O.E.C.D. Report No: 255

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

DEUTZ DIESEL TRACTOR D 30 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.: 255

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This Bulletin is based on engineering tests 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 30 06

Test No. 68 - 122

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SCHLEPPER-PRÜFFELD

Deutz D 30 06

Test No.68 - 122

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 and Gross-Umstadt

Duration of running-in: Engine 70 hours, tractor appr. 100 hours

SPECIFICATION OF TRACTOR

Tractor

Make:	Klöckner-Humboldt-Deutz A.G.,5 Köln-Deutz
Model:	D 30 06
Type:	Diesel-tractor, unit construction
Serial No.:	7487/387

Engine

Make:	Klöckner-Humboldt-Deutz A.G.,5 Köln-Deutz
Model:	F 2 L 912
Type:	Air cooled 4-stroke Diesel-engine
Serial No.	4666 817
Cylinders	2 cylinders, vertical in line; 100 mm bore, 120 mm stroke, capacity 1884 cm^3; compression ratio 17 : 1; overhead valves; replaceable single ribbed cylinders
Fuel system:	Fuel: Commercially available diesel oil; Deutz type No.6 injection pump; Bosch type DLLA 149 S 394 injection nozzles; injection pressure 185 kp/cm^2; injection timing 32° before TDC; Pierburg type PE 15 547 fuel feed pump; felt tube filter element; capacity of fuel tank appr. 70 l
Governor:	Klöckner-Humboldt-Deutz A.G.,5 Köln-Deutz; mechanical centrifugal variable speed governor; governed range of engine speed 650 rev/min to 2450 rev/min; rated engine speed for p.t.o.-work 2300 rev/min; for field-work 2300 rev/min; for transportation-work 2300 rev/min; for belt-work 2300 rev/min
Air cleaner:	Main filter Make: Motor-Condensator, 68 Mannheim oil-bath flush-type filter Pre-cleaner Make: Motor-Condensator, 68 Mannheim

SCHLEPPER-PRÜFFELD
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Lubrication system: Forced feed from gear type pump; strainer in sump; screen type filter in full flow, by-pass valve; oil capacity 6 l; recommended oil changing period 200-240 hours when using branded HD Supplement I oil; recommended oil in winter HD SAE 10 W
in summer HD SAE 20 W/20
in tropics HD SAE 30

Cooling system: Air cooling from V-belt driven axial 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 AG.,872 Schweinfurt type DO 200/225 K dry disc type clutch, operated by foot pedal

Gearbox: Klöckner-Humboldt-Deutz A.G.,5 Köln-Deutz type TW 35.1 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 with pinion and spur gear drive; differential lock fitted operated by hand lever, selfdisengaging

Oil capacity: Selecting gear, group gear and rear axle drive total appr. 14 l; recommended oil changing period 1500 hours

Total ratios and speeds:

Group gear	Gear No.	Number of engine revolutions for one revolution of the driving wheel	Theoretical travelling speed for 2300 rated speed of engine km/h	m/s
slow (L.)	1.	264,7 : 1	2,10	0,58
	2.	197,5 : 1	2,82	0,78
	3.	129,2 : 1	4,32	1,20
	4.	88,3 : 1	6,30	1,75
fast (S.)	1.	60,6 : 1	9,16	2,55
	2.	45,2 : 1	12,30	3,42
	3.	29,6 : 1	18,80	5,23
	4.	20,2 : 1	27,60	7,67
reverse (R.)	1.	197,5 : 1	2,82	0,78
	2.	45,2 : 1	12,30	3,42

SCHLEPPER-PRÜFFELD
Deutz D 30 06

Test No. 68 - 122

Power take-off

(a) Main p.t.o. live power take-off, manually engaged

Location:	At rear of tractor, in tractor's median plane, 555 mm above ground
Dimensions:	29 x 34,9 x 8,7 mm = 1 3/8", 6 splines (acc.to DIN 9611 Form A; BS 1495; ASAE 203.2)
Speed:	600 rev/min at 2300 rev/min rated engine speed; standard p.t.o.-speed 450 rev/min at 2070 rev/min rated engine speed, may be set by aid of tractormeter
Direction of rotation:	Clockwise viewed from tractor rear

(b) Ground speed power take-off, main p.t.o., manually engaged may be shifted over to the ground speed p.t.o.

Location and dimensions:	Same as with main p.t.o.; Gear ratio between rear wheels and p.t.o. = 1 : 7,71; Travelling distance for 1 revolution of p.t.o. = 0,49 m
Direction of rotation:	Clockwise in forward gears, viewed from tractor rear

Belt pulley

(Not fitted on tractor tested; figures manufacturer's specification)

Location:	At rear of tractor, driving unit fitted on p.t.o.; manually engaged
Dimensions:	245 mm diameter, 100 mm width
Speed:	1825 rev/min at 2300 rev/min rated engine speed; linear belt speed 16,75 m/s
Direction of rotation:	Anticlockwise, viewed from right hand side of tractor

Power lift

Make: Klöckner-Humboldt-Deutz A.G., 5 Köln-Deutz typ K 35 (Deutz Transfermatic System); hydraulic power lift with power control, position control and floating position; single acting ram; Bosch type HY/ZFR 1/11 CL (112/1) gear type pump or when a hydraulic steering is fitted Bosch type HY/ZFR 1/14 CL (112/1) gear type pump is fitted; pump directly driven from engine; maximum oil pressure 175 kp/cm²; oil capacity appr. 9 l; safety over-pressure relief valve in ram

Pull attachment

Implement linkage:	Three-point implement linkage category I (acc.to DIN 9674) controlled by power lift; lift height above ground: 140 - 978 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; distance of central hole from rear axle at horizontal position of lower links 875 mm; distance from end of p.t.o. 465 mm

Trailer hitch: At rear of tractor; height above ground 675-740-805 mm and 545-610-675 mm changed by a pin, shifting and reversing hitch;
distance from rear axle 584 mm

Towing hitch: At front of tractor; height above ground 595 mm

Steering device: Make: Zahnradfabrik Friedrichshafen AG., 799 Friedrichshafen
type 60, model 81 stud steering gear, operated by hand wheel
(optionally ZF Column Hydrosteering type 09, model 74)

Brakes

Parking brake: Mechanically acting as Simplex internal shoe type brake on a brake drum on a transmission shaft

Foot brake: Mechanically acting as Servo internal shoe type brake on brake drums in the rear wheels

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

Wheels

Steering wheels: Two at front. Tyres 6,00-16 AS Front 6 ply pneumatics (acc.to DIN 7808); maximum permissible weight on each tyre 620 kp at 3,5 kp/cm², when transporting mounted implements 775 kp;
rims 4,00 E x 16; track from 1280 mm to 1880 mm in steps of 100 mm changed by extending front axle

Driving wheels: Two at rear. Tyres 12,4/11-32 AS 6 ply pneumatics (acc.to DIN 7807); maximum permissible weight on each tyre 1280 kp at 1,5 kp/cm², when transporting mounted implements 1470 kp;
rims W 10 x 28; track 1219-1319-1441-1541-1634-1734 mm changed by reversing wheel centres and offset lug type rims

Wheel base: 1865 mm

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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:	690 kp	695 kp
	Rear axle load:	1085 kp	1155 kp
	Total:	1775 kp	1850 kp
Ballast front:	1 front weight	= 55 kp	
Ballast rear:	10 weights per wheel	= 870 kp	
	water in tyres	= 225 kp	
		without driver	with driver
Weight of tractor with ballast:	Front axle load:	750 kp	755 kp
	Rear axle load:	2175 kp	2245 kp
	Total:	2925 kp	3000 kp

Seat

Make: Klöckner-Humboldt-Deutz A.G.,5 Köln-Deutz; pan seat with back rest and cushion linked on a long rocker bar, sprung by a rubber block; height above ground appr. 1080 mm
(Optionally upholstered seat with back rest and arm rests, sprung and damped, parallelogram linkage, spring adjustable acc.to driver's weight, manufacturer Grammer, 845 Amberg

Number of grease points (whole tractor) : 14

Overall dimensions

Overall length:	3340 mm with three-point linkage
Overall width :	1595 mm at 1219 mm track,without ballast weights
Overall height:	1660 mm to top of attendant's back rest
Maximum ground clearance:	410 mm above centre line of tractor
	400 mm at 400 mm apart median plane of tractor

Lighting equipment

Electric 12 Volt, acc.to StVZO (German lighting regulation) additionally with main head light beam

	Height above ground of centre mm	Dimensions of area mm	Distance from outside edge of tractor to centre mm
Head lights	850	130 Ø	612
Side lights	1350	47 x 50	170
Rear lights	1260	47 x 50	180
Reflectors	985	85 Ø	65

SCHLEPPER-PRÜFFELD
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FUELS AND LUBRICANTS USED IN TESTS

Laboratory tests

Fuel:	Shell Diesel oil, specific gravity at 15°C : 0,828 kg/l (commercially available quality acc.to DIN 51 601)
Engine oil:	Shell Rotella HD 20 (SAE)
Transmission oil:	SAE 90

Track tests

Fuel:	Shell Diesel oil, specific gravity at 15°C : 0,830 kg/l (commercially available quality acc.to DIN 51 601)
Engine oil:	Shell Rotella HD 20 (SAE)
Transmission oil:	SAE 90

SCHLEPPER-PRÜFFELD
Deutz D 30 06

Test No. 68 - 122

COMPULSORY TESTS

(1) MAIN POWER TAKE-OFF PERFORMANCE

Date and location of tests: 16.9.1968, Darmstadt-Kranichstein

Type of dynamometer: Schenck hydraulic dynamometer U1 - 30

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					
29,7	2300	600	5,76	188	4,39
At standard p.t.o.speed (540 rev/min)					
27,6	2075	540	6,00	179	4,60
At the speed recommended by the manufacturer for drawbar work					
29,7	2300	600	5,76	188	4,39
Fuel consumption at part loads					
(i) 85% of torque at maximum power					
26,0	2380	620	6,25	199	4,16
(ii) unloaded					
-	2485	647	2,18	-	-
(iii) 50% of the load defined in (i)					
13,3	2431	633	4,02	250	3,31
(iv) maximum power					
29,7	2300	600	5,76	188	4,39
(v) 25% of the load defined in (i)					
6,7	2451	639	3,06	377	2,19
(vi) 75% of the load defined in (i)					
19,7	2405	626	5,11	215	3,86

No load maximum engine speed: 2485 rev/min

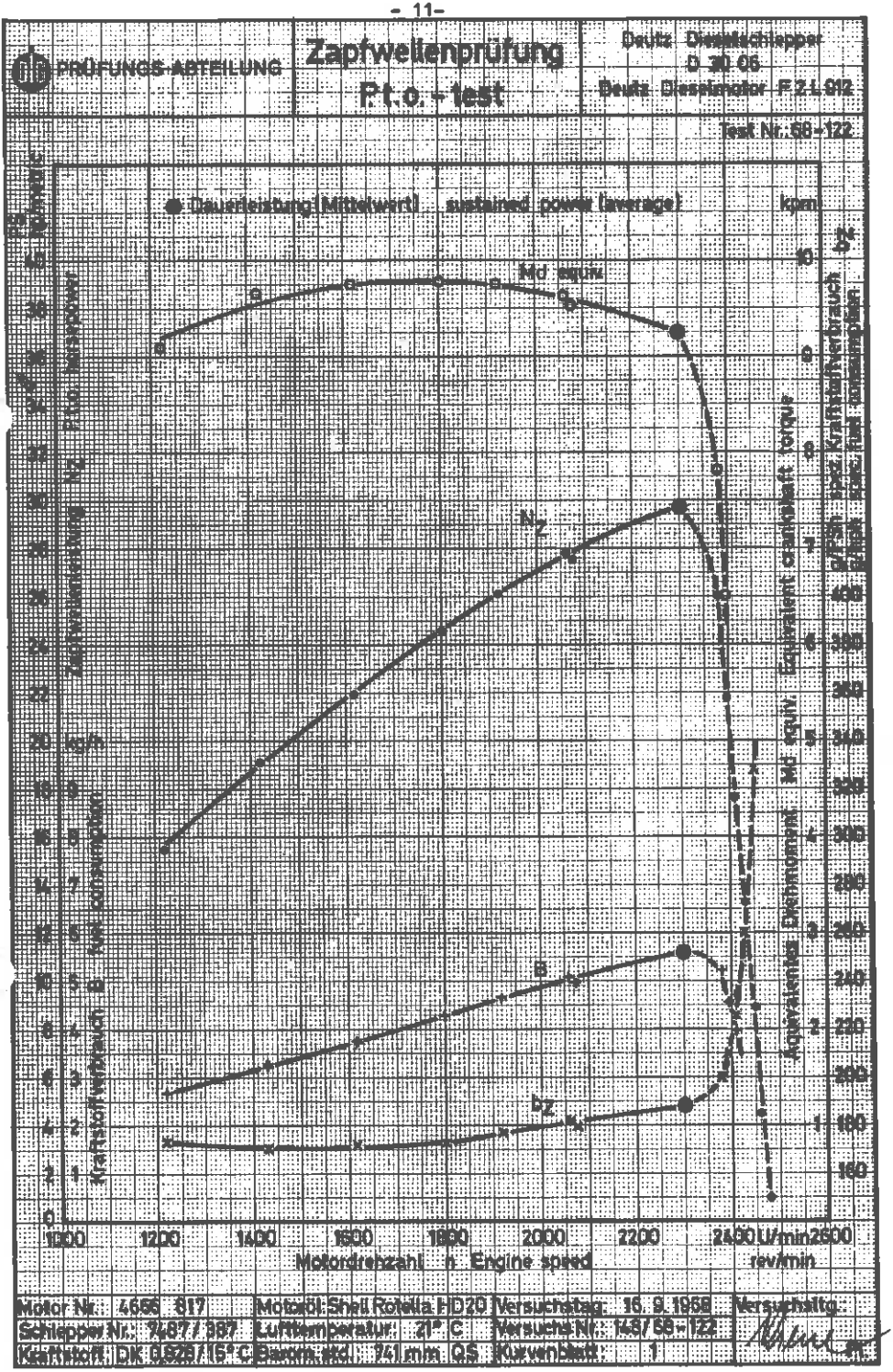
Torque*) at maximum power: 9,25 kpm

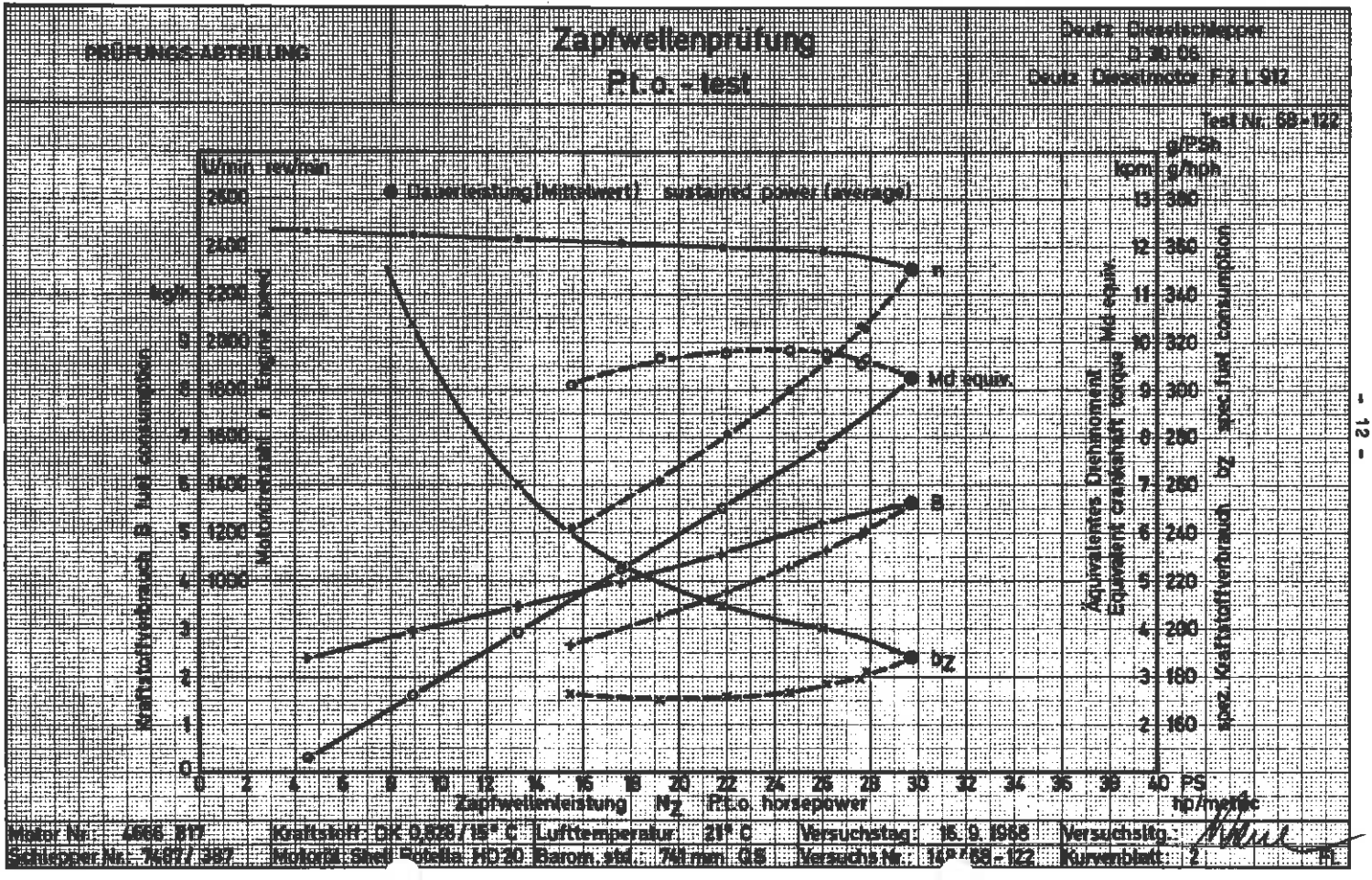
Maximum torque*) 9,80 kpm at 1800 rev/min of the engine

Mean atmospheric conditions: temperature: 23°C
pressure: 742°C
relative humidity: 50%

Maximum temperatures: coolant: not recorded
engine oil: 98°C
Fuel: 22°C

*) The torque reported is the equivalent crankshaft torque


PRÜFUNGS-ABTEILUNG
Zapfwellenprüfung
P.t.o. - test
Deutz Diesseltschlepper D 30.06
Deutz Dieselmotor F 2 L 912
Test Nr. 66 - 122
Dauerleistung Mittelwert sustained power (average)
Md equiv.
Zapfwellenleistung P.t.o. horsepower
Kraftstoffverbrauch fuel consumption
Äquivalentes Drehmoment equivalent torque
Motordrehzahl n Engine speed
rev/min
Motor Nr.: 4656 817
Motoröl: Shell Rotella HD 20
Versuchstag: 16. 9. 1966
Versuchsanstalt:
Schlepper Nr.: 74877/387
Lufttemperatur: 21° C
Versuchs Nr.: 1487/66 - 122
Kraftstoff: DK (0,828/15° C
Barom. stat.: 741 mm QS
Kurvenblatt: 1


PRÜFNIS-ABTEILUNG
Zapfwellenprüfung
P.t.o.-test
Deutz Dieselschlepper
D 30.06
Deutz Dieselmotor F 2 L 912
Test Nr. 69-122
U/min rev/min
Dauerleistung (Mittelwert) sustained power (average)
kg/h
kgm
g/PSh
g/hph
Md equiv.
B
bz
Kraftstoffverbrauch in kg/h fuel consumption
Nutzdrehmoment
Äquivalentes Drehmoment
Equivalent crankshaft torque Md equiv.
spez. Kraftstoffverbrauch
spec. fuel consumption
Zapfwellenleistung N_Z P.t.o. horsepower
PS
hp/metric
Motor Nr. 4668 977
Schlepper Nr. 7487/387
Kraftstoff: DK 0,828/15° C
Motoröl: Shell Rotella HD 30
Lufttemperatur 21° C
Barom. std. 741 mm Q.S.
Versuchstag: 15. 9. 1968
Versuchs Nr. 15/68-122
Versuchsltg.:
Kurvenblatt: 2

(2) DRAWBAR PERFORMANCE

Date of tests: November 1968

Type of track: concrete

Height of drawbar above ground: 395 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.	19,6	2870	2380	15,3	3,27	255	10	not rec.	80	8	78	750
2.L.	23,8	2630	2315	13,7	3,44	241	10	not rec.	80	11	80	751
3.L.	25,2	1725	2300	7,8	3,75	223	6	not rec.	85	5	84	751
4.L.	25,6	1150	2305	5,0	3,81	219	6	not rec.	80	5	88	752
1.S.	25,4	775	2300	3,3	3,81	219	6	not rec.	80	5	87	752
2.S.	25,3	570	2300	2,5	3,74	222	6	not rec.	80	5	84	752
(ii) FIVE-HOUR-TEST AT 75% OF PULL AT MAXIMUM POWER IN 4.L. GEAR												
4.L.	20,1	860	2400	4,0	3,41	243	5	not rec.	80	4	80	754
(iii) FIVE-HOUR-TEST AT PULL CORRESPONDING TO 15% WHEEL SLIP IN TEST (i)												
1.L.	19,6	2870	2380	15,0	3,27	255	10	not rec.	80	8	78	754
Without ballast												
(v) MAXIMUM POWER												
2.L.	15,2	1620	2405	15,5	2,93	285	8	not rec.	80	6	89	746
3.L.	22,8	1620	2365	15,3	3,21	249	8	not rec.	80	6	85	746
4.L.	24,8	1150	2300	9,0	3,66	228	8	not rec.	85	6	83	750
1.S.	25,8	790	2300	5,5	3,81	219	8	not rec.	85	6	83	750
2.S.	25,7	580	2300	4,2	3,58	218	8	not rec.	80	6	82	750

Engine oil consumption during ten hours duration of tests (ii) and (iii) : 23,5 g/h

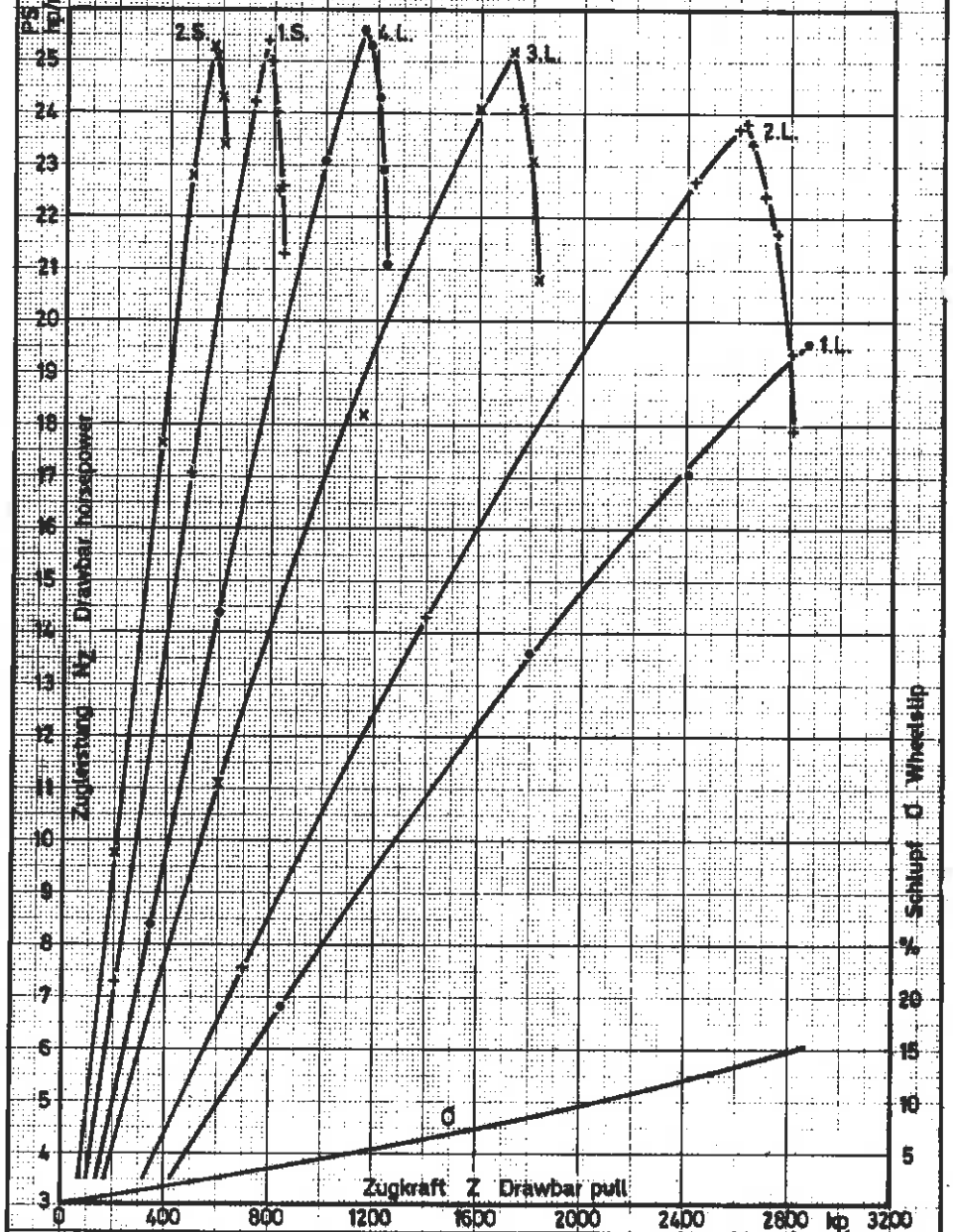
PRÜFUNGS-ABTEILUNG

Zugprüfung
Drawbar-test

Deutz Dieselschlepper
D 30.06
Deutz Dieselmotor F 2 L 912

mit Ballast with ballast

Test Nr.: 69 + 122



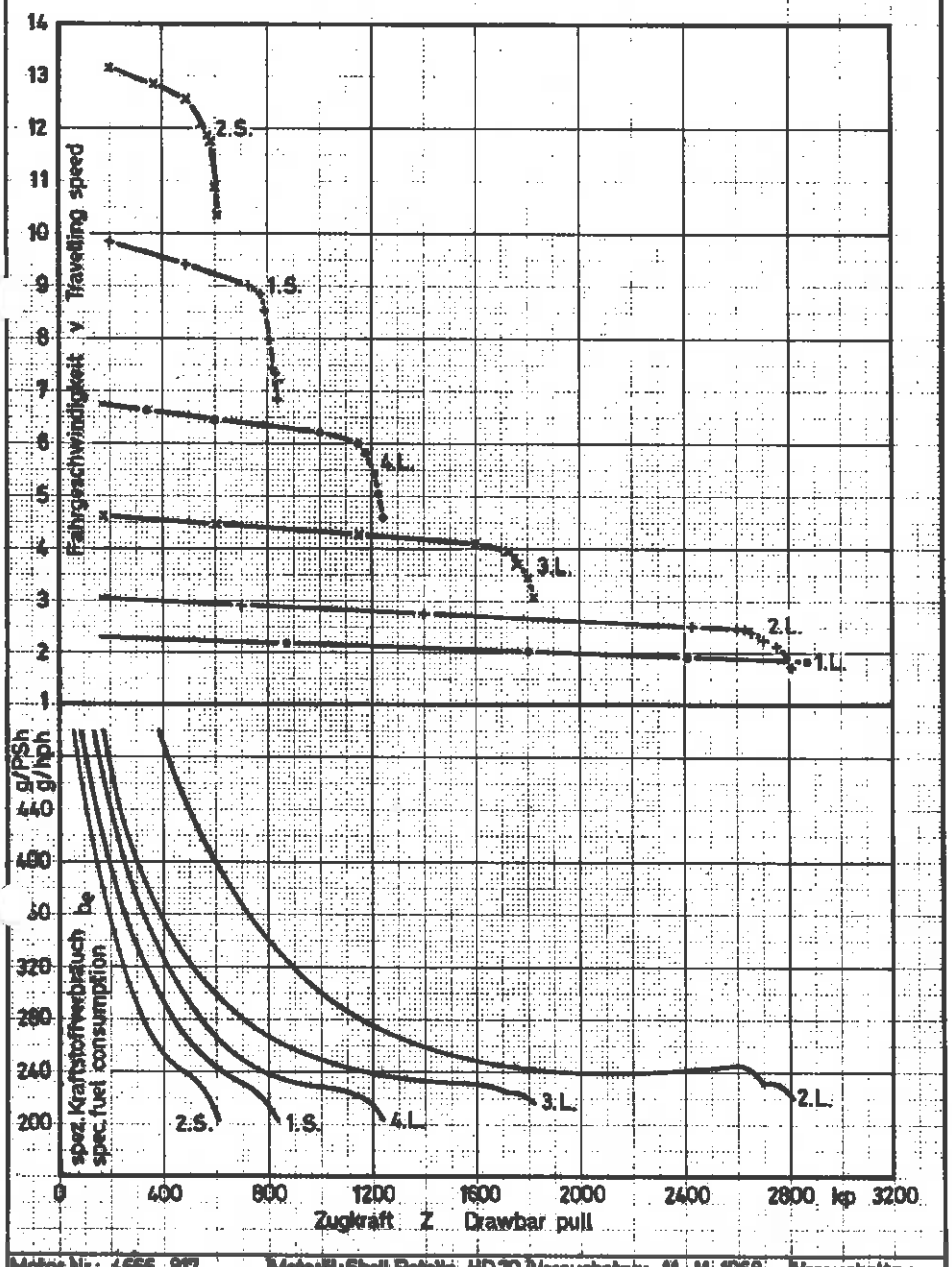
Motor Nr.: 4666 817	Motoröl: Shell Rotella HD20	Versuchstag: 11. 11. 1968	Versuchsltg.:
Schlepper Nr.: 7487 / 367	Lufttemperatur: 6° C	Versuchs Nr.: 155/68 - 122	
Kraftstoff: DK 0,830 / 15° C	Barom. std.: 751 mm QS	Kurvenblatt: 3	

PRÜFUNGS-ABTEILUNG

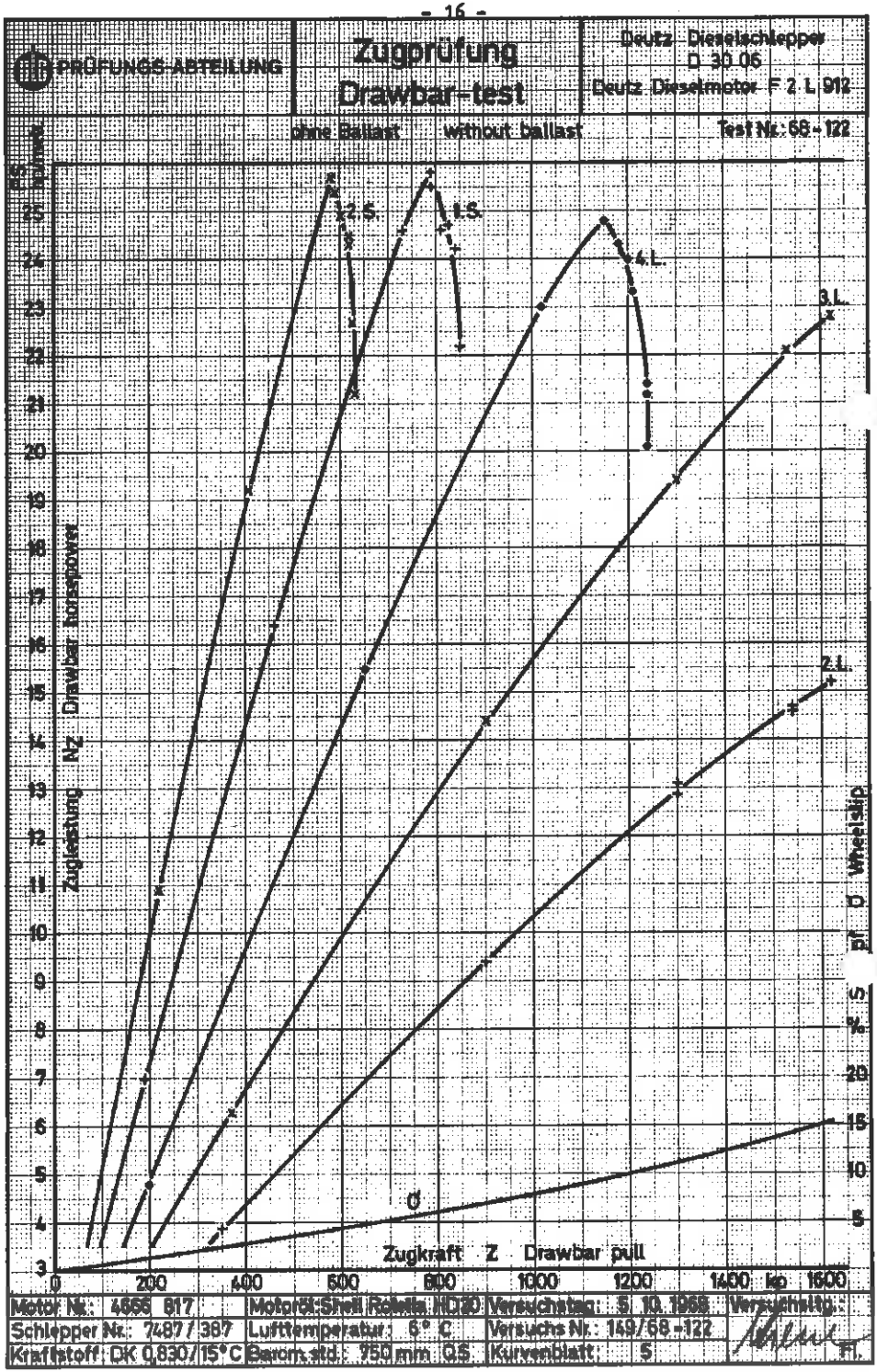
Zugprüfung
Drawbar-test

Deutz Dieselschlepper
D 30 06
Deutz Dieselmotor F 2 L 912

km/h | mit Ballast | with ballast | Test Nr.: 68 - 122



Motor Nr.: 4665 817	Motoröl: Shell Rotella HD 20	Versuchstag: 11. 11. 1968	Versuchsltg.:
Schlepper Nr.: 7487 / 367	Lufttemperatur: 6 ° C	Versuchs Nr.: 155 / 68 - 122	
Kraftstoff: DK 0,830 / 15° C	Barom. std.: 751 mm QS	Kurvenblatt: 4	FL


PRÜFUNGS-ABTEILUNG
Zugprüfung
Drawbar-test
ohne Ballast without ballast
Deutz - Dieselschlepper
D 30.06
Deutz Dieselmotor F 2 L 912
Test Nr.: 68 - 122
Drawbar horsepower
Zugleistung Nz
1.2 S.
1. S.
4. L.
3. L.
2. L.
0
Zugkraft Z Drawbar pull
0 200 400 600 800 1000 1200 1400 kp 1600
Wheelslip
5 10 15 20 %
Motor Nr.: 4656 817
Motoröl: Shell Rotella HD 30
Versuchstag: 5. 10. 1968
Schlepper Nr.: 7487 / 387
Lufttemperatur: 6° C
Versuchs Nr.: 149/68-122
Kraftstoff: DK 0,830/15° C
Barom. std.: 750 mm Q.S.
Kurvenblatt: 5

(3 and 4) TURNING SPACE AND TURNING CIRCLE

Wheel equipment front: 5,50-16 AS Front, 6 ply, without ballast
rear: 12,4/11-32 AS, 6 ply, without ballast

Track of wheels front: 1280 mm
rear: 1319 mm

	With brakes		Without brakes	
	left hand	right hand	left hand	right hand
Radius of turning space	3,41 m	3,29 m	3,61 m	3,55 m
Radius of turning circle	3,27 m	3,15 m	3,47 m	3,42 m

(5) LOCATION OF CENTER OF GRAVITY

	Without ballast
Height above ground	706 mm
Distance forward from the vertical plane containing the axis of the rear wheels	703 mm
Distance from the median plane of tractor	0 mm

SCHLEPPER-PRÜFFELD
Deutz D 30 06

Test No. 68 - 122

(6) BRAKE TESTS

A) FOOT BRAKE

Date of tests: 7. 11. and 11.11.1968

Type of track: concrete

Type of decelerometer: Moto Meter Bremsverzögerungs- und Pedalkraftmesser, Moto Meter Herrmann Schlaich G.m.b.H. 7 Stuttgart N

Travelling speed of tractor: 25,0 km/h

With cold brakes

	Tractor without ballast	Tractor with ballast
Maximum deceleration m/s^2	4,6	5,7
Stopping distance m	10,4	8,6
Force on pedal kp	56	65

Brake fade characteristics, hot tests, tractor without ballast

Deceleration: hot/cold: 102 %

Stopping distance: cold/hot: 95 %

Force on pedal: cold/hot: 108 %

B) PARKING BRAKE

Force applied on the brake lever, cold brake 35 kp.
No rotation of the rear-wheels of tractor occured when the tractor has been towed.

Force applied on the brake lever, hot brake 35 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 30 06

Test No. 68 - 122

(7) MEASUREMENT OF AMBIENT NOISE EMITTED BY THE TRACTOR

Date of test: 6.11.1968
Type of track: concrete
Type of sound level meter: EZGN, Rohde & Schwarz, 8 München

Results of test

Speed: 4.S.
Travelling speed before acceleration: 20,0 km/h
Sound level: 85 dBA

(8) NOISE MEASUREMENT AT THE DRIVER'S EAR

Date of test: 15.11.1968
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
4.L.	6,30	6,15	80

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

SCHLEPPER-PRÜFFELD
Deutz D 30 06

Test No. 68 - 122

(9) TEST OF POWER LIFT AND HYDRAULIC PUMP PERFORMANCE

Date and location of tests: 2.10.1968, Darmstadt-Kranichstein
Hydraulic fluid: Shell Rotella HD 20

POWER LIFT

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 on the hitch points of lower links					
140	-	670	1088	175	*)
396	-	582	1320	175	1470
Measured on the test frame 610 mm to the rear of the hitch points					
140	170	728	1040	175	867
396	398	746	1052	175	867

*) greater than max. lifting force

Type of linkage lock for transport: no lock fitted

Opening pressure of the cylinder over pressure relief valve:
210 - 260 kp/cm² (manufacturer's figure)

PUMP CHARACTERISTICS

(i) opening pressure of relief valve: 178 kp/cm²
sustained pressure by the open relief valve: 175 kp/cm²

(ii) Pump delivery rate at external tapping
at minimum pressure: 28,5 l/min
at maximum hydraulic power: 27,2 l/min
maximum hydraulic power: 10,0 hp (metric)
delivery pressure 165 kp/cm²

SCHLEPPER-PRÜFFELD
Deutz D 30 06

Test No. 68 - 122

OPTIONAL TESTS

(10) ENGINE TESTS

Date and location of tests: 7.-9.8.1968, Darmstadt-Kranichstein

Type of dynamometer: Schenck hydraulic dynamometer U1-20

Maximum power

Horsepower (metric) hp	engine speed rev/min	Fuel consumption total l/h	Fuel consumption specific g/hph	hph/l
At maximum power 2-hours test				
31,2	2300	6,75	179	4,62
At standard p.t.o.speed (540 rev/min)				
29,4	2075	6,04	170	4,87
At the speed recommended by the manufacturer for drawbar work				
31,2	2300	6,75	179	4,62

Fuel consumption at part loads

(i) 85% of torque at maximum power				
27,3	2362	6,02	193	4,54
(ii) unloaded				
-	2480	2,05	-	-
(iii) 50% of the load defined in (i)				
14,0	2425	3,89	231	3,59
(iv) maximum power				
31,2	2300	6,75	179	4,62
(v) 25% of the load defined in (i)				
7,2	2460	2,86	332	2,50
(vi) 75% of the load defined in (i)				
20,7	2400	4,90	197	4,22

Optimum fuel consumption: 162 g/hph at 21,8 hp an 1680 rev/min

Standard fuel consumption 1/2 (acc.to DIN 9606) : 2,68/5,44 l/h

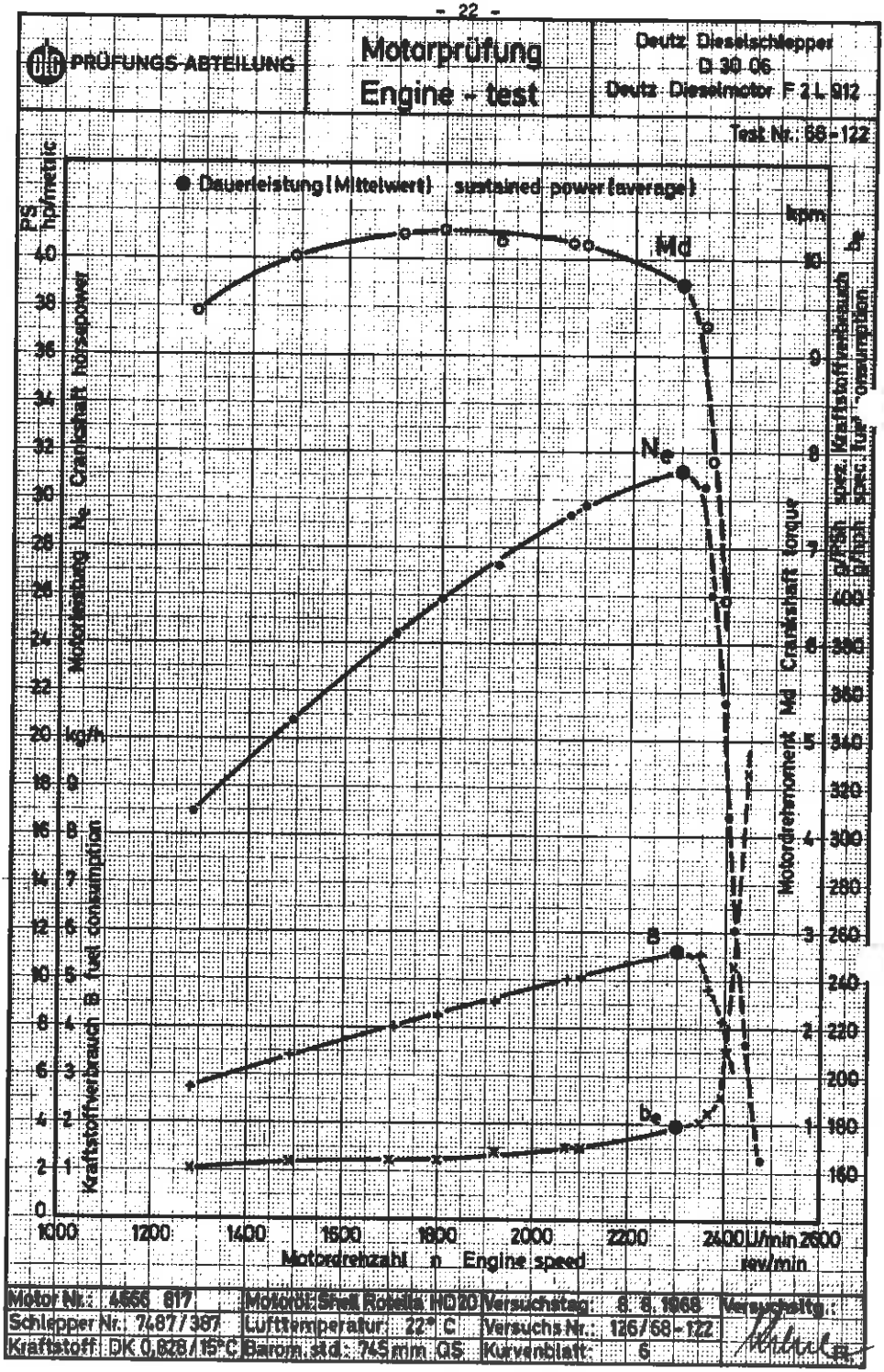
No load maximum engine speed: 2480 rev/min

Torque at maximum power: 9,74 kpm

Maximum torque: 10,30 kpm at 1800 rev/min of the engine

Mean atmospheric conditions: temperature: 20°C
pressure: 744 mm Hg
relative humidity: 65%

Maximum temperatures: coolant: not recorded
engine oil: 85%
fuel: 22°C

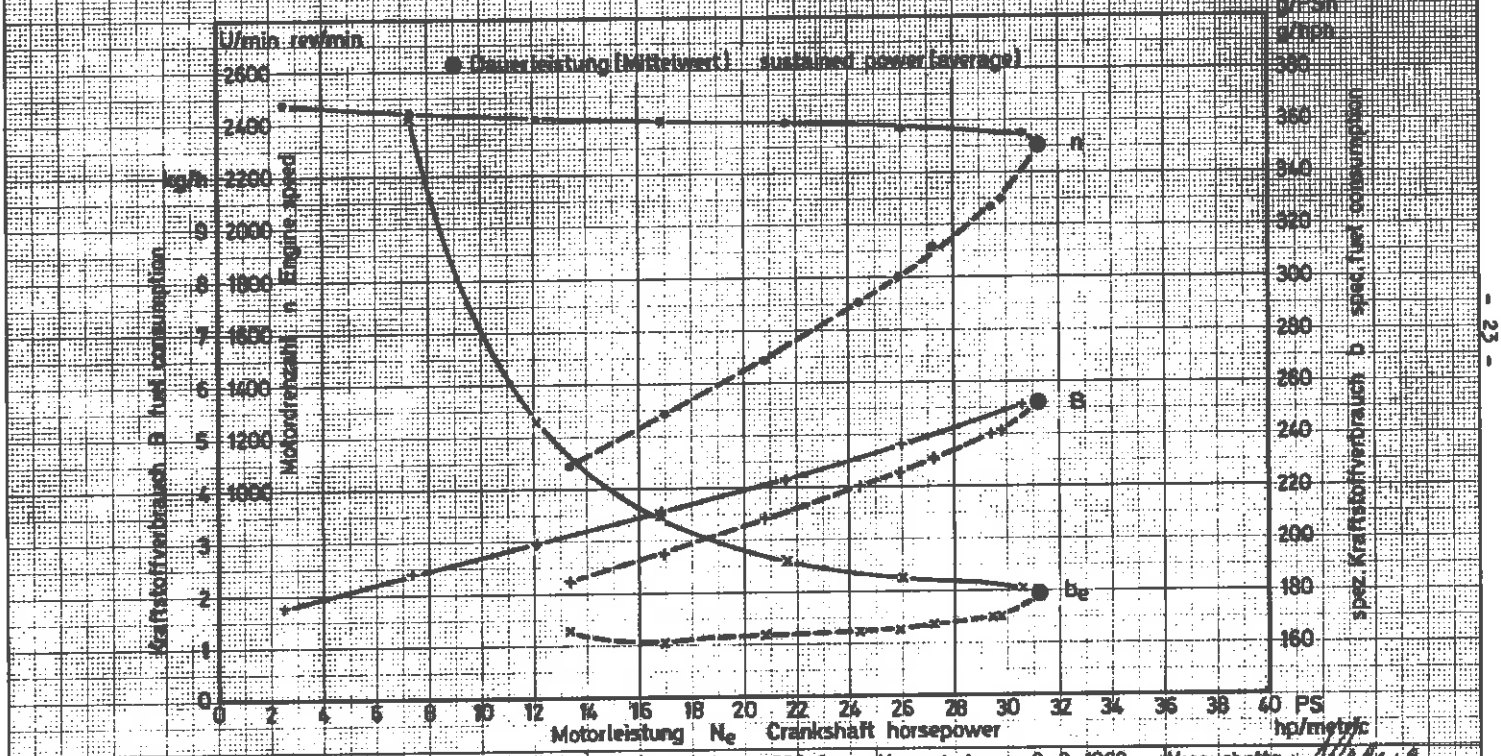

PRÜFUNGS-ABTEILUNG
Motorprüfung
Engine - test
Deutz Dieselschlepper
D 30.06
Deutz Dieselmotor F 2 L 912
Test Nr.: 66-122
Dauerleistung (Mittelwert) sustained power (average)
PS hp metric
Md
Ne
Motorleistung Ne Crankshaft horsepower
Kraftstoffverbrauch B fuel consumption
kg/h
Motordrehmoment Md Crankshaft torque
kpm
Kraftstoffverbrauch spez. be fuel consumption
g/PSh g/hph
B
be
1000 1200 1400 1600 1800 2000 2200 2400 U/min 2600
Motordrehzahl n Engine speed
rev/min
Motor Nr.: 4656 617
Motoröl: Shell Rotella HD 20
Versuchstag: 8. 8. 1968
Verwaltung:
Schlepper Nr.: 7487/387
Lufttemperatur: 22° C
Versuchs Nr.: 126/68-122
Kraftstoff: DK 0,828/15°C
Barom. std.: 745 mm QS
Kurvenblatt: 6

PRÜFUNGS-ABTEILUNG

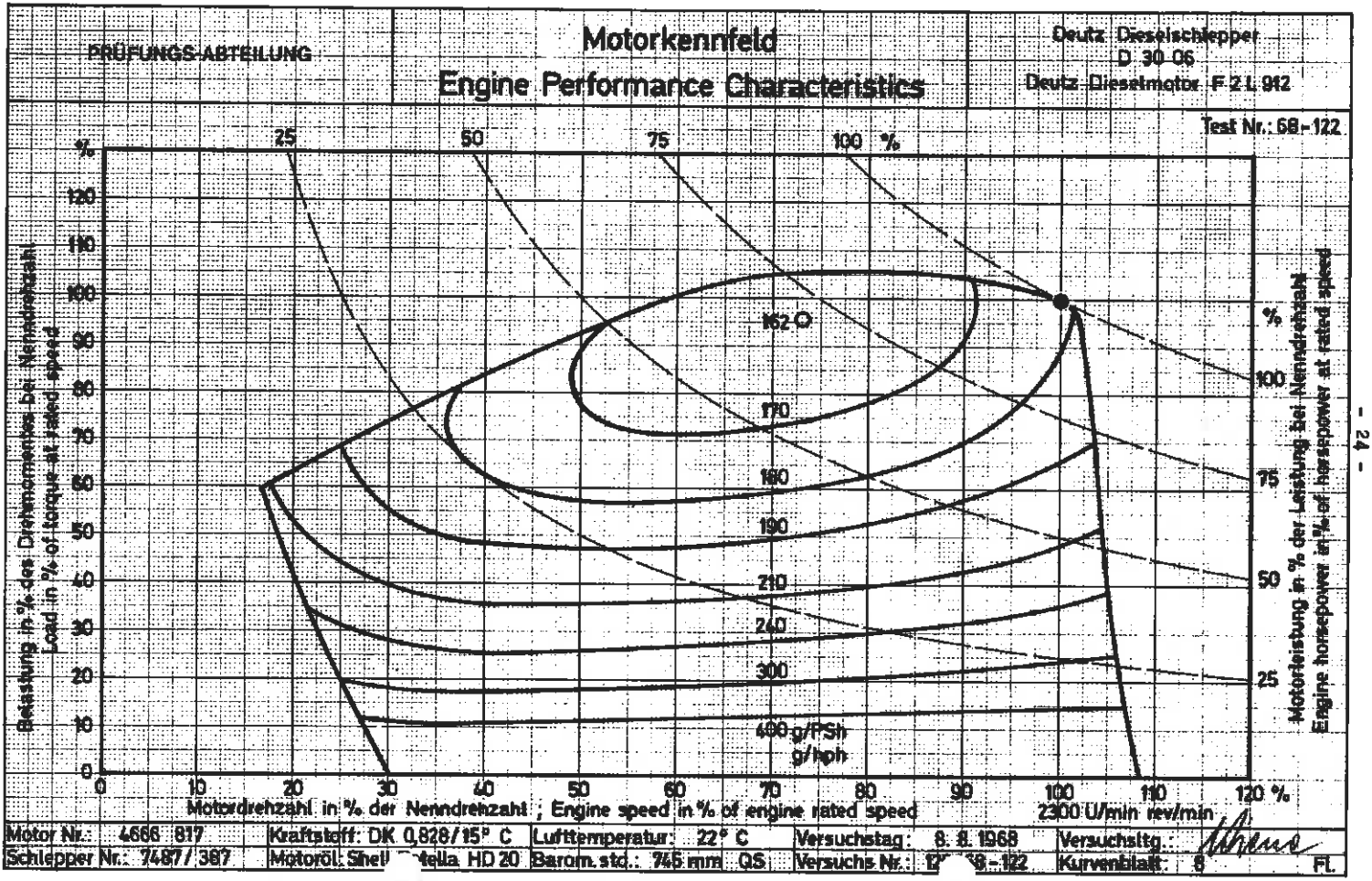
Motorprüfung
Engine - test

Prüfst.: Dieselschlepper 6.30.05
Deutz Dieselmotor F 2 L 612

Test No. 68-122



Motor Nr.: 4586 617	Kraftstoff: DK 0,828/15° C	Lufttemperatur: 22° C	Versuchstag: 8. 8. 1968	Versuchsltg.: Mörsch
Schlepper Nr.: 7487/387	Motoröl: Shell Rotella HD 20	Barom. std.: 745 mm QS	Versuchs Nr.: 126/68-122	Kurvenblatt: 7	FL.


PRÜFUNGS-ABTEILUNG
Motorkennfeld
Engine Performance Characteristics
Deutz Dieselschlepper
D 30 06
Deutz Dieselmotor F 2 L 912
Test Nr.: 68-122
Belastung in % des Drehmomentes bei Nenndrehzahl
Load in % of torque at rated speed
Motorleistung in % der Leistung bei Nenndrehzahl
Engine horsepower in % of horsepower at rated speed
162 Q
170
180
190
210
240
300
400 g/PSh
g/hph
Motordrehzahl in % der Nenndrehzahl ; Engine speed in % of engine rated speed
2300 U/min rev/min
Motor Nr.: 4666 817
Kraftstoff: DK 0,828/15° C
Lufttemperatur: 22° C
Versuchstag: 8. 8. 1968
Versuchsltg.:
Schlepper Nr.: 7487/387
Motoröl: Shell Rotella HD 20
Barom. std.: 745 mm QS
Versuchs-Nr.: 12[illegible]8-122
Kurvenblatt: 8
FL