 3.53 (5.69) | 1999 | 6.5 | 0.496 (0.302) | 14.27 (2.80) | 201 (94) | 62 (17) | 30.1 (101.9) |
| 9th Gear | | | | | | | | | |
| 151.3 (112.8) | 13735 (61.1) | 4.13 (6.65) | 1898 | 4.1 | 0.453 (0.276) | 15.56 (3.07) | 205 (96) | 61 (16) | 30.1 (101.9) |
| 10th Gear | | | | | | | | | |
| 149.4 (111.4) | 11240 (50.0) | 4.98 (8.02) | 1879 | 2.8 | 0.488 (0.297) | 14.46 (2.85) | 205 (96) | 61 (16) | 30.1 (101.9) |
| 11th Gear | | | | | | | | | |
| 149.8 (111.7) | 9325 (41.5) | 6.02 (9.70) | 1873 | 2.0 | 0.489 (0.298) | 14.41 (2.84) | 205 (96) | 61 (16) | 30.1 (102.0) |
| 12th Gear | | | | | | | | | |
| 146.8 (109.5) | 7430 (33.1) | 7.41 (11.93) | 1908 | 1.7 | 0.500 (0.304) | 14.11 (2.78) | 203 (95) | 62 (17) | 30.1 (101.9) |
| 13th Gear | | | | | | | | | |
| 149.5 (111.5) | 6605 (29.4) | 8.49 (13.66) | 1897 | 1.4 | 0.491 (0.299) | 14.37 (2.83) | 199 (93) | 61 (16) | 30.1 (101.9) |

REPAIRS AND ADJUSTMENTS: No repairs or adjustments.

NOTE: The test results on this Summary were obtained from tests carried out on the Case IH MXM190 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 35 hp increase with power boost, 31.7 gpm (120 lpm) remote hydraulic flow nor 3 point lift capacity of 17581 lbs (7975 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. **2144** Nebraska Summary 438, November 29, 2004.

Leonard L. Bashford
Director

M.F. Kocher
V.I. Adamchuk
W.P. Campbell
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 | 76.0 | 76.0 |
| 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 650/65R42; **, 12 (85)
 Two 540/65R30; **, 12 (85)
 22.0 in (560 mm)
 10380 lb (4709 kg)
 7255 lb (3291 kg)
 17635 lb (8000 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 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—9th Gear | | | | | | | | | |
| 131.4 (98.0) | 10590 (47.1) | 4.65 (7.48) | 2198 | 6.7 | 0.545 (0.331) | 12.94 (2.55) | 208 (98) | 52 (11) | 29.6 (100.4) |
| 75% of Pull at Maximum Power—9th Gear | | | | | | | | | |
| 105.0 (78.3) | 7935 (35.3) | 4.96 (7.98) | 2291 | 4.6 | 0.530 (0.322) | 13.31 (2.62) | 207 (97) | 54 (12) | 29.6 (100.4) |
| 50% of Pull at Maximum Power—9th Gear | | | | | | | | | |
| 71.9 (53.6) | 5315 (23.6) | 5.07 (8.16) | 2312 | 3.4 | 0.688 (0.418) | 10.25 (2.02) | 210 (99) | 54 (12) | 29.6 (100.4) |
| 75% of Pull at Reduced Engine Speed—10th Gear | | | | | | | | | |
| 105.3 (78.5) | 7935 (35.3) | 4.98 (8.01) | 1911 | 4.6 | 0.498 (0.303) | 14.16 (2.79) | 205 (96) | 52 (11) | 29.7 (100.5) |
| 50% of Pull at Reduced Engine Speed—10th Gear | | | | | | | | | |
| 71.6 (53.4) | 5285 (23.5) | 5.08 (8.17) | 1922 | 3.2 | 0.551 (0.335) | 12.79 (2.52) | 205 (96) | 52 (11) | 29.7 (100.5) |
| MAXIMUM POWER IN SELECTED GEARS | | | | | | | | | |
| 1st Gear | | | | | | | | | |
| 36.6 (27.3) | 12390 (55.1) | 1.11 (1.78) | 2339 | 12.6 | 0.919 (0.559) | 7.67 (1.51) | 205 (96) | 52 (11) | 29.6 (100.4) |
| 2nd Gear | | | | | | | | | |
| 44.0 (32.8) | 12320 (54.8) | 1.34 (2.15) | 2334 | 12.1 | 0.834 (0.508) | 8.45 (1.66) | 203 (95) | 50 (10) | 29.6 (100.4) |
| 3rd Gear | | | | | | | | | |
| 52.6 (39.2) | 12230 (54.4) | 1.61 (2.59) | 2326 | 11.5 | 0.768 (0.467) | 9.19 (1.81) | 205 (96) | 50 (10) | 29.6 (100.4) |
| 4th Gear | | | | | | | | | |
| 62.0 (46.2) | 12095 (53.8) | 1.92 (3.09) | 2317 | 11.7 | 0.743 (0.452) | 9.49 (1.87) | 194 (90) | 52 (11) | 29.6 (100.4) |
| 5th Gear | | | | | | | | | |
| 74.8 (55.8) | 11960 (53.2) | 2.35 (3.77) | 2310 | 10.1 | 0.625 (0.380) | 11.29 (2.23) | 198 (92) | 52 (11) | 29.6 (100.4) |
| 6th Gear | | | | | | | | | |
| 87.6 (65.3) | 11670 (51.9) | 2.81 (4.53) | 2301 | 10.0 | 0.646 (0.393) | 10.91 (2.15) | 194 (90) | 50 (10) | 29.6 (100.4) |
| 7th Gear | | | | | | | | | |
| 102.3 (76.3) | 11735 (52.2) | 3.27 (5.26) | 2290 | 9.2 | 0.585 (0.356) | 12.06 (2.38) | 205 (96) | 50 (10) | 29.7 (100.5) |
| 8th Gear | | | | | | | | | |
| 122.7 (91.5) | 11745 (52.2) | 3.92 (6.30) | 2270 | 8.7 | 0.551 (0.335) | 12.79 (2.52) | 208 (98) | 50 (10) | 29.7 (100.5) |
| 9th Gear | | | | | | | | | |
| 137.2 (102.3) | 11465 (51.0) | 4.49 (7.22) | 2158 | 8.4 | 0.515 (0.314) | 13.69 (2.70) | 194 (90) | 54 (12) | 29.6 (100.4) |
| 10th Gear | | | | | | | | | |
| 146.7 (109.4) | 10790 (48.0) | 5.10 (8.21) | 2001 | 6.6 | 0.513 (0.312) | 13.76 (2.71) | 205 (96) | 50 (10) | 29.6 (100.4) |
| 11th Gear | | | | | | | | | |
| 146.8 (109.5) | 9125 (40.6) | 6.03 (9.70) | 1940 | 5.4 | 0.508 (0.309) | 13.88 (2.74) | 210 (99) | 50 (10) | 29.6 (100.4) |
| 12th Gear | | | | | | | | | |
| 142.4 (106.2) | 7360 (32.7) | 7.26 (11.68) | 1922 | 4.4 | 0.515 (0.314) | 13.68 (2.70) | 203 (95) | 50 (10) | 29.6 (100.4) |
| 13th Gear | | | | | | | | | |
| 148.2 (110.5) | 6630 (29.5) | 8.38 (13.48) | 1924 | 4.0 | 0.494 (0.301) | 14.26 (2.81) | 207 (97) | 52 (11) | 29.6 (100.4) |

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 |
|---------------------------------------------------|--------------------------------|------------------|-----------------------|-----------------------|--------------------------------|
| MAXIMUM POWER AND FUEL CONSUMPTION | | | | | |
| Rated Engine Speed—(PTO speed—1022 rpm) | | | | | |
| 191.8 (143.0) | 2200 | 11.72 (44.37) | 0.429 (0.261) | 16.36 (3.22) | |
| Standard Power Take-off Speed - (1000 rpm) | | | | | |
| 197.3 (147.1) | 2154 | 11.86 (44.88) | 0.422 (0.257) | 16.64 (3.28) | |
| Maximum Power (2 hours) | | | | | |
| 206.7 (154.1) | 2000 | 12.60 (47.69) | 0.427 (0.260) | 16.40 (3.23) | |

VARYING POWER AND FUEL CONSUMPTION

| | | | | | |
|------------------|------|------------------|------------------|-----------------|---------------------|
| 191.8 (143.0) | 2200 | 11.72 (44.37) | 0.429 (0.261) | 16.36 (3.22) | Air temperature |
| 167.6 (125.0) | 2263 | 10.51 (39.79) | 0.441 (0.268) | 15.94 (3.14) | 73°F (23°C) |
| 127.3 (94.9) | 2293 | 8.33 (31.53) | 0.459 (0.279) | 15.28 (3.01) | Relative humidity |
| 85.8 (64.0) | 2315 | 6.41 (24.26) | 0.524 (0.319) | 13.40 (2.64) | 36% |
| 43.4 (32.4) | 2343 | 4.28 (16.19) | 0.691 (0.420) | 10.16 (2.00) | Barometer |
| -- | 2368 | 2.44 (9.24) | -- | -- | 29.7"Hg (100.6 kPa) |

Maximum Torque 629.4 lb.-ft. (853.3 Nm) at 1606 rpm
 Maximum Torque Rise - 37.5%
 Torque rise at 1800 rpm - 29%

THREE POINT HITCH PERFORMANCE (OECD Static Test)

CATEGORY: II

Quick Attach: No

Maximum Force Exerted Through Whole Range: 11285 lbs (50.2 kN)

i) Opening pressure of relief valve:

NA NA

Sustained pressure at compensator cutoff: 3120 psi (215 bar) 3120 psi (215 bar)

ii) Pump delivery rate at minimum pressure: 25.1 GPM(95.0 l/min) 30.9 GPM(117.0 l/min)

iii) Pump delivery rate at maximum

hydraulic power: 25.0 GPM(94.5 l/min) 26.9 GPM(102.0 l/min)

Delivery pressure: 2540 psi (175 bar) 2815 psi (194 bar)

Power: 36.9 HP (27.5 kW) 44.2 HP (33.0 kW)

THREE POINT HITCH PERFORMANCE

| | | | | | |
|---------------------------------------------------------------------------------|----------------|-----------|-----------|-----------|------------|
| Observed Maximum Pressure psi.(bar) | 3120(215) | | | | |
| Location: | lift cylinder | | | | |
| Hydraulic oil temperature: °F(°C) | 150(65) | | | | |
| Location: | hydraulic sump | | | | |
| Category: | II | | | | |
| Quick attach: | none | | | | |
| SAE Static Test—System pressure 2685 psi (185 Bar) (two boost cylinders) | | | | | |
| Hitch point distance to ground level in.(mm) | 10.6(270) | 18.1(460) | 25.0(635) | 36.2(920) | 42.0(1068) |
| Lift force on frame lb | 18455 | 18165 | 17175 | 14790 | 13690 |
| " " " " " " (kN) | (82.1) | (80.8) | (76.4) | (65.8) | (60.9) |

HITCH DIMENSIONS AS TESTED—NO LOAD

| | OECD test | | SAE test | |
|---|-----------|------|----------|------|
| | inch | mm | inch | mm |
| A | 29.1 | 740 | 31.1 | 790 |
| B | 17.7 | 450 | 17.7 | 450 |
| C | 15.1 | 383 | 15.1 | 383 |
| D | 14.6 | 372 | 14.6 | 372 |
| E | 8.5 | 217 | 10.9 | 277 |
| F | 10.6 | 270 | 10.6 | 270 |
| G | 35.6 | 905 | 35.6 | 905 |
| H | 1.2 | 30 | 1.2 | 30 |
| I | 19.7 | 500 | 17.3 | 440 |
| J | 25.0 | 635 | 25.0 | 635 |
| K | 24.1 | 612 | 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 | 7.9 | 200 | 10.6 | 270 |
| P | 49.0 | 1245 | 45.1 | 1145 |
| Q | 38.8 | 985 | 38.9 | 988 |
| R | 38.5 | 978 | 39.0 | 990 |

