O.E.C.D. No.: 468
Printed: February 1975

Report on test in accordance with
O.E.C.D. STANDARD CODE for the Official Testing
of Agricultural Tractors



DEUTZ-AGRICULTURAL TRACTOR D 6806

Manufactured by: KLÖCKNER-HUMBOLDT-DEUTZ AG
D-5000 Köln-Deutz

Date of Tests: July till September 1974

DLG-Testing Station for Agricultural Machinery
D-6114 Groß-Umstadt

DEUTSCHE LANDWIRTSCHAFTS-GESELLSCHAFT e.V.
Prüfungsabteilung für Landmaschinen
D-6000 Frankfurt/Main 1, Zimmerweg 16

This bulletin is based on engineering tests in accordance with the O.E.C.D. STANDARD CODE for the Official Testing of Agricultural Tractors. It does not contain an evaluation of the performance of the tractor on practical work.

This report has been approved by the O.E.C.D. Coordinating Center (C.N.E.E.M.A., France) as being in accordance with the O.E.C.D. STANDARD CODE.

Date of Approval: 7th January 1975

Serial No.: 468

In this report all performance characteristics are given according to the International System of Units.

The relation with the former used Technical System of Units is given by the following formulas:

Forces:	1 N = 0,102 kp	or 1 kp	= 9,81 N
Powers:	1 kW = 1,36 PS	or 1 PS	= 0,736 kW
Pressures:	1 bar = 1,02 kp/cm²	or 1 kp/cm²	= 0,981 bar
	1000 mbar = 750,1 mm Hg		

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Printed in Germany

PRÜFUNGS-ABTEILUNG
Deutz D 6806

Test No. 74-123

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Test No. 74-123

Tractor manufacturer:	KLÖCKNER-HUMBOLDT-DEUTZ AG D-5000 Köln-Deutz
Submitted for test by:	Manufacturer
Selected by:	Manufacturer with agreement by DLG
Place of running-in:	Köln and Groß-Umstadt
Duration of running-in:	Engine and tractor appr. 100 hours

SPECIFICATION OF TRACTOR

Tractor

Make:	KLÖCKNER-HUMBOLDT-DEUTZ AG
Model:	D 6806
Type:	Wheel type tractor, unit construction; rear wheel driven
Serial No:	7565/0001

Engine

Make:	Own make
Model:	F4L 912
Type:	4-stroke Diesel engine with direct injection; air cooled
Serial No:	5302272
Cylinders:	4 in line; bore 100 mm, stroke 120 mm; displacement 3768 cm³; compression ratio 17 : 1
Valves:	Overhead
Fuel system:	PIERBURG fuel feed pump PE 15 252; BOSCH-in line injection pump: PES 4 A 80 D 410/3 RS 1183; manufacturer's production setting 50 mm³/stroke at rated engine speed and full load; injection timing 28° before TDC; BOSCH-multihole injection nozzles DLLA 149 S 394; injection pressure 175 bar; MANN-fuel filter with replaceable cartridge; capacity of fuel tank appr. 92 l
Governor:	BOSCH-mechanically acting centrifugal variable speed governor: EP/RSV 325-1150 A8 B 657 DL; governed range of engine speed 700 to 2450 rev/min; rated engine speed 2300 rev/min

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Air cleaner:	DEUTZ-SICCOPUR dry paper element filter; pre-cleaner incorporated; with maintenance indicator; manufactured by MANN UND HUMMEL
Exhaust silencer:	Own make; 2-chamber expansion type silencer; 125 mm diameter 460 mm long; situated on the left hand side of clutch housing; mouth showing rearward
Lubrication system:	Forced feed from rotary pump; strainer in sump; MANN-oil filter in full flow with by-pass valve; replaceable cartridge; oil capacity 11 l; oil changing period 100 to 200 hours when using HD-S1-oil or 200 to 240 hours when using HD-B-oil; recommended oil viscosities: winter SAE 10W summer SAE 20W/20 tropics SAE 30
Cooling system:	Air cooling with axial blower; V-belt driven
Starting system:	Electrical; BOSCH-starter motor JD 12V 2,2 kW; BOSCH-flame type plug in intake pipe
Electrical equipment:	12 Volt negative earth; BOSCH-three phase alternator: G1 RL 14V 28A 22; 1 lead acid battery 110 Ah at 20 hours rating

Transmission

Clutch:	FICHTEL UND SACHS AG; independent dry dual disc type clutch DUT 295 H-250/295; driving part, pedal operated; p.t.o. part hand lever operated

Gear box:	Own make; TW 55.4; constant mesh speed change gear with 4 forward speeds; 1st and 2nd speed collar shifted 3rd and 4th speed synchronized; group gear with 3 forward group (slow-, fast- and intermediate group) and 1 reverse group; slow- and fast group collar shifted; intermediate group pin coupling shifted; reverse group sliding gear shifted; total 12 forward and 4 reverse speeds
Rear axle and final drive:	Crown wheel and pinion; bevel gear type differential with lock fitted; pedal operated, self-disengaging; spur gear final drive
Oil capacity:	Speed change gear, group gear, rear axle and final drive total 36,5 l
Oil changing period:	1500 hours

Total ratios and speeds see page 7

Power take-off	Independent p.t.o.; driven through the hand lever operated clutch disc; preselectable by hand lever, at rear of tractor; 715 mm above ground in tractor median plane; 29 x 34,9 x 8,7 mm = 1 3/8 in, 6 splines; (DIN 9611 Form A; BS. 1495; ASAE S. 203.7); 613 rev/min at rated engine speed; standard p.t.o. speed 540 rev/min at 2025 rev/min engine speed; may be set by aid of tractormeter; direction of rotation clockwise (viewed from tractor rear)

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Total ratios and speeds

Group	Gear No.	Number of engine revolutions for one revolution of the driving wheel	Nominal travelling speed at rated engine speed *)	
			km/h	m/s
Slow group	1	277,15	2,24	0,62
	2	178,39	3,48	0,97
	3	142,64	4,35	1,21
	4	104,32	5,95	1,65
Inter-mediate group	1	140,99	4,40	1,22
	2	90,82	6,83	1,90
	3	72,55	8,56	2,38
	4	53,08	11,69	3,25
Fast group	1	67,67	9,17	2,55
	2	43,57	14,24	3,96
	3	34,83	17,82	4,95
	4	25,48	24,36	6,77
Reverse group	1	114,87	5,40	1,50
	2	73,93	8,39	2,33
	3	59,14	10,50	2,92
	4	43,25	14,35	3,99

*) calculated with the rolling radius 714 mm acc. to manufacturer's specification

Belt pulley

Optional; not fitted on tractor tested;
figures acc. to manufacturer's specification;
at rear of tractor;
driving device attached to p.t.o.;
engaged by p.t.o. hand lever;
320 diameter, 140 mm width;
1288 rev/min at rated engine speed;
linear belt speed 21,57 m/s;
direction of rotation anticlockwise
(viewed from the right hand side of tractor)

Power lift	Own make; K 45.1; DEUTZ-TRANSFERMATIC System; hydraulic power lift, unit construction; draught control, position control, floating position; single acting ram, bore 90 mm, stroke 152 mm; overpressure relief valve for ram adjusted at 250 ± 30 bar; BOSCH gear pump HY/ZFR 1/11 CL (212/1) with hydrostatic stearing HY/ZFR 1/14 CL (212/1); directly driven by engine; DEUTZ-control valve; maximum oil pressure 200 bar; up to 4 oil tappings for single or double acting remote rams with supplementary DEUTZ-control valves available; hydraulic linkage lock for transport; oil tank incorporated in the lift unit; oil capacity 14,5 l; 7 l may be taken off by oil tappings; oil changing period 1500 hours
Implement linkage	Three point linkage, category II (DIN 9674); DIN 9674; lift rods length adjustable from 610 to 740 mm; lifting range above ground with: lift rods short from 420 to 1035 mm lift rods long from 150 to 815 mm
Drawbar	Fitted on clevis of lower links; centre hole and 3 holes on either side with 80 mm distance each (DIN 9676); all holes 33 mm diameter; height above ground adjustable by power lift from 165 to 1050 mm dependent from lift rods length; measured at the surface of drawbar; in standard height 450 mm above ground mechanically - hydraulically lockable with lift rods 740 mm long; with lower links in horizontal position distance of centre hole: from rear axle centre 970 mm from end of p.t.o. shaft 575 mm

Pull attachment

Trailer hitch:	Height above ground 805, 870, 935, 705, 770, 835 mm; changeable by shifting and reversing hitch; hitch hole 33 mm diameter; distance of hitch hole to rear axle center 675 mm; permissible bearing load 1000 kg
Towing hitch:	700 mm above ground

Steering

ZAHNRADFABRIK FRIEDRICHSHAFEN AG
hydrostatic column steering;
7409;
with flow dividing valve incorporated;
operated by hand wheel;
acting on front wheels;
(optional: ZF-Gemmer steering 7340)

Brakes

Parking brake:	Simplex shoe type brake; mechanically acting on 2 external brake drums on the differential half shafts on either side; brake drums 180 mm diameter; operated by hand lever with ratchet
Foot brake:	Simplex shoe type brake; mechanically acting on 2 external brake drums on the differential half shafts on either side; brake drums 250 mm diameter; pedal operated
	Both brakes don't interact mutually
Steering brake:	Operated by single parts of the divided foot brake pedal; for normal use both parts of the brake pedal are locked together by safety bolt

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Wheels

Steering wheels:	Two pneumatics at front 7,50-18 AS Front 6 ply maximum permissible load on each tyre 930 kg at 2,25 inflation pressure and 25 km/h speed; track width: 1420, 1520, 1620, 1720, 1820, 1920 mm; changeable by extending front axle; rims 5,50 F x 18
Driving wheels:	Two pneumatics at rear 18,4-30 AS 8 ply; maximum permissible load on each tyre 2270 kg at 1,1 bar inflation pressure and 25 km/h speed track width: 1514, 1614, 1729, 1829, 1923, 2023 mm; changeable by turning wheels and offset lug type rims; rims W 14 L x 30
Wheel base:	2150 mm
Other wheels:	Optional available are: Steering wheels 6,00-19; 7,50-16; 7,50-20 Driving wheels 13,6-36; 13,6-38; 15,5-38; 16,9-30; 16,9-34

Weights

Ready for use, as tested

		without driver	with driver
Without ballast:	front	934 kg	942 kg
	rear	1727 kg	1810 kg
	total	2661 kg	2752 kg
Front ballast:	9 front weights 45 kg each		405 kg
Rear ballast:	10 weights per wheel 60 kg each		1200 kg
	water in the tyres		619 kg
With ballast:	front	1450 kg	1464 kg
	rear	3435 kg	3512 kg
	total	4885 kg	4976 kg

Number of grease points (whole tractor): 14

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Seat

GRAMMER
DS 20/D 3 H;
upholstered mould seat with back rest;
adjustable spring with shock absorber;
parallelogram guidance;
height of seat platform above ground 940 mm;
height of seat above platform appr. 500 mm in median position
adjustable on inclined guideways 150 mm to and fro and simultaneously 95 mm up and down;
additional independent height adjustment in the range of 125 mm in 9 steps

Dimensions

Overall length:	3720 mm with three point linkage without ballast 3990 mm with three point linkage with ballast
Overall width:	1960 mm at smallest track width 2470 mm at largest track width
Overall height:	1745 mm to top of steering wheel
Ground clearance:	430 mm in tractor's median plane

Lighting equipment: Electric, 12 V
acc. to German governmentel regulations

	Dimensions of area mm	Height above ground to centre mm	Distance from outside edge of tractor to centre mm ***)
Head lights	130 ø	1015	765
Side lights *)	85 x 90	1705	255
Rear lights **)	85 x 90	1520	265
Reflectors	75 ø	1035	45

*) in combination with direction indicator
**) in combination with direction indicator and stop light
***) at 1514 mm track width

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FUELS AND LUBRICANTS USED IN TESTS

Fuel:	ARAL Diesel fuel (DIN 51601) specific gravity at 15°C on laboratory tests 0,838 kg/l on drawbar tests 0,829 kg/l
Engine oil:	SHELL ROTELLA SX 20W/20
Transmission oil:	SAE 90
Hydraulic oil:	Engine oil HD SAE 20W/20

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COMPULSORY TESTS

(1) MAIN POWER TAKE-OFF PERFORMANCE

Date of tests: 9th August 1974
Type of dynamometer: Schenck hydraulic dynamometer U1-40

Maximum power

Power kW	Speed engine rev/min	Speed p.t.o. rev/min	Fuel consumption total l/h	Fuel consumption total kg/h	Fuel consumption specific g/kWh	Specific energy kWh/l
At maximum power 2-hour test						
47,4	2300	613	13,93	11,67	246	3,40
At standard p.t.o. speed (540 rev/min)						
43,9	2025	540	12,47	10,45	238	3,52
At the speed recommended for drawbar work						
47,4	2300	613	13,93	11,67	246	3,40
Part loads						
(i) 85% of the torque at maximum power						
41,2	2352	627	12,08	10,12	246	3,41
(ii) unloaded						
-	2402	641	3,20	2,68	-	-
(iii) 50% of the load defined in (i)						
20,9	2377	634	7,48	6,27	301	2,79
(iv) maximum power						
47,4	2300	613	13,93	11,67	246	3,40
(v) 25% of the load defined in (i)						
10,5	2390	637	5,49	4,60	440	1,91
(vi) 75% of the load defined in (i)						
31,2	2371	632	9,75	8,17	262	3,20

No load maximum engine speed: 2402 rev/min
Equivalent crankshaft torque at maximum power: 197 Nm
Maximum equivalent crankshaft torque: 230 Nm at 1500 rev/min of the engine

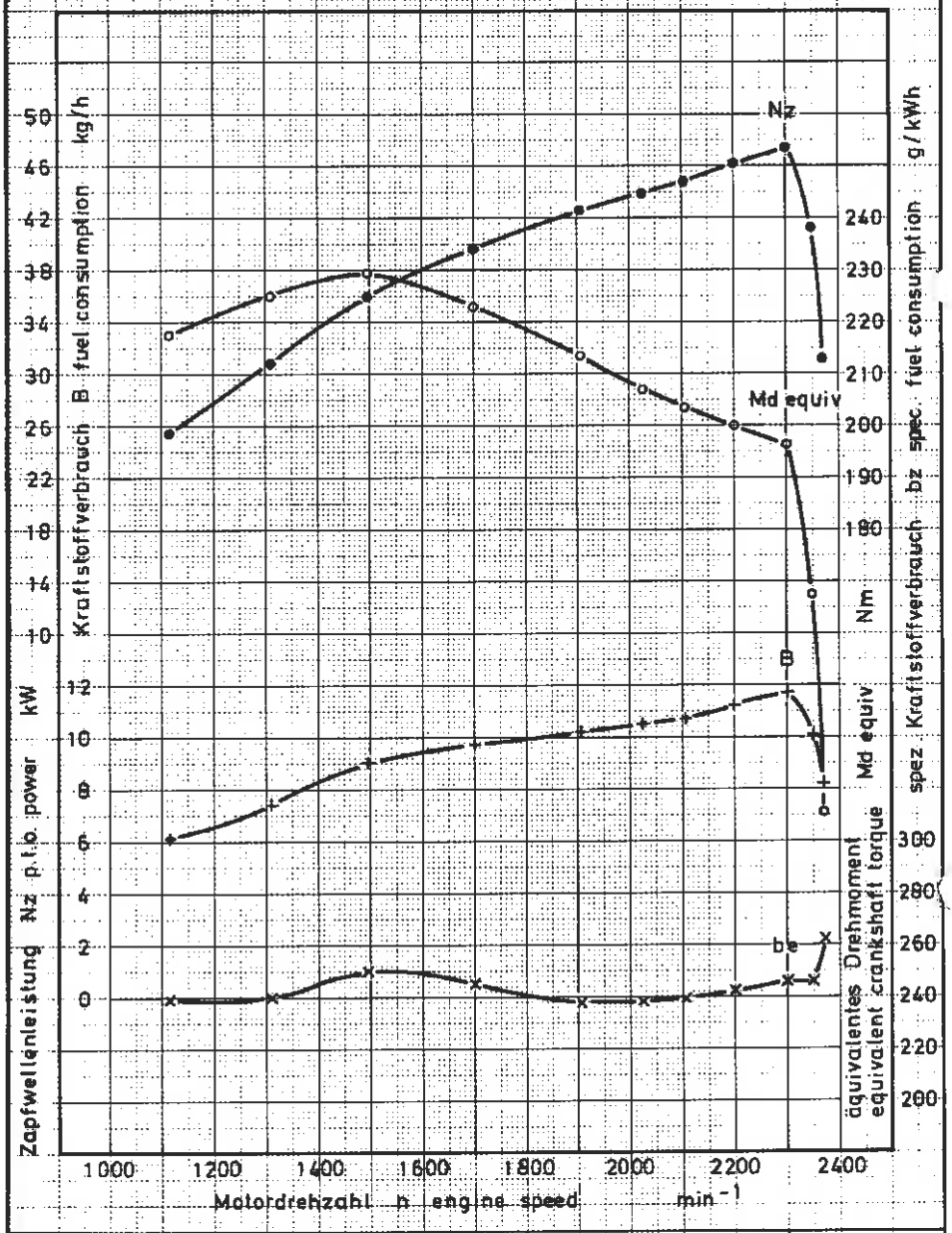
Mean atmospheric conditions:
- temperature 22°C
- pressure 990 mbar
- relative humidity 80%

Maximum temperatures:
- coolant not recorded
- engine oil 105°C
- fuel 25°C

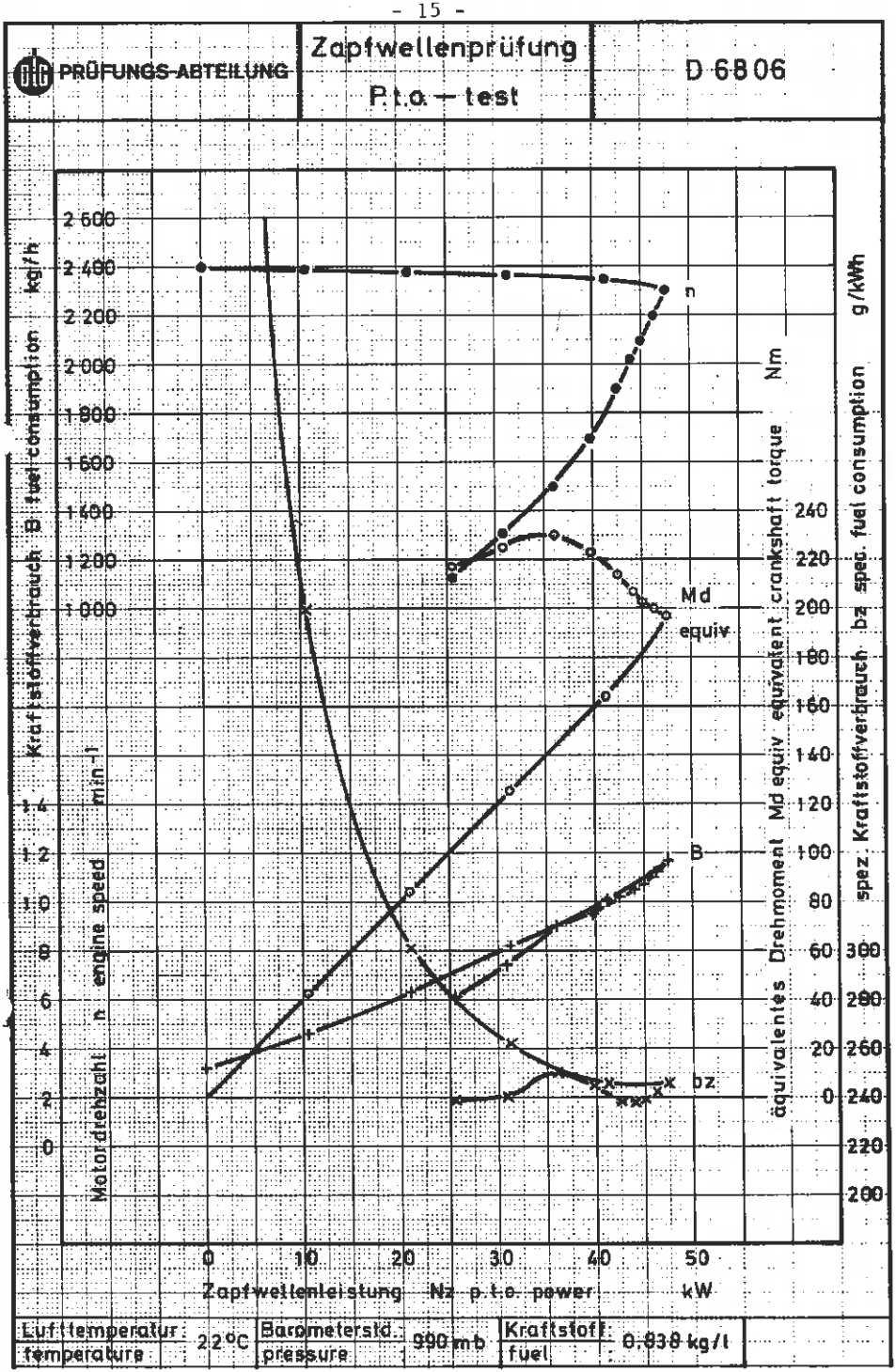
PRÜFUNGS-ABTEILUNG

Zapfwellenprüfung
P.t.o.-test

D 68 06



Lufttemperatur: temperature	22°C	Barometerstd. pressure	990 mb	Kraftstoff: fuel	0,838 kg/l


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Zapfwellenprüfung
P.t.o. – test
D 6806
Kraftstoffverbrauch B fuel consumption kg/h
Motordrehzahl n engine speed min-1
äquivalentes Drehmoment Md equiv equivalent crankshaft torque Nm
spez. Kraftstoffverbrauch bz spec. fuel consumption g/kWh
n
Md equiv
B
bz
Zapfwellenleistung Nz p.t.o. power kW
Lufttemperatur temperature 22°C
Barometerstd. pressure 990 mb
Kraftstoff fuel 0.838 kg/l

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(2) DRAWBAR PERFORMANCE

Date of test: 23rd August till 5th September 1974
Type of track: Concrete

Gear No. and Group	Speed km/h	Horse-power kW	Drawbar pull N	Engine speed rev/min	Slip of wheels %	Specific energy kWh/l
(i) MAXIMUM POWER with ballast height of drawbar above ground 480 mm						
1 slow	1,97	24,0	43700	2354	15,1	2,46
2 slow	3,06	36,9	43450	2329	15,0	2,62
3 slow	3,90	39,7	36730	2302	11,8	2,80
1 inter	3,98	39,6	35820	2300	11,1	2,77
4 slow	5,60	41,1	26420	2303	7,6	2,88
2 inter	6,51	41,5	22960	2300	6,5	2,94
3 inter	8,25	41,3	18030	2300	5,1	2,92
1 fast	8,87	41,3	16760	2300	4,8	2,93
4 inter	11,45	41,6	13080	2300	3,5	2,93
2 fast	14,06	40,6	10380	2301	2,8	2,86
(ii) FIVE-HOUR-TEST at 75% of pull at maximum power in 4th gear of slow group						
4 slow	5,74	31,6	19750	2334	5,8	2,82
(iii) FIVE-HOUR-TEST at pull corresponding to 15% wheel slip in test (i)						
2 slow	-	-	43700	2328	-	-
(v) MAXIMUM POWER without ballast height of drawbar above ground 540 mm						
3 slow	3,88	31,2	28930	2346	15,0	2,63
1 inter	3,92	31,6	29000	2341	15,0	2,64
4 slow	5,34	39,7	26770	2300	12,6	2,79
2 inter	6,29	40,4	23100	2300	10,3	2,85
3 inter	8,10	41,4	18400	2300	7,7	2,94
1 fast	8,71	41,7	17220	2300	7,2	2,94
4 inter	11,31	42,5	13520	2300	5,5	2,95
2 fast	13,95	42,2	10830	2301	4,5	2,94

Total oil consumption during ten hours duration of tests (ii) and (iii): 39 g/h

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Tyres make and size
front: FIRESTONE 7,50-18 AS FRONT 6 ply
rear: CONTINENTAL 18,4-30 AS FARMER 8 ply

Specific fuel consumpt. g/kWh	Temperatures Fuel °C	Coolant °C	Engine oil °C	Atmospheric conditions Tempe-rature °C	Relative humidity %	pressure mbar
tyre inflation pressure 1,1 bar active tyre radius under static load 736 mm						
337	22	-	86	21	74	1000
306	22	-	85	18	80	1000
298	23	-	90	19	82	1000
299	23	-	87	19	82	1000
287	25	-	92	25	82	1000
286	24	-	90	18	90	1000
282	28	-	91	28	67	1001
284	24	-	90	26	69	1002
284	25	-	90	26	68	1002
291	25	-	90	26	68	1002
295	25	-	94	26	65	997
-	25	-	94	26	67	997
tyre inflation pressure 1,1 bar active tyre radius under static load 749 mm						
316	25	-	84	24	81	1002
314	24	-	90	19	87	1002
296	24	-	85	19	89	1002
291	24	-	87	23	76	1007
283	24	-	86	22	78	1007
282	23	-	86	20	91	1007
279	22	-	90	18	96	1007
280	23	-	86	22	81	1007

Test (iii) was carried out with additional ballast, the figures not quoted are therefore irrelevant

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(3) TURNING SPACE AND TURNING CIRCLE

Wheel equipment front: 7,50-18 AS Front 6 ply
rear: 18,4-30 AS 8 ply

Track of wheels front: 1420 mm
rear: 1514 mm

	With brakes		Without brakes	
	left-hand m	right-hand m	left-hand m	right-hand m
Radius of turning space	3,71	3,56	4,15	3,95
Radius of turning circle	3,55	3,41	3,99	3,80

(4) LOCATION OF CENTRE OF GRAVITY

Height above ground	870 mm
Distance forward from the vertical plane containing the axis of the rear wheels	737 mm
Distance of the median plane of the tractor to the right hand side	1 mm

(5) BRAKING PERFORMANCE

A) FOOT BRAKE

Date of tests: 28th and 29th August 1974
Type of track: Concrete
Type of decelerometer: MOTO METER-Bremsverzögerungs- und Pedalkraftschreiber

Weight of ballasted tractor: 4976 kg with driver

Cold brakes

		With ballast	Without ballast
Travelling speed	km/h	25,0	25,0
Deceleration	m/s^2	4,5	4,5
Stopping distance	m	6,8	6,4
Force on pedal	N	665	400
Force on pedal to achieve a deceleration of 2,5 m/s^2	N	390	225

Brake fade characteristics (hot tests)

Deceleration	hot/cold	%	104	102
Stopping distance	cold/hot	%	106	100
Force on pedal	cold/hot	%	100	100

B) PARK BRAKE

Tractor facing up slope:
Pull on hand brake 400 N, tractor does not roll

Tractor facing down slope:
Pull on hand brake 300 N, tractor does not roll

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(6) AMBIENT NOISE EMITTED BY THE TRACTOR

Date of test: 26th August 1974
Type of track: Concrete
Type of sound level meter: Brüel and Kjaer type 2203

Results of test

Gear: 4th fast
Travelling speed before acceleration: 18,25 km/h
Sound level: 88 dB(A)

(7) NOISE AT THE DRIVER'S EAR LEVEL

Date of test: 26th August 1974
Type of track: Concrete
Type of sound level meter: Brüel and Kjaer type 2607
Type of frequency analyser: (fitted with octave filter) Brüel and Kjaer type 1614

No cab or frame fitted on tractor

Results of test

Gear	Drawbar pull at which the tractor develops the maximum sound level N	Travelling speed nominal km/h	Travelling speed effective km/h	Sound level dB(A)
1 slow	26000	2,24	2,00	93
2 slow	25750	3,48	2,99	94,5
3 slow	25300	4,35	3,66	95
1 inter	26600	4,40	3,87	94,5
4 slow	25850	5,95	5,20	98
2 inter *)	22450	6,83	6,29	95,5
3 inter	17800	8,56	8,14	95,5
1 fast	16550	9,17	8,76	94,5
4 inter	12930	11,69	11,38	94
2 fast	10350	14,24	13,97	94
3 fast	7730	17,82	17,61	94
4 fast	light load	24,36	26,35	94

*) The 2nd intermediate gear corresponds to the travelling speed nearest to 7,5 km/h

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(8) POWER LIFT AND HYDRAULIC PUMP PERFORMANCE

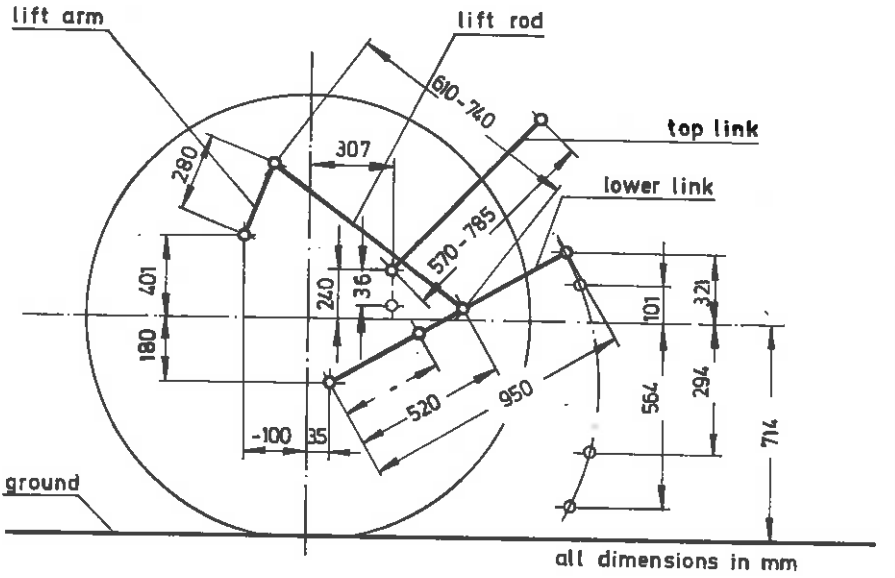
Date of tests: 14th August 1974

HYDRAULIC PUMP

(1) Opening pressure of relief valve in remote circuit	210 bar
Sustained pressure by open relief valve	205 bar
(2) Pump delivery rate at minimum pressure and maximum engine speed	28,3 l/min
(3) Pump delivery rate	26,7 l/min
Delivery pressure	191 bar
Hydraulic Power	8,5 kW

POWER LIFT

Dimensions of linkage geometry for the table on page 24



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LIFTING FORCES

Lifting heights relative to horizontal lower links

mm		-385	-370	-300	-200	-137	-114	-100	0
At hitch points	maximum mechanical advantage								
N							23210	23750	25050
	minimum mechanical advantage								
N		22450		23200	23410			23850	24000

Max. force exerted throughout the whole range 23210 N

Force at which front of tractor lifts with maximum allowable front ballast - N

At test frame	maximum mechanical advantage								
N			25300	24550	23650			22650	21750
	minimum mechanical advantage								
N						21020		21190	21020

Max. force exerted throughout the whole range 19630 N

Force at which front of tractor lifts with maximum allowable front ballast 19900 N

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0	+100	+200	+281	+300	+328	+400	+500	+600	+691
lift rods 610 mm long									
25050	25420	26030		26250		26800	29000		
lift rods 740 mm long									
24000	24350	25070	26100						

lift rods 740 mm long

21750	20830	20800		19700	19630				
lift rods 610 mm long									
21020	20800	20200		18880		17900	17050	16475	16220

All values of forces for pressure at max. hydraulic power 191 bar, see page 21; calculated from measurements at max. oil pressure 205 bar

LINKAGE GEOMETRY when connected to the standard frame	Maximum mechanical advantage	Minimum mechanical advantage
Projected length in side view:		
Lower links	950 mm	950 mm
Lift arms	280 mm	280 mm
Lift rods	740 mm	610 mm
Top link	678 mm	680 mm
Distance of lift rod connection point from pivot point of lower link	520 mm	520 mm
The following dimensions are given relative to rear axel centre line 714 mm above ground		
Lower link pivot point	35 mm behind, 180 mm below	35 mm behind, 180 mm below
Top link pivot point	307 mm behind, 240 mm above	307 mm behind, 204 mm above
Lift arm pivot point	100 mm behind, 407 mm above	100 mm behind, 407 mm above
Maximum and minimum height of lower link hitch points	101 mm above, 564 mm below	321 mm above, 294 mm below
Height of lower link hitch points when locked in the highest transport position	1035 mm above ground	

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OPTIONAL TESTS

(9) ENGINE PERFORMANCE

Date of tests: 31th July 1974
Type of dynamometer: Schenck eddy current dynamometer W 150

Maximum power

Power kW	Engine speed rev/min	Fuel consumption total l/h	Fuel consumption total kg/h	Fuel consumption specific g/kWh	Specific energy kWh/l
At maximum power 2-hour test					
50,4	2300	14,07	11,79	234	3,58
At standard p.t.o. speed (540 rev/min)					
46,3	2025	12,60	10,56	228	3,67
At the speed recommended for drawbar work					
50,4	2300	14,07	11,79	234	3,58

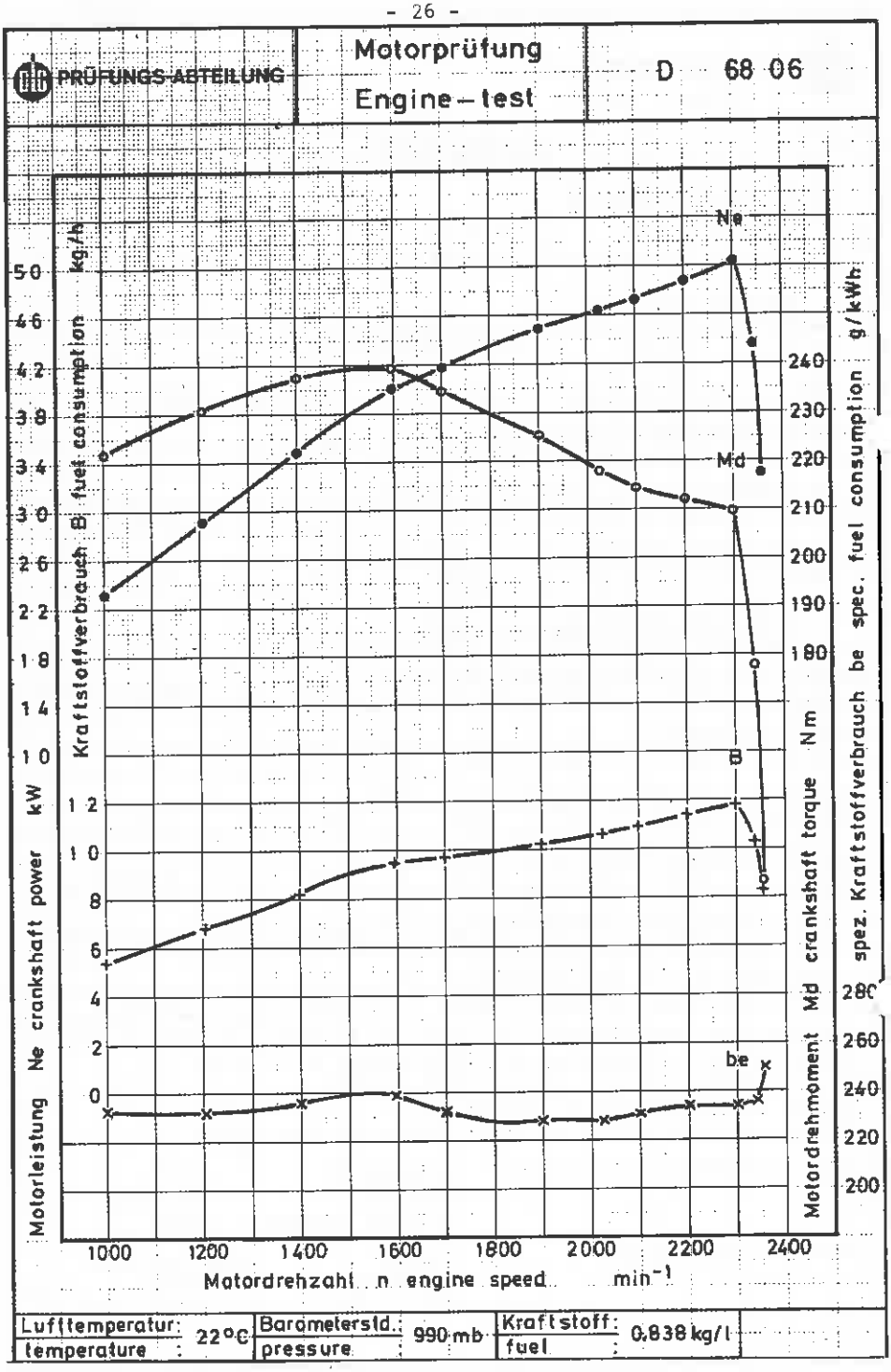
Fuel consumption at part loads

(i) 85% of torque at maximum power					
43,6	2341	11,97	10,30	236	3,64
(ii) unloaded					
-	2405	3,14	2,63	-	-
(iii) 50% of the load defined in (i)					
22,2	2370	7,47	6,26	282	2,97
(iv) maximum power					
50,4	2300	14,07	11,79	234	3,58
(v) 25% of the load defined in (i)					
11,1	2387	5,23	4,38	396	2,12
(vi) 75% of the load defined in (i)					
33,0	2357	9,86	8,26	250	3,25

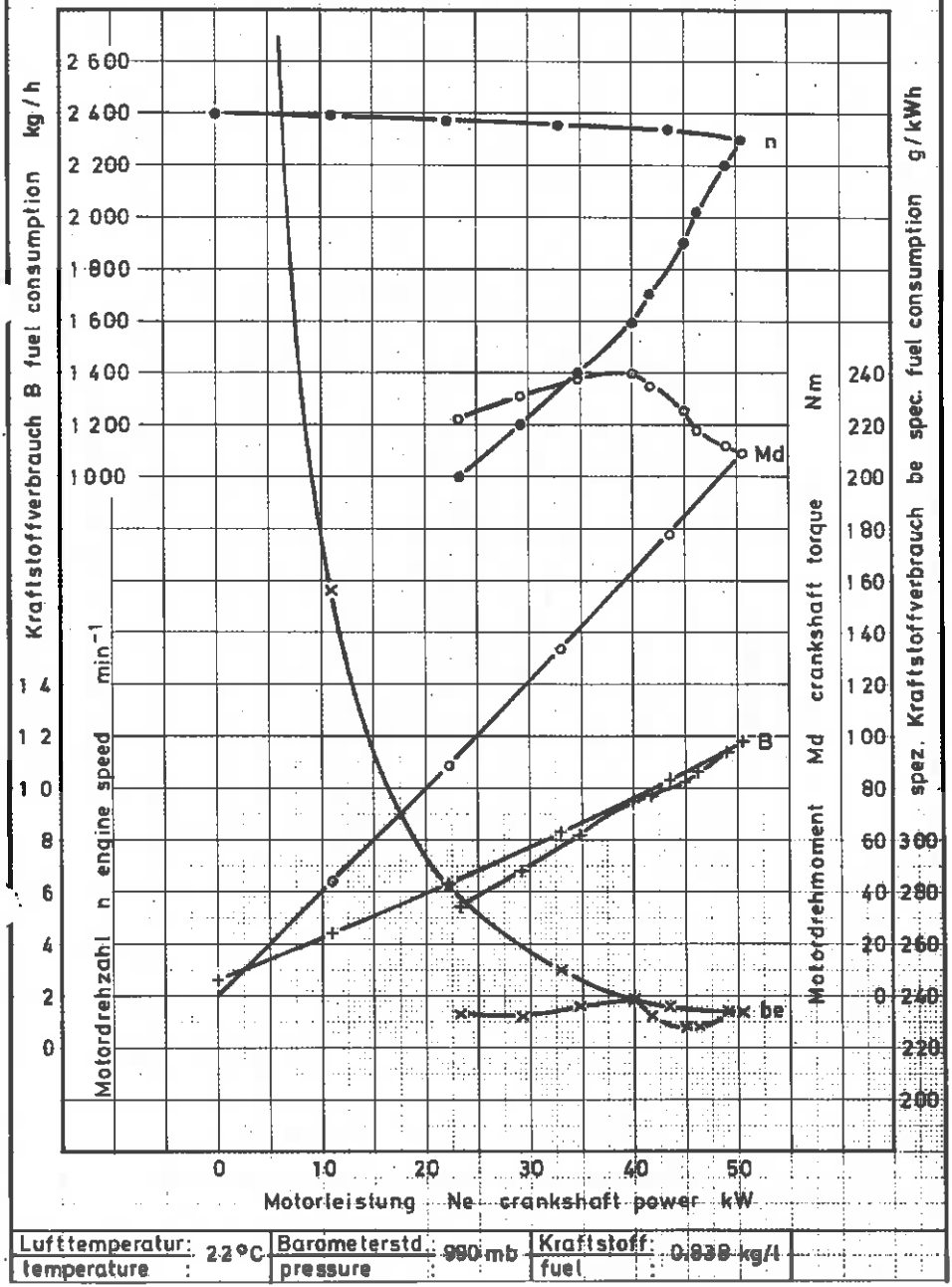
Optimum fuel consumption: 220 g/kWh at 25,8 kW and 1400 rev/min
Standard fuel consumption 1/2 (DIN 9606): 5,75/11,82 l/h
No load maximum engine speed: 2405 rev/min
Torque at maximum power: 209 Nm
Maximum torque: 240 Nm at 1600 rev/min of the engine

Mean atmospheric conditions:
- temperature 22°C
- pressure 990 mbar
- relative humidity 80%

Maximum temperatures:
- coolant not recorded
- engine oil 100°C
- fuel 24°C


PRÜFUNGS-ABTEILUNG
Motorprüfung
Engine – test
D 68 06
Ne
Md
B
be
Motorleistung Ne crankshaft power kW
Kraftstoffverbrauch B fuel consumption kg/h
Motordrehmoment Md crankshaft torque Nm
spez. Kraftstoffverbrauch be spec. fuel consumption g/kWh
Motordrehzahl n engine speed min⁻¹
1000 1200 1400 1600 1800 2000 2200 2400
Lufttemperatur: temperature : 22°C
Barometerstd.: pressure : 990 mb
Kraftstoff: fuel : 0,838 kg/l

PRÜFUNGS-ABTEILUNG	Motorprüfung Engine – test	D 68 06



Lufttemperatur: temperature : 22 °C	Barometerstd. pressure : 990 mb	Kraftstoff: fuel : 0.838 kg/l

PRÜFUNGS-ABTEILUNG

Motorprüfung
Engine – test

D 6806

Motorleistung in % der Leistung bei Nenndrehzahl
engine power in % of power at rated engine speed

Motordrehzahl in % der Nenndrehzahl
engine speed in % of rated engine speed

Belastung in % des Drehmomentes bei Nenndrehzahl
load in % of torque at rated engine speed

220 gr/kWh

Lufttemperatur / temperature	Barometerstd. / pressure	Kraftstoff / fuel
22 °C	990 mb	0,839 kg/l