002-12

Kubota

Seating positions (saddles and seats)

49.1.	Seating position configuration:	seat
49.4.2.	Driver's seat type category:	category A class II/III
49.4.3.	Reversible driving position:	no
49.5.1.	Number of passenger seats:	1

Load platform(s) N/A

Mechanical couplings

38.3. Rear mechanical coupling

Variant M19 ?? b?

Type (according to Appendix 1 of Annex XXXIV to Commission Delegated Regulation (EU) 2015/208):	Make:	Manufacturer's type designation:	(EU) type-approval mark or -number:	Maximum horizontal load/D-Value(4)(44):	Towable mass (T) (4)(44):	Maximum permissible vertical load on the coupling point *1 **:	Position of coupling point(62)			
							height above ground,		distance from vertical plane passing through the axis of the rear axle	
							Min.	Max.	Min.	Max.
Clevis type mechanical coupling	Scharmüller	390519	e1 00025 ND	102,4 kN	n/a	2500 kg	479 mm	1029 mm	715 mm	715 mm
Clevis type mechanical coupling	Scharmüller	390506	e1 000321 ND	97,1 kN	n/a	2500 kg	479 mm	1029 mm	722 mm	722 mm
Clevis type automatical coupling	Scharmüller	390329	e1 00027 ND	102,4 kN	n/a	2500 kg	477 mm	1027 mm	726 mm	726 mm
Clevis type automatical coupling	Scharmüller	390108	e1 00325 ND	97,1 kN	n/a	2500 kg	477 mm	1027 mm	734 mm	734 mm
Coupling ball 80 mm	Scharmüller	639046	e1 00028 ND	120 kN	n/a	4000 kg	509 mm	1059 mm	676 mm	676 mm
Coupling ball 80 mm	Scharmüller	670000	e1 00190 ND	97,1 kN	n/a	3000 kg	455 mm	1005 mm	765 mm	765 mm
Towing pin (Piton)	Scharmüller	639016	e1 00008 ND	120 kN	n/a	3000 kg	501 mm	1051 mm	683 mm	683 mm
Towing pin (Piton)	Scharmüller	67100	e1 00333 ND	89,3 kN	n/a	3000 kg	450 mm	1000 mm	765 mm	765 mm

Drawbar	Scharmüller	1306	el 00267 ND	78,5 kN	n/a	1800 kg *3 1500 kg *4 800 kg *5	482 mm	482 mm	782 mm	932 mm
Drawbar	Dromone	CAT2 Drawbar A1	el 00178 ND	83,9 kN	n/a	2100 kg *3 1400 kg *4	484 mm	484 mm	838 mm	893 mm
Towing hook	Dromone	Tow hook A1	el 00209 ND	87,1 kN	n/a	3000 kg	484 mm	484 mm	622 mm	622 mm

Note: The coupling device may only be used in connection with the coupling heads, mentioned in the installation and operating instruction.

*1 The couplng device have to be used in combination with installation components (Mounting bearing, mounting frame) with for mounting suitable and according to the characterícstics values strength designed.

*2 Remark: The permitted vertical load on coupling point must be calculated depending on the tyres load index and the actually axle weight.

*3 pull out position I
*4 pull out position II
*5 pull out position III

Three-point lifting mechanism

39.1. Three-point lifting mechanism: both front and rear mounted

39.2. Maximum towable mass: 7000 kg per lower hitch point

Additional coupling points

40.1. Additional coupling points: no

Power take-off(s)

51.2. Main PTO: Position: rear

51.3. Secondary PTO: Position: -

51.2.3. Optional:Power at the power take-off (PTO) at the rated speed(s) [in accordance with OECD Code 2 or ISO 789-1:1990(Agricultural tractors-Test procedures-Part 1:Power tests for power take-off)]

Rated speed PTO (min-1)	Corresponding engine speed (min-1)		Power (kW)	
	Main PTO:	Secondary PTO:	Main PTO:	Secondary PTO:
1-540	-	-	-	-
2-1 000	-	-	-	-
540E	-	-	-	-
1 000E	-	-	-	-

Kubota

Result of the sound level test (external):

Measured according to Annex III to commission Delegated Regulation (EU) 2015/96, as last amended by Commission Delegated Regulation (EU)2016/1788

Moving:	80 dB(A)
Stationary:	79 dB(A)
Engine speed:	2220 min^{-1}

Driver-preceived sound level:

Measured according to Annex XIII to commission Delegated Regulation (EU) No 1322/2014, as last amended by Commission Delegated Regulation (EU)2016/1788

Driver's exposure to noise level	closed:	71 dB(A)
	opened:	82 dB(A)
Test method used:	Test method 2 in accordance with section 3 of Annex XIII to Commission Delegated Regulation (EU) No 1322/2014	

Results of exhaust emission tests (inclusive of Deterioration Factor)

Measured according to:

- Annex I to Commission Delegated Regulation (EU) 2015/96, as last amended by Commission Delegated Regulation (EU) .../...: no
- Annex XII to Directive 97/68/EC of the European Parliament and of the Council, as last amended by (Commission) Directive No 2012/46/EC: yes ;or
- Regulation (EC) No 595/2009 of the European Parliament and of the Council, as last amended by (Commission Delegated) Regulation (EU) (No) .../... (of the European Parliament and of the Council): no ;or
- Annex 4B to UNECE Regulation No 96.04 series of amendments (OJ L88,22.3.2014,p.1): no

Cycle	NRSC	NRTC
Stage	IV	IV
CO	0.011 g/kWh	0.057 g/kWh
HC	0.006 g/kWh	0.011 g/kWh
NO_x	0.179 g/kWh	0.220 g/kWh
$HC+NO_x$	-- g/kWh	-- g/kWh
PM	0.004 g/kWh	0.000 g/kWh
CO_2	743.5 g/kWh	767.5 g/kWh
NMHC	not applicable	-- g/kWh
CH_4	not applicable	-- g/kWh
NRTC hot cycle CO_2	not applicable	-- g/kWh
NRTC hot cycle work	not applicable	-- kWh
Cycle work for hot start w/o regeneration	not applicable	-- kWh

Comments:

Tyre combination out of the scope of the whole vehicle type approval:

4.2.2.1. Overall dimensions of the vehicle, including mechanical coupling

4.2.2.1.2. Width for on-road use between 2550 mm and 3000 mm

Tyre combination No	Axle No	Tyre dimension incl load capacity index & speed category symbol		Rolling radius [mm]	Tyre Load rating per tyre [kg]	Maximum permissible mass per axle [kg](*)	Maximum permissible mass of the vehicle [kg](*)	Maximum permissible vertical load on the coupling point [kg](*)(**)(***)	Track width[mm]	
									Minimum	Maximum
20	1	VF600/60R28	146 A8	675	3000	4500	11500	See below	1900	2050
	2	VF710/60R38	160 A8	875	4500	8000			1950	1950

(*) According to the tyre specification.

(**) Load transmitted to the reference centre of the coupling under static conditions, irrespective to the coupling device; if the maximum permissible vertical load on the coupling point depending on the coupling is indicated in this table, expand the table at the right side and indicate the identification of the coupling device in the header of the column; for R- or S-category vehicles this column(s) concerns the rear coupling devices if there is such a device.

(***) Value to be provided only if the maximum permissible vertical load on the coupling point is lower than indicated in entries 38.3 and 38.4