

**Lantbruksmaskiner – Kopplingar mellan  
dragfordon och bogserade maskiner –  
Del 3: Dragbom (ISO 6489-3:2004, IDT)**

**Agricultural vehicles – Mechanical connections  
between towed and towing vehicles –  
Part 3: Tractor drawbar (ISO 6489-3:2004, IDT)**

Den internationella standarden ISO 6489-3:2004 gäller som svensk standard. Detta dokument innehåller den officiella engelska versionen av ISO 6489-3:2004.

Denna standard ersätter SS-ISO 6489-3, utgåva 1.

The International Standard ISO 6489-3:2004 has the status of a Swedish Standard. This document contains the official English version of ISO 6489-3:2004.

This standard supersedes the Swedish Standard SS-ISO 6489-3, edition 1.

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## SS-ISO 6489-3:2005

### Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 6489-3 was prepared by Technical Committee ISO/TC 23, *Tractors and machinery for agriculture and forestry*, Subcommittee SC 4, *Tractors*.

This second edition cancels and replaces the first edition (ISO 6489-3:1992), which has been technically revised.

ISO 6489 consists of the following parts, under the general title *Agricultural vehicles — Mechanical connections between towed and towing vehicles*:

- *Part 1: Dimensions of hitch-hooks*
- *Part 2: Specifications for clevis coupling 40*
- *Part 3: Tractor drawbar*
- *Part 4: Dimensions of piton-type coupling*

# Agricultural vehicles — Mechanical connections between towed and towing vehicles —

## Part 3: Tractor drawbar

### 1 Scope

This part of ISO 6489 specifies the dimensional requirements and location for category 0, 1, 2, 3, 4 and 5 drawbars mounted on the rear of agricultural tractors.

### 2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 500-1, *Agricultural tractors — Rear-mounted power take-off types 1, 2 and 3 — Part 1: General specifications, safety requirements, dimensions for master shield and clearance zone*

ISO 789-1, *Agricultural tractors — Test procedures — Part 1: Power tests for power take-off*

ISO 5673-2, *Agricultural tractors and machinery — Power take-off drive shafts and power-input connection — Part 2: Specification for use of PTO drive shafts, and position and clearance of PTO drive line and PIC for different attachments<sup>1)</sup>*

ISO 14396, *Reciprocating internal combustion engines — Determination and method for the measurement of engine power — Additional requirements for exhaust emission tests in accordance with ISO 8178*

### 3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

#### 3.1

##### **tractor drawbar drawbar**

mechanical connection mounted on the rear of an agricultural tractor for the mechanical coupling of an implement

NOTE A tractor drawbar can be regular non-adjustable or adjustable.

#### 3.1.1

##### **regular non-adjustable drawbar**

fixed drawbar with no possibility for adjustment

#### 3.1.2

##### **adjustable drawbar**

adjustable, multiple operating position drawbar providing the regular, short and extended drawbar positions

1) Under preparation.

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### 3.1.2.1

#### regular drawbar position

operating position of the adjustable drawbar providing the standard dimension from drawbar pin hole to end of PTO for the type of PTO on the tractor

### 3.1.2.2

#### short drawbar position

position of the adjustable drawbar intended to connect non-PTO driven equipment that applies a high vertical load to the drawbar

### 3.1.2.3

#### extended drawbar position

position of the adjustable drawbar intended for a special PTO drive shaft condition where equal angularity of the drive shaft joints cannot be obtained using the regular drawbar position

## 3.2

#### PTO drive shaft clearance plane

imaginary plane which establishes the upper permissible limit of protrusion of the drawbar and clevis

## 3.3

#### drawbar hitch point

connection point between tractor drawbar and implement end

## 4 Specifications

### 4.1 Drawbar clevis

The drawbar clevis may be removable to allow installation of special attachments or connection to implements which have a clevis end (see Figure 3). It may also be necessary to remove the clevis to provide PTO driveshaft clearance with implements which do not meet the dimensions specified in ISO 5673-2.

### 4.2 Drawbar hitch point

Provisions shall be made on the tractor for the connection of the tractor drawbar to the implement, in a position with the drawbar hitch point directly in line with the longitudinal centreline of the tractor PTO.

### 4.3 Drawbar categories

See Table 1.

**Table 1 — Drawbar categories**

Values in kilowatts

Drawbar category	PTO power <sup>a</sup> at rated engine speed
0	≤ 28
1	≤ 48
2	≤ 115
3	≤ 185
4	≤ 300
5	≤ 500

<sup>a</sup> Determined in accordance with ISO 789-1 or OECD code 1 or 2. If PTO power is not available, use 86 % of engine power as determined using ISO 14396.