O.E.C.D. Report No.: 256

Report on test in accordance with
O.E.C.D.Test Code for agricultural tractors

DEUTZ DIESEL TRACTOR D 25 06

Manufactured by: KLÖCKNER-HUMBOLDT-DEUTZ A.G.
5 Köln-Deutz



Date of Tests: August - November 1968

This report has been approved by the O.E.C.D. Co-ordinating Centre (C.N.E.E.M.A., France) as being in accordance with the O.E.C.D.-Tractor Test Code.

Date of Approval: 20.12.1968 Serial No.: 256

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This Bulletin is based on engineering test in accordance with the O.E.C.D.-Tractor Test Code. It does not contain an evaluation of the performance of the tractor on practical farm work.

SCHLEPPER-PRÜFFELD
Deutz D 25 o6

Test No. 68 - 121

TABLE OF CONTENTS

	Page
Specification of tractor	4 - 8
Fuel and lubricants used in tests	9
COMPULSORY TESTS	
(1) Main power take-off performance	
Table with the results	1o
Diagrams with the results	11-12
(2) Drawbar performance tests on a concrete track	
Table with the results	13
Diagrams with the results	14-16
(3 and 4) Turning space and turning circle	17
(5) Location of centre of gravity	17
(6) Tests of brakes	18
(7) Measuring of ambient noise, emitted by the tractor	19
(8) Measuring of the noise at the driver's ear level	19
(9) Test of power lift and hydraulic pump performance	2o
OPTIONAL TESTS	
(1o) Engine tests	
Table with the results	21
Diagrams with the results	22-24

Tractor manufacturer:	Klöckner-Humboldt-Deutz A.G., 5 Köln-Deutz
Submitted for test by:	Manufacturer
Selected by:	Manufacturer by agreement with Schlepper-Prüffeld Darmstadt
Place of running-in:	Köln-Deutz, Porz, Darmstadt-Kranichstein
Duration of running-in:	Engine 7o hours, tractor appr. 1oo hours

SPECIFICATION OF TRACTOR

Tractor

Make:	Klöckner-Humboldt-Deutz A.G., 5 Köln-Deutz
Model:	D 25 o6
Type:	Diesel tractor, unit construction
Serial No:	7535/0 159

Engine

Make:	Klöckner-Humboldt-Deutz A.G., 5 Köln-Deutz
Model:	F 2 L 912
Type:	Air cooled 4-stroke engine, direct injection type
Serial No:	4666 1o3
Cylinders:	2 cylinders, vertical in line; bore 1oo mm, stroke 12o mm, capacity 1884 cm^3; compression ratio 17:1; overhead valves; replaceable ribbed single cylinders
Fuel system:	Fuel: Commercially available diesel oil; Deutz type No.6 injection pump; Bosch type DLL 149 S 394 injection nozzles; injection timing 32° before TDC; Pierburg type PE 1 S 547 feed pump; felt tube type fuel filter; capacity of fuel tank appr. 7o l
Governor:	Make: Klöckner-Humboldt-Deutz A.G., 5 Köln-Deutz centrifugal variable speed governor; governed range of engine speed 65o rev/min to 225o rev/min rated engine speed for p.t.o. work 21oo rev/min for field work 21oo rev/min for transportation work 21oo rev/min for belt work 21oo rev/min
Air cleaner:	Main filter Make: Motor-Condensator, 68 Mannheim flush-oil type; oil capacity 1,14 l Pre cleaner Make: Motor-Condensator, 68 Mannheim centrifugal type

Lubrication system: Forced feed from gear type pump; strainer in sump; Mann & Hummel screen type filter in full flow with by pass valve; oil capacity 6 l; recommended changing period 2oo–24o hours using branded HD Supplement I oil;
recommended oil in winter HD SAE 1o W
in summer HD SAE 2o W/2o
in tropics HD SAE 3o

Cooling system: Air cooling from V-belt driven blower

Electrical equipment: Voltage 12 Volt, negative earth

Starting device: Bosch 12 Volt type EJD 1,8/12 R 73 starter motor

Starting aid: Heating flange in intake manifold

Generator: Bosch 12 Volt type EH (R) 14 V 11 A 19

Battery: Lead acid type, 12 Volt, 88 Ah, special cold starting battery

Transmission

Clutch: Fichtel & Sachs A.G., 872 Schweinfurt; dry disc type clutch type K 2oo, operated by foot pedal

Gearbox: Klöckner-Humboldt-Deutz A.G., 5 Köln-Deutz type TW 25.2; sliding gear type selecting gear and group gear giving 8 forward speeds and 2 reverse

Rear axle and final drive: Klöckner-Humboldt-Deutz A.G., 5 Köln-Deutz bevel gear type differential gear; differential lock fitted; operated by hand lever, self-disengaging

Oil capacity: Selecting gear and rear axle drive 14 l; recommended changing period 15oo hours

Total ratios and speeds:

Group gear	Gear No.	Number of engine revolutions for one revolution of the driving wheel	Theoretical travelling speed for 21oo rated speed of engine km/h	m/s
slow stage (L.)	1	244,9 : 1	1,8	o,5o
	2	182,7 : 1	2,5	o,69
	3	119,5 : 1	3,8	1,o5
	4	81,7 : 1	5,5	1,55
fast stage (S.)	1	56,o : 1	8,1	2,25
	2	41,8 : 1	1o,8	3,o3
	3	27,4 : 1	16,6	4,61
	4	18,7 : 1	24,3	6,75
reverse (R.)	1	182,7 : 1	2,5	o,69
	2	41,8 : 1	1o,8	3,o3

SCHLEPPER-PRÜFFELD
Deutz D 25 06

Test No. 68 - 121

Power take-off (a) Main p.t.o., Proportional engine speed, manually engaged

Location:	At rear of tractor, in median plane of tractor 530 mm above ground
Dimensions:	29 x 34,9 x 8,7 mm = $1^3/8$", 6 splines (acc. to DIN 9611; BS 1495; ASAE 203.2)
Speed:	610 rev/min at 2100 rev/min rated engine speed; standard p.t.o. speed 540 rev/min at 1879 rev/min engine speed, may be set by aid of tractormeter
Direction of rotation:	Clockwise viewed from tractor rear

(b) ground speed p.t.o., main p.t.o. switchable to ground speed p.t.o. by hand lever

Location and Dimensions:	Location and dimensions same as with main p.t.o. Gear ratio between rear wheels and p.t.o. = 1: 7,90 Travelling distance for 1 revolution of p.t.o. = 0,45 m
Direction of rotation:	Clockwise viewed from tractor rear in forward gears

Belt pulley (not fitted on tractor tested; figures acc. to manufacturers specification)

Location:	At rear of tractor, driving unit fitted on p.t.o.; manually engaged
Dimensions:	245 mm diameter, 100 mm width
Speed:	1300 rev/min at 2100 rev/min rated engine speed; linear belt speed 16,7 m/s
Direction of rotation:	Anticlockwise viewed from right hand side of tractor

Power lift

Klöckner-Humboldt-Deutz A.G., 5 Köln-Deutz; type K 35-Deutz; hydraulic power lift with draft control position control and floating position; single acting ram; Bosch type HY/ZFR CL (112/1) gear type pump, directly driven from engine; maximum oil pressure 175 kp/cm^2; oil capacity normally 12 l, with front end loader or with cylinder with remote control 14 l; Bosch type HY/SRZ 10 C 1/1 and Bosch type HY/SRZ 10 H 1 B 4 hydraulic control valve. (Optionally 2 dual acting control valves with 4 external tappings for cylinders with remote control)

Pull attachment

Implement linkage:	Three-point implement linkage category I (acc. to DIN 9674) controlled by power lift; lift height above ground 25 mm to 860 mm
Drawbar:	Fixed on hydraulically controlled implement linkage with central hole and 3 holes with 80 mm distance each apart either side of central hole (acc. to DIN 9676); height above ground from 10 mm to 885 mm changed by power lift; distance from rear axle 873 mm, distance of central hole from end of p.t.o. 465 mm in horizontal position of lower links

Trailer hitch: At rear of tractor; height above ground 610-675-740 mm and 545-610-675 mm changed by a pin, shifting the hitch and reversing hitch

Towing hitch: At front of tractor: height above ground 650 mm

Steering device

Make: Zahnradfabrik Friedrichshafen
799 Friedrichshafen;
type 60 model stud steering gear; operated by hand wheel.
(Optionally ZF type 09 model 74 Column hydrosteering)

Brakes

Parking brake: Combined with foot brake, mechanically acting as internal shoe type brake on drums in rear wheels; operated by foot-pedal and ratchet hand lever

Foot brake: Combined with parking brake, mechanically acting as internal servo shoe type brake on drums in rear wheels. (Optionally separated parking and foot brake with hand brake acting on a drum on a gear shaft)

Steering brake: Operated by the single parts of the divided foot brake pedal; at normal use both parts are connected by a pin

Wheels

Steering wheels: Two at front. Tyres 6,00-16 AS Front, 6 ply (acc. to DIN 7808); maximum permissible weight on each tyre 620 kp at 3,5 kp/cm^2, when transporting mounted implements 775 kp; track from 1260 mm (acc. to DIN 9621) to 1860 mm in steps of 100 mm changed by extending front axle; rims 4,00 E x 16

Driving wheels: Two at rear. Tyres 11,2/10-28 AS, 6 ply (acc. to DIN 7807); maximum permissible weight on each tyre 1070 kp at 1,7 kp/cm^2, when transporting mounted implements 1230 kp; track 1219-1319-1441-1541-1634-1734 mm changed by reversing wheels centres and offset lug type rims; rims W 9 x 28

Wheel base: 1865 mm

SCHLEPPER-PRÜFFELD

Deutz D 25 o6 Test No. 68 - 121

Weights

With power lift, three-point linkage, full fuel tank and oil, as tested

		without driver	with driver
Weight of tractor without ballast:	Front axle load:	676 kp	69o kp
	Rear axle load:	994 kp	1o54 kp
	Total:	167o kp	1744 kp

Ballast front: 2 front weights = 64 kp

Ballast rear: 1o weights per wheel = 831 kp
water in tyres = 18o kp

		without driver	with driver
Weight of tractor with ballast:	Front axle load:	735 kp	75o kp
	Rear axle load:	2o1o kp	2o7o kp
	Total:	2745 kp	282o kp

Seat

Make: Klöckner-Humboldt-Deutz A.G., 5 Köln-Deutz
pan seat with cushion long rocker lever suspension, height above ground appr. 115o mm, in median plane of tractor.
(Optionally upholstered seat with back rest and arm rests, parallelogram linkage, spring suspension and oil filled shock absorber adjustable acc. to driver's weight; manufacturer: Grammer 845 Amberg)

Number of grease points (whole tractor): 14

Overall dimensions

Overall length:	334o mm with three-point linkage
Overall width:	1595 mm at 1219 mm track, without ballast weights
Overall height:	164o mm to top of attendant's seat back rest
Maximum ground clearance:	41o mm above centre line of tractor 37o mm at 4oo mm apart median plane

Lighting equipment

Electric 12 Volt, acc. to StVZO (German lighting regulation)

	Height above ground of centre mm	Dimensions of area mm	Distance from outside edge of tractor to centre mm
Head lights	868	13o Ø	612
Side lights	128o	47 x 5o	17o
Rear lights	1175	47 x 5o	18o
Reflectors	965	85 Ø	65

SCHLEPPER-PRÜFFELD
Deutz D 25 o6

Test No. 68 - 121

FUELS AND LUBRICANTS USED IN TESTS

Laboratory tests

Fuel:	Shell Diesel oil, specific gravity at 15° C: o,828 kg/l (commercially available acc. to DIN 51 6o1)
Engine oil:	Shell Rotella HD 2o (SAE)
Transmission oil:	SAE 9o

Track tests

Fuel:	Aral Diesel oil, specific gravity at 15° C: o,83o kg/l (commercially available quality acc. to DIN 51 6o1)
Engine oil:	Shell Rotella HD 2o (SAE)
Transmission oil:	SAE 9o

SCHLEPPER-PRÜFFELD

Deutz D 25 o6 Test No. 68 - 121

COMPULSORY TESTS

(1) MAIN POWER TAKE-OFF PERFORMANCE

Date and location of tests: August 1968, Darmstadt-Kranichstein

Type of dynamometer: Schenck hydraulic dynamometer U 1 - 2o

Maximum power

Horsepower (metric) hp	Speed engine rev/min	Speed p.t.o. rev/min	Fuel consumption total l/h	Fuel consumption specific g/hph	hph/l
At maximum power - 2 hours test					
23,o	21oo	6o8	5,o8	183	4,53
At standard p.t.o. speed (54o rev/min)					
22,4	187o	54o	4,74	175	4,73
At the speed recommended by the manufacturer for drawbar work					
23,o	21oo	6o8	5,o8	183	4,53
Fuel consumption at part loads					
(i) 85 % of torque at maximum power					
19,9	2135	616	4,6o	191	4,32
(ii) unloaded					
-	223o	645	1,64	-	-
(iii) 5o % of the load defined in (i)					
1o,2	2195	634	3,o7	248	3,32
(iv) maximum power					
23,o	21oo	6o8	5,o8	183	4,53
(v) 25 % of the load defined in (i)					
5,2	222o	64o	2,39	38o	2,18
(vi) 75 % of the load defined in (i)					
15,2	2175	628	3,89	212	3,91

No load maximum engine speed: 223o rev/min

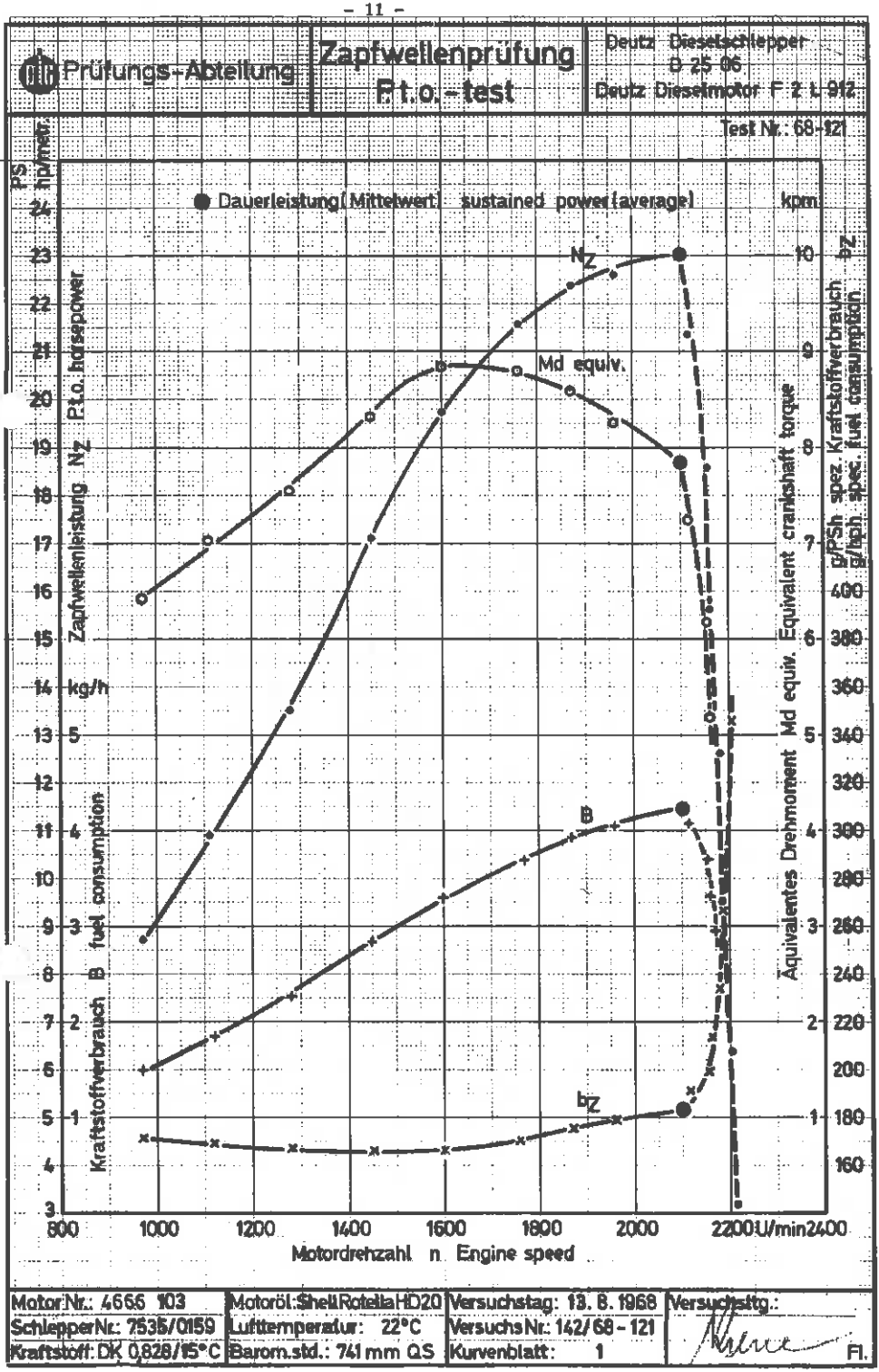
Torque *) at maximum power: 7,84 kpm

Maximum torque *) 8,84 kpm at 156o rev/min of the engine

Mean atmospheric conditions: temperature: 19° C
pressure: 735 mm Hg
relative humidity 8o %

Maximum temperatures: coolant: not recorded
engine oil 8o° C
fuel: 22° C

(*) The torque reported is the equivalent crankshaft torque)

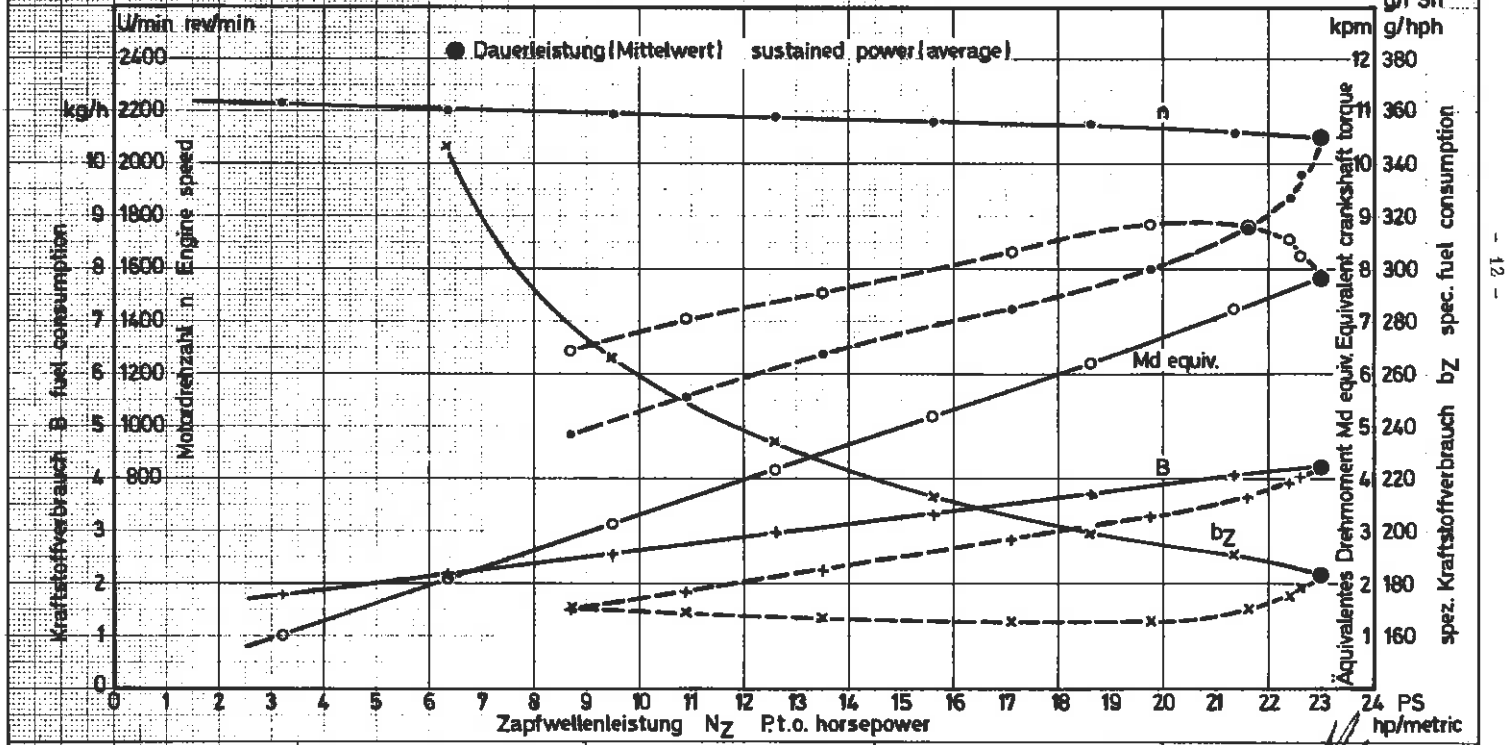

Prüfungs-Abteilung
Zapfwellenprüfung
P.t.o. - test
Deutz Dieselschlepper
D 25 06
Deutz Dieselmotor F 2 L 912
Test Nr.: 68-121
Dauerleistung (Mittelwert) sustained power (average)
PS hp/metr.
Zapfwellenleistung Nz P.t.o. horsepower
kg/h
Kraftstoffverbrauch B fuel consumption
Aquivalentes Drehmoment Md equiv. Equivalent crankshaft torque
kpm
g/PSh spez. Kraftstoffverbrauch g/hph spec. fuel consumption
bz
Nz
Md equiv.
B
bz
800 1000 1200 1400 1600 1800 2000 2200 U/min 2400
Motordrehzahl n Engine speed
Motor Nr.: 4666 103
Schlepper Nr.: 7535/0159
Kraftstoff: DK 0,828/15°C
Motoröl: Shell Rotella HD 20
Lufttemperatur: 22°C
Barom.std.: 741 mm QS
Versuchstag: 13. 8. 1968
Versuchs Nr.: 142/68 - 121
Kurvenblatt: 1
Versuchsltg.:
Fl.

PRÜFUNGS-ABTEILUNG

Zapfwellenprüfung
P.t.o. - test

Deutz Dieselschlepper
D 25 06
Deutz Dieselmotor F 2 L 912

Test Nr.: 68-121



Motor Nr.: 4666 103	Kraftstoff: DK 0,828/15° C	Lufttemperatur: 22° C	Versuchstag: 13. 8. 1968	Versuchsltg.:	
Schlepper Nr.: 7535/0159	Motoröl: Shell [illegible]tella HD 20	Barom.std.: 741 mm QS	Versuchs Nr.: 14[illegible]8-121	Kurvenblatt: 2	FI.

(2) DRAWBAR PERFORMANCE

Date of tests: 3o.1o.1968 and 4.11.1968

Type of track: Concrete

Height of drawbar above ground: 45o mm

With ballast

Gear No. and Group	Horse-power (metric) hp	Drawbar pull kp	Engine speed rev/min	Slip of wheels %	Specific work hph/l	Specific fuel consumpt. g/hph	Temperatures Fuel °C	Coolant °C	Engine oil °C	Atmospheric conditions Temperature °C	Relative humidity %	Pressure mm Hg
(i) MAXIMUM POWER												
1.L.	14,9	249o	217o	14,5	2,91	277	14	n. rec.	8o	1o	99	742
2.L.	18,5	233o	21oo	11,8	3,32	249	14	n. rec.	8o	14	1oo	747
3.L.	18,3	143o	21oo	7,o	3,55	223	25	n. rec.	85	25	69	747
4.L.	18,7	97o	21oo	4,5	3,65	225	25	n. rec.	85	25	7o	747
1.S.	19,1	67o	21oo	3,6	3,73	224	2o	n. rec.	85	2o	84	747
2.S.	18,6	49o	21oo	2,1	3,71	225	22	n. rec.	8o	22	76	747
(ii) FIVE-HOUR-TEST AT 75 % OF PULL AT MAXIMUM POWER IN 4.L. GEAR												
4.L.	14,8	73o	244o	4,2	3,29	253	7	n. rec.	8o	9	88	747
(iii) FIVE-HOUR-TEST AT PULL CORRESPONDING TO 15 % WHEEL SLIP IN TEST (i)												
1.L.	14,9	249o	217o	14,5	2,91	277	14	n. rec.	8o	1o	99	747
Without ballast												
(v) MAXIMUM POWER												
1.L.	8,8	147o	2175	15,5	2,75	364	3o	n. rec.	78	21	85	75o
2.L.	11,8	1485	215o	15,1	3,17	316	23	n. rec.	8o	22	76	75o
3.L.	16,9	142o	21oo	14,5	3,89	258	22	n. rec.	8o	23	75	75o
4.L.	18,3	975	21oo	7,9	4,3o	233	2o	n. rec.	85	2o	84	75o
1.S.	19,5	69o	21oo	5,4	4,46	224	2o	n. rec.	85	18	84	747
2.S.	19,4	5oo	21o5	3,1	4,46	229	18	n. rec.	8o	18	84	747

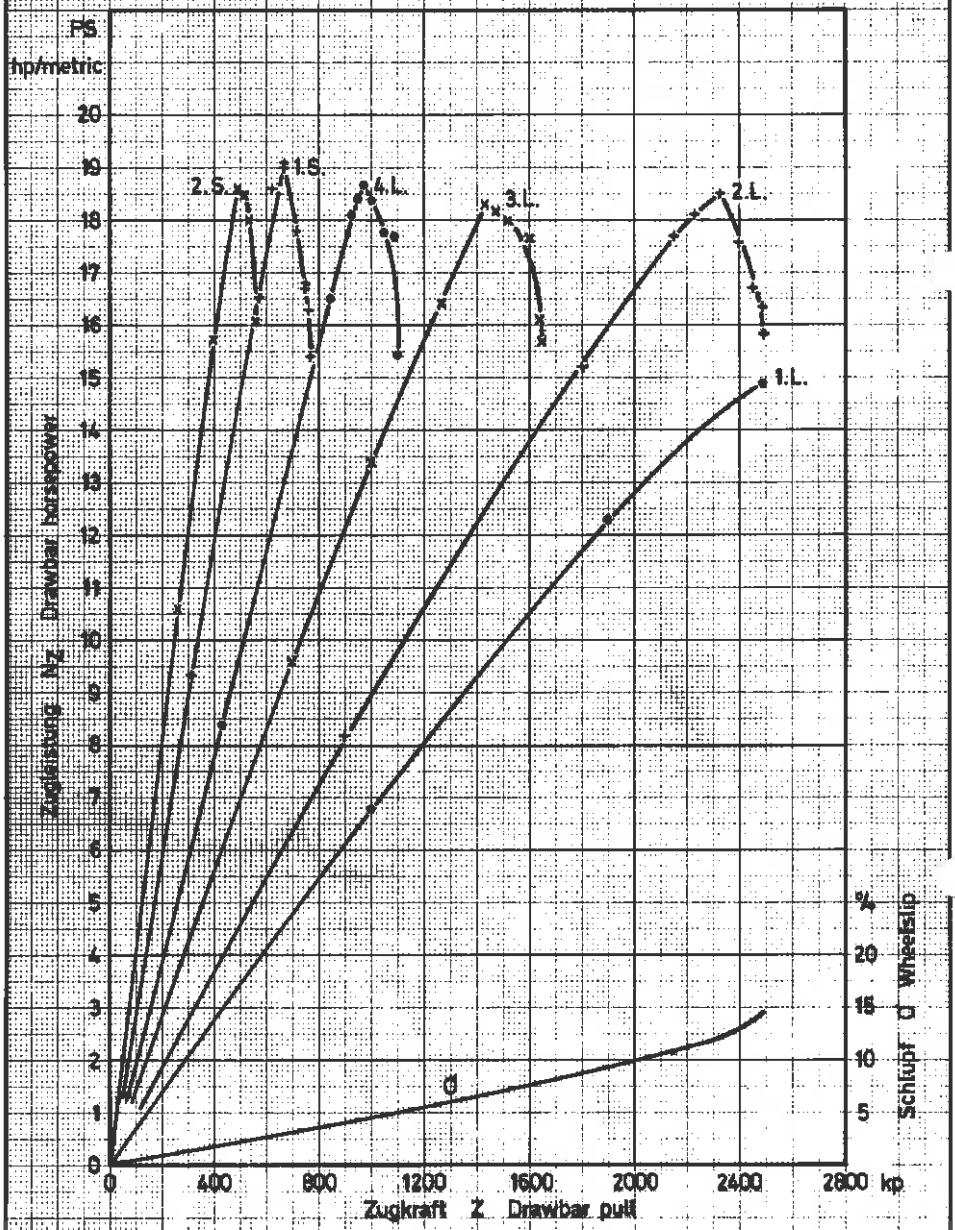
Engine oil consumption during ten hours duration of tests (ii) and (iii): 15,o g/h

PRÜFUNGS-ABTEILUNG

Zugprüfung
Drawbar-test

Deutz Dieselschlepper
D 25.06
Deutz Dieselmotor F 2 L 912

mit Ballast with ballast Test Nr.: 68-121



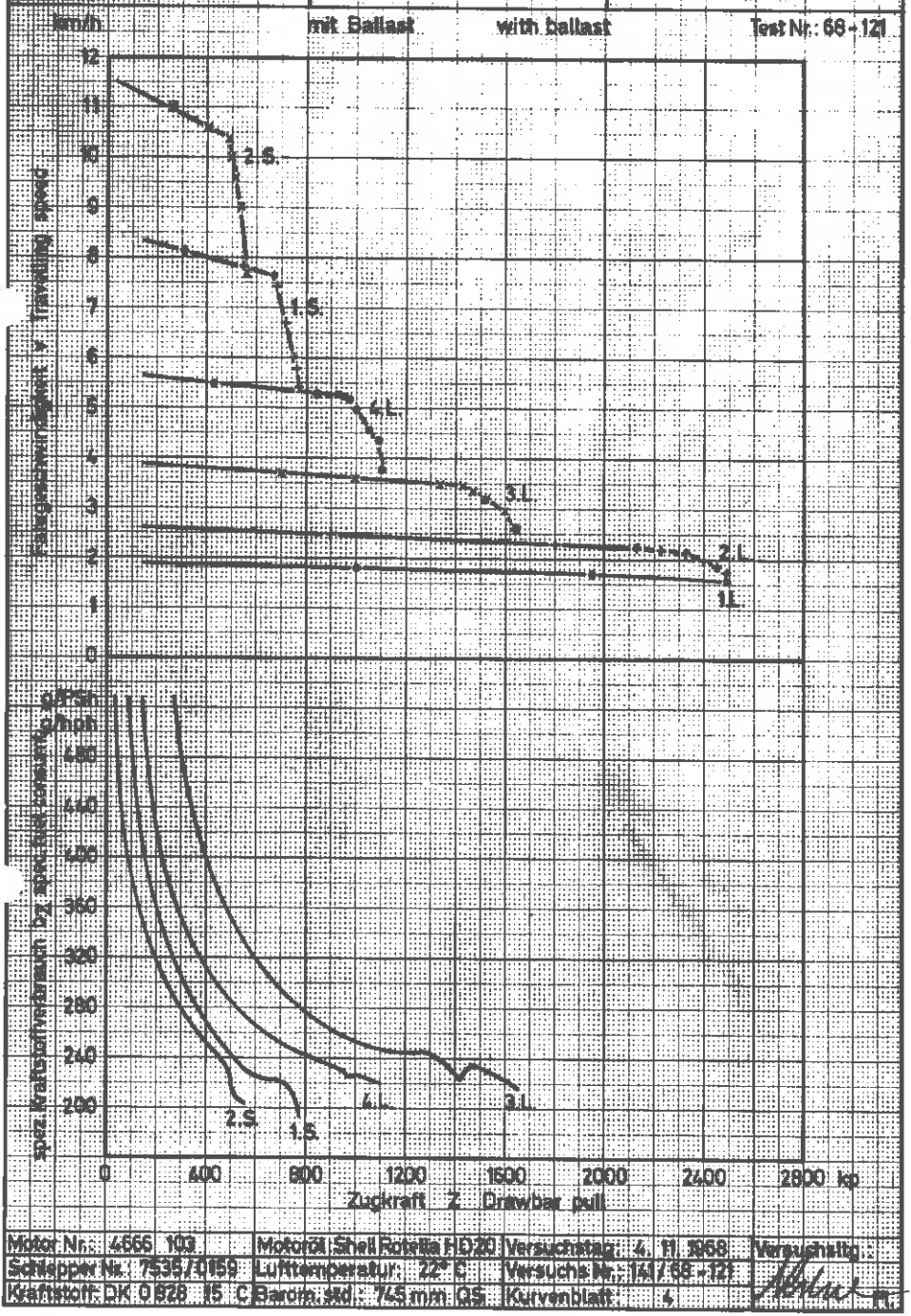
Motor Nr.: 4666 903	Motoröl: Shell Rotella HD 20	Versuchstag: 4. 11. 1968	Versuchsltg.:
Schlepper Nr.: 7535/0159	Lufttemperatur: 22° C	Versuchs Nr.: 141/68-121	
Kraftstoff: DK 0,826/15° C	Barom. std.: 745 mm QS	Kurvenblatt: 3	Ft.

PRÜFUNGS-ABTEILUNG

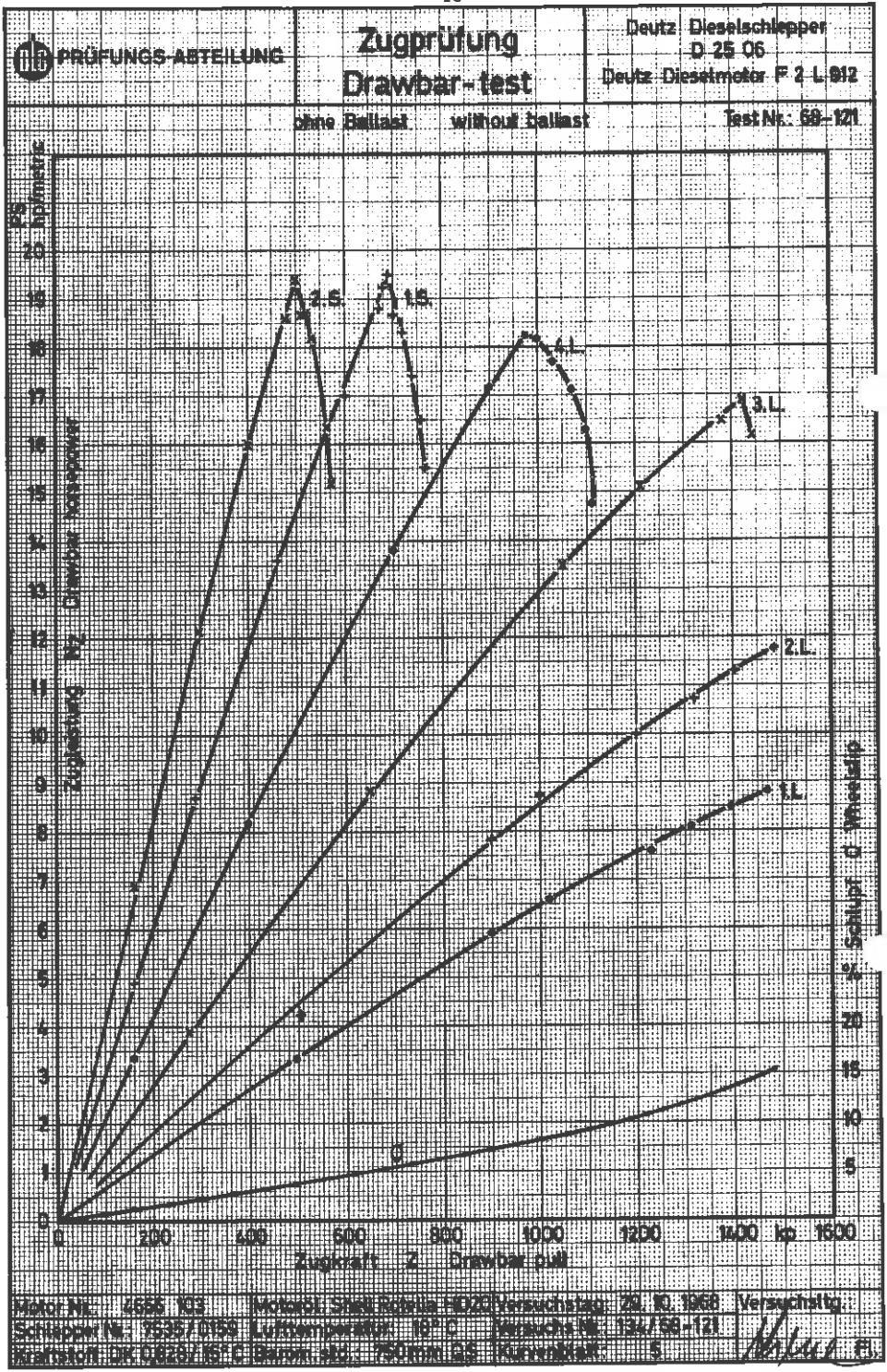
Zugprüfung
Drawbar-test

Deutz Dieselschlepper
D 25.06
Deutz Dieselmotor F 2 L 912

mit Ballast with ballast Test Nr.: 68-121



Motor Nr.: 4666 103	Motoröl: Shell Rotella HD 20	Versuchstag: 4. 11. 1968	Versuchsleitg.:
Schlepper Nr.: 7539/0159	Lufttemperatur: 22° C	Versuchs Nr.: 141/68 - 121	
Kraftstoff: DIN 0 928 15 C	Barom. red.: 745 mm QS	Kurvenblatt: 4	


PRÜFUNGS-ABTEILUNG
Zugprüfung
Drawbar-test
Deutz Dieselschlepper
D 25 06
Deutz Dieselmotor F 2 L 912
ohne Ballast
without ballast
Test Nr.: 58-121
Fahrstufe
Gear
Drehzahl Kurbelwelle
Crankshaft speed
Zugkraft
Drawbar pull
Schlupf
Slip
2.S.
1.S.
4.L.
3.L.
2.L.
1.L.
0
0
200
400
600
800
1000
1200
1400
kp
1600
Zugkraft Z Drawbar pull
Motor Nr. 4666 103
Motoröl Shell Rotella HD20
Versuchstag 29. 10. 1968
Versuchsltg.
Schlepper Nr. 7535/0158
Lufttemperatur 18° C
Versuchs Nr. 134/58-121
Kraftstoff DK 0826/ 15° C
Baröm. abs. 750 mm QS
Korrektur 5

SCHLEPPER-PRÜFFELD
Deutz D 25 06

Test No. 68 - 121

(3 and 4) TURNING SPACE AND TURNING CIRCLE

Wheel equipment front: 6,00 - 16 AS Front, 6 ply, without ballast
rear: 11,2/10 - 28 AS, 6 ply, without ballast
Track of wheels front: 1260 mm
rear: 1219 mm

	With brakes		Without brakes	
	left-hand	right-hand	left-hand	right-hand
Radius of turning space	3,30 m	3,30 m	3,65 m	3,70 m
Radius of turning circle	3,15 m	3,20 m	3,55 m	3,55 m

(5) LOCATION OF CENTRE OF GRAVITY

	Without ballast
Height above ground	651 mm
Distance forward from the vertical plane containing the axis of the rear wheels	742 mm
Distance from the median plane of the tractor	0 mm

SCHLEPPER-PRÜFFELD
Deutz D 25 o6

Test No. 68 - 121

(6) BRAKE TESTS

A) FOOT BRAKE

Date of test: 31.1o.1968

Type of track: concrete

Type of decelerometer: IFK Brake Recorder, August Fischer K.G., 34 Göttingen

Travelling speed of tractor: 24,3 km/h

With cold brakes

	Tractor without ballast	Tractor with ballast
maximum Deceleration m/s^2	4,3	5,4
Stopping distance m	6,8	5,8
Force on pedal kp	29	52

Brake fade characteristics, hot tests, tractor without ballast

Deceleration:	hot/cold	1o7 %
Stopping distance:	cold/hot	1o6 %
Force on pedal	cold/hot	77 %

B) PARKING BRAKE

Force applied on the brake lever, cold brake 34 kp.
No rotation of the rear-wheels of tractor occured when the tractor has been towed.

Force applied on the brake lever, hot brake 38 kp.
One hour after the brake has been applied no rotation of the rear-wheels of tractor occured when the tractor has been towed.

SCHLEPPER-PRÜFFELD

Deutz D 25 o6 Test No. 68 - 121

(7) MEASUREMENT OF AMBIENT NOISE EMITTED BY THE TRACTOR

Date of test: 13.9.1968

Type of track: concrete

Type of sound level meter: EZGN, Rohde & Schwarz, 8 München

Results of test

Speed: 4. S.

Travelling speed before acceleration: 18,o km/h

Sound level: 82 d BA

(8) NOISE MEASUREMENT AT THE DRIVER'S EAR

Date of test: 4.11.1968

Type of track: concrete

Type of sound level meter: EZGN, Rohde & Schwarz, 8 München

Type of octavfilter: PBO, Rohde & Schwarz, 8 München

No cab fitted on tractor

Results of tests

Gear	Travelling speed *) nominal km/h	real km/h	Sone
1. S.	8,1o	8,o5	93
4. L.	5,5o	5,48	75

*) The first gear tested corresponds to the travelling speed nearest to 7,25 km/h

SCHLEPPER-PRÜFFELD
Deutz D 25 o6

Test No. 68 - 121

(9) TEST OF POWER LIFT AND HYDRAULIC PUMP PERFORMANCE

Date and location of tests: 24.9.1968, Darmstadt-Kranichstein

Hydraulic fluid: Shell Rotella HD 2o engine oil

POWER LIFT category I

Height above ground in down position hitch point mm	test frame mm	Total vertical movement mm	Maximum force exerted through full lift range kp	Pressure of hydr. oil kp/cm²	Linkage load at which unballasted front end of tractor lifts off the ground kp *)
Measured at the hitch points of lower links					
25	-	665	1265	175	> max.lift force
271	-	589	1475	175	1475
Measured at the test frame 61o mm to the rear of the hitch points					
25	6o	762	1168	175	877
271	272	996	1o5o	175	877

*) front axle without ballast

Type of linkage lock for transport: not fitted

Opening pressure of the cylinder over pressure relief valve: 21o - 26o kp/cm² (manufacturers specification)

PUMP CHARACTERISTICS

(i) opening pressure of relief valve: 175 kp/cm²
sustained pressure by the open relief valve: 174 kp/cm²

Pump delivery rate at external tapping

(ii) at minimum pressure: 24,8 l/min

(iii) at maximum hydraulic power: 23,6 l/min
maximum hydraulic power: 8,9 hp (metric)
delivery pressure: 17o kp/cm²

SCHLEPPER-PRÜFFELD

Deutz D 25 06

Test No. 68-121

OPTIONAL TESTS

(1o) ENGINE TESTS

Date and location of tests: July 1968, Darmstadt-Kranichstein

Type of dynamometer: Schenck hydraulic dynamometer U 1 - 2o

Maximum power

Horsepower (metric) hp	Engine speed rev/min	Fuel consumption total l/h	specific g/hph	hph/l
At maximum power - 2 hours test				
23,7	21oo	5,o1	174	4,73
At standard p.t.o. speed (54o rev/min)				
23,2	187o	4,74	168	4,89
At the speed recommended by the manufacturer for drawbar work				
23,7	21oo	5,o1	174	4,73
Fuel consumption at part loads				
(i) 85 % of torque at maximum power				
2o,6	2145	4,47	179	4,61
(ii) unloaded				
-	2235	1,64	-	-
(iii) 5o % of the load defined in (i)				
1o,5	2191	2,96	233	3,55
(iv) maximum power				
23,7	21oo	5,o1	174	4,73
(v) 25 % of the load defined in (i)				
5,31	2215	2,25	349	2,36
(vi) 75 % of the load defined in (i)				
15,5	2163	3,72	198	4,17

Optimum fuel consumption: 155 g/hph at 2o,2 hp and 1553 rev/min

Standard fuel consumption 1/2 (acc. to DIN 96o6): 2,1/4,1 l/h

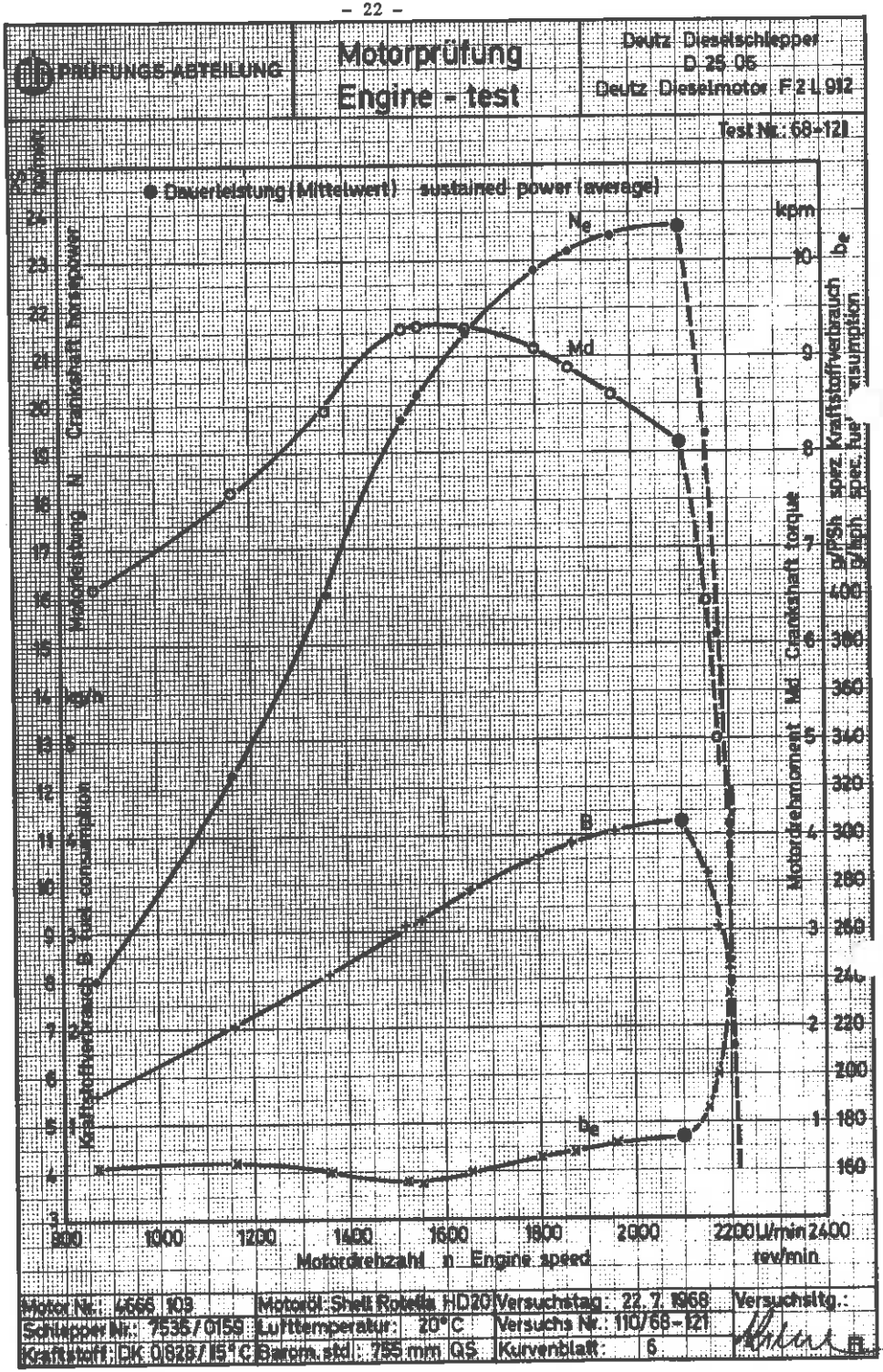
No load maximum engine speed: 2235 rev/min

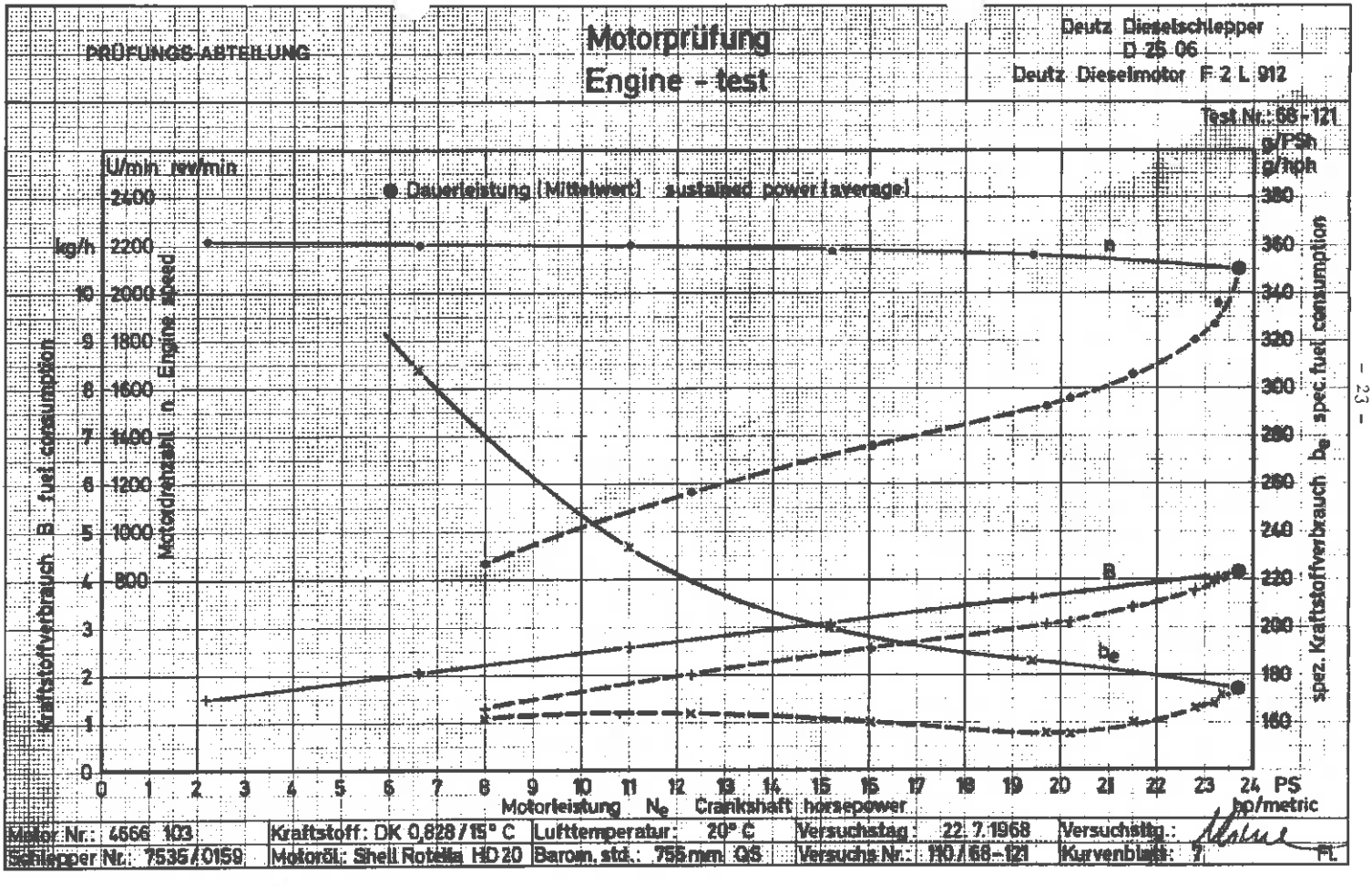
Torque at maximum power: 8,o7 kpm

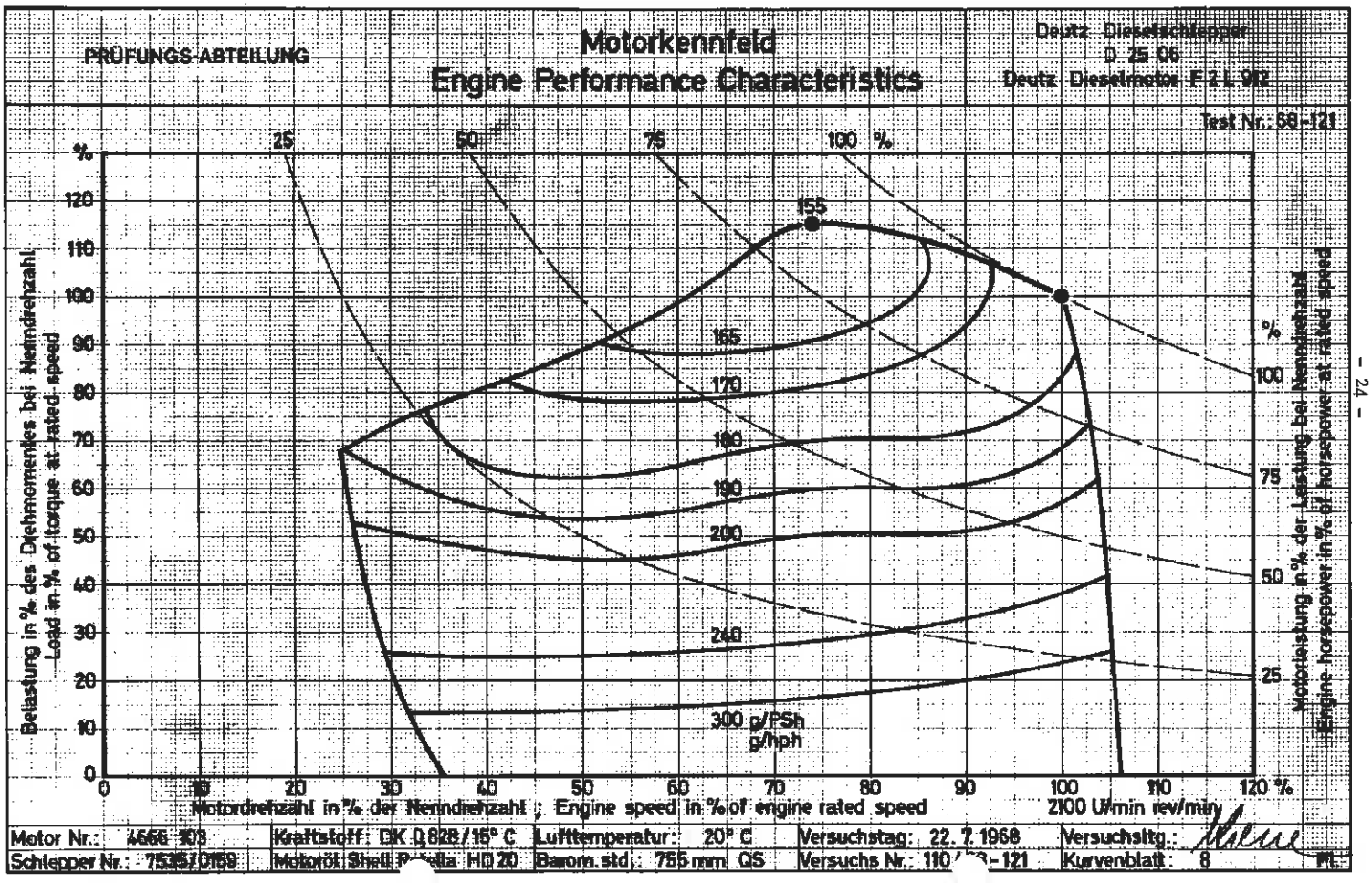
Maximum torque: 9,31 kpm at 1553 rev/min of the engine

Mean atmospheric conditions: temperature: 21° C
pressure: 755 mm Hg
relative humidity 65%

Maximum temperatures: coolant: not rec.
engine oil: 8o° C
fuel: 23° C


PRÜFUNGS-ABTEILUNG
Motorprüfung
Engine - test
Deutz Dieselschlepper
D 25.05
Deutz Dieselmotor F 2 L 912
Test Nr.: 68-121
Dauerleistung (Mittelwert) sustained power (average)
Kraftstoffverbrauch fuel consumption
kg/h
Motordrehmoment Md Crankshaft torque
kpm
Ne
Md
B
be
spez. Kraftstoffverbrauch spec. fuel consumption
g/PSh
g/kph
Motordrehzahl n Engine speed
U/min
rev/min
Motor Nr.: 4666 103
Schlepper Nr.: 7535/0159
Kraftstoff: DK 0928/15 °C
Motoröl: Shell Rotella HD20
Lufttemperatur: 20°C
Barom. std: 755 mm QS
Versuchstag: 22. 7. 1968
Versuchs Nr.: 110/68-121
Kurvenblatt: 6
Versuchsltg.:


PRÜFUNGS-ABTEILUNG
Motorprüfung
Engine - test
Deutz Dieselschlepper
D 25 06
Deutz Dieselmotor F 2 L 912
Test Nr.: 68 - 121
U/min rev/min
Dauerleistung (Mittelwert) sustained power (average)
kg/h
Kraftstoffverbrauch B fuel consumption
Motordrehzahl n Engine speed
g/PSh
g/hph
spez. Kraftstoffverbrauch b_e spec. fuel consumption
n
B
b_e
Motorleistung N_e Crankshaft horsepower
PS
hp/metric
Motor Nr.: 4566 103
Schlepper Nr.: 7535/0159
Kraftstoff: DK 0,828/15° C
Motoröl: Shell Rotella HD 20
Lufttemperatur: 20° C
Baromn. std.: 755 mm QS
Versuchstag: 22. 7. 1968
Versuchs Nr.: 110/68-121
Versuchsltg.:
Kurvenblatt: 7
FL


PRÜFUNGS-ABTEILUNG
Motorkennfeld
Engine Performance Characteristics
Deutz Dieselschlepper
D 25.06
Deutz Dieselmotor F 2 L 912
Test Nr.: 68-121
25
50
75
100 %
155
165
170
180
190
200
240
300 g/PSh
g/hph
Belastung in % des Diehmomentes bei Nenndrehzahl
Load in % of torque at rated speed
Motorleistung in % der Leistung bei Nenndrehzahl
Engine horsepower in % of horsepower at rated speed
Motordrehzahl in % der Nenndrehzahl ; Engine speed in % of engine rated speed
2100 U/min rev/min
Motor Nr.: 4666 103
Kraftstoff: DK 0,828/15° C
Lufttemperatur: 20° C
Versuchstag: 22. 7. 1968
Versuchsltg.:
Schlepper Nr.: 75357.0159
Motoröl: Shell Rotella HD 20
Barom. std.: 755 mm QS
Versuchs Nr.: 110 / 68-121
Kurvenblatt: 8