O.E.C.D. Report No.: 257

Report on test in accordance with
O.E.C.D. Test Code for Agricultural Tractors

DEUTZ DIESEL TRACTOR D 40 06

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



Date of Tests: 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: 31.12.1968 Serial No.: 257

DEUTSCHE LANDWIRTSCHAFTS-GESELLSCHAFT e.V.
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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.

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SCHLEPPER-PRÜFFELD
Deutz D 40 06

Test No. 68 - 152

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 and Gross-Umstadt
Duration of running-in:	Engine 50 hours, tractor 50 hours

SPECIFICATION OF TRACTOR

Tractor

Make:	Klöckner-Humboldt-Deutz A.G.,5 Köln-Deutz
Model:	D 40 06
Type:	Diesel-tractor, unit construction
Serial No.:	7869-1770

Engine

Make:	Klöckner-Humboldt-Deutz A.G.,5 Köln-Deutz
Model:	F 3L 912
Type:	Air cooled 4 stroke Diesel-engine
Serial No.:	4 672 402

Cylinders: 3 cylinders, vertical in line; bore 100 mm, stroke 120 mm; capacity 2826 cm^3; compression ratio 17 : 1; overhead valves; replaceable ribbed single cylinders

Fuel system: Fuel: Commercially available diesel oil; Bosch type PES 3A 75C 410/3 RS 1183 injection pump; Bosch type DLLA 149 S 394 injection nozzles; injection pressure 175 kp/cm^2; injection timing 28° before TDC; Pierburg type PE 15 252 fuel feed pump; felt tube type filter; capacity of fuel tank appr. 70 l

Governor: Make: Robert Bosch AG.,7 Stuttgart; centrifugal variable speed type governor type EP/RSV 325-1150; governed range of engine speed 700 rev/min to 2240 rev/min; rated engine speed for p.t.o.-work 2150 rev/min; for field-work 2150 rev/min; for transportation-work 2150 rev/min; for belt-work 2150 rev/min

Air cleaner: Main filter, make Motor-Condensator, 68 Mannheim oil-bath type filter, oil capacity 1,14 l

Pre-cleaner, make Motor-Condensator, 68 Mannheim centrifugal type

SCHLEPPER-PRÜFFELD
Deutz D 40 06

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Lubrication system: Forced feed from gear type pump; metal strainer in sump; Mann & Hummel screen type filter in full flow with by-pass valve; oil capacity (engine sump) 9 l; recommended oil changing period 200-240 hours when branded HD-Supplement I oil is used ;
recommended oil in winter HD SAE 20 W/20
in summer HD SAE 30
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 JD 12V 3 PS starter motor

Starting aid: Beru type 108 MJ 9,5 V glowing plugs

Generator: Bosch 12 Volt type K (R) 14 16A 9

Battery: Lead acid type, 12 Volt 110 Ah; special cold starting battery

Transmission

Clutch: Make: Häussermann KG.,7 Stuttgart; dry disc dual clutch type DT 225/225 N, operated by foot pedal

Gearbox: Make: 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: Make: Klöckner-Humboldt-Deutz A.G.,5 Köln-Deutz; bevel gear type differential gear with spur gear and pinion; differential lock fitted, by foot pedal operated, self-disengaging

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

Total ratios and speeds:

Group gear	Gear No.	Number of engine revolutions for one revolution of the driving wheel	Theoretical travelling speed for 2150 rated speed of engine km/h	m/s
slow (L.)	1.	264,7 : 1	2,0	0,555
	2.	197,5 : 1	2,7	0,749
	3.	129,2 : 1	4,1	1,138
	4.	90,8 : 1	5,8	1,610
fast (S.)	1.	60,6 : 1	8,7	2,415
	2.	45,2 : 1	11,6	3,220
	3.	29,6 : 1	17,8	4,940
	4.	20,8 : 1	25,3	7,020
reverse (R.)	1.	197,5 : 1	2,7	0,749
	2.	45,2 : 1	11,6	3,220

SCHLEPPER-PRÜFFELD
Deutz D 40 06

Test No. 68 -152

Power take-off

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

Location:	At rear of tractor,in median plane of tractor, 605 mm above ground
Dimensions:	Spline shaft 29 x 34,9 x 8,7 mm = $1^3/8$", 6 splines (acc.to DIN 9611 Form A;BS 1495; ASAE S 203.2)
Speed:	621 rev/min at 2150 rev/min rated engine speed; standard p.t.o.-speed 540 rev/min at 1869 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.(optionally), main p.t.o.engageable to ground speed p.t.o. by hand lever

Location and dimensions:	Location and dimensions same as with main p.t.o.; transmission ratio between rear wheels and p.t.o. = 1 : 8,54; travelling distance for 1 rev. of p.t.o. = 0,48 m
Direction of rotation:	Clockwise in forward gears, viewed from tractor rear

Belt pulley

(Not fitted on tractor tested; figures acc.to manufacturers specification)

Location:	At rear of tractor; driving device fitted on p.t.o.-shaft, manually engaged
Dimensions:	320 mm diameter, 140 mm width
Speed:	1305 rev/min at 2150 rev/min rated engine speed; linear belt speed 21,9 m/s
Direction of rotation:	Anticlockwise, viewed from right hand side of tractor

Power lift

Make: Klöckner-Humboldt-Deutz A.G.,5 Köln-Deutz; type K 35, hydraulic power lift (Deutz Transfermatic System) with draft control, position control and floating position; single acting ram with safety relief valve; oil pump Bosch type HY/ZFR 1/11 CL (112/1) gear type pump or when a hydrosteering is fitted oil pump Bosch type HY/ZFR 1/14 CL (112/1) gear type pump; pump directly driven from engine; maximum oil pressure 175 kp/cm^2; oil capacity appr. 10 l; hydraulic control valve make Deutz

Pull attachments

Implement linkage:	Three-point implement linkage category I (acc.to DIN 9674), controlled by power lift; lift height above ground from 225 mm to 1025 mm
Drawbar:	Fixed on hydraulically controlled implement linkage, with central hole and 3 holes in 80 mm distance each apart either side of central hole (acc.to DIN 96 71); height above ground may be changed by power lift; height mechanically to be locked in standard drawbar height at 450 mm above ground; distance from rear axle at horizontal position of lower links 865 mm, from end of p.t.o. 465 mm.

SCHLEPPER-PRÜFFELD
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Trailer hitch:	At rear of tractor; height above ground 655-785-845mm and 585-715-780 mm changed by a pin, shifting and reversing hitch; distance from rear axle 584 mm
Towing hitch:	At front of tractor; height above ground 500 mm

Steering device

Make: Zahnradfabrik Friedrichshafen AG.,
799 Friedrichshafen
Z.F.-Gemmer steering type GD 28 A, model 73, operated by handwheel
(Optionally Z.F.-Hydrosteering type 09, model 74)

Brakes

Parking brake:	Mechanically acting as Simplex internal shoe type brake on a drum on a gear shaft; operated by ratchet hand lever
Foot brake:	Mechanically acting as Servo internal shoe type brake on drums in the rear wheels; operated by foot pedal
Steering brake:	Operated by the single parts of the divided foot pedal of the foot brake; at normal use both parts are connected by a safety bolt

Wheels

Steering wheels:	Two at front. Tyres 6,50-16 AS Front 6 ply pneumatic (acc.to DIN 7808); maximum permissible weight on each tyre 620 kp at 3,0 kp/cm², when transporting mounted implements 775 kp; track from 1280 mm to 1880 mm by 100 mm steps changed by extending front axle; rims 4,5E x 16
Driving wheels:	Two at rear. Tyres 12,4/11-32 AS 6 ply pneumatic (acc.to DIN 7807); maximum permissible weight on each tyre 1280 kp at 1,5 kp/cm², when transporting mounted inplement 1470 kp; rims W 10 x 32; track 1219-1319-1441-1541-1634-1734 mm changed by reversing wheel centres and offset lug type rims.
Wheel base:	1995 mm

SCHLEPPER-PRÜFFELD
Deutz D 40 06

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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:	715 kp	725 kp
	Rear axle load:	1103 kp	1168 kp
	Total:	1818 kp	1893 kp
Ballast front:	3 weights built in	102 kp	
	4 front weights	92 kp	
Ballast rear:	10 wheel weights per wheel	865 kp	
	water in tyres	260 kp	
Weight of tractor with ballast:		without driver	with driver
	Front axle load:	943 kp	953 kp
	Rear axle load:	2185 kp	2250 kp
	Total:	3128 kp	3203 kp

Seat Make: Klöckner-Humboldt-Deutz A.G.,5 Köln-Deutz; pan seat with cushion, fixed on a long rocking lever; sprung by a rubber block; height above ground appr. 1100 mm, in median plane of tractor. (Optionally upholstered seat with back rest and arm rests,parallelogram linkage, sprung and shock absorber, adjustable acc. driver's weight; manufacturer Grammer, 845 Amberg)

Number of grease points (whole tractor) : 14

Overall dimensions

Overall length:	3470 mm with three-point linkage
Overall width :	1598 mm at 1219 mm track, without ballast weights
Overall height:	1700 mm to top of attendant's seat back rest
Maximum ground clearance:	465 mm above median plane of tractor
	400 mm apart of median plane of tractor

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	870	130 Ø	612
Side lights	1310	47 x 50	170
Rear lights	1205	47 x 50	180
Reflectors	935	85 Ø	72

FUELS AND LUBRICANTS USED IN TESTS

Laboratory tests

Fuel:	Aral Diesel oil, specific gravity at 15°C : 0,829 kg/l (commercially available quality acc.to DIN 51 601)
Engine oil:	Shell Rotella HD 20 (SAE)
Transmission oil:	SAE 90

Track tests

Fuel:	Aral Diesel oil, specific gravity at 15°C : 0,829 kg/l (commercially available quality acc.to DIN 51 601)
Engine oil:	Shell Rotella HD 20 (SAE)
Transmission oil:	SAE 90

COMPULSORY TESTS

(1) MAIN POWER TAKE-OFF PERFORMANCE

Date and location of tests: 7.11.1968, Gross-Umstadt

Type of dynamometer: Schenck hydraulic dynamometer U1-40

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-hour test					
34,8	2151	622	7,17	171	4,85
At standard p.t.o.speed (540 rev/min)					
31,8	1870	540	6,38	166	4,98
At the speed recommended by the manufacturer for drawbar work					
34,8	2151	622	7,17	171	4,85

Fuel consumption at part loads

(i) 85% of torque at maximum power					
29,8	2171	626	6,50	182	4,58
(ii) unloaded					
-	2240	646	1,20	-	-
(iii) 50% of the load defined in (i)					
15,2	2200	636	4,32	237	3,51
(iv) maximum power					
34,8	2151	622	7,17	171	4,85
(v) 25% of the load defined in (i)					
7,6	2220	642	3,33	361	2,28
(vi) 75% of the load defined in (i)					
22,5	2182	630	5,36	197	4,20

No load maximum engine speed: 2240 rev/min

Torque*) at maximum power: 11,60 kpm

Maximum torque*) 13,60 kpm at 1515 rev/min of the engine

Mean atmospheric conditions: temperature: 19°C
pressure: 745 mm Hg
relative humidity: 61%

Maximum temperatures: coolant: not recorded
engine oil: 78°C
fuel: 18°C

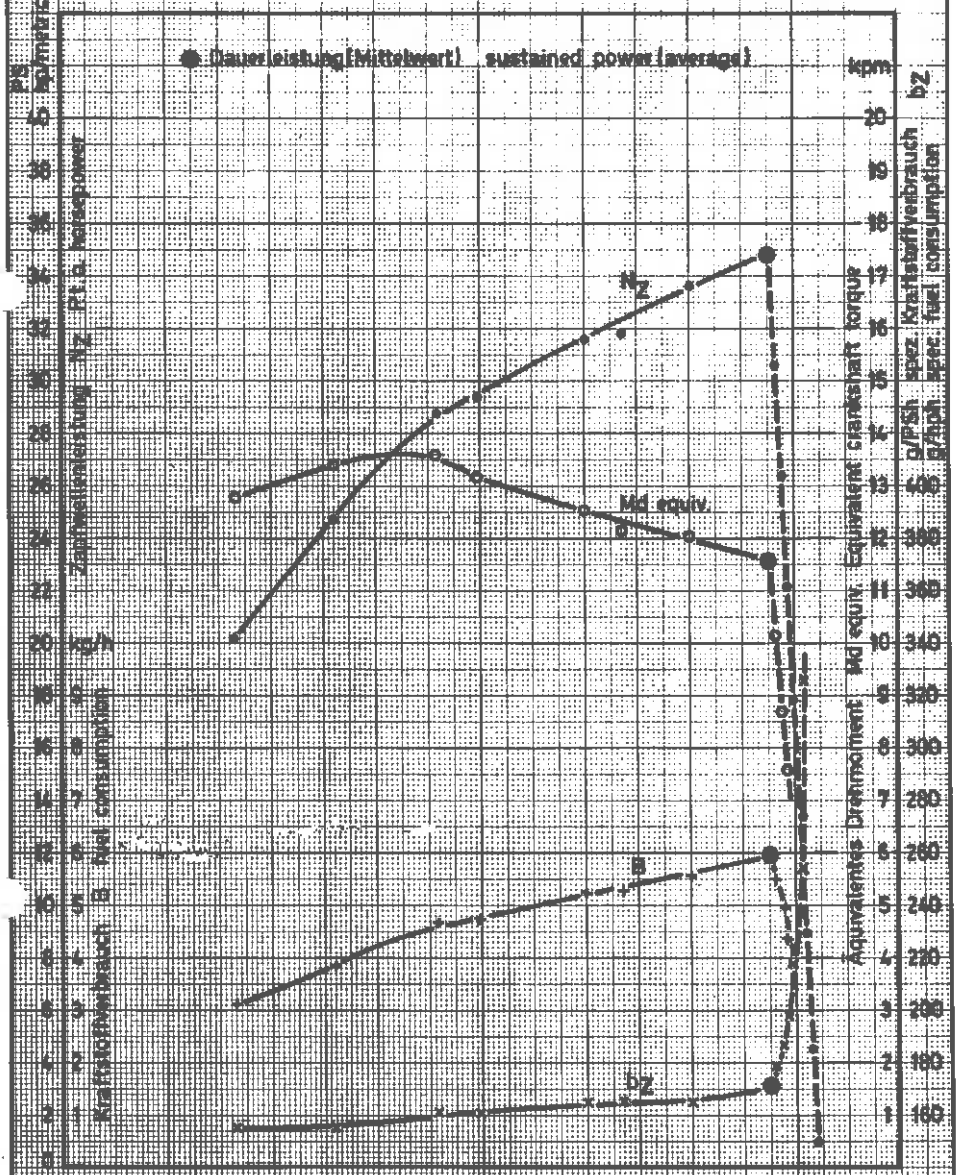
*) The torque reported is the equivalent crankshaft torque

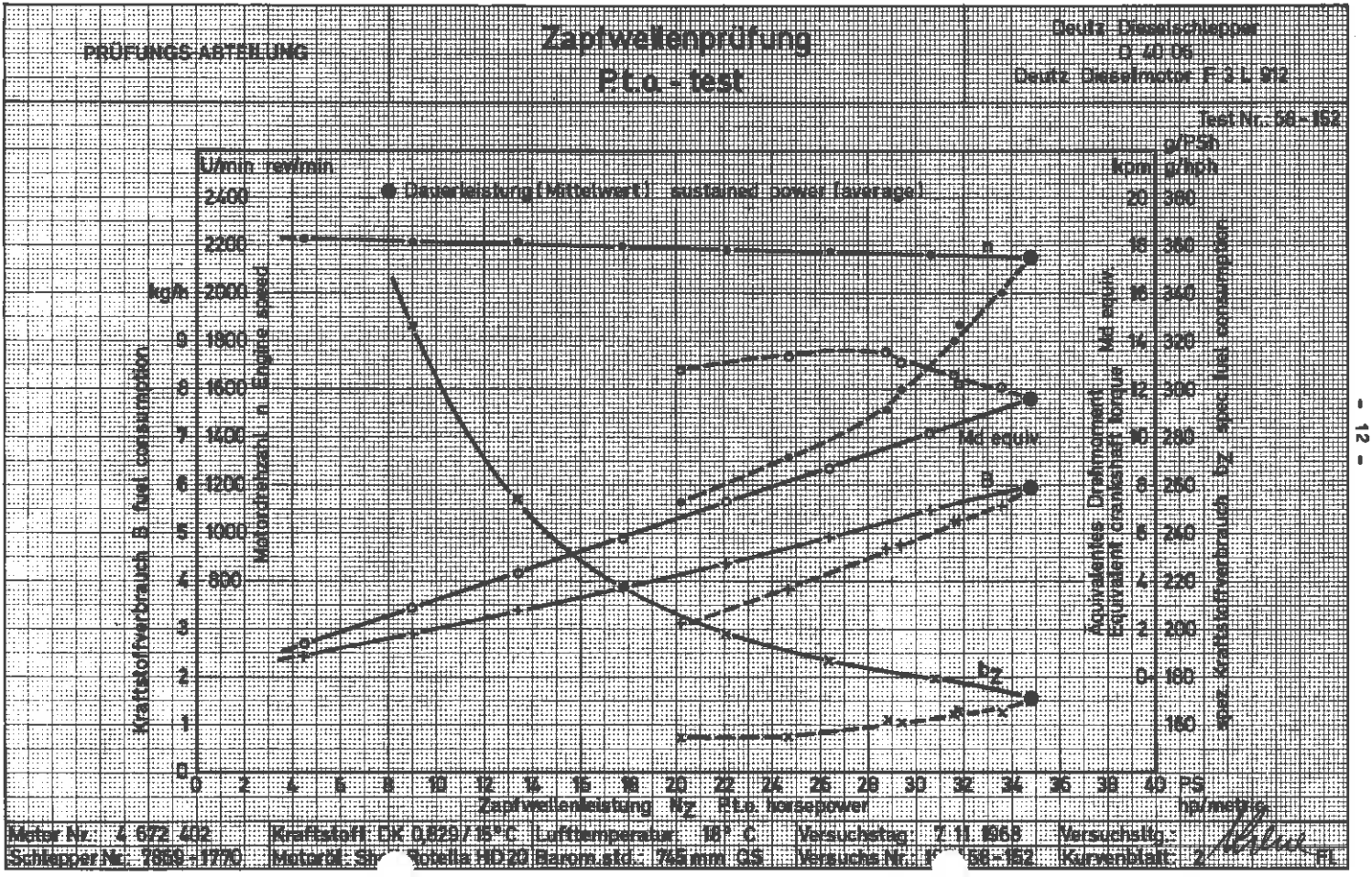
PRÜFUNGS-ABTEILUNG

Zapfwellenprüfung
P.t.o. - test

Deutz Dieselschlepper
D 40 06
Deutz Dieselmotor F 3 L 912

Test Nr.: 68 - 152




PRÜFUNGS-ABTEILUNG
Zapfwellenprüfung
P.t.o. - test
Deutz Dieselschlepper
D 40.06
Deutz Dieselmotor F 3 L 912
Test Nr.: 58 - 152
U/min rev/min
Motordrehzahl n engine speed
Dauerleistung (Mittelwert) sustained power (average)
kg/h
Kraftstoffverbrauch B fuel consumption
kpm
Äquivalentes Drehmoment Md equiv
Equivalent crankshaft torque
g/PSh
g/hph
spez. Kraftstoffverbrauch bz spec. fuel consumption
Md equiv
B
bz
Zapfwellenleistung Nz P.t.o. horsepower
PS
hp/metric
Motor Nr.: 4 672 402
Schlepper Nr.: 7650 - 7770
Kraftstoff: DK 0,829 / 15° C
Motoröl: Shell Rotella HD 20
Lufttemperatur: 18° C
Barom. std.: 745 mm QS
Versuchstag: 7.11.1968
Versuchs Nr.: 58 - 152
Versuchsltg.:
Kurvenblatt: 2

(2) DRAWBAR PERFORMANCE

Date of tests: 21.11. - 26.11.1968

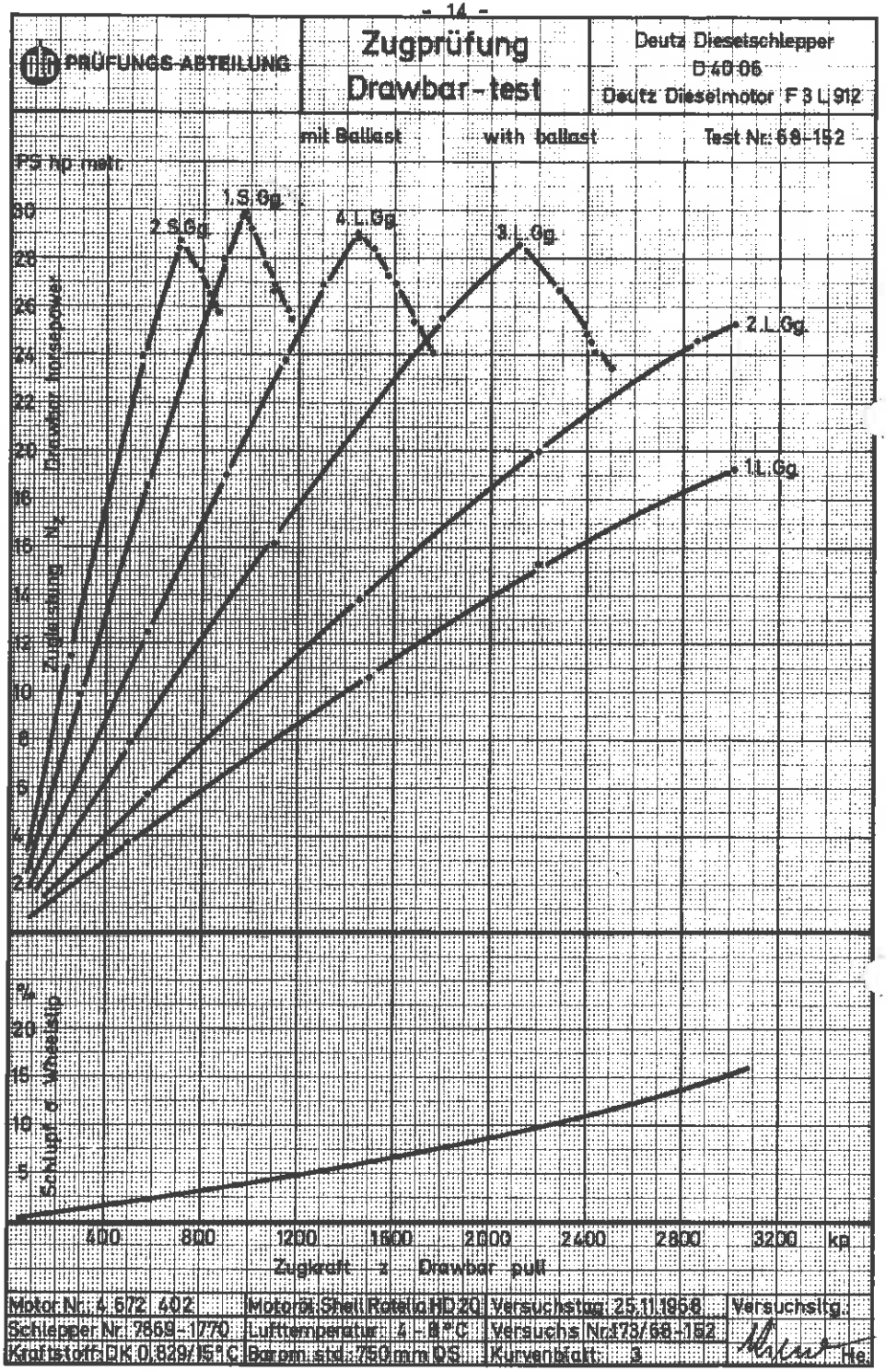
Type of track: concrete

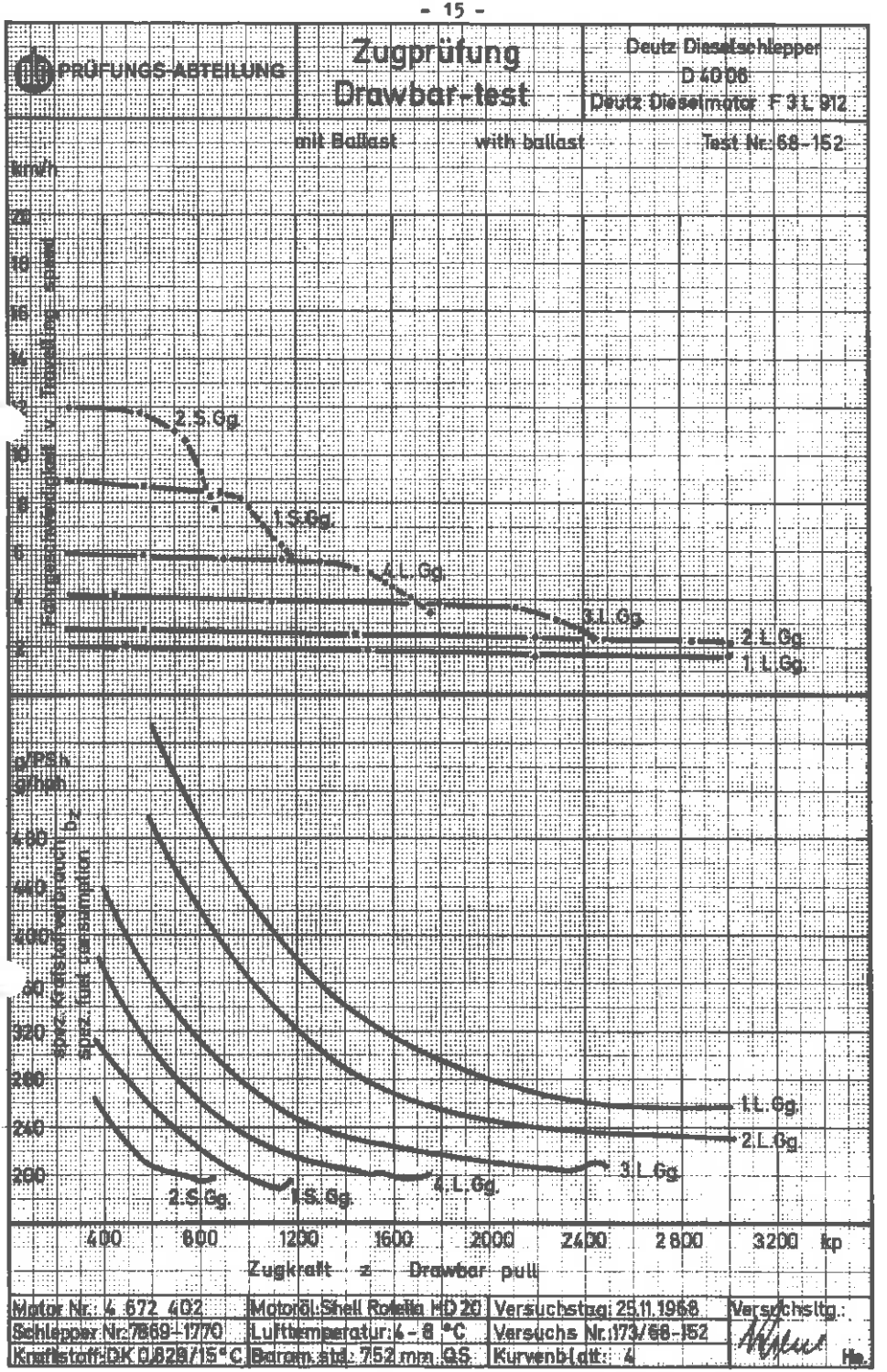
Height of drawbar above ground: 505 mm

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.	19,2	3010	2215	15,2	3,25	259	6	not.rec.	80	4	90	752
2.L.	25,3	3010	2195	15,5	3,68	228	8	not rec.	85	5	85	752
3.L.	28,6	2120	2150	9,4	3,99	209	8	not rec.	85	7	85	752
4.L.	29,0	1450	2150	5,7	4,04	206	10	not rec.	85	8	86	752
1.S.	29,9	975	2150	3,8	4,17	200	10	not rec.	90	8	87	752
2.S.	28,8	700	2150	3,2	4,02	205	10	not rec.	90	8	87	752
(ii) FIVE-HOUR-TEST AT 75% OF PULL AT MAXIMUM POWER IN 4th L. GEAR												
4.L.	22,8	1090	2210	4,3	5,95	217	6	not rec.	85	4	90	755
(iii) FIVE-HOUR-TEST AT PULL CORRESPONDING TO 15% WHEEL SLIP IN TEST (i)												
2.L.	25,3	3010	2195	15,5	3,68	228	6	not rec.	80	5	85	755
Without ballast												
(v) MAXIMUM POWER												
2.L.	15,0	1730	2225	15,5	2,88	289	8	not rec.	85	6	88	760
3.L.	22,7	1730	2210	15,5	3,40	245	8	not rec.	85	6	87	760
4.L.	27,4	1450	2150	12,1	3,95	217	10	not rec.	90	8	80	760
1.S.	29,7	980	2150	6,2	4,19	201	12	not rec.	90	10	90	760
2.S.	28,9	700	2150	4,2	4,03	207	12	not rec.	90	10	73	760
3.S.	27,2	430	2155	3,5	3,79	208	10	not rec.	90	12	76	760

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


PRÜFUNGS-ABTEILUNG
Zugprüfung
Drawbar-test
Deutz Dieselschlepper
D 40.06
Deutz Dieselmotor F 3 L 912
mit Ballast
with ballast
Test Nr. 68-152
PS hp mehr.
1.S.Gg.
2.S.Gg.
4.L.Gg.
3.L.Gg.
2.L.Gg.
1.L.Gg.
Drawbar horsepower
Zugleistung
Schlupf %
Wheelslip
400
800
1200
1600
2000
2400
2800
3200
kp
Zugkraft z Drawbar pull
Motor Nr. 4 672 402
Motoröl: Shell Rotella HD 20
Versuchstag: 25.11.1968
Versuchstg.
Schlepper Nr. 7869 - 1770
Lufttemperatur 4 - 8 °C
Versuchs Nr. 173/68-152
Kraftstoff: DK 0,829/15° C
Barom. std. 750 mm QS
Kurventafel: 3
He.

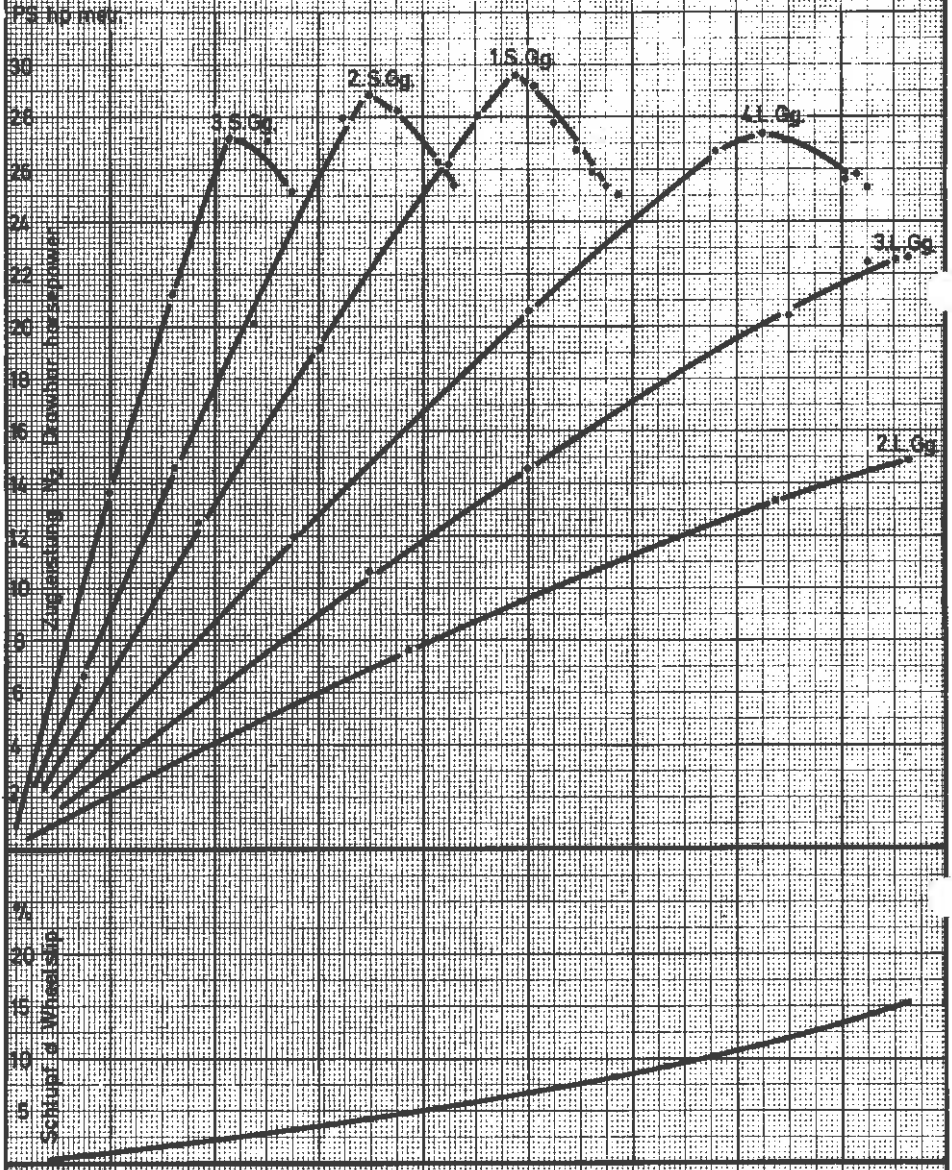

PRÜFUNGS-ABTEILUNG
Zugprüfung
Drawbar-test
Deutz Dieselschlepper
D 4006
Deutz Dieselmotor F 3 L 912
mit Ballast
with ballast
Test Nr. 68-152
km/h
Fahrgeschwindigkeit
Speed
2 S. Gg.
1 S. Gg.
4 L. Gg.
3 L. Gg.
2 L. Gg.
1 L. Gg.
g/PS h
spez. Kraftstoffverbrauch be
spec. fuel consumption
1 L. Gg.
2 L. Gg.
3 L. Gg.
4 L. Gg.
1 S. Gg.
2 S. Gg.
400
800
1200
1600
2000
2400
2800
3200
kp
Zugkraft - Drawbar pull
Motor Nr. 4 672 402
Motoröl: Shell Rotella HD 20
Versuchstag: 25.11.1968
Versuchsltg.:
Schlepper Nr. 7869-1770
Lufttemperatur: 4 - 8 °C
Versuchs Nr. 173/68-152
Kraftstoff: DK 0,829/15° C
Barom. std.: 752 mm QS
Kurvenblatt: 4
He.

PRÜFUNGS-ABTEILUNG

Zugprüfung
Drawbar-test

Deutz Dieselschlepper
D 4006
Deutz Dieselmotor F 3L 912

ohne Ballast without ballast Test Nr.: 68-152



Motor Nr.: 4 672 402	Motoröl: Shell Rotella HD 20	Versuchstag: 17.11.1969	Versuchsstg.
Schlepper Nr.: 7869-1770	Lufttemperatur: 8 °C	Versuchs Nr.: 166/68-152	Mittel He.
Kraftstoff: DK 0,829/15°C	Barom.std.: 760 mm QS	Kurvenblatt: 5	

SCHLEPPER-PRÜFFELD
Deutz D 40 06

Test No. 68 -152

(3 and 4) TURNING SPACE AND TURNING CIRCLE

Wheel equipment front: 6,50-16 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 m	right-hand m	left-hand m	right-hand m
Radius of turning space	3,60	3,45	3,90	3,85
Radius of turning circle	3,40	3,30	3,65	3,70

(5) LOCATION OF CENTRE OF GRAVITY

	Without ballast
Height above ground	705 mm
Distance forward from the vertical plane containing the axis of the rear wheels	763 mm
Distance from the median plane of the tractor	0 mm

SCHLEPPER-PRÜFFELD
Deutz D 40 06

Test No. 68 - 152

(6) BRAKE TESTS

A) FOOT BRAKE

Date of test: 22.and 25.11.1968

Type of track: concrete

Type of decelerometer: Moto Meter Bremsverzögerungs-und Pedalkraft-schreiber, Moto Meter Herrmann Schlaich, 7 Stuttgart N

Travelling speed of tractor: 25,0 km

With cold brakes

		Tractor without ballast	Tractor with ballast
Maximum deceleration	m/s^2	4,7	4,3
Stopping distance	m	7,8	7,2
Force on pedal	kp	41	56

Brake fade characteristics, hot tests, tractor without ballast

Deceleration: hot/cold 100%

Stopping distance: cold/hot 103%

Force on pedal: cold/hot 91%

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 34 kp.
One hour after the brake has been applied no rotation of the rear-wheels of tractor occured when the tractor has been towed.

(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: 19,0 km/h
Sound level: 85 dBA

(8) NOISE MEASUREMENT AT THE DRIVERS EAR

Date of test: 26.11.1968
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.	8,93	8,50	82

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

SCHLEPPER-PRÜFFELD
Deutz D 40 06

Test No. 68 - 152

(9) TEST OF POWER LIFT AND HYDRAULIC PUMP PERFORMANCE

Date and location of tests: 20.11.1968, Gross-Umstadt

Hydraulic fluid: Shell Rotella HD 20 engine oil

POWER LIFT

Height above ground in down position hitch point mm	Height above ground in down position 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					
225	-	635	1260	175	*)
490	-	535	1420	175	1780
					*) greather than max. lifting force
Measured on the test frame 610 mm to the rear of the hitch points					
225	195	745	905	175	1055
490	470	700	900	175	1055

Type of linkage lock for transport: Hydraulically by shutting off the valve for lowering delay

Opening pressure of the cylinder over pressure relief valve 210-260 kp/cm² (manufacturers specification)

PUMP CHARACTERISTICS

(i) opening pressure of relief valve: 180 kp/cm²
sustained pressure by the open relief valve: 175 kp/cm²

(ii) Pump delivery rate at external tapping
at minimum pressure: 28,0 l/min
at maximum hydraulic power: 25,7 l/min
maximum hydraulic power: 9,7 hp (metric)
delivery pressure: 168 kp/cm²

SCHLEPPER-PRÜFFELD
Deutz D 40 06

Test No. 68 - 152

OPTIONAL TESTS

(10) ENGINE TESTS

Date and location of tests: 1.-5.11.1968, Gross-Umstadt

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-hour test				
35,9	2150	7,20	166	4,98
At standard p.t.o.speed (540 rev/min)				
34,0	1869	6,48	157	5,25
At the speed recommended by the manufacturer for drawbar work				
35,9	2150	7,20	166	4,98
Fuel consumption at part loads				
(i) 85% of torque at maximum power				
31,0	2180	6,42	172	4,82
(ii) unloaded				
-	2250	2,27	-	-
(iii) 50% of the load defined in (i)				
15,7	2212	4,18	221	3,75
(iv) maximum power				
35,9	2150	7,20	166	4,98
(v) 25% of the load defined in (i)				
7,9	2237	3,16	330	2,50
(vi) 75% of the load defined in (i)				
23,4	2200	5,33	189	4,39

Optimum fuel consumption: 152 g/hph at 21,2 hp and 1186 rev/min

Standard fuel consumption 1/2 (acc.to DIN 9606) : 3,2/6,2 l/h

No load maximum engine speed: 2250 rev/min

Torque at maximum power: 11,95 kpm

Maximum torque: 14,10 kpm at 1519 rev/min of the engine

Mean atmospheric conditions: temperature: 22°C
pressure: 742 mm Hg
relative humidity: 65%

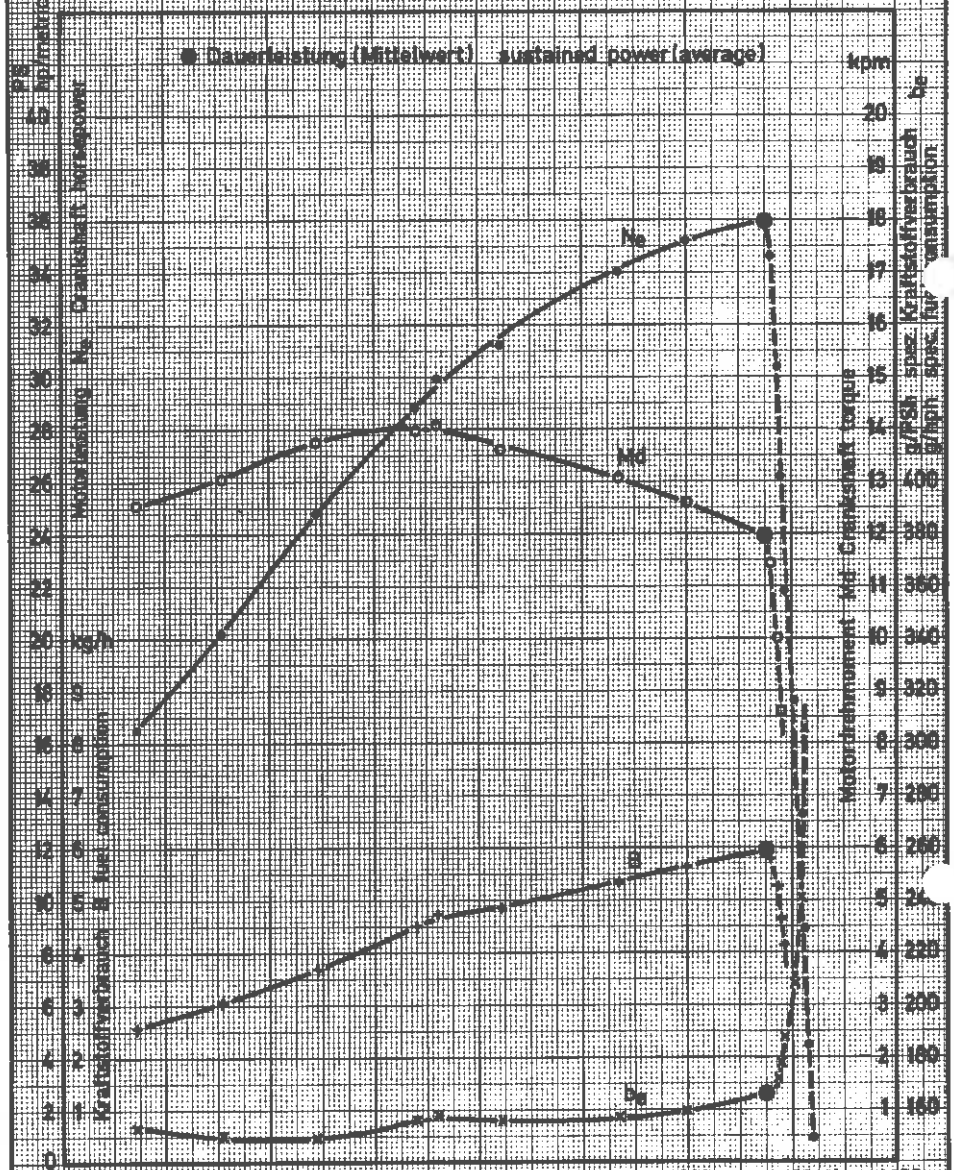
Maximum temperatures: coolant: not recorded
engine oil: 80°C
fuel: 23°C

PRÜFUNGS-ABTEILUNG

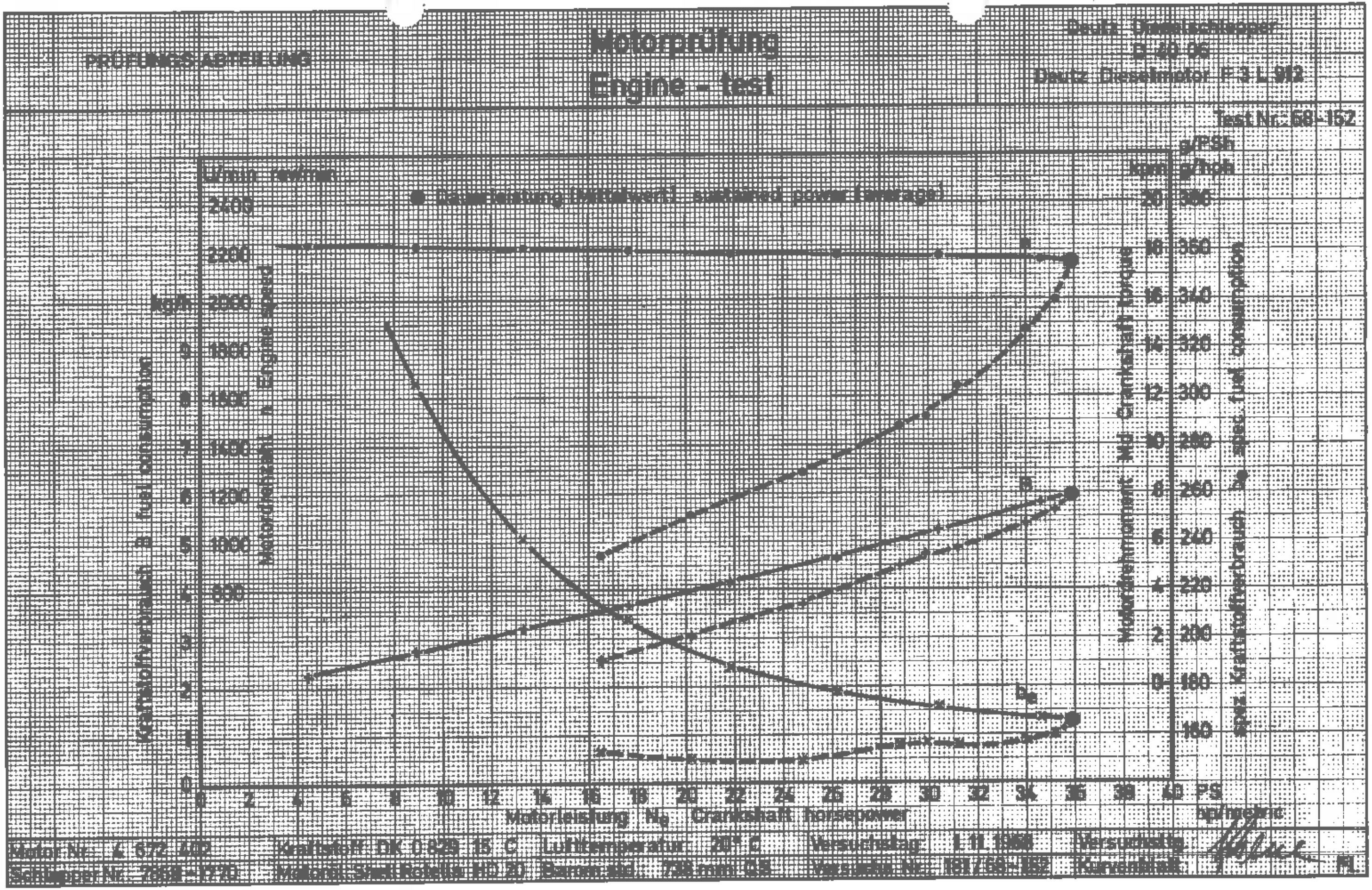
Motorprüfung
Engine - test

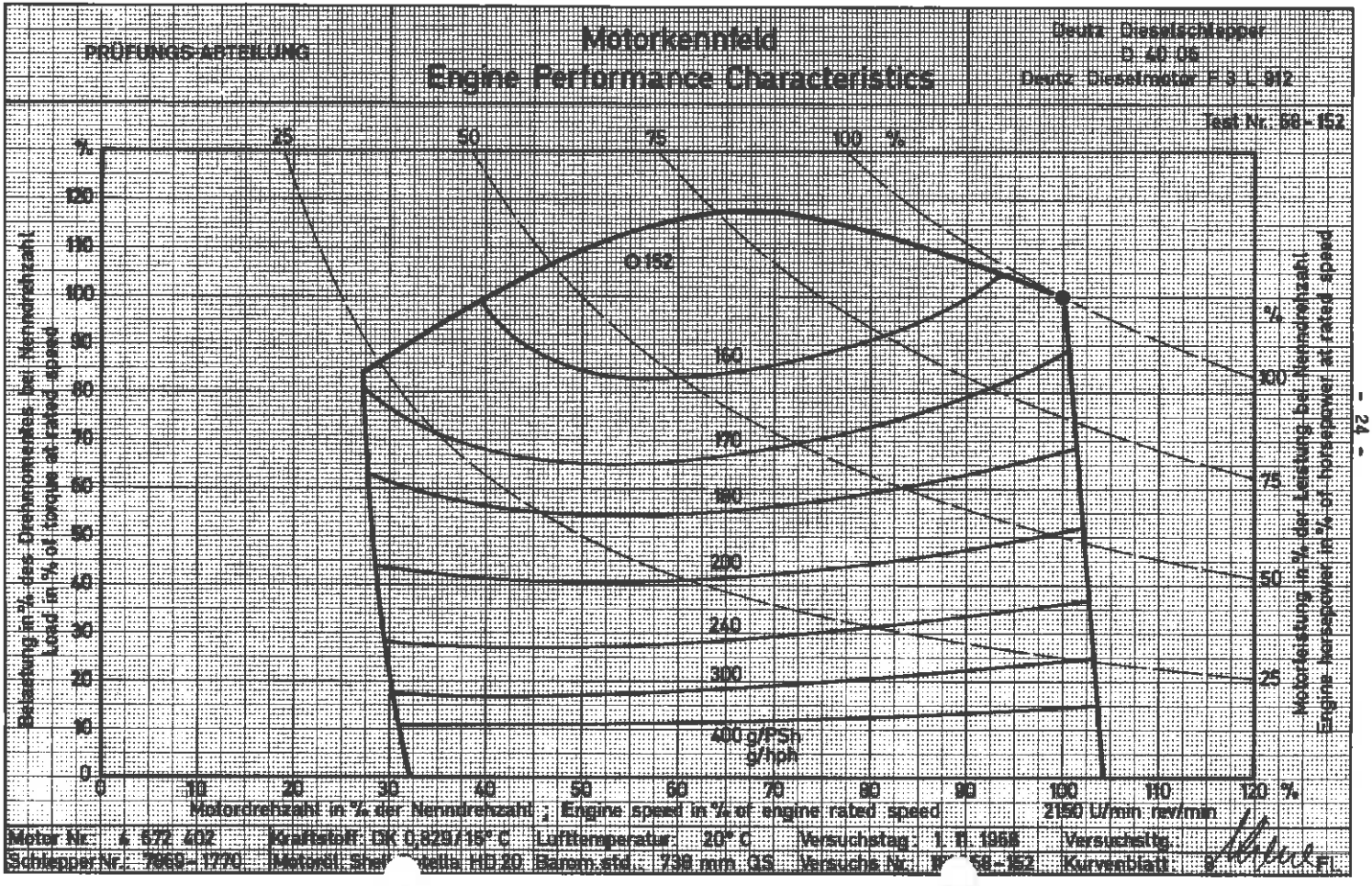
Deutz Dieselschlepper
D 40.06
Deutz Dieselmotor F 3 L 912

Test Nr.: 58 - 152



Motor Nr.: 4 372 402	Motoröl: Shell Rotella HD 20	Versuchstag: 1.11.1968	Versuchsltg.:
Schlepper Nr.: 7669 - 1770	Lufttemperatur: 20° C	Versuchs Nr.: 181/68-152	
Kraftstoff: DK 0629/15° C	Barom. stat.: 739 mm QS	Kurvenblatt: 5	Fl.


PRÜFUNGS-ABTEILUNG
Motorprüfung
Engine - test
Deutz Dieselschlepper D 40 06
Deutz Dieselmotor F 3 L 912
Test Nr. 68-152
U/min rev/min
● Dauerleistung (Mittelwert) sustained power (average)
Kraftstoffverbrauch B fuel consumption
kg/h
Motordrehzahl n Engine speed
Motordrehmoment Md Crankshaft torque
kpm
spez. Kraftstoffverbrauch be spec. fuel consumption
g/PSh g/hph
Motorleistung Ne Crankshaft horsepower
PS bp/metric
Motor Nr. 4 672 402
Schlepper Nr. 7868-1770
Kraftstoff DK 0,829 15 C
Motoröl Shell Rotella HD 20
Lufttemperatur 20° C
Barom.std. 738 mm QS
Versuchstag 1.11.1968
Versuchs Nr. 181/68-152
Versuchsltg.
Kurvenblatt
Fl.


PRÜFUNGS-ABTEILUNG
Motorkennfeld
Engine Performance Characteristics
Deutz Dieselschlepper
D 40 06
Deutz Dieselmotor F 3 L 912
Test Nr. 58 - 152
Belastung in % des Drehmomentes bei Nennrehzahl
Load in % of torque at rated speed
Motorleistung in % der Leistung bei Nennrehzahl
Engine horsepower in % of horsepower at rated speed
Motordrehzahl in % der Nenndrehzahl ; Engine speed in % of engine rated speed
2150 U/min rev/min
g/PSh
g/hph
Motor Nr. 4 572 402
Kraftstoff: DK 0,829/15° C
Lufttemperatur: 20° C
Versuchstag: 1. 11. 1965
Versuchsstg.
Schlepper Nr. 7969 - 1770
Motoröl: Shell Helix HD 20
Barom. std. 739 mm QS
Versuchs Nr. 58 - 152
Kurvenblatt 9