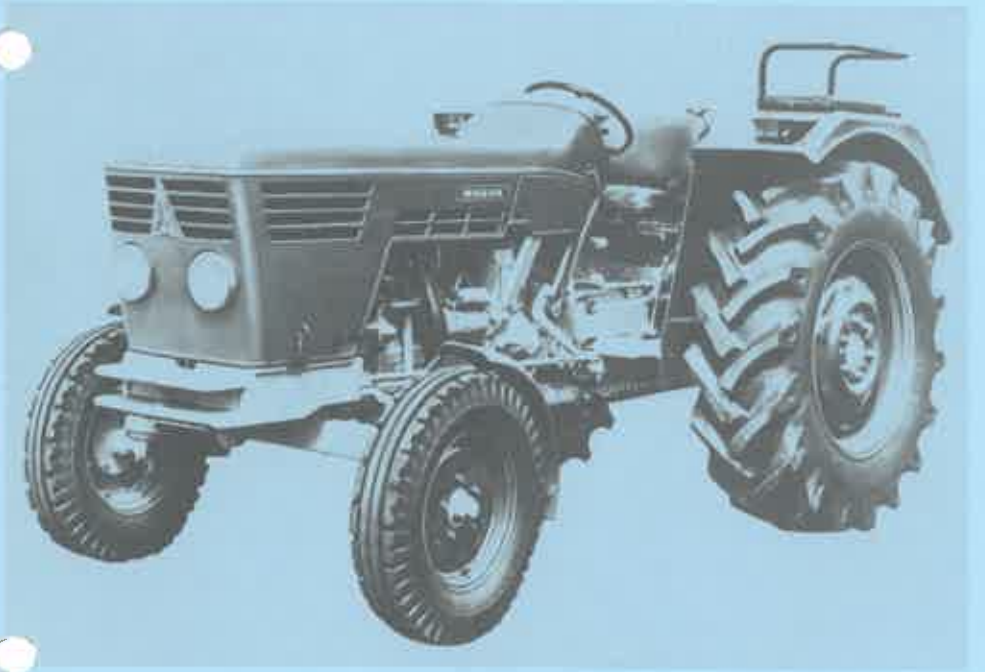
Report on test in accordance with
O.E.C.D. Test Code for Agricultural Tractors

DEUTZ DIESEL TRACTOR D 55 06

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



Date of Tests: May - June 1969

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: 5.9.1969 Serial No.: 280

DEUTSCHE LANDWIRTSCHAFTS-GESELLSCHAFT e.V.
Prüfungsabteilung für Landmaschinen
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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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PRÜFUNGS-ABTEILUNG
Deutz D 55 06

Test No. 69-40

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PRUFUNGS-ABTEILUNG
Deutz D 55 06

Test No. 69-40

Tractor manufacturer:	Klöckner-Humboldt-Deutz A.G., 5 Köln-Deutz
Submitted for test by:	Manufacturer
Selected by:	Manufacturer with the agreement of the DLG testing station
Place of running-in:	Köln-Deutz and Gross-Umstadt
Duration of running-in:	Engine appr. 70 hours, tractor appr. 70 hours

SPECIFICATION OF TRACTOR

Tractor

Make: Klöckner-Humboldt-Deutz G.G., 5 Köln-Deutz
Model: D 55 06
Type: Diesel-tractor, unit construction
Serial No.: 7893/0001

Engine

Make: Klöckner-Humboldt-Deutz A.G., 5 Köln-Deutz
Model: F 4 L 912
Type: Air cooled 4-stroke Diesel engine
Serial No.: 4739 423

Cylinders: 4 cylinders, vertical in line; 100 mm bore, 120 mm stroke; compression ratio 17 : 1; overhead valves; replaceable ribbed single cylinders

Fuel system: Fuel: Commercially available diesel oil; Bosch type PES 4A 75C 41o/3 RS 1185 injection pump; Bosch type DLLA 149 S 394 injection nozzles; injection pressure 175 kp/cm²; injection timing 28° before TDC; Pierburg type PE 15 252 feed pump; water trap in corporated in fuel tank; felt tube filter element; capacity of fuel tank appr. 70 l

Governor: Make: Robert Bosch GmbH, 7 Stuttgart; type EP/RSV 325-1050 A 8 B 535 DL centrifugal variable speed governor; governed range of engine speed 690 rev/min to 2430 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 cleaner, oil capacity 1,14 l

Pre-cleaner
Make: Motor-Condensator, 68 Mannheim
centrifugal type

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Deutz D 55 06

Lubrication system: Forced feed from gear type pump; metal stainer in sump; screen type filter in full flow with by pass valve; oil capacity 9,5 l; recommended oil change period 200-240 hours, using branded normal HD oil; recommended oil in winter HD SAE 10W
in summer HD SAE 20W/20
in tropics HD SAE 30

Cooling system: Air cooling by V-belt driven axial blower

Electrical equipment: Voltage 12 Volt, negative earth

Starting device: Bosch type JD (R) 12 V 3 PS starter motor

Starting aid: Bosch flame type plug in intake tube

Generator: Bosch type G (R) 14 V 16 A 21 generator

Battery: lead acid type 12 Volt 142 Ah, 630 A; special havy duty battery for cold starting

Transmission

Clutch: Make: Fichtel & Sachs A.G.,872 Schweinfurt; type DT 280/228 N dual dry disc clutch , operated by foot pedal

Gearbox: Make: Klöckner-Humboldt-Deutz A.G.,5 Köln-Deutz; type TW 50.1; constant mesh type gearing with jaw type clutch selecting gear and 2-stage group gear, giving 8 forward speeds and 4 reverse

Rear axle and final drive: Make: Klöckner-Humboldt-Deutz A.G.,5 Köln-Deutz; bevel gear type differential gear with crown wheel and pinion; differential lock fitted, operated by foot pedal, self disengaging

Oil capacity: Selecting gear, group gear and rear axle drive total 14 l; recommended oil change 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 at rated engine speed of 2300 rev/min km/h	m/s
slow (L.)	1	263,0	2,11	0,586
	2	165,5	3,36	0,934
	3	113,3	4,91	1,366
	4	67,3	8,27	2,298
fast (S.)	1	88,4	6,29	1,748
	2	55,6	9,99	2,775
	3	38,1	14,60	4,056
	4	22,6	24,60	6,833
reverse (R.)	1	232,4	2,39	0,666
	2	146,1	3,80	1,083
	3	100,1	5,56	1,544
	4	59,4	9,36	2,60

Power take-off	Main power take-off, manually engaged
Location:	At rear of tractor, 640 mm above ground, in median plane of tractor
Dimensions:	Spline shaft 24 x 34,9 x 8,7 mm = $1^3/8$", 6 splines (acc. to DIN 9611 Form A; BS 1495; ASAE S 203.5)
Speed:	600 rev/min at 2300 rev/min rated engine speed; standard p.t.o.-speed 540 rev/min at 2070 rev/min engine speed, may be set by aid of tractormeter
Direction of rotation:	Clockwise, viewed from tractor rear
Belt pulley	(Not fitted on tractor tested; figures acc. to manufacturers specification)
Location:	At rear of tractor; driving unit fitted on p.t.o.-shaft, manually engaged
Dimensions:	320 mm diameter, 140 mm width
Speed:	1255 rev/min at 2300 rev/min rated engine speed; linear belt speed 21,0 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 45 (Deutz Transfermatic System); hydraulic power lift with draft control, position control and floating position; single acting ram; Bosch type HY/ZFR 1/11 CL (112/1) gear type pump, directly driven by the engine; (when tractor is fitted with hydrostatic steering, oil pump Bosch type HY/ZFR 1/14 CL (112/1) will be installed); maximum oil pressure 175 kp/cm^2; oil capacity appr. 12 l; optionally 4 external tappings for two dual acting rams with remote control and additional control valves make Deutz
Pull attachment	
Implement linkage:	Three-point implement linkage category I and II (acc. to DIN 9674), controlled by power lift; lift height above ground: from 80 mm to 955 mm, changed by power lift and changing length of lift rods
Drawbar:	Fixed on hydraulically controlled implement linkage; central hole and 4 holes apart either side with 80 mm distance each (acc. to DIN 9671); distance of central hole to the end of p.t.o. 504 mm; distance to the rear axle 908 mm, lower links in horizontal position

Trailer hitch: At rear of tractor; height above ground 465-6o5-775 mm and 53o-67o-84o mm, changed by a pin, shifting and reversing hitch

Towing hitch: At front of tractor; height above ground 631 mm

Steering device: Make: Zahnradfabrik Friedrichshafen AG.
799 Friedrichshafen
ZF Gemmer-steering type 73, model GD 28 A, operated by hand wheel;
(optionally: ZF hydrostatic steering type 74 model o9)

Brakes

Parking brake: Mechanically acting as internal shoe type brake on a brake drum on a gear shaft; operated by hand lever with locking ratch

Foot brake: Mechanically acting as internal shoe type brake on brake drums in rear wheels; operated by foot pedal

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

Wheels

Steering wheels: Two at front. Tyres 6,5o-16 AS Front 6 ply pneumatics (acc.to DIN 78o8); maximum permissible weight on each tyre 62o kp at 3,o kp/cm², when transporting mounted implements 775 kp; track from 128o mm to 188o mm in steps of 1oo mm changed by extending front axle; rims 4,5o E x 16

Driving wheels: Two at rear. Tyres 14,9/13-28 AS 6 ply pneumatics (acc.to DIN 78o7); maximum permissible weight on each tyre 1535 kp at 1,3 kp/cm², when transporting mounted implements 1675 kp; track 1513-1635-1735-1828-1928 mm changed by reversing wheel centres and offset lug type rims; rims W 12 x 28

Wheel base: 2125 mm

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Deutz D 55 06

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:	750 kp	758 kp
	Rear axle load:	1230 kp	1294 kp
	Total:	1980 kp	2052 kp
Ballast front:	11 front weights and 2 frame weights total including screws and bracket	= 406 kp	
Ballast rear:	17 weights (each appr. 41 kp) per wheel	= 1422 kp	
	water in tyres	= 320 kp	
		without driver	with driver
Weight of tractor with ballast:	Front axle load:	1200 kp	1200 kp
	Rear axle load:	2925 kp	3000 kp
	Total:	4125 kp	4200 kp

Seat Make: Klöckner-Humboldt-Deutz A.G., 5 Köln-Deutz; pan seat with cushion linked on a long rocker arm, sprung by a rubber block; height above ground appr. 1060 mm
(optionally upholstered seat with back rests and arm rests, parallel linkage, sprung and damped, adjustable acc. to driver's weight; manufacturer Grammer, 845 Amberg, type DS 20/D1)

Number of grease points (whole tractor): 14

Overall dimensions

Overall length:	3600	mm with three-point linkage
Overall width:	1890	mm at 1510 mm track, without ballast weights
Overall height:	1690	mm to top of the back rest of attendant's seat
Maximum ground clearance:	415	mm in median plane of tractor
	415	mm apart median plane of tractor

Lighting equipment Electric 12 Volt, acc. to StVZO (German Govt. Regulation)

	Height above ground of centre mm	Dimensions of area mm	Distance from outside edge of tractor to centre mm
Head lights	950	130 Ø	800
Side lights	1385	47 x 50	180
Rear lights	1300	47 x 50	175
Reflectors	1132	85 Ø	80

FUELS AND LUBRICANTS USED IN TESTS

Laboratory tests

Fuel:	Aral Diesel oil, specific gravity at 15°C : 0,827 kg/l (commercially available quality acc.to DIN 51 601)
Engine oil:	Shell Rotella HD 20
Transmission oil:	SAE 90

Track tests

Fuel:	Aral Diesel oil, specific gravity at 15°C : 0,827 kg/l (commercially available quality acc.to DIN 51 601)
Engine oil:	Shell Rotella HD 20
Transmission oil:	SAE 90

PRÜFUNGS-ABTEILUNG
Deutz D 55 06

Test No. 69-40

COMPULSORY TESTS

(1) MAIN POWER TAKE-OFF PERFORMANCE

Date and location of tests: 29.5.1969, 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					
51,0	2300	600	11,0	176	4,63
At standard p.t.o.speed (540 rev/min)					
48,4	2070	540	10,1	171	4,79
At the speed recommended by the manufacturer for drawbar work					
51,0	2300	600	11,0	176	4,63

Fuel consumption at part loads

(i) 85% of torque at maximum power					
44,4	2350	614	10,0	185	4,44
(ii) unloaded					
-	2390	624	2,6	-	-
(iii) 50% of the load defined in (i)					
22,2	2352	615	6,4	237	3,47
(iv) maximum power					
51,0	2300	600	11,0	176	4,63
(v) 25% of the load defined in (i)					
11,1	2363	617	4,9	358	2,27
(vi) 75% of the load defined in (i)					
33,2	2350	613	8,1	200	4,10

No load maximum engine speed: 2390 rev/min

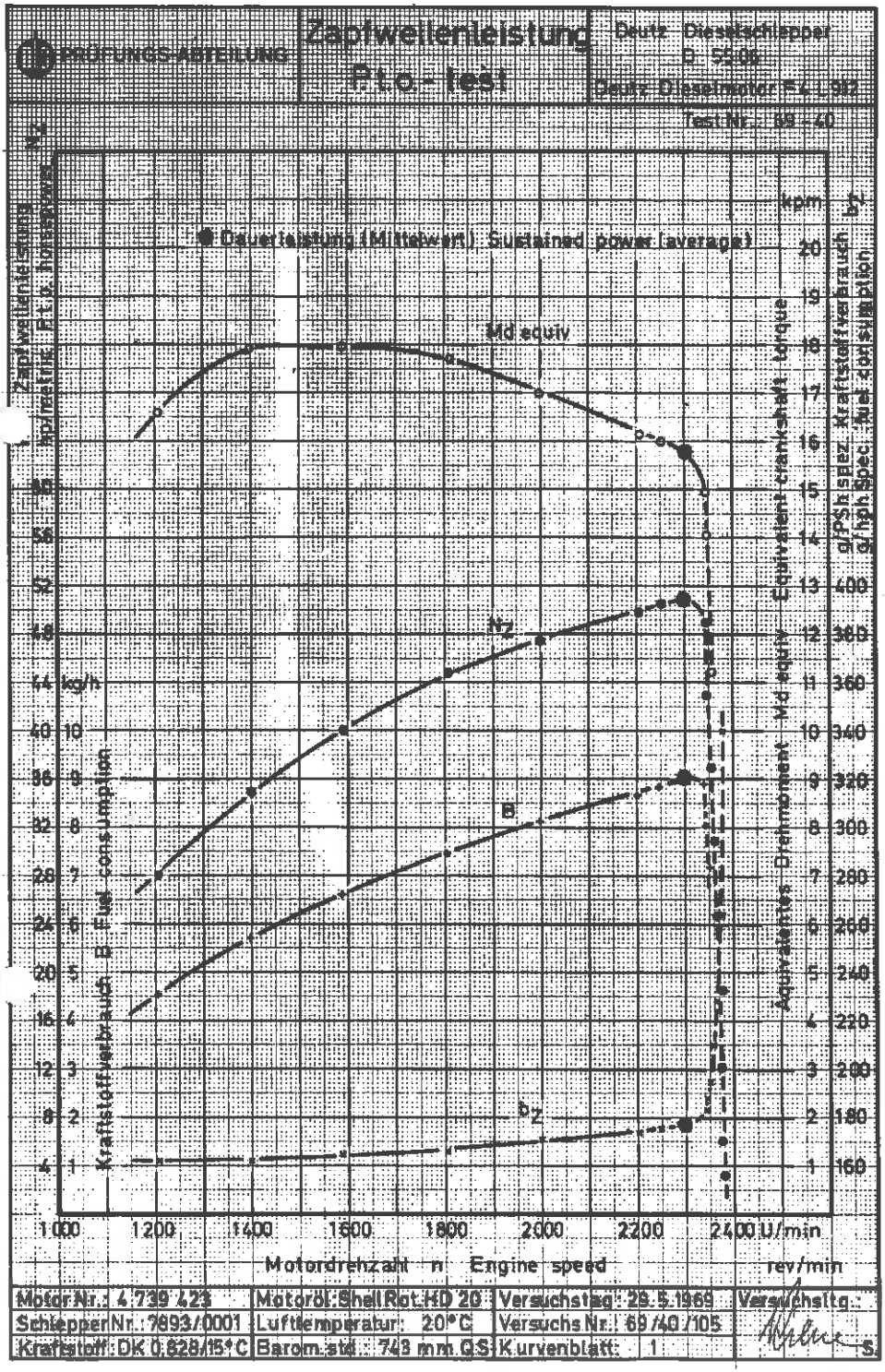
Torque *) at maximum power: 15,9 kpm

Maximum torque*): 17,9 kpm at 1502 rev/min of the engine

Mean atmospheric conditions: temperature: 24°C
pressure: 743 mm Hg
relative humidity: 70%

Maximum temperatures: coolant: not recorded
engine oil: 94°C
fuel: 23°C

*) The torque reported is the equivalent crankshaft torque

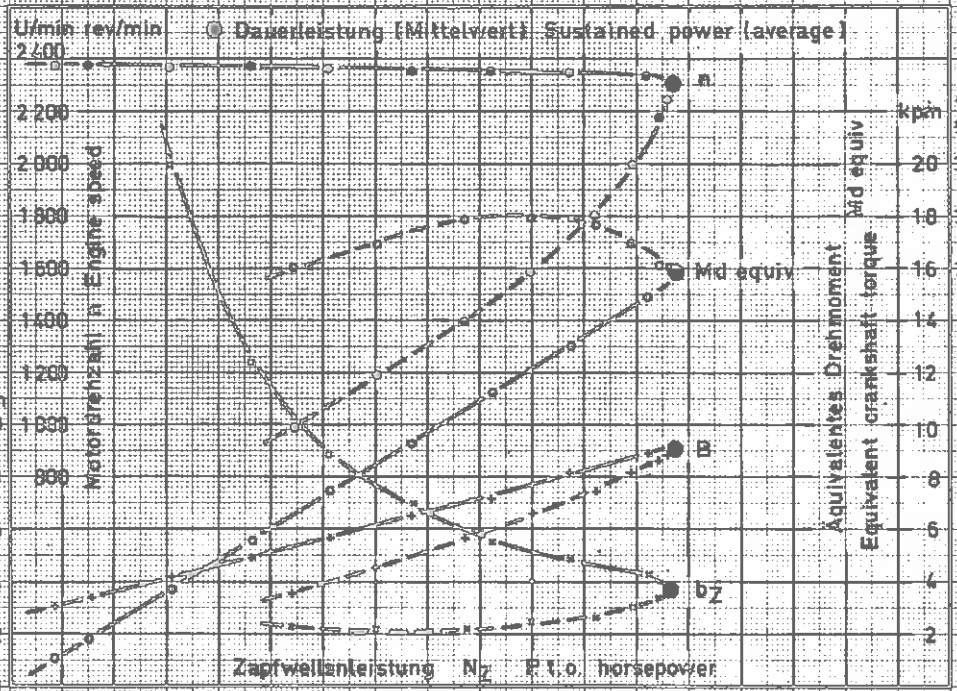

PRÜFUNGS-ABTEILUNG
Zapfwellenleistung
P.t.o.-test
Deutz Dieselschlepper
D 55 06
Deutz Dieselmotor F 4 L 912
Test Nr.: 69 - 40
Zapfwellenleistung P.t.o. horsepower
kp/metric
hp
Dauerleistung (Mittelwert) Sustained power (average)
Md equiv
b_2
B
Kraftstoffverbrauch B Fuel consumption
kg/h
Äquivalentes Drehmoment Md equiv. Equivalent crankshaft torque
kpm
g/PSh spez. Kraftstoffverbrauch
g/hph spec. fuel consumption
1000
1200
1400
1600
1800
2000
2200
2400 U/min
Motordrehzahl n Engine speed
rev/min
Motor Nr.: 4 739 423
Motoröl: Shell Rot. HD 20
Versuchstag: 29.5.1969
Schlepper Nr.: 7693/0001
Lufttemperatur: 20°C
Versuchs Nr.: 69/40/105
Kraftstoff: DK 0,828/15°C
Barom. std.: 743 mm QS
Kurvenblatt: 1

PRÜFUNGS-ABTEILUNG

Zapfwellenleistung
P.t.o. - test

Deutz Dieselschlepper
D 5506
Deutz Dieselmotor F 4 L 912

Test Nr. 69 - 40



Motor-Nr. 4 798 423 | Kraftstoff: DK 0,826/15°C | Lufttemperatur: 20°C | Versuchstag: 29.5.1969 | Versuchsltg.:
Schlepper-Nr. 7893/0001 | Motoröl: Rot. HD 20 | Barom. std. 743 mm QS | Versuchs-Nr. 1140/105 | Kurvenblatt: 2 | 5.

(2) DRAWBAR PERFORMANCE

Date of tests: June 1969
Type of track: concrete
Height of drawbar above ground: 515 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.	26,4	3920	2360	14,9	3,19	259	18	not rec.	90	17	97	742
2.L.	39,8	3780	2305	14,2	4,06	227	24	not rec.	95	25	84	742
3.L.	42,0	2580	2300	8,6	4,0	212	23	not rec.	95	25	84	742
4.L.	43,3	1510	2300	4,9	3,97	206	27	not rec.	95	28	60	742
1.S.	43,5	2030	2300	6,5	3,98	206	23	not rec.	95	23	88	742
2.S.	43,6	1250	2300	3,9	3,99	205	26	not rec.	95	28	60	742
3.S.	42,6	820	2300	2,6	3,87	211	25	not rec.	95	27	60	742
(ii) FIVE-HOUR-TEST AT 75% OF PULL AT MAXIMUM POWER IN 1.S.GEAR												
1.S.	33,9	1520	2360	5,3	3,68	225	17	not rec.	90	16	98	742
(iii) FIVE-HOUR-TEST AT PULL CORRESPONDING TO 15% WHEEL SLIP IN TEST (i) *)												
1.L.	-	3920	-	-	-	-	-	not rec.	90	17	97	742
Without ballast												
(v) MAXIMUM POWER												
2.L.	23,4	2180	2355	15,1	15,1	263	22	not rec.	90	23	67	751
3.L.	32,8	2180	2345	15,6	15,6	253	22	not rec.	90	22	71	751
4.L.	41,5	1516	2300	9,3	9,3	216	23	not rec.	95	24	67	751
1.S.	40,9	2030	2325	13,8	13,8	222	20	not rec.	90	22	71	751
2.S.	42,2	1250	2300	7,6	7,6	211	25	not rec.	95	26	60	751
3.S.	42,0	830	2300	4,8	4,8	213	27	not rec.	95	28	57	751

Engine oil consumption during ten hours duration of test (ii) and (iii): 30 g/h .

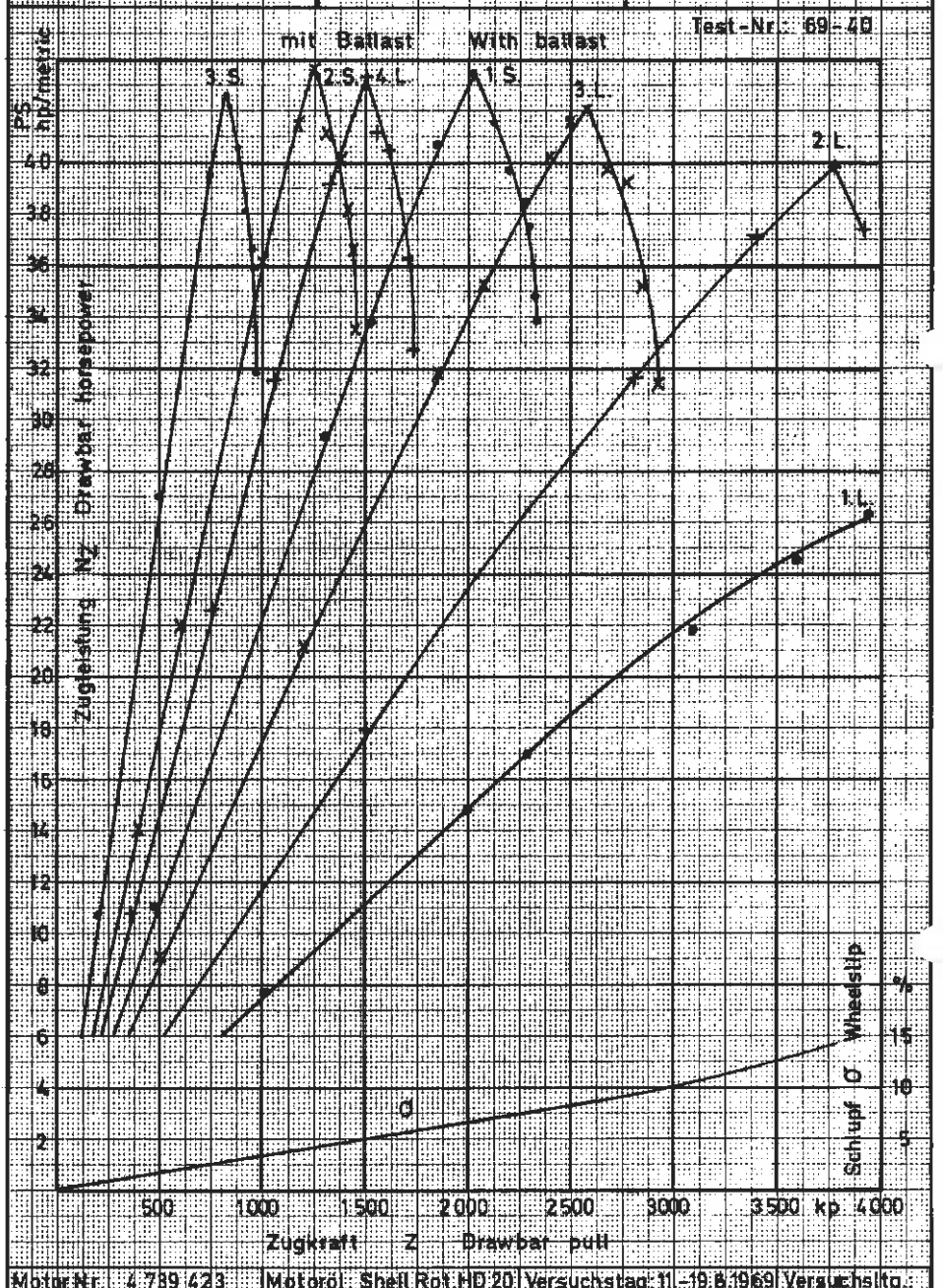
*) Test (iii) was carried out with additional ballast and the results for power, slip and fuel consumption have no practical significance

PRÜFUNGS-ABTEILUNG

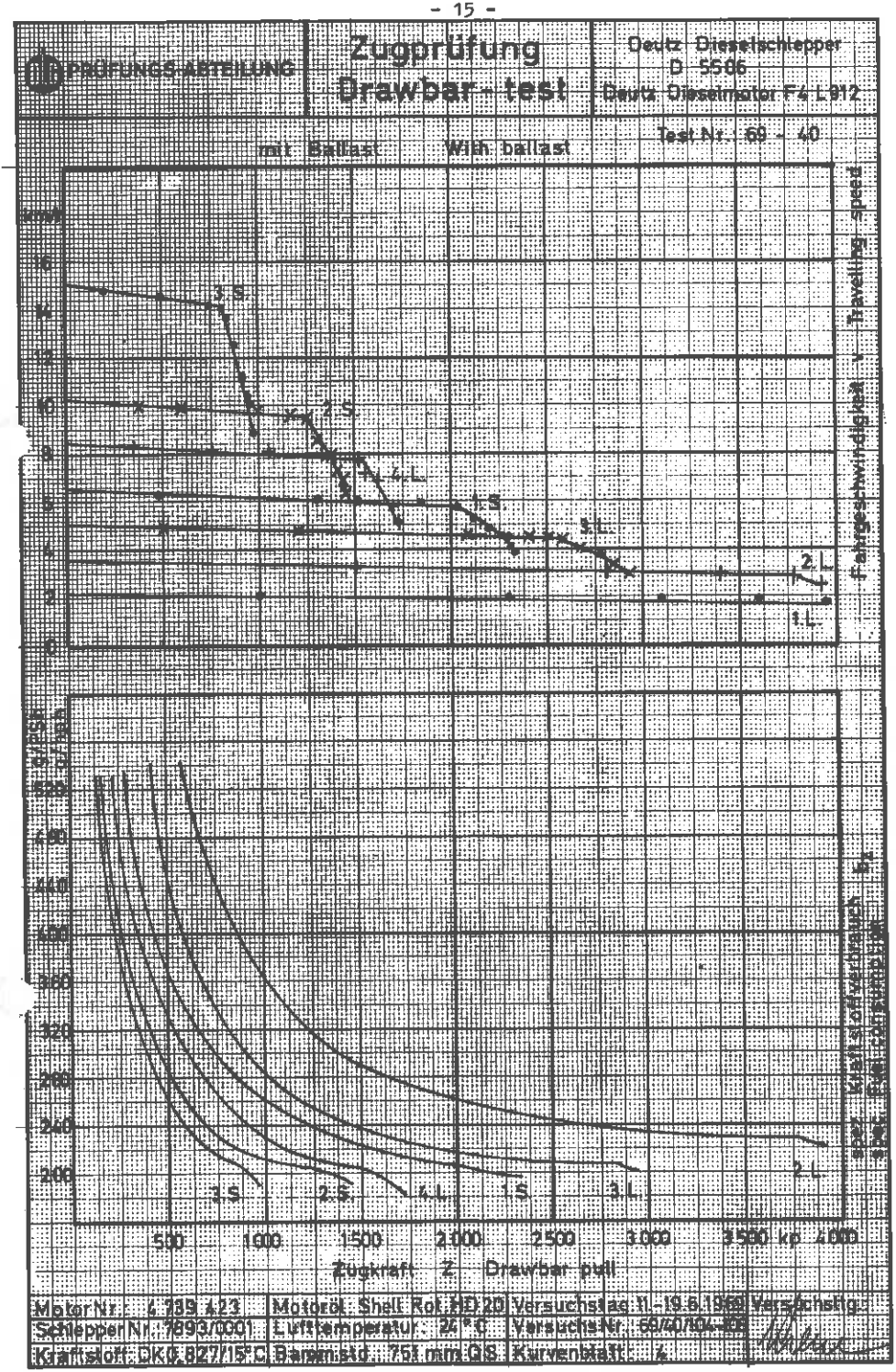
Zugprüfung
Drawbar - test

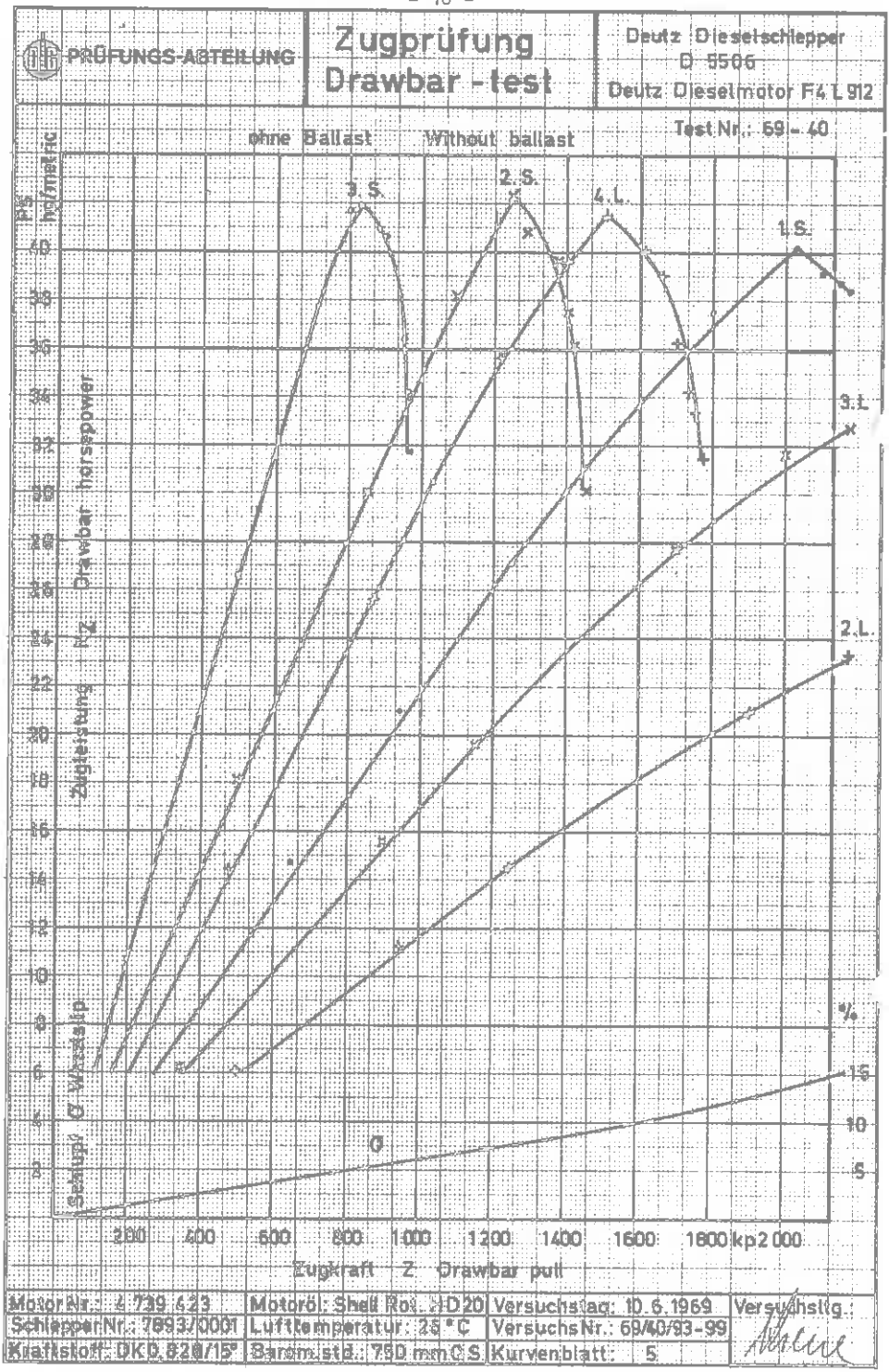
Deutz Dieselschlepper
D 55.06
Deutz Dieselmotor F4 L 912

Test-Nr.: 69-40



Motor Nr. 4 739 423	Motoröl: Shell Rot HD 20	Versuchstag: 11.-19.8.1969	Versuchsltg.:
Schlepper Nr. 7893/0001	Lufttemperatur: 24° C	Versuchs Nr.: 69/40/104-108	
Kraftstoff: DKD 82/15°C	Barom. std. 751 mm QS	Kurvenblatt: 3	


PRÜFUNGS-ABTEILUNG
Zugprüfung
Drawbar - test
Deutz Dieselschlepper
D 5506
Deutz Dieselmotor F4 L 912
Test Nr.: 69 - 40
mit Ballast
With ballast
Fahrgeschwindigkeit
Travelling speed
3 S.
2 S.
4 L.
1 S.
3 L.
2 L.
1 L.
Zugkraft Z Drawbar pull
Motor Nr.: 4 789 423
Motorol: Shell Rot HD 20
Versuchstag: 11.-19.6.1969
Schlepper Nr.: 7893/0001
Lufttemperatur: 24 °C
Versuchs Nr.: 69/40/04-08
Kraftstoff: DK 0,827/15°C
Barometerst.: 751 mm QS
Kurvenmaßst.: A


PRÜFUNGS-ABTEILUNG
Zugprüfung
Drawbar - test
Deutz Dieselschlepper
D 5506
Deutz Dieselmotor F4 L 912
ohne Ballast
Without ballast
Test Nr.: 69 - 40
PS Metric
Zugleistung N_Z Drawbar horsepower
3. S.
2. S.
4. L.
1. S.
3. L.
2. L.
Geschwindigkeit v Speed
km/h
Zugkraft Z Drawbar pull
200
400
600
800
1000
1200
1400
1600
1800
kp 2 000
Motor Nr.: 4 739 423
Schlepper Nr.: 7893/0001
Kraftstoff: DKD 8228/15
Motoröl: Shell Rot. HD 20
Lufttemperatur: 25 °C
Barom. std.: 750 mm QS
Versuchstag: 10.6.1969
Versuchs Nr.: 69/40/93-99
Kurvenblatt: 5
Versuchsltg.:

PRÜFUNGS-ABTEILUNG
Deutz D 55 06

Test No. 69-40

(3 and 4) TURNING SPACE AND TURNING CIRCLE

Wheel equipment front: 6,50-16 AS Front, 6 ply, without ballast
rear: 14,9/13-28 AS, 6 ply, without ballast
Track of wheels front: 1280 mm
rear: 1510 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	4,05	3,80
Radius of turning circle	3,45	3,30	3,90	3,65

(5) LOCATION OF CENTRE OF GRAVITY

	Without ballast mm
Height above ground	698
Distance forward from the vertical plane containing the axis of the rear wheels	782
Distance from the median plane of the tractor	0

(6) BRAKE TESTS

A) FOOT BRAKE

Date of test: 10./11.6.1969

Type of track: concrete

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

Travelling speed of tractor: 24,6 km/h

With cold brakes

		Tractor without ballast	Tractor with ballast
Maximum deceleration	m/s^2	4,2	4,7
Stopping distance	m	8,8	7,0
Force on pedal	kp	28	53

Brake fade characteristics, hot test, tractor without ballast

Deceleration:	hot/cold	86%
Stopping distance:	cold/hot	116%
Force on pedal:	cold/hot	100%

B) PARKING BRAKE

Force applied on the brake lever, cold brake 43 kp.
No rotation of the rear-wheels of tractor occured when the tractor has been towed.

Force applied on the brake lever, hot brake 43 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: 10.6.1969
Type of track: concrete
Type of sound level meter: Brüel & Kjaer Typ 2203

Results of test

Speed: 4.S. (24,6 km/h)
Travelling speed before acceleration: 18,5 km/h
Sound level: 86 dBA

(8) NOISE MEASUREMENT AT THE DRIVER'S EAR

Date of test: 20.6.1969
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.	6,29	6,30	95
2.L.	3,36	2,93	96
3.L.	4,91	4,55	97
4.S.	9,99	9,70	97

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

(9) TEST OF POWER LIFT AND HYDRAULIC PUMP PERFORMANCE

Date and location of tests: 3.6.1969

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					
60	-	685	1475	172	1760
352	-	595	1685	172	1760
Measured on the test frame 610 mm to the rear of the hitch points					
60	60	715	1260	172	1058
352	342	635	1120	172	1058

Type of linkage lock for transport: mechanically acting upwards
hydraulically acting downwards

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: 172 kp/cm²

Pump delivery rate at external tapping
(ii) at minimum pressure: 29,4 l/min
(iii) at maximum hydraulic power: 28,0 l/min
maximum hydraulic power: 10,25 hp (metric)
delivery pressure: 165 kp/cm²

PRÜFUNGS-ABTEILUNG
Deutz D 55 06

Test No. 69-40

OPTIONAL TESTS

(10) ENGINE TESTS

Date and location of tests: 22./27.5.1969, Gross-Umstadt

Type of dynamometer: Schenck hydraulic dynamometer U1-30

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				
52,5	2300	10,8	170	4,86
At standard p.t.o.speed (540 rev/min)				
50,1	2070	9,9	164	5,04
At the speed recommended by the manufacturer for drawbar work				
52,5	2300	10,8	170	4,86
Fuel consumption at part loads				
(i) 85 % of torque at maximum power				
45,1	2333	9,7	177	4,63
(ii) unloaded				
-	2400	2,8	-	-
(iii) 50 % of the load defined in (i)				
23,0	2370	6,2	224	3,71
(iv) maximum power				
52,5	2300	10,8	170	4,86
(v) 25 % of the load defined in (i)				
11,5	2385	4,6	331	2,50
(vi) 75 % of the load defined in (i)				
34,1	2353	8,0	195	4,26

Optimum fuel consumption: 157 g/hph at 35,1 hp and 1401 rev/min

Standard fuel consumption 1/2 (acc.to DIN 9606): 4,7/ 9,4 l/h

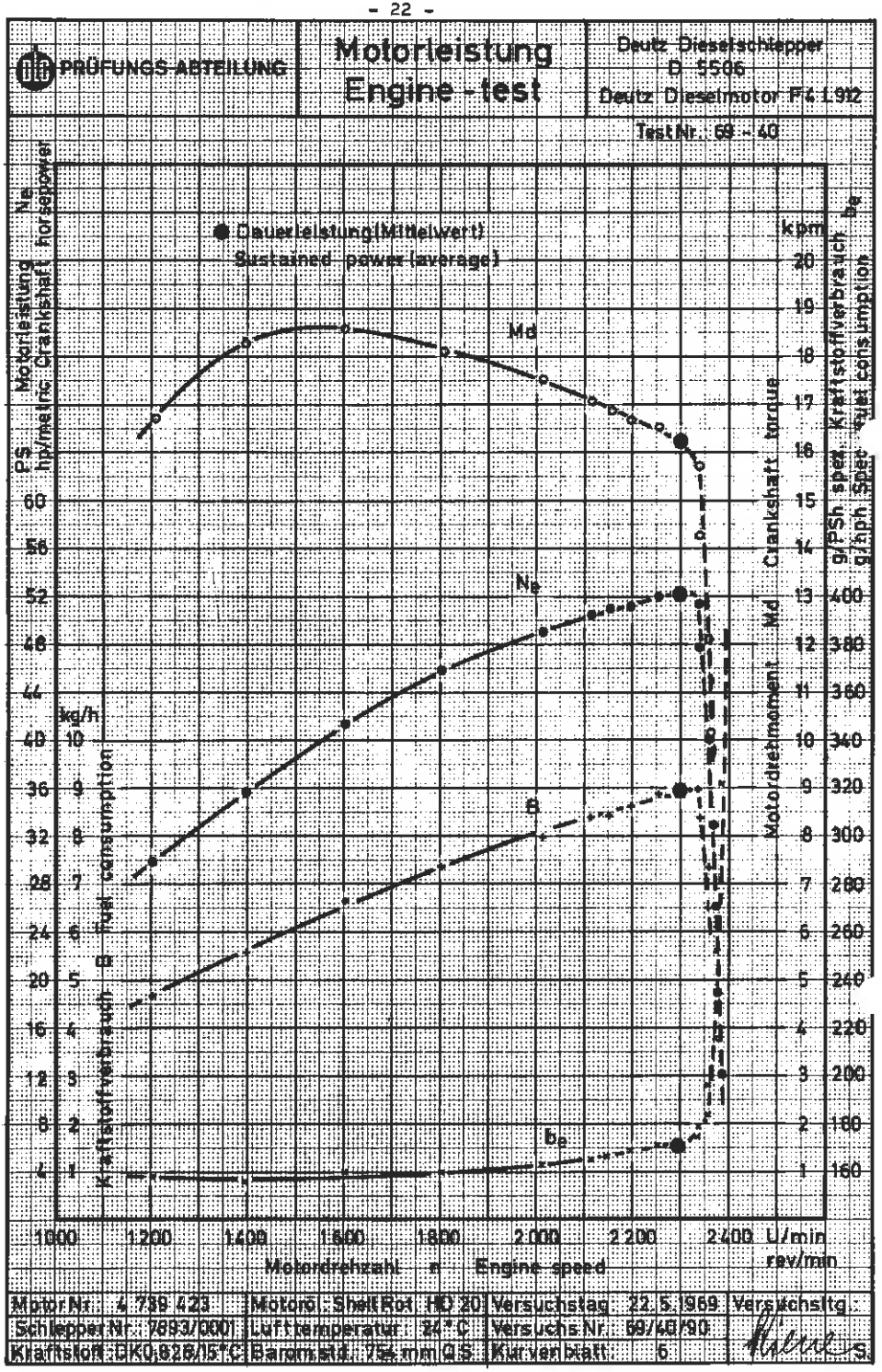
No load maximum engine speed: 2400 rev/min

Torque at maximum power: 16,3 kpm

Maximum torque: 18,6 kpm at 1509 rev/min of the engine

Mean atmospheric conditions: temperature: 22°C
pressure: 750 mm Hg
relative humidity: 65%

Maximum temperatures: coolant: not recorded
engine oil: 85°C
fuel: 20°C


PRÜFUNGS ABTEILUNG
Motorleistung
Engine - test
Deutz Dieseltschlepper
D 5506
Deutz Dieselmotor F4 L 912
Test Nr. 69 - 40
Dauerleistung (Mittelwert)
Sustained power (average)
Md
Ne
B
be
Motorleistung Ne
PS hp/metric Crankshaft horsepower
Kraftstoffverbrauch B
kg/h Fuel consumption
Motordrehmoment Md
kpm Crankshaft torque
Kraftstoffverbrauch be
g/PSh spez. g/hph Spec. Fuel consumption
Motordrehzahl n Engine speed
U/min rev/min
Motor Nr. 4 739 423
Schlepper Nr. 7893/000
Kraftstoff DIN 0,826/15°C
Motoröl Shell Rot. HD 20
Lufttemperatur 24°C
Barometerst. 754 mm QS
Versuchstag 22.5.1969
Versuchs Nr. 69/40/90
Kurvenblatt 6
Versuchsltg.

PRÜFUNGS-ABTEILUNG

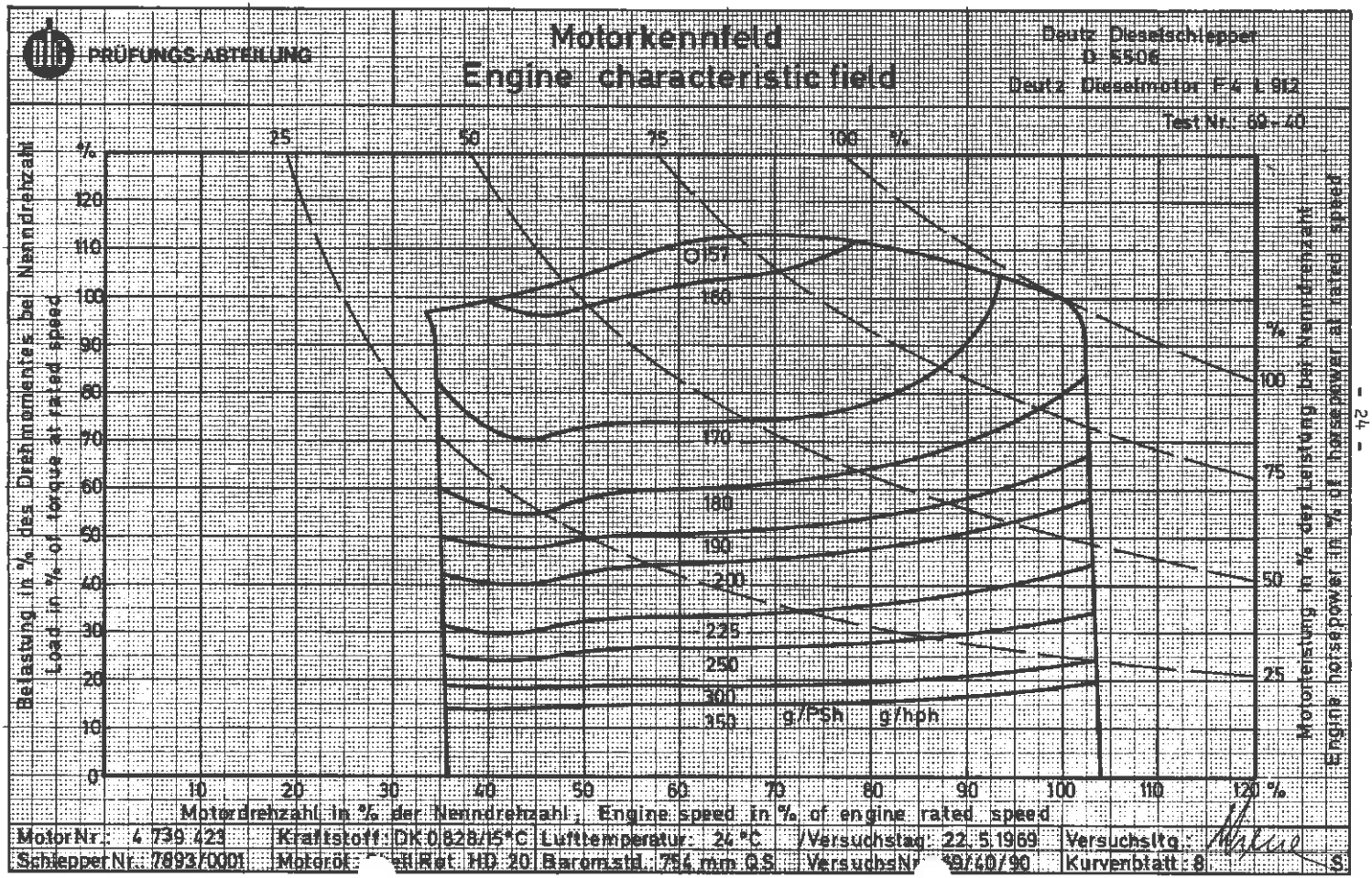
Motorleistung
Engine - test

Deutz Diesel-Schlepper
D 5506
Deutz Dieselmotor F 4 L 912
Test Nr. 69 - 40

● Dauerleistung (Mittelwert) Sustained power (average)

U/min rev/min
Motordrehzahl n Engine speed
Kraftstoffverbrauch B Fuel consumption kg/h
Motordrehmoment Md Crankshaft torque kpm
spez. Kraftstoffverbrauch b Spec. fuel consumption g/PSh g/hph
Motorleistung N_e Crankshaft horsepower PS hp/metric

Motor Nr. 4 739 423	Motoröl: Shell Rot HD 20	Lufttemperatur: 24 °C	Versuchstag: 22.5.1969	Versuchsltg.
Schlepper Nr. 7693/0091	Kraftstoff: DIN 0,828/15°C	Barom. std.: 754 mm QS	Versuchs Nr. 69740/90	Kurvenblatt 1 S.


PRÜFUNGS-ABTEILUNG
Motorkennfeld
Engine characteristic field
Deutz Dieselschlepper
D 5506
Deutz Dieselmotor F 4 L 912
Test Nr.: 69-40
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
Motordrehzahl in % der Nenndrehzahl, Engine speed in % of engine rated speed
g/PSh
g/hph
Motor Nr.: 4 739 423
Kraftstoff: DK 0 828/15°C
Lufttemperatur: 24 °C
Versuchstag: 22. 5. 1969
Versuchsltg.:
Schlepper Nr.: 7893/0001
Motoröl: ESSO Ret. HD 20
Barometerstd.: 754 mm QS
Versuchs Nr.: 69/40/90
Kurvenblatt: 8