

Allison Transmission
Bundled Report

| | |
|------------------|------------------------|
| Application | 116-A353481-1 |
| Iteration | 1 |
| Date | April 4, 2025 13:31:06 |
| Units Of Measure | SI |

The vehicle performance calculated by iSCAAN is an estimate for the specified vehicle and power train operating at standard engine conditions per SAE J1995 at 91 m (300 feet) altitude of 100 kPa barometric pressure and 25°C (77°F) inlet air temperature. Engine performance is significantly affected as operating altitude increases, therefore, Allison Transmission, Inc. does not represent and hereby disclaims that, under all conditions, the actual vehicle will achieve the simulated performance.

Application Profile

| | |
|------------------------|---|
| Application Name | Titan HET Z80 - OM473 480kW 3100Nm red.477kW red. 2360Nm - 4700 |
| Owner | Andreas Wolf @ DGS Mainz |
| SCAAN Analysis Type | Standard Vehicle Run |
| Optional Analysis Type | |
| Classification | Standard |
| Review Status | Not Submitted |

Mission

| | |
|-------------------|--|
| End User | Unknown |
| Selected Vocation | Heavy Haul — Equipment Hauler with Escort or Permit — Tractor Trailer (22-10-20) |

Platform

| | |
|-----------------------|---|
| Vehicle Manufacturer | Titan (Europe/ME/SA) |
| Vehicle Model | Z80 |
| Vehicle Configuration | Tractor 6x6 |
| Engine Rating | Mercedes Benz OM 473 -- 480kW@1600rpm 3100Nm@1300rpm Stufe 3a - red. 447kW 2360Nm -- without SEM/LRTP (116-L032709-E, Rev A) |
| Transmission | 4700 INTL Retarder (1-L007442-T, Rev E) |
| Transmission Rating | 4700 INTL Retarder Heavy Equipment Transport (HET) - Diesel Allison 6th Generation Controls without SEM/LRTP (1-L024294-R, Rev A) |
| Vehicle Parameters | Standard |
| Torque Converter | TC571 (1-L001261-TC, Rev D) - Recommended |
| Transmission Retarder | 4000 Series High Capacity (1-L004745-TR, Rev E) |
| LRTP Status | |

Allison Transmission Input Summary

Mission

| | |
|-------------------|--|
| End User | Unknown |
| Selected Vocation | Heavy Haul — Equipment Hauler with Escort or Permit — Tractor Trailer (22-10-20) |

Platform

| | |
|---------------------------|----------------------|
| Vehicle Manufacturer | Titan (Europe/ME/SA) |
| Vehicle Model | Z80 |
| Vehicle Configuration | Tractor 6x6 |
| User Expected Engine Load | 0% |

Platform - Area and Weight

| | |
|--|--------------------------|
| Frontal Area | 14.000 m² |
| Height / Width | 4.000 m / 3.500 m |
| Standard Wind Resistance Coefficient | 0.800 (no Deflector) |
| User Defined Wind Resistance Coefficient | 0.800 (no Deflector) |
| Gross Combined Weight | 180000 kg (with Trailer) |
| Weight On Drive Wheels | 78000 kg (43.33%) |

Platform - Tires

| | |
|--|------------------------------------|
| Number Of Tires | 6 (High Flotation (Terra)) |
| Selected Tire | |
| Tire Revolutions | 200 revs/km |
| Tire Rolling Radius | 0.794 m |
| Standard Surface | Smooth Concrete (SC Factor = 1.00) |
| Selected Surface | Smooth Concrete (SC Factor = 1.00) |
| Standard On-Road Traction Limit Coefficient | 0.700 |
| Standard Off-Road Traction Limit Coefficient | 0.000 |
| User Defined On-Road Traction Limit Coefficient | 0.700 |
| User Defined Off-Road Traction Limit Coefficient | 0.000 |
| Tire/Wheel Inertia (estimated) | 1373.3387 kg-m² |

Accessory Losses (Power @ Governed Speed)

| Accessory | Standard Loss (kW) | User Defined Loss (kW) |
|------------------------|--------------------|------------------------|
| Fan (Clutch Fan) | 38.1 | 38.1 |
| Alternator / Generator | 2.1 | 2.1 |
| Air Compressor | 2.3 | 2.3 |
| Steering Pump | 2.3 | 2.3 |
| Air Conditioning | 0.0 | 0.0 |
| Implement Drive | 0.0 | 0.0 |

Engine

| | |
|----------------------------|--|
| Number of Power Packs | 1 |
| Engine Rating | Mercedes Benz OM 473 -- 480kW@1600rpm 3100Nm@1300rpm Stufe 3a - red. 447kW 2360Nm -- without SEM/LRTP (116-L032709-E, Rev A) |
| Engine Controls Type | Electronic |
| Evaluate at Altitude | No |
| Certifications | |
| Displacement | 15.60 l |
| Peak Torque | 2360.0 N-m |
| Peak Torque Speed | 1300 rpm |
| Peak Power | 420.1 kW |
| Peak Power Speed | 1700 rpm |
| Governed Power | 447.0 kW |
| Governed Speed | 1900 rpm |
| Number Of Curves | 1 |
| Engine Curve Reference | 100 07 315 |
| Cruise Velocity @ Speed | 0.0 km/h @ 0 rpm |
| Engine Retarder | |
| Engine Inertia (estimated) | 2.2446 kg-m² |
| Engine Idle Speed | 650 rpm |

Engine Curve - Standard Losses - Combined Low & High Curves (AC On Where Applicable)

| Speed (rpm) | Gross Power (kW) | Gross Torque (N-m) | Net Power Fan On (kW) | Net Torque Fan On (N-m) | Net Power Fan Off (kW) | Net Torque Fan Off (N-m) | Point Identification |
|-------------|------------------|--------------------|-----------------------|-------------------------|------------------------|--------------------------|----------------------|
| 800 | 197.7 | 2360.0 | 190.8 | 2277.7 | 193.7 | 2311.6 | |
| 900 | 222.4 | 2360.0 | 214.1 | 2271.4 | 218.1 | 2314.4 | |
| 1000 | 247.1 | 2360.0 | 237.0 | 2263.6 | 242.6 | 2316.6 | |
| 1100 | 271.9 | 2360.0 | 259.7 | 2254.2 | 267.1 | 2318.4 | |
| 1200 | 296.6 | 2360.0 | 281.9 | 2243.5 | 291.5 | 2319.9 | |
| 1300 | 321.3 | 2360.0 | 303.8 | 2231.6 | 316.0 | 2321.2 | Peak Torque |
| 1400 | 346.0 | 2360.0 | 325.2 | 2218.3 | 340.5 | 2322.3 | |
| 1500 | 370.7 | 2360.0 | 346.2 | 2203.9 | 364.9 | 2323.2 | |
| 1600 | 395.4 | 2360.0 | 366.6 | 2188.3 | 389.4 | 2324.1 | |
| 1700 | 420.1 | 2360.0 | 386.6 | 2171.5 | 413.9 | 2324.8 | Peak Power |
| 1800 | 444.8 | 2360.0 | 405.9 | 2153.6 | 438.3 | 2325.5 | |
| 1900 | 447.0 | 2246.6 | 402.1 | 2021.1 | 440.2 | 2212.6 | Governed |
| 2030 | 0.0 | 0.0 | -53.5 | -251.9 | -7.1 | -33.3 | No Load Governed |

Engine Curve - User Defined Losses - Combined Low & High Curves (AC On Where Applicable)

| Speed (rpm) | Gross Power (kW) | Gross Torque (N-m) | Net Power Fan On (kW) | Net Torque Fan On (N-m) | Net Power Fan Off (kW) | Net Torque Fan Off (N-m) | Point Identification |
|-------------|------------------|--------------------|-----------------------|-------------------------|------------------------|--------------------------|----------------------|
| 800 | 197.7 | 2360.0 | 190.8 | 2277.7 | 193.7 | 2311.6 | |
| 900 | 222.4 | 2360.0 | 214.1 | 2271.4 | 218.1 | 2314.4 | |
| 1000 | 247.1 | 2360.0 | 237.0 | 2263.6 | 242.6 | 2316.6 | |
| 1100 | 271.9 | 2360.0 | 259.7 | 2254.2 | 267.1 | 2318.4 | |
| 1200 | 296.6 | 2360.0 | 281.9 | 2243.5 | 291.5 | 2319.9 | |
| 1300 | 321.3 | 2360.0 | 303.8 | 2231.6 | 316.0 | 2321.2 | Peak Torque |
| 1400 | 346.0 | 2360.0 | 325.2 | 2218.3 | 340.5 | 2322.3 | |
| 1500 | 370.7 | 2360.0 | 346.2 | 2203.9 | 364.9 | 2323.2 | |
| 1600 | 395.4 | 2360.0 | 366.6 | 2188.3 | 389.4 | 2324.1 | |
| 1700 | 420.1 | 2360.0 | 386.6 | 2171.5 | 413.9 | 2324.8 | Peak Power |
| 1800 | 444.8 | 2360.0 | 405.9 | 2153.6 | 438.3 | 2325.5 | |
| 1900 | 447.0 | 2246.6 | 402.1 | 2021.1 | 440.2 | 2212.6 | Governed |
| 2030 | 0.0 | 0.0 | -53.5 | -251.9 | -7.1 | -33.3 | No Load Governed |

Transmission

| | |
|---------------------------|---|
| Transmission Manufacturer | Allison Transmission |
| Transmission Family | 4000 Series (1-L001323-TF, Rev U) |
| Transmission | 4700 INTL Retarder (1-L007442-T, Rev E) |
| Transmission Rating | 4700 INTL Retarder Heavy Equipment Transport (HET) - Diesel Allison 6th Generation Controls without SEM/LRTP (1-L024294-R, Rev A) |
| Torque Converter | TC571 (1-L001261-TC, Rev D) - Recommended |
| Transmission Retarder | 4000 Series High Capacity (1-L004745-TR, Rev E) |

Controls

| | |
|------------------|---|
| Controls Release | Production Calibration (PC) for 4000 Series (1-L007292-CR, Rev E) |
|------------------|---|

Controls - Primary Gears (Shift Schedule)

| | |
|---------------------------|--------------------------------------|
| DynActive | No |
| Speed Profile | Performance |
| Shift Speed & Strategy | 1900 rpm S1 Performance |
| Equivalent DynActive Bias | 0 |
| Primary Mode: Gears | Low = 1, Start = 2, High = 7 (1-2-7) |

Driveline

| | |
|----------------------------------|----|
| Transmission Output Torque Limit | No |
|----------------------------------|----|

Driveline - Components

| Component | Description | Ratio | Standard Efficiency (%) | User Defined Efficiency (%) |
|--|-------------|--------|-------------------------|-----------------------------|
| Propshaft -- One Piece -- Two Joint (1-L003521-DL) | Single | 1.000 | 98.60 | 98.60 |
| Axle -- Off Hwy Single Red -- 6x6 (1-L003573-DL) | Single | 16.140 | 88.40 | 88.40 |
| Aux Gearing -- Transfer Case -- Two Speed (1-L003523-DL) | Low | 2.040 | 97.00 | 97.00 |
| Aux Gearing -- Transfer Case -- Two Speed (1-L003523-DL) | High | 1.030 | 97.00 | 97.00 |

Driveline - Overall Driveline Ratio

| Description | Ratio | Standard Efficiency (%) | User Defined Efficiency (%) | N over V Ratio (rpm/kph) |
|-------------|--------|-------------------------|-----------------------------|--------------------------|
| High | 16.624 | 84.55 | 84.55 | 55.526 |
| Low | 32.926 | 84.55 | 84.55 | 109.974 |

Allison Transmission Ratings and Guidelines Check









Note

This SCAAN information is subject to the SCAAN Disclaimer set forth elsewhere.
Results indicate the vehicle operating conditions at steady state (acceleration = 0).
The exclamation symbol indicates that Wheel Slip may occur.








Converter Rating And Guideline Checks

| | | | |
|-----------------------|--|--|--|
| | | Section Score - OK | |
| C01 | | Transmission / Converter Compatibility | |
| Overall Status | | OK: Acceptable | |
| C02 | | Engine / Converter Compatibility | |
| Overall Status | | OK: Acceptable | |
| C04 | | Engine Speed at Converter Stall | |
| Overall Status | | Reference | |
| Actual | | 1514 rpm | |
| C05 | | Minimum Engine Speed | |
| Overall Status | | OK: Acceptable | |
| Rating/Recommendation | | 900 rpm (Min) | |
| Actual | | 1450 rpm | |
| Notes | | Net peak torque speed (800 rpm) + allowable variation (100 rpm). | |
| C07 | | Turbine Torque at Converter Stall | |
| Overall Status | | OK: Acceptable | |
| Rating/Recommendation | | 3525.0 N-m (Max) | |
| Actual | | 3521.6 N-m | |
| C08 | | Converter Speed Ratio at Engine Governed Speed | |
| Overall Status | | OK: Acceptable | |
| Rating/Recommendation | | 0.800 (Min) | |
| Actual | | 0.831 | |
| C03 | | Converter Stall Torque Ratio | |
| Overall Status | | Reference | |
| Actual | | 1.620 | |

Transmission Rating And Guideline Checks

| | | |
|---|---|---|
|  Section Score - OK | | |
| T01 |  | Transmission / Vocation Compatibility |
| Overall Status | | OK: Acceptable |
| T02 |  | Transmission / Engine Compatibility |
| Overall Status | | OK: Acceptable |
| T17 |  | Transmission Permitted in End User/Chassis Mfg Locations |
| Overall Status | | OK: Acceptable |
| T15 |  | Transmission Input Power (Gross) |
| Overall Status | | OK: Acceptable |
| Rating/Recommendation | | 447.0 kW (Max) |
| Actual | | 447.0 kW |
| T14 |  | Transmission Input Torque (Gross) |
| Overall Status | | OK: Acceptable |
| Rating/Recommendation | | 2508.0 N-m (Max) |
| Actual | | 2360.0 N-m |
| T03 |  | Transmission Input Speed |
| Overall Status | | OK: Acceptable |
| Rating/Recommendation | | 1700 rpm / 2300 rpm |
| Actual | | 1900 rpm |
| T04 |  | Transmission Output Speed |
| Overall Status | | Reference |
| Actual | | 2973 rpm |
| Notes | | Check made in Range 7L at 1900 rpm Engine Governed Speed. |

Vehicle Rating And Guideline Checks - Standard

| | | |
|--|---|--|
|  Section Score - C | | |
| V22 |  | 2nd Range Converter Stall Gradeability |
| Overall Status | | Reference |
| Actual | | 23.30 % |
| V47 |  | 2nd Range 80% Converter Efficiency Gradeability |
| Overall Status | | Reference |
| Actual | | 15.133 |
| V16 |  | Gradeability Required at Governed Speed |
| Overall Status | | OK: Acceptable |
| Rating/Recommendation | | 8.00 % (Min) |
| Actual | | 28.22 % |
| Notes | | Check is in Lockup Mode. |
| V17 |  | Maximum Geared Vehicle Speed at Engine Governed Speed |
| Overall Status | | Reference |
| Actual | | 53.5 km/h |
| Notes | | Check is in 7L Lockup. |
| V18 |  | Maximum Speed on 0.5% Grade |
| Overall Status | | C: Consider - manufacturer to assess |
| Rating/Recommendation | | 104.6 km/h (Min) |
| Actual | | 34.5 km/h |
| Notes | | At 1901.8 rpm Engine Speed, Range 6L. |
| V45 |  | Heat Generated in 2nd Range 80% Converter Efficiency |
| Overall Status | | Reference |
| Actual | | 91.45 kW |
| Notes | | At 1740.3 rpm Engine Speed. |

Allison Transmission
Vehicle Performance Summary

Note

This SCAAN information is subject to the SCAAN Disclaimer set forth elsewhere.

Full Throttle, Automatic Upshifts (Gradeability)

| Engine Fan | Air Conditioning | Engine Power | Vehicle Parameters | Axle Ratio | Auxiliary Gearing Ratio |
|------------|------------------|----------------------|--------------------|------------|-------------------------|
| On | Off | Standard Power Curve | Standard | 16.140 | 2.040 |

| Gradeability | Percent Grade | Vehicle Speed (km/h) | Gear Range | Match Point |
|------------------------|---------------|----------------------|------------|-------------|
| Stall Gradeability | 23.3 | 0.0 | 2C | Stall |
| Launch Gradeability | 21.3 | 0.0 | 2C | |
| Low Speed Gradeability | 15.1 | 3.2 | 2C | 80 Percent |
| Maximum Speed on Grade | 0.0 | 27.5 | 7L | Road Load |
| | 0.3 | 27.3 | 7L | |
| | 0.5 | 27.2 | 7L | |
| | 1.0 | 22.5 | 6L | |
| | 2.0 | 16.6 | 5L | |
| | 3.0 | 11.6 | 4L | |
| | 4.0 | 11.6 | 4L | |
| | 5.0 | 8.7 | 3L | |
| | 6.0 | 8.7 | 3L | |
| | 7.0 | 6.1 | 3C | |
| | 8.0 | 5.0 | 3C | |
| | 9.0 | 3.7 | 2C | |
| | 10.0 | 3.7 | 2C | |

Full Throttle, Automatic Upshifts (Gradeability)

| Engine Fan | Air Conditioning | Engine Power | Vehicle Parameters | Axle Ratio | Auxiliary Gearing Ratio |
|------------|------------------|----------------------|--------------------|------------|-------------------------|
| On | Off | Standard Power Curve | Standard | 16.140 | 1.030 |

| Gradeability | Percent Grade | Vehicle Speed (km/h) | Gear Range | Match Point |
|------------------------|---------------|----------------------|------------|-------------|
| Stall Gradeability | 10.7 | 0.0 | 2C | Stall |
| Launch Gradeability | 8.7 | 0.0 | 2C | |
| Low Speed Gradeability | 6.8 | 6.2 | 2C | 80 Percent |
| Maximum Speed on Grade | 0.0 | 32.9 | 5L | Road Load |
| | 0.3 | 32.9 | 5L | |
| | 0.5 | 28.8 | 5L | |
| | 1.0 | 23.0 | 4L | |
| | 2.0 | 17.2 | 3L | |
| | 3.0 | 11.3 | 3C | |
| | 4.0 | 7.3 | 2C | |
| | 5.0 | 7.3 | 2C | |
| | 6.0 | 7.3 | 2C | |
| | 7.0 | 5.9 | 2C | |
| | 8.0 | 4.2 | 2C | |
| | 9.0 | 2.7 | 2C | |
| | 10.0 | 1.1 | 2C | |

Full Throttle, Automatic Upshifts (Acceleration)

| Engine Fan | Air Conditioning | Engine Power | Vehicle Parameters | Axle Ratio | Auxiliary Gearing Ratio |
|------------|------------------|----------------------|--------------------|------------|-------------------------|
| On | Off | Standard Power Curve | Standard | 16.140 | 2.040 |

| Speed (km/h) | Time (sec) | Distance (m) |
|--------------|--------------|--------------|
| 0 - 20 km/h | 17.9 | 68 |
| 0 - 30 km/h | Not Possible | Not Possible |
| 0 - 40 km/h | Not Possible | Not Possible |
| 0 - 60 km/h | Not Possible | Not Possible |
| 0 - 80 km/h | Not Possible | Not Possible |
| 0 - 100 km/h | Not Possible | Not Possible |

Full Throttle, Automatic Upshifts (Acceleration)

| Engine Fan | Air Conditioning | Engine Power | Vehicle Parameters | Axle Ratio | Auxiliary Gearing Ratio |
|------------|------------------|----------------------|--------------------|------------|-------------------------|
| On | Off | Standard Power Curve | Standard | 16.140 | 1.030 |

| Speed (km/h) | Time (sec) | Distance (m) |
|--------------|--------------|--------------|
| 0 - 20 km/h | 18.9 | 69 |
| 0 - 30 km/h | 63.7 | 391 |
| 0 - 40 km/h | Not Possible | Not Possible |
| 0 - 60 km/h | Not Possible | Not Possible |
| 0 - 80 km/h | Not Possible | Not Possible |
| 0 - 100 km/h | Not Possible | Not Possible |

Allison Transmission
Vehicle Full Throttle Performance

Note

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Results indicate the vehicle operating conditions at steady state (acceleration = 0).
The exclamation symbol indicates that Wheel Slip may occur.

Full Throttle, Automatic Upshifts (2C-3C-3L-4L-5L-6L-7L)

| Engine Fan | | Air Conditioning | | Engine Power | | Vehicle Parameters | | Axle Ratio | Auxiliary Gearing Ratio | |
|------------|----------------------|--------------------|--------------------|----------------------|-------------------|----------------------------|---------------|----------------------------------|-------------------------|--|
| On | | Off | | Standard Power Curve | | Standard | | 16.140 | 2.040 | |
| Gear Range | Vehicle Speed (km/h) | Engine Speed (rpm) | Output Speed (rpm) | Tractive Effort (kN) | Drawbar Pull (kN) | Wheel Power Available (kW) | Net Grade (%) | Transmission Heat Rejection (kW) | Match Point | |
| 2C | 0.0 | 1514 | 0 | 428.73 | 400.49 | 0.0 | 23.30 | 349.15 | | |
| 2C | 0.8 | 1471 | 89 | 393.60 | 365.36 | 88.0 | 21.16 | 236.16 | | |
| 2C | 1.6 | 1480 | 177 | 358.57 | 330.33 | 160.3 | 19.05 | 152.50 | | |
| 2C | 2.3 | 1574 | 248 | 329.50 | 301.25 | 206.6 | 17.32 | 116.97 | 70 Percent | |
| 2C | 2.4 | 1600 | 266 | 322.40 | 294.15 | 216.2 | 16.90 | 110.96 | | |
| 2C | 3.2 | 1740 | 347 | 292.37 | 264.12 | 256.2 | 15.13 | 91.40 | 80 Percent | |
| 2C | 3.2 | 1753 | 354 | 289.93 | 261.69 | 259.2 | 14.99 | 90.33 | | |
| 2C | 3.7 | 1838 | 406 | 267.21 | 238.96 | 274.0 | 13.66 | 80.48 | | |
| 3C | 3.7 | 1535 | 406 | 185.98 | 157.73 | 190.7 | 8.97 | 127.77 | | |
| 3C | 4.0 | 1562 | 443 | 181.53 | 153.28 | 202.9 | 8.72 | 118.99 | | |
| 3C | 4.8 | 1636 | 531 | 170.92 | 142.67 | 229.2 | 8.11 | 102.80 | | |
| 3C | 5.6 | 1721 | 620 | 161.53 | 133.27 | 252.7 | 7.57 | 91.65 | | |
| 3C | 6.1 | 1769 | 668 | 156.59 | 128.33 | 264.2 | 7.29 | 87.51 | | |
| 3L | 6.1 | 1273 | 668 | 144.73 | 116.47 | 244.2 | 6.61 | 9.16 | | |
| 3L | 6.4 | 1350 | 708 | 144.05 | 115.79 | 257.6 | 6.57 | 9.76 | | |
| 3L | 7.2 | 1518 | 797 | 142.36 | 114.09 | 286.4 | 6.48 | 11.21 | | |
| 3L | 8.0 | 1687 | 885 | 140.44 | 112.17 | 313.9 | 6.37 | 12.71 | | |
| 3L | 8.7 | 1824 | 957 | 136.90 | 108.62 | 330.9 | 6.17 | 13.70 | | |
| 4L | 8.7 | 1368 | 957 | 108.21 | 79.93 | 261.5 | 4.53 | 8.96 | | |
| 4L | 8.9 | 1391 | 974 | 108.04 | 79.76 | 265.6 | 4.52 | 9.17 | | |
| 4L | 9.7 | 1518 | 1062 | 107.03 | 78.74 | 287.1 | 4.47 | 10.29 | | |
| 4L | 10.5 | 1644 | 1151 | 105.91 | 77.62 | 307.8 | 4.40 | 11.47 | | |
| 4L | 11.3 | 1771 | 1239 | 104.71 | 76.41 | 327.7 | 4.33 | 12.73 | | |
| 4L | 11.6 | 1825 | 1277 | 102.76 | 74.45 | 331.4 | 4.22 | 13.04 | | |
| 5L | 11.6 | 1277 | 1277 | 76.22 | 47.91 | 245.8 | 2.71 | 8.07 | | |
| 5L | 12.1 | 1328 | 1328 | 75.93 | 47.62 | 254.6 | 2.70 | 8.61 | | |
| 5L | 12.9 | 1416 | 1416 | 75.41 | 47.09 | 269.7 | 2.67 | 9.62 | | |
| 5L | 13.7 | 1505 | 1505 | 74.86 | 46.52 | 284.4 | 2.64 | 10.72 | | |
| 5L | 14.5 | 1593 | 1593 | 74.26 | 45.91 | 298.8 | 2.60 | 11.90 | | |
| 5L | 15.3 | 1682 | 1682 | 73.64 | 45.28 | 312.7 | 2.57 | 13.06 | | |
| 5L | 16.1 | 1770 | 1770 | 72.99 | 44.62 | 326.3 | 2.53 | 14.24 | | |
| 5L | 16.6 | 1825 | 1825 | 71.59 | 43.21 | 329.9 | 2.45 | 14.77 | | |
| 6L | 16.6 | 1345 | 1825 | 54.76 | 26.38 | 252.4 | 1.49 | 14.95 | | |
| 6L | 16.9 | 1370 | 1859 | 54.64 | 26.26 | 256.5 | 1.49 | 15.41 | | |
| 6L | 17.7 | 1435 | 1947 | 54.33 | 25.93 | 267.1 | 1.47 | 16.63 | | |
| 6L | 18.5 | 1500 | 2036 | 54.01 | 25.59 | 277.6 | 1.45 | 17.88 | | |
| 6L | 19.3 | 1566 | 2124 | 53.67 | 25.25 | 287.9 | 1.43 | 19.06 | | |
| 6L | 20.1 | 1631 | 2213 | 53.34 | 24.89 | 298.0 | 1.41 | 20.28 | | |
| 6L | 20.9 | 1696 | 2301 | 52.99 | 24.53 | 308.0 | 1.39 | 21.55 | | |
| 6L | 21.7 | 1761 | 2390 | 52.63 | 24.16 | 317.6 | 1.37 | 22.75 | | |
| 6L | 22.5 | 1825 | 2476 | 51.56 | 23.07 | 322.4 | 1.31 | 23.70 | | |
| 7L | 22.5 | 1582 | 2476 | 45.78 | 17.28 | 286.2 | 0.98 | 24.47 | | |
| 7L | 22.5 | 1584 | 2478 | 45.77 | 17.27 | 286.4 | 0.98 | 24.51 | | |
| 7L | 23.3 | 1640 | 2567 | 45.51 | 16.99 | 295.0 | 0.96 | 25.79 | | |
| 7L | 24.1 | 1697 | 2655 | 45.24 | 16.71 | 303.4 | 0.95 | 27.14 | | |
| 7L | 24.9 | 1753 | 2744 | 44.96 | 16.41 | 311.6 | 0.93 | 28.41 | | |
| 7L | 25.7 | 1810 | 2832 | 44.44 | 15.86 | 317.8 | 0.90 | 29.66 | | |
| 7L | 26.6 | 1866 | 2921 | 42.70 | 14.11 | 315.0 | 0.80 | 30.89 | | |
| 7L | 27.0 | 1900 | 2973 | 41.67 | 13.06 | 312.9 | 0.74 | 32.09 | Governed | |
| 7L | 27.4 | 1923 | 3009 | 32.71 | 4.10 | 248.6 | 0.23 | 32.03 | | |
| 7L | 28.2 | 1980 | 3098 | 10.67 | -17.96 | 83.5 | -1.02 | 31.88 | | |
| 7L | 28.6 | 2007 | 3141 | 0.00 | -28.65 | 0.0 | -1.62 | 31.79 | | |

Full Throttle, Manual Hold (7.6269 Ratio) (1C-1L)

| Engine Fan | | Air Conditioning | | Engine Power | | Vehicle Parameters | | Axle Ratio | Auxiliary Gearing Ratio | |
|------------|----------------------|--------------------|--------------------|----------------------|-------------------|----------------------------|---------------|----------------------------------|-------------------------|--|
| On | | Off | | Standard Power Curve | | Standard | | 16.140 | 2.040 | |
| Gear Range | Vehicle Speed (km/h) | Engine Speed (rpm) | Output Speed (rpm) | Tractive Effort (kN) | Drawbar Pull (kN) | Wheel Power Available (kW) | Net Grade (%) | Transmission Heat Rejection (kW) | Match Point | |
| 1C! | 0.0 | 1514 | 0 | 921.81 | 893.57 | 0.0 | 58.70 | 349.15 | | |
| 1C! | 0.8 | 1496 | 89 | 756.03 | 727.79 | 169.0 | 45.26 | 145.61 | | |
| 1C! | 1.0 | 1574 | 114 | 706.45 | 678.21 | 203.9 | 41.62 | 120.22 | 70 Percent | |
| 1C! | 1.5 | 1740 | 160 | 625.96 | 597.71 | 252.4 | 35.99 | 95.86 | 80 Percent | |
| 1C! | 1.6 | 1806 | 177 | 593.95 | 565.71 | 265.5 | 33.83 | 91.71 | | |
| 1L! | 1.6 | 1350 | 177 | 563.94 | 535.69 | 252.1 | 31.85 | 16.37 | | |
| 1L | 2.3 | 1900 | 249 | 507.71 | 479.46 | 319.4 | 28.22 | 24.38 | Governed | |
| 1L | 2.4 | 2012 | 264 | -5.88 | -34.12 | -3.9 | -1.93 | 17.61 | | |

Full Throttle, Manual Hold (3.5102 Ratio) (2C-2L)

| Engine Fan | | Air Conditioning | | Engine Power | | Vehicle Parameters | | Axle Ratio | Auxiliary Gearing Ratio | |
|------------|----------------------|--------------------|--------------------|----------------------|-------------------|----------------------------|---------------|----------------------------------|-------------------------|--|
| On | | Off | | Standard Power Curve | | Standard | | 16.140 | 2.040 | |
| Gear Range | Vehicle Speed (km/h) | Engine Speed (rpm) | Output Speed (rpm) | Tractive Effort (kN) | Drawbar Pull (kN) | Wheel Power Available (kW) | Net Grade (%) | Transmission Heat Rejection (kW) | Match Point | |
| 2C | 0.0 | 1514 | 0 | 428.73 | 400.49 | 0.0 | 23.30 | 349.15 | | |
| 2C | 0.8 | 1471 | 89 | 393.60 | 365.36 | 88.0 | 21.16 | 236.16 | | |
| 2C | 1.6 | 1480 | 177 | 358.57 | 330.33 | 160.3 | 19.05 | 152.50 | | |
| 2C | 2.3 | 1574 | 248 | 329.50 | 301.25 | 206.6 | 17.32 | 116.97 | 70 Percent | |
| 2C | 2.4 | 1600 | 266 | 322.40 | 294.15 | 216.2 | 16.90 | 110.96 | | |
| 2C | 3.0 | 1700 | 325 | 299.79 | 271.54 | 246.0 | 15.57 | 95.51 | | |
| 2L | 3.0 | 1141 | 325 | 267.07 | 238.82 | 219.2 | 13.66 | 9.49 | | |
| 2L | 3.2 | 1243 | 354 | 265.44 | 237.19 | 237.3 | 13.56 | 10.57 | | |
| 2L | 4.0 | 1553 | 443 | 259.70 | 231.45 | 290.2 | 13.23 | 13.82 | | |
| 2L | 4.8 | 1864 | 531 | 243.68 | 215.43 | 326.8 | 12.30 | 16.98 | | |
| 2L | 4.9 | 1900 | 541 | 237.82 | 209.57 | 325.1 | 11.96 | 17.64 | Governed | |
| 2L | 5.2 | 2013 | 573 | -2.71 | -30.96 | -3.9 | -1.75 | 14.59 | | |

Full Throttle, Automatic Upshifts (2C-3C-3L-4L-5L-6L-7L)

| Engine Fan | | Air Conditioning | | Engine Power | | Vehicle Parameters | | Axle Ratio | Auxiliary Gearing Ratio | |
|------------|----------------------|--------------------|--------------------|----------------------|-------------------|----------------------------|---------------|----------------------------------|-------------------------|--|
| On | | Off | | Standard Power Curve | | Standard | | 16.140 | 1.030 | |
| Gear Range | Vehicle Speed (km/h) | Engine Speed (rpm) | Output Speed (rpm) | Tractive Effort (kN) | Drawbar Pull (kN) | Wheel Power Available (kW) | Net Grade (%) | Transmission Heat Rejection (kW) | Match Point | |
| 2C | 0.0 | 1514 | 0 | 216.47 | 188.22 | 0.0 | 10.72 | 349.15 | | |
| 2C | 1.6 | 1471 | 89 | 198.56 | 170.32 | 88.8 | 9.69 | 235.13 | | |
| 2C | 3.2 | 1482 | 179 | 180.69 | 152.44 | 161.5 | 8.67 | 151.36 | | |
| 2C | 4.5 | 1574 | 248 | 166.37 | 138.11 | 206.6 | 7.85 | 116.97 | 70 Percent | |
| 2C | 4.8 | 1604 | 268 | 162.24 | 133.98 | 217.6 | 7.61 | 110.12 | | |
| 2C | 6.2 | 1740 | 347 | 147.62 | 119.36 | 256.2 | 6.78 | 91.40 | 80 Percent | |
| 2C | 6.4 | 1760 | 358 | 145.76 | 117.49 | 260.6 | 6.67 | 89.88 | | |
| 2C | 7.3 | 1838 | 406 | 134.92 | 106.65 | 274.0 | 6.05 | 80.48 | | |
| 3C | 7.3 | 1535 | 406 | 93.90 | 65.63 | 190.7 | 3.72 | 127.77 | | |
| 3C | 8.0 | 1566 | 447 | 91.39 | 63.11 | 204.3 | 3.58 | 118.04 | | |
| 3C | 9.7 | 1641 | 536 | 86.00 | 57.71 | 230.7 | 3.27 | 102.02 | | |
| 3C | 11.3 | 1727 | 626 | 81.26 | 52.95 | 254.3 | 3.00 | 91.03 | | |
| 3C | 12.0 | 1769 | 668 | 79.06 | 50.75 | 264.2 | 2.88 | 87.51 | | |
| 3L | 12.0 | 1273 | 668 | 73.08 | 44.76 | 244.2 | 2.54 | 9.16 | | |
| 3L | 12.9 | 1363 | 715 | 72.67 | 44.35 | 259.9 | 2.51 | 9.87 | | |
| 3L | 14.5 | 1533 | 804 | 71.80 | 43.45 | 288.9 | 2.46 | 11.32 | | |
| 3L | 16.1 | 1704 | 894 | 70.81 | 42.44 | 316.5 | 2.40 | 12.87 | | |
| 3L | 17.2 | 1824 | 957 | 69.12 | 40.73 | 330.9 | 2.31 | 13.70 | | |
| 4L | 17.2 | 1368 | 957 | 54.64 | 26.25 | 261.5 | 1.49 | 8.96 | | |
| 4L | 17.7 | 1405 | 983 | 54.50 | 26.10 | 268.0 | 1.48 | 9.29 | | |
| 4L | 19.3 | 1533 | 1073 | 53.97 | 25.55 | 289.5 | 1.45 | 10.41 | | |
| 4L | 20.9 | 1660 | 1162 | 53.40 | 24.94 | 310.3 | 1.41 | 11.63 | | |
| 4L | 22.5 | 1788 | 1251 | 52.78 | 24.29 | 330.3 | 1.38 | 12.92 | | |
| 4L | 23.0 | 1825 | 1277 | 51.89 | 23.38 | 331.4 | 1.32 | 13.04 | | |
| 5L | 23.0 | 1277 | 1277 | 38.48 | 9.98 | 245.8 | 0.57 | 8.07 | | |
| 5L | 24.1 | 1341 | 1341 | 38.30 | 9.77 | 256.8 | 0.55 | 8.74 | | |
| 5L | 25.7 | 1430 | 1430 | 38.03 | 9.46 | 272.0 | 0.54 | 9.77 | | |
| 5L | 27.4 | 1519 | 1519 | 37.74 | 9.13 | 286.8 | 0.52 | 10.90 | | |
| 5L | 29.0 | 1609 | 1609 | 37.44 | 8.78 | 301.3 | 0.50 | 12.10 | | |
| 5L | 30.6 | 1698 | 1698 | 37.12 | 8.42 | 315.3 | 0.48 | 13.30 | | |
| 5L | 32.2 | 1788 | 1788 | 36.79 | 8.03 | 328.9 | 0.46 | 14.49 | | |
| 5L | 32.9 | 1825 | 1825 | 36.14 | 7.37 | 329.9 | 0.42 | 14.77 | | |
| 6L | 32.9 | 1345 | 1825 | 27.65 | -1.13 | 252.4 | -0.06 | 14.95 | | |
| 6L | 33.8 | 1383 | 1877 | 27.56 | -1.25 | 258.7 | -0.07 | 15.67 | | |
| 6L | 35.4 | 1449 | 1966 | 27.39 | -1.47 | 269.4 | -0.08 | 16.89 | | |
| 6L | 37.0 | 1515 | 2056 | 27.23 | -1.69 | 280.0 | -0.10 | 18.14 | | |
| 6L | 38.6 | 1581 | 2145 | 27.06 | -1.92 | 290.3 | -0.11 | 19.36 | | |
| 6L | 40.2 | 1647 | 2234 | 26.89 | -2.16 | 300.5 | -0.12 | 20.58 | | |
| 6L | 41.8 | 1713 | 2324 | 26.71 | -2.40 | 310.4 | -0.14 | 21.85 | | |
| 6L | 43.5 | 1779 | 2413 | 26.53 | -2.65 | 320.2 | -0.15 | 23.09 | | |
| 6L | 44.6 | 1825 | 2476 | 26.03 | -3.19 | 322.4 | -0.18 | 23.70 | | |
| 7L | 44.6 | 1582 | 2476 | 23.11 | -6.11 | 286.2 | -0.35 | 24.47 | | |
| 7L | 45.1 | 1599 | 2503 | 23.07 | -6.17 | 288.8 | -0.35 | 24.89 | | |
| 7L | 46.7 | 1656 | 2592 | 22.94 | -6.38 | 297.4 | -0.36 | 26.16 | | |
| 7L | 48.3 | 1713 | 2681 | 22.80 | -6.60 | 305.8 | -0.37 | 27.51 | | |
| 7L | 49.9 | 1771 | 2771 | 22.66 | -6.81 | 314.0 | -0.39 | 28.82 | | |
| 7L | 51.5 | 1828 | 2860 | 22.16 | -7.39 | 317.0 | -0.42 | 29.94 | | |
| 7L | 53.1 | 1885 | 2950 | 21.28 | -8.36 | 313.9 | -0.47 | 31.51 | | |
| 7L | 53.5 | 1900 | 2973 | 21.04 | -8.62 | 312.9 | -0.49 | 32.09 | Governed | |
| 7L | 54.7 | 1942 | 3039 | 12.81 | -16.92 | 194.7 | -0.96 | 31.98 | | |
| 7L | 56.3 | 1999 | 3128 | 1.57 | -28.24 | 24.6 | -1.60 | 31.82 | | |
| 7L | 56.6 | 2007 | 3141 | 0.00 | -29.83 | 0.0 | -1.69 | 31.79 | | |

Full Throttle, Manual Hold (7.6269 Ratio) (1C-1L)

| Engine Fan | | Air Conditioning | | Engine Power | | Vehicle Parameters | | Axle Ratio | Auxiliary Gearing Ratio | |
|------------|----------------------|--------------------|--------------------|----------------------|-------------------|----------------------------|---------------|----------------------------------|-------------------------|--|
| On | | Off | | Standard Power Curve | | Standard | | 16.140 | 1.030 | |
| Gear Range | Vehicle Speed (km/h) | Engine Speed (rpm) | Output Speed (rpm) | Tractive Effort (kN) | Drawbar Pull (kN) | Wheel Power Available (kW) | Net Grade (%) | Transmission Heat Rejection (kW) | Match Point | |
| 1C | 0.0 | 1514 | 0 | 465.43 | 437.18 | 0.0 | 25.56 | 349.15 | | |
| 1C | 1.6 | 1499 | 89 | 380.89 | 352.65 | 170.3 | 20.39 | 144.56 | | |
| 1C | 2.1 | 1574 | 114 | 356.69 | 328.44 | 203.9 | 18.94 | 120.22 | 70 Percent | |
| 1C | 2.9 | 1740 | 160 | 316.05 | 287.80 | 252.4 | 16.53 | 95.86 | 80 Percent | |
| 1C | 3.2 | 1806 | 177 | 299.91 | 271.66 | 265.5 | 15.58 | 91.73 | | |
| 1L | 3.2 | 1350 | 177 | 284.74 | 256.49 | 252.1 | 14.69 | 16.37 | | |
| 1L | 3.2 | 1363 | 179 | 284.47 | 256.22 | 254.3 | 14.67 | 16.56 | | |
| 1L | 4.5 | 1900 | 249 | 256.34 | 228.09 | 319.4 | 13.03 | 24.38 | Governed | |
| 1L | 4.8 | 2012 | 264 | -3.77 | -32.03 | -5.0 | -1.81 | 17.59 | | |

Full Throttle, Manual Hold (3.5102 Ratio) (2C-2L)

| Engine Fan | | Air Conditioning | | Engine Power | | Vehicle Parameters | | Axle Ratio | Auxiliary Gearing Ratio | |
|------------|----------------------|--------------------|--------------------|----------------------|-------------------|----------------------------|---------------|----------------------------------|-------------------------|--|
| On | | Off | | Standard Power Curve | | Standard | | 16.140 | 1.030 | |
| Gear Range | Vehicle Speed (km/h) | Engine Speed (rpm) | Output Speed (rpm) | Tractive Effort (kN) | Drawbar Pull (kN) | Wheel Power Available (kW) | Net Grade (%) | Transmission Heat Rejection (kW) | Match Point | |
| 2C | 0.0 | 1514 | 0 | 216.47 | 188.22 | 0.0 | 10.72 | 349.15 | | |
| 2C | 1.6 | 1471 | 89 | 198.56 | 170.32 | 88.8 | 9.69 | 235.13 | | |
| 2C | 3.2 | 1482 | 179 | 180.69 | 152.44 | 161.5 | 8.67 | 151.36 | | |
| 2C | 4.5 | 1574 | 248 | 166.37 | 138.11 | 206.6 | 7.85 | 116.97 | 70 Percent | |
| 2C | 4.8 | 1604 | 268 | 162.24 | 133.98 | 217.6 | 7.61 | 110.12 | | |
| 2C | 5.9 | 1700 | 325 | 151.36 | 123.10 | 246.0 | 6.99 | 95.51 | | |
| 2L | 5.9 | 1141 | 325 | 134.84 | 106.58 | 219.2 | 6.05 | 9.49 | | |
| 2L | 6.4 | 1255 | 358 | 133.92 | 105.66 | 239.5 | 6.00 | 10.70 | | |
| 2L | 8.0 | 1569 | 447 | 130.96 | 102.69 | 292.7 | 5.83 | 14.00 | | |
| 2L | 9.7 | 1882 | 536 | 121.53 | 93.24 | 326.0 | 5.29 | 17.27 | | |
| 2L | 9.7 | 1900 | 541 | 120.08 | 91.79 | 325.1 | 5.21 | 17.64 | Governed | |
| 2L | 10.3 | 2012 | 573 | 0.00 | -28.30 | 0.0 | -1.60 | 14.63 | | |

Full Throttle, Reverse Performance (Standard 4.801 Ratio) (R1C-R1C)

| Engine Fan | | Air Conditioning | | Engine Power | | Vehicle Parameters | | Axle Ratio | Auxiliary Gearing Ratio | |
|------------|----------------------|--------------------|--------------------|----------------------|-------------------|----------------------------|---------------|----------------------------------|-------------------------|--|
| On | | Off | | Standard Power Curve | | Standard | | 16.140 | 2.040 | |
| Gear Range | Vehicle Speed (km/h) | Engine Speed (rpm) | Output Speed (rpm) | Tractive Effort (kN) | Drawbar Pull (kN) | Wheel Power Available (kW) | Net Grade (%) | Transmission Heat Rejection (kW) | Match Point | |
| R1C! | 0.0 | 1514 | 0 | 571.90 | 543.66 | 0.0 | 32.37 | 349.15 | | |
| R1C | 0.8 | 1452 | 89 | 511.57 | 483.33 | 114.3 | 28.47 | 200.93 | | |
| R1C | 1.6 | 1565 | 177 | 446.09 | 417.85 | 199.4 | 24.36 | 123.61 | | |
| R1C | 1.7 | 1574 | 182 | 442.70 | 414.46 | 202.9 | 24.15 | 121.30 | 70 Percent | |
| R1C | 2.3 | 1740 | 254 | 393.50 | 365.26 | 252.1 | 21.15 | 96.26 | 80 Percent | |
| R1C | 2.4 | 1770 | 266 | 385.74 | 357.49 | 258.7 | 20.68 | 94.16 | | |
| R1C | 2.9 | 1887 | 322 | 334.86 | 306.62 | 272.5 | 17.64 | 80.33 | 85 Percent | |
| R1C | 3.0 | 1900 | 329 | 328.40 | 300.15 | 272.9 | 17.26 | 79.40 | Governed | |
| R1C | 3.2 | 1921 | 354 | 259.77 | 231.52 | 232.3 | 13.23 | 59.31 | | |
| R1C | 3.8 | 2012 | 422 | 0.00 | -28.25 | 0.0 | -1.60 | 12.48 | | |

Full Throttle, Reverse Performance (Optional 17.120 Ratio - LRTP Required) (R2C-R2C)

| Engine Fan | | Air Conditioning | | Engine Power | | Vehicle Parameters | | Axle Ratio | Auxiliary Gearing Ratio | |
|------------|----------------------|--------------------|--------------------|----------------------|-------------------|----------------------------|---------------|----------------------------------|-------------------------|-------------|
| On | | Off | | Standard Power Curve | | Standard | | 16.140 | 2.040 | |
| Gear Range | Vehicle Speed (km/h) | Engine Speed (rpm) | Output Speed (rpm) | Tractive Effort (kN) | Drawbar Pull (kN) | Wheel Power Available (kW) | Net Grade (%) | Transmission Heat Rejection (kW) | | Match Point |
| R2C! | 0.0 | 1514 | 0 | 2031.04 | 2002.80 | 0.0 | 999.00 | 349.15 | | |
| R2C! | 0.5 | 1574 | 51 | 1573.76 | 1545.51 | 202.3 | 181.22 | 122.09 | | 70 Percent |
| R2C! | 0.6 | 1740 | 71 | 1399.26 | 1371.01 | 251.3 | 123.31 | 97.15 | | 80 Percent |
| R2C! | 0.8 | 1874 | 89 | 1213.90 | 1185.66 | 271.3 | 90.67 | 82.23 | | |
| R2C! | 0.8 | 1887 | 90 | 1191.14 | 1162.90 | 271.8 | 87.57 | 81.19 | | 85 Percent |
| R2C! | 0.8 | 1900 | 92 | 1168.20 | 1139.95 | 272.2 | 84.58 | 80.24 | | Governed |
| R2C | 1.1 | 2012 | 118 | -0.34 | -28.58 | -0.1 | -1.62 | 11.70 | | |

Full Throttle, Reverse Performance (Standard 4.801 Ratio) (R1C-R1C)

| Engine Fan | | Air Conditioning | | Engine Power | | Vehicle Parameters | | Axle Ratio | Auxiliary Gearing Ratio | |
|------------|----------------------|--------------------|--------------------|----------------------|-------------------|----------------------------|---------------|----------------------------------|-------------------------|-------------|
| On | | Off | | Standard Power Curve | | Standard | | 16.140 | 1.030 | |
| Gear Range | Vehicle Speed (km/h) | Engine Speed (rpm) | Output Speed (rpm) | Tractive Effort (kN) | Drawbar Pull (kN) | Wheel Power Available (kW) | Net Grade (%) | Transmission Heat Rejection (kW) | | Match Point |
| R1C | 0.0 | 1514 | 0 | 288.75 | 260.51 | 0.0 | 14.92 | 349.15 | | |
| R1C | 1.6 | 1451 | 89 | 258.00 | 229.76 | 115.3 | 13.13 | 199.60 | | |
| R1C | 3.2 | 1568 | 179 | 224.58 | 196.33 | 200.8 | 11.19 | 122.71 | | |
| R1C | 3.3 | 1574 | 182 | 223.52 | 195.27 | 202.9 | 11.13 | 121.30 | | 70 Percent |
| R1C | 4.6 | 1740 | 254 | 198.68 | 170.43 | 252.1 | 9.70 | 96.26 | | 80 Percent |
| R1C | 4.8 | 1776 | 268 | 193.83 | 165.57 | 259.9 | 9.42 | 93.85 | | |
| R1C | 5.8 | 1887 | 322 | 169.07 | 140.81 | 272.5 | 8.00 | 80.33 | | 85 Percent |
| R1C | 5.9 | 1900 | 329 | 165.81 | 137.55 | 272.9 | 7.82 | 79.40 | | Governed |
| R1C | 6.4 | 1925 | 358 | 124.33 | 96.07 | 222.3 | 5.45 | 55.04 | | |
| R1C | 7.6 | 2012 | 422 | 0.00 | -28.27 | 0.0 | -1.60 | 12.48 | | |

Full Throttle, Reverse Performance (Optional 17.120 Ratio - LRTP Required) (R2C-R2C)

| Engine Fan | | Air Conditioning | | Engine Power | | Vehicle Parameters | | Axle Ratio | Auxiliary Gearing Ratio | |
|------------|----------------------|--------------------|--------------------|----------------------|-------------------|----------------------------|---------------|----------------------------------|-------------------------|-------------|
| On | | Off | | Standard Power Curve | | Standard | | 16.140 | 1.030 | |
| Gear Range | Vehicle Speed (km/h) | Engine Speed (rpm) | Output Speed (rpm) | Tractive Effort (kN) | Drawbar Pull (kN) | Wheel Power Available (kW) | Net Grade (%) | Transmission Heat Rejection (kW) | | Match Point |
| R2C! | 0.0 | 1514 | 0 | 1025.48 | 997.23 | 0.0 | 68.47 | 349.15 | | |
| R2C! | 0.9 | 1574 | 51 | 794.59 | 766.35 | 202.3 | 48.19 | 122.09 | | 70 Percent |
| R2C! | 1.3 | 1740 | 71 | 706.49 | 678.24 | 251.3 | 41.62 | 97.15 | | 80 Percent |
| R2C! | 1.6 | 1880 | 89 | 607.55 | 579.30 | 271.6 | 34.74 | 81.69 | | |
| R2C! | 1.6 | 1887 | 90 | 601.41 | 573.16 | 271.8 | 34.33 | 81.19 | | 85 Percent |
| R2C! | 1.7 | 1900 | 92 | 589.83 | 561.58 | 272.2 | 33.56 | 80.24 | | Governed |
| R2C | 2.1 | 2012 | 118 | -0.04 | -28.29 | 0.0 | -1.60 | 11.70 | | |