O.E.C.D. Report No. 388
Printed April 1972

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



DEUTZ-AGRICULTURAL TRACTOR D 50 06

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

Date of Tests: September 1971 till January 1972

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. Co-ordination Centre (C.N.E.E.M.A., France) as being in accordance with the O.E.C.D. STANDARD-CODE.

Date of Approval: 20.3.1972

Serial No: 388

This tractor D 50 06 has already been subject to an O.E.C.D. tractor test no 251 in 1968.

Because of modification of manufacturer's production setting of the injection pump affecting the tractor's performance, retesting has become necessary.

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Printed in Germany

PRÜFUNGS-ABTEILUNG
Deutz D 50 06

Test No. 71-113

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PRÜFUNGS-ABTEILUNG
Deutz D 50 06

Test No. 71-113

Tractor manufacturer:	Klöckner-Humboldt-Deutz AG., D-5000 Köln-Deutz
Submitted for test by:	Manufacturer
Selected by:	Manufacturer by agreement with DLG
Place of running-in:	Köln-Deutz, Porz, Groß-Umstadt
Duration of running-in:	Engine appr. 80 hours, tractor appr. 50 hours

SPECIFICATION OF TRACTOR

Tractor

Make:	Klöckner-Humboldt-Deutz AG., D-5000 Köln-Deutz
Model:	D 50 06
Type:	Wheel type agricultural tractor, unit construction
Serial No.:	7873/7020

Engine

Make:	Klöckner-Humboldt-Deutz AG., D-5000 Köln-Deutz
Model:	F 3L 912
Type:	Air cooled 4-stroke Diesel engine with direct injection
Serial No.:	500 2874

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

Fuel system: PIERBURG type fuel feed pump PE 15252
BOSCH type in-line-injection pump PES 3A 75C 410/3 RS 1183
manufacturer's production setting 52 mm^3/stroke at rated speed
injection timing 28° before TDC
BOSCH type multihole injection nozzles DLLA 149 S 394
injection pressure 175 kp/cm^2
MANN type fuel filter WK 7.31 with replaceable cartridge
capacity of fuel tank appr. 70 liter

Governor: BOSCH type centrifugal speed type governor
EP/RSV 325-1150 A8 B 474 DL
governed range of engine speed 650 rev/min to 2400 rev/min
rated engine speed 2300 rev/min

Air cleaner: DEUTZ-Siccopur dry type filter with precleaner
Make: Donaldson, D-4712 Werne/Lippe

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Lubrication system:	Forced feed from gear type pump screen in sump screen type filter in main flow with by-pass valve oil capacity 9,4 liter oil change period 200 - 240 hours recommended oil viscosity in winter HD SAE 10W in summer HD SAE 20W/20 in tropics HD SAE 30
Cooling system:	Air cooling from V-belt driven axial blower
Starting system:	electrically BOSCH-type 12 V starter motor JD 12 V 3 PS
Electrical equipment:	12 V, negative earth BOSCH-type direct current dynamo G1-14 V 18 A 20 lead acid type special battery for cold starting 12 V 110 Ah 20 hours rating

Transmission

Clutch:	Make: Lamellen & Kupplungsbau GmbH, D-7580 Bühl/Baden Dual dry disc type clutch DT 280/228 N operated by foot pedal
Gearbox:	Make: Klöckner-Humboldt-Deutz AG., D-5000 Köln/Deutz Model TW 50 jaw-type clutch operated 4 speed change gear group gear with 2 forward an 1 reverse speed total 8 forward and 4 reverse speeds
Rear axle and final drive:	Make: Klöckner-Humboldt-Deutz AG., D-5000 Köln/Deutz bevel gear drive with crown wheel and pinion bevel gear type differential differential lock fitted, pedal operated, selfdisengaging
Oil capacity:	Speed change gear, group gear and rear axle total appr. 14 liter oil change period 1500 hours

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Total ratios and speeds

Group	Gear No.	Number of engine revolutions for one revolution of the driving wheel	Theoretical travelling speed for 2300 rev/min rated speed of engine km/h	m/s
slow group (L)	1st L	263,60 : 1	2,14	0,594
	2nd L	165,90 : 1	3,39	0,942
	3rd L	113,90 : 1	4,90	1,361
	4th L	67,41 : 1	8,36	2,220
fast group (S)	1st S	88,64 : 1	6,36	1,767
	2nd S	55,77 : 1	10,10	2,805
	3rd S	38,18 : 1	14,50	4,030
	4th S	22,65 : 1	24,86	6,910
reverse group (R)	1st R	233,00 : 1	2,42	0,672
	2nd R	146,60 : 1	3,84	1,067
	3rd R	100,40 : 1	5,50	1,528
	4th R	59,59 : 1	9,45	2,625

Power take-off — a) Main p.t.o.: Live power take-off, manually engaged

Location: At rear of tractor, in median plane of tractor 640 mm above ground

Dimensions: 29 x 34,9 x 8,7 mm = $1\frac{3}{8}$", 6 splines (acc.to DIN 9611

Speed: 600 rev/min at 2300 at 2300 rev/min engine rated 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

b) Ground speed p.t.o.: Main p.t.o. changeable to ground speed p.t.o.

Location:	See main p.t.o.
Dimensions:	See main p.t.o.
Transmission:	11,55 revolutions of p.t.o. for 1 revolution of the driving wheel 0,362 m travelling distance for 1 revolution of the p.t.o.-shaft
Direction of rotation:	Clockwise, when travelling forward

Belt pulley (not fitted on tractor tested; figures acc. to manufacturer's specification)

Location:	At rear of tractor, driving unit fitted on p.t.o.-shaft, manually engaged
Dimensions:	320 mm diameter, 140 mm width
Speed:	1254 rev/min at rated engine speed linear belt speed 24,1 m/s
Direction of rotation:	Anticlockwise, viewed from right hand side of tractor

Power lift

Make: Klöckner-Humboldt-Deutz AG.
D-5000 Köln-Deutz
Hydraulic power lift (DEUTZ-Transfermatic system) with control by the upper link
model K 45
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 equipped with a hydraulic steering device BOSCH type pump HY/ZFR 1/14 CL (112/1) will be installed)
DEUTZ type control valve
maximum oil pressure 175 kp/cm^2
relief valve in cylinder, adjusted to 210 kp/cm^2
oil capacity appr. 12 liter
optional: 4 external tappings for 2 dual acting rams with remote control and additional DEUTZ type control valves

Pull attachment

Implement linkage:	Three-point implement linkage category I (acc.to DIN 9674), controlled by power lift length of lift rods changeable from 530 mm to 660 mm height of lift above ground from 115 mm to 960 mm changed by power lift and changing length of lift rods
Drawbar:	Fixed on hydraulically controlled implement linkage, height above ground as implement linkage in 450 mm height above ground at 640 mm length of lift rods mechanically fixable central hole and 3 holes apart either side with 80 mm distance each (acc.to DIN 9671) distance of central hole to the end of p.t.o. 511 mm distance to rear axle 976 mm
Trailer hitch:	At rear of tractor height above ground 465 - 605 - 755 mm and 530 - 670 - 840 mm changed by shifting and reversing hitch
Towing hitch:	At front of tractor height above ground 650 mm

Steering device

Make: Zahnradfabrik Friedrichshafen AG.
Werk Schwäbisch Gmünd
D-7070 Schwäbisch-Gmünd
2 F-Gemmer-steering type 73, model GD 28 A
operated by hand wheel

(optionally: ZF-hydrostatic steering type 74 model 09)

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 the 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 together by a safety bolt

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Wheels

Steering wheels: Two at front. Tyres 6,50-16 AS Front 6 ply pneumatics (according to DIN 7808)
maximum permissible weight on each tyre 620 kp at 3,0 kp/cm²
when transporting mounted implements 775 kp;
track width from 1280 mm to 1880 mm in stips of 100 mm changeable by extending front axle;
rims 4,50 E x 16

Driving wheel: Two at rear. Tyres 14,9/13-28 AS 6 ply pneumatics (according to DIN 7807)
maximum permissible weight on each tyre 1535 kp at 1,3 kp/cm²;
when transporting mounted implements 1765 kp;
track width 1220 - 1320 - 1413 - 1513 - 1635 - 1735 - 1828 - 1928 mm changeable by reversing wheels and offset lug type rims;
rims W 12 x 28

Wheel base: 1995 mm

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	720 kp	730 kp
	Rear axle load	1230 kp	1295 kp
	Total	1950 kp	2025 kp
Ballast front:	2 built-in weights 43 kp each		86 kp
	11 front weights appr. 28,5 kp each		315 kp
Ballast rear:	18 weights per wheel 40 kp each		1440 kp
	water in tyres		354 kp
		without driver	with driver
Weight of tractor with ballast:	Front axle load	1205 kp	1210 kp
	Rear axle load	2940 kp	3010 kp
	Total	4145 kp	4220 kp

Seat

Make: Grammer, D-8450 Amberg
upholstered seat with back rest and arm rests;
parallel construction, sprung and damped,
adjustable according to driver's weight;
model DS 20/D 3

height above ground 1150 mm in median position
distance of back rest from drawbar center from 680 mm
to 915 mm changeable

Number of grease points (whole tractor) : 14

Overall dimensions

Overall length:	3470 mm with three-point linkage
Overall width:	1700 mm, without ballast weights at 1320 mm trackwidth
Overall height:	1740 mm to the top of backrest of attendant's seat
Maximum ground clearance:	430 mm in the median plane of tractor

Lighting equipment Electric 12 V, acc. to StVZO (German Government Regulation) additionally head-light main beam

	Height above ground of center mm	Dimensions of area mm	Distance from outside edge of tractor to center mm
Head lights	955	130 Ø	694
Side lights	1375	150 x 55	150
Rear lights	1330	150 x 55	150
Reflectors	1060	75 Ø	60

FUELS AND LUBRICANTS USED IN TESTS

Fuel: Aral Diesel fuel(commercially available quality acc.to DIN 51 601)
specific gravity at 15°C 0,829 kg/l in p.t.o. performance test
0,827 kg/l in engine performance test
0,832 kg/l in drawbar performance test

Engine oil: Shell Rotella HD SAE 20W /20

Transmission oil: Aral SAE 90

Hydraulic oil: Aral transmission oil SAE 90

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COMPULSORY TESTS

(1) MAIN POWER TAKE-OFF PERFORMANCE

Date and location of tests: 20th October 1971, 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/metric hp h	Specific energy metric hp h/l
At maximum power 2-hour test					
48,9	2300	600	10,58	179	4,64
At standard p.t.o. speed (540 rev/min)					
46,4	2070	540	9,71	174	4,77
At the speed recommended by the manufacturer for drawbar work					
48,9	2300	600	10,58	179	4,64
Fuel consumption at part loads					
(i) 85% of torque at maximum power					
42,1	2330	608	9,16	181	4,58
(ii) unloaded					
-	2400	626	3,21	-	-
(iii) 50& of the load defined in (i)					
21,4	2360	616	5,63	218	3,81
(iv) maximum power					
48,9	2300	600	10,58	179	4,64
(v) 25% of the load defined in (i)					
10,7	2377	620	4,21	324	2,56
(vi) 75% of the load defined in (i)					
31,8	2345	613	7,36	192	4,32

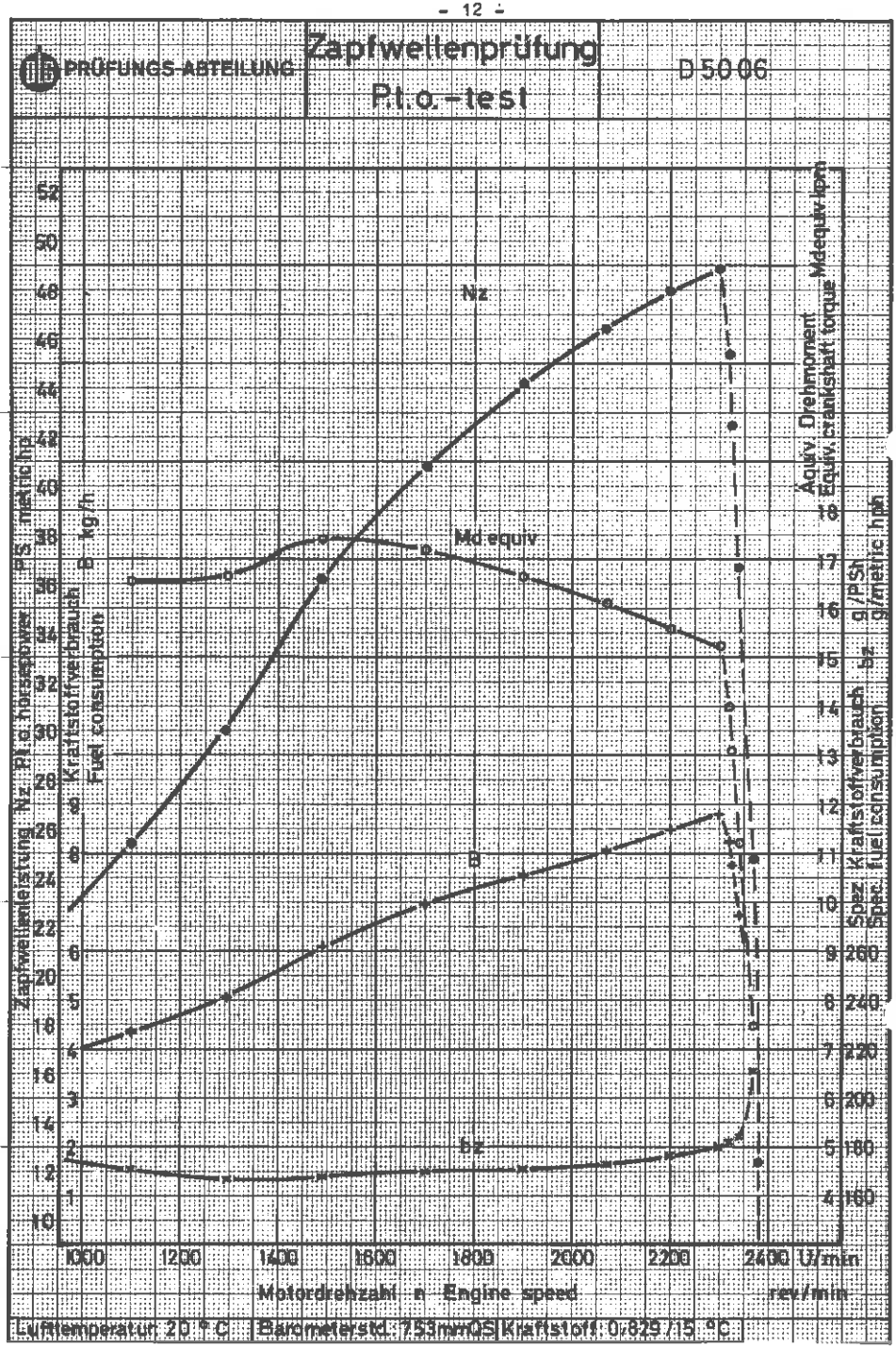
No load maximum engine speed: 2400 rev/min

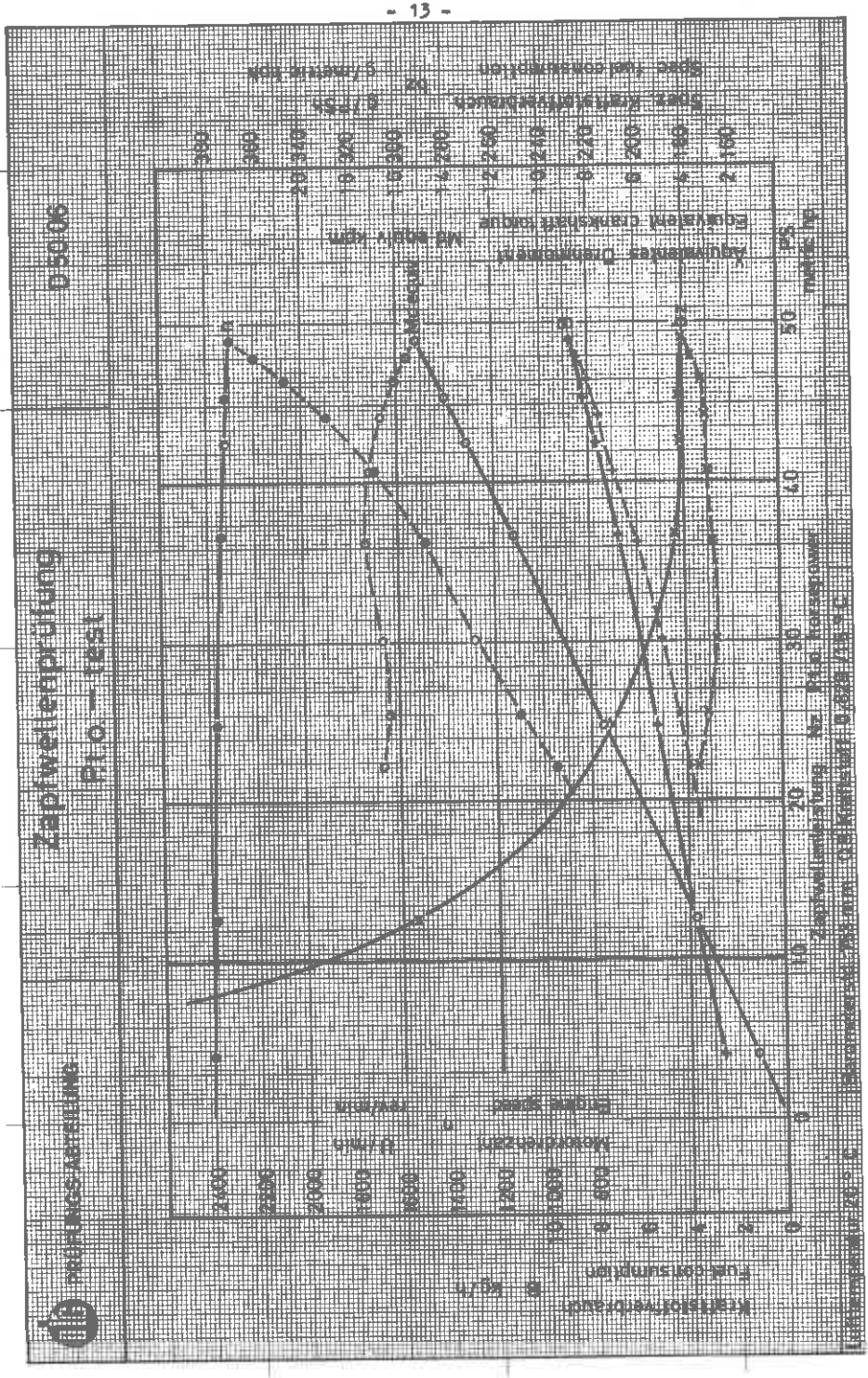
Equivalent crankshaft torque at maximum power: 15,2 kpm

Maximum equivalent torque: 17,5 kpm at 1600 rev/min of the engine

Mean atmospheric conditions: temperature 20°C
pressure 753 mm Hg
relative humidity: 69%

Maximum temperatures: coolant not recorded
engine oil 90°C
fuel 24°C


PRÜFUNGS-ABTEILUNG
Zapfwellenprüfung
P.t.o.-test
D 5006
Nz
Md equiv.
B
bz
Zapfwellenleistung Nz, P.t.o. horsepower PS metric hp
Kraftstoffverbrauch B kg/h
Fuel consumption
Äquiv. Drehmoment Md equiv. kpm
Equiv. crankshaft torque
Spez. Kraftstoffverbrauch bz g/PSh g/metric hph
Spec. fuel consumption
1000 1200 1400 1600 1800 2000 2200 2400 U/min
Motordrehzahl n Engine speed rev/min
Lufttemperatur: 20 °C
Barometerstd.: 753mmQS
Kraftstoff: 0,829 / 15 °C


Zapłonowa pompa wtryskowa
Pr. O. - test
D 6 D 8
Kraftstoffverbrauch
Fuel consumption
g/PSh
Drehmoment
Torque
Nm
Leistung
Power
PS
Drehzahl
Speed
U/min
Zapłonowa pompa wtryskowa
Pr. O. - test
D 6 D 8

(2) DRAWBAR PERFORMANCE

Date of test: November 4th till December 8th, 1971

Type of track: Concrete

Gear No. and Group	Speed	Horse-power	Drawbar pull	Engine speed	Slip of wheels	Specific energy	Specific fuel consumpt.	Temperatures Fuel	Coolant	Engine oil	Atmospheric conditions Tempe-rature	Relative humidity	Pressure
	km/h	metr.hp	kp	rev/min	%	metr.hp h/l	g/metr.hp h	°C	°C	°C	°C	%	mm Hg
	(i) MAXIMUM POWER with ballast height of drawbar above ground 46o mm												
1 slow	1,8o	26,7	4ooo	2346	15,o	3,49	236	13	-	78	9	85	75o
2 slow	2,86	39,6	374o	23oo	13,6	3,73	224	12	-	78	9	87	742
3 slow	4,45	41,9	254o	23oo	7,2	3,91	214	12	-	78	9	87	74o
1 fast	5,85	42,9	198o	23oo	5,2	4,o4	2o7	6	-	78	4	92	735
4 slow	7,83	42,9	148o	23oo	3,2	4,o5	2o7	7	-	78	3	95	738
2 fast	9,49	42,2	12oo	23oo	2,9	3,99	2o9	8	-	78	7	98	738
3 fast	13,98	4o,9	79o	23oo	1,9	3,93	212	7	-	78	6	98	742
	(ii) FIVE-HOUR-TEST AT 75% OF PULL AT MAXIMUM POWER IN 1st GEAR OF FAST GROUP												
1 fast	5,95	37,o	168o	2331	4,3	4,o7	2o4	12	-	77	4	95	753
	(iii) FIVE-HOUR-TEST AT PULL CORRESPONDING TO 15% WHEEL SLIP IN TEST (i) *)												
1 slow	-	-	4ooo	2346	-	-	-	12	-	78	4	93	753
	(v) MAXIMUM POWER without ballast height of drawbar above ground 56o mm												
2 slow	2,91	22,4	2o8o	2353	14,9	3,16	264	9	-	78	9	93	76o
3 slow	4,22	32,4	2o7o	233o	14,8	3,56	234	13	-	78	12	95	76o
1 fast	5,49	4o,3	198o	23oo	14,o	3,79	22o	13	-	78	11	95	76o
4 slow	7,65	42,2	149o	23oo	7,7	3,92	212	14	-	78	13	73	762
2 fast	9,39	42,8	123o	23oo	6,1	4,oo	2o8	19	-	78	19	78	763
3 fast	13,8o	42,4	83o	23oo	5,1	3,96	2o9	2o	-	78	19	85	763

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

*) The test (iii) was carried out with additional ballast. The results for power, slip, speed and fuel consumption are therefore without any practical significance

(3) 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: 1320 mm

	With brakes		Without brakes	
	left-hand m	right-hand m	left-hand m	right-hand m
Radius of turning space	3,43	3,36	3,83	3,71
Radius of turning circle	3,26	3,20	3,66	3,55

(4) LOCATION OF CENTRE OF GRAVITY

	Without ballast mm
height above ground	786
Distance forward from the vertical plane containing the axis of the rear wheels	718
Distance of the median plane of the tractor	0

(5) BRAKING PERFORMANCE

A) FOOT BRAKE

Date of test: November 22th, 1971

Type of track: Concrete

Type of decelerometer: Moto Meter Bremsverzögerungs- und Pedalkraft-schreiber, Moto Meter Hermann Schlaich D-7000 Stuttgart N

Travelling speed of tractor: 24,9 km/h

With cold brakes

		Tractor with ballast	Tractor without ballast
Deceleration	m/s^2	5,2	4,1
Stopping distance	m	5,6	6,4
Force on pedal	kp	73	37
Force on pedal to achieve a deceleration of 2,5 m/s^2	kp	32	27

BRAKE FADE CHARACTERISTICS

			Tractor with ballast	Tractor without ballast
Deceleration	hot/cold	%	83	100
Stopping distance	cold/hot	%	94	100
Force on pedal	cold/hot	%	89	93

B) PARK BRAKE

Tractor facing up slope:

Pull on hand brake 17 kp, tractor does not roll.

Tractor facing down slope:

Pull on hand brake 27 kp, tractor does not roll.

(6) AMBIENT NOISE EMITTED BY THE TRACTOR

Date of test: 11th November 1971
Type of track: Concrete
Type of sound level meter: Bruel & Kjaer type 2203

Result of test

Speed: 4th fast
Travelling speed before accelerotion: 18,7 km/h
Sound level: 88 dBA

(7) NOISE AT THE DRIVER'S EAR LEVEL

Date of test: 12th November 1971
Type of track: Concrete
Type of sound level meter: Bruel & Kjaer type 2203
Type of octavfilter: Bruel & Kjaer type 1613

No cab fitted on tractor

Results of tests

Gear	Drawbar pull at which the tractor develops the maximum sound level kp	Travelling speed nominal km/h	Travelling speed effective km/h	Sound level dBA	Sone
1st slow	2060	2,14	1,9	93	
2nd slow	2060	3,39	3,1	95	
3rd slow	1910	4,90	4,5	96	94
4th slow *)	1470	8,36	7,7	95	85
1st fast	1970	6,36	5,6	94	
2nd fast	1200	10,10	9,5	95	
3rd fast	810	14,50	14,1	94	

*) The 4th slow gear corresponds to the travelling speed nearest to 7,25 km/h

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(8) POWER LIFT AND HYDRAULIC PUMP PERFORMANCE

Date of tests: January, 20th, 1972
Hydraulic oil: Aral Transmission oil SAE 90
Type of linkage lock for transport: hydraulical

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
Linkage giving maximum mechanical advantage					
At the hitch points					
387	-	573	1585	173	1505
On the frame					
115	150	630	1280	173	925
Linkage giving minimum mechanical advantage					
At the hitch points					
105	-	660	1325	173	*)
On the frame					
392	387	638	1215	173	925

*) **greater than maximum lifting force**

PUMP CHARACTERISTICS

(i) opening pressure of relief valve in the remote circuit: 185 kp/cm²
sustained pressure by the open relief valve: 180 kp/cm²

(ii) pump delivery rate at minimum pressure and rated engine speed: 28,7 l/min

(iii) pump delivery rate: 27,8 l/min
delivery pressure: 170 kp/cm²
power: 10,5 hp metr.

OPTIONAL TESTS

(9) ENGINE PERFORMANCE

Date and location of tests: 30th September till 5th October 1971
Groß-Umstadt

Type of dynamometer: Schenck eddy-current dynamometer W 150

Maximum power

Horsepower metric hp	Engine speed rev/min	Fuel consumption total l/h	Fuel consumption specific g/metric hp h	Specific energy metric hp h/l
At maximum power 2-hour test				
51,0	2300	10,55	171	4,84
At standard p.t.o. speed (540 rev/min)				
49,4	2070	10,01	169	4,89
At the speed recommended by the manufacturer for drawbar work				
51,0	2300	10,55	171	4,84
Fuel consumption at part loads				
(i) 85% of torque at maximum power				
43,7	2325	9,12	172	4,81
(ii) unloaded				
-	2400	2,67	-	-
(iii) 50% of the load defined in (i)				
22,2	2362	5,62	209	3,96
(iv) maximum power				
51,0	2300	10,55	171	4,84
(v) 25% of the load defined in (i)				
11,2	2882	4,10	303	2,73
(vi) 75% of the load defined in (i)				
33,2	2347	7,38	184	4,50

Optimum fuel consumption: 158 g/metric hp h at 25,6 metric hp and 1280 rev/min

Standard fuel consumption 1/2 (acc.to DIN 9606) : 4,32 /8,79 l/h

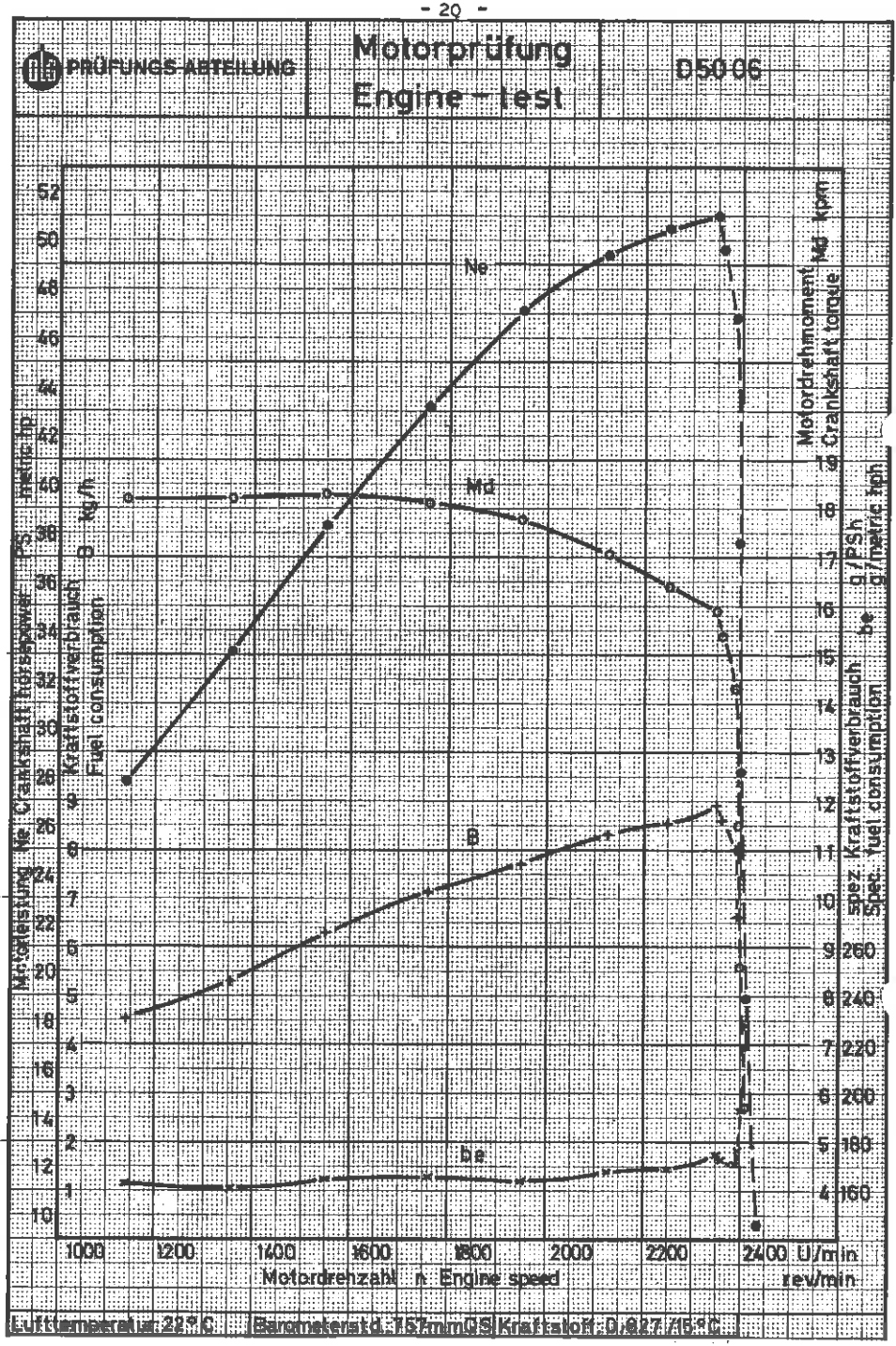
No load maximum engine speed: 2400 rev/min

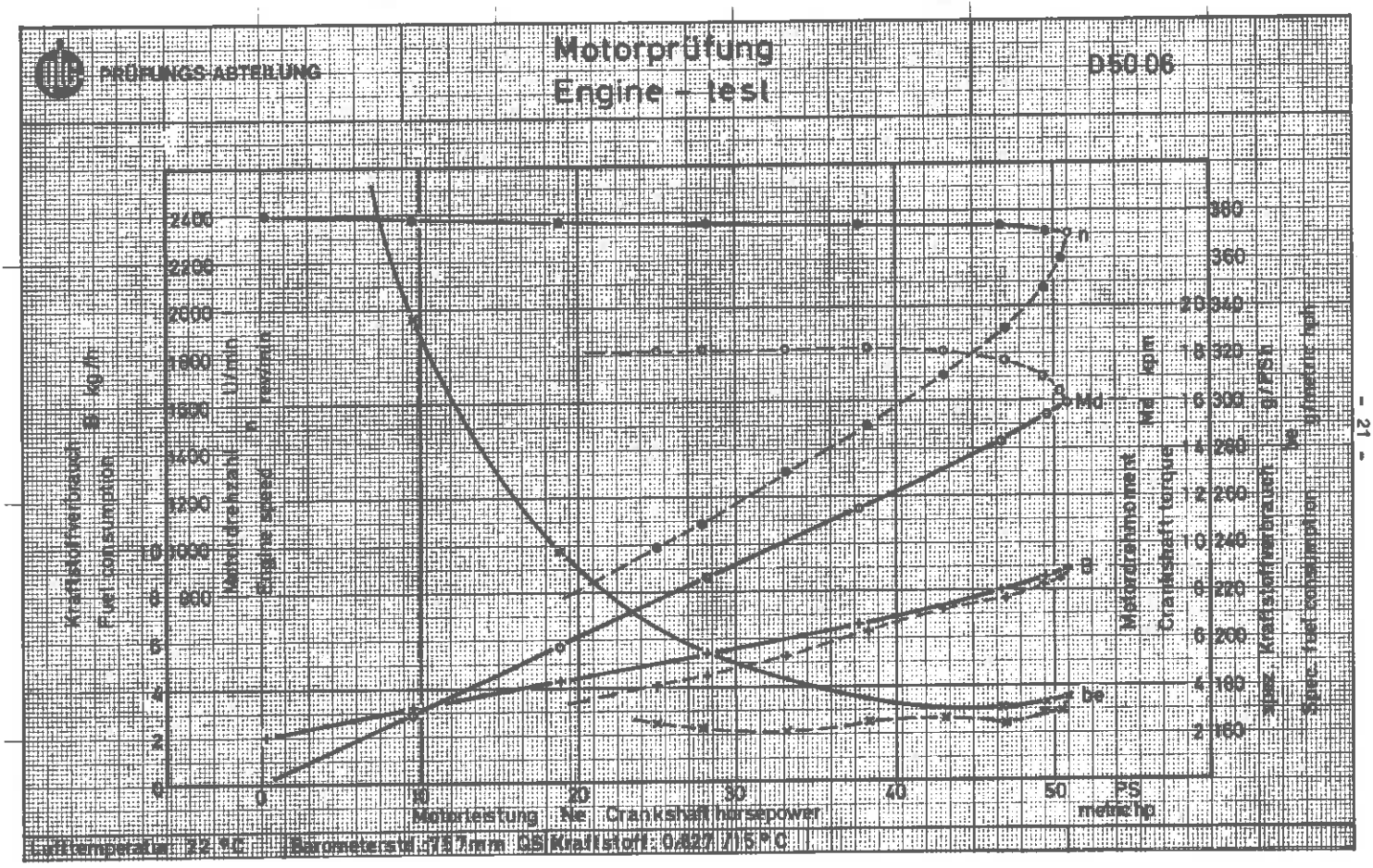
Torque at maximum power: 15,9 kpm

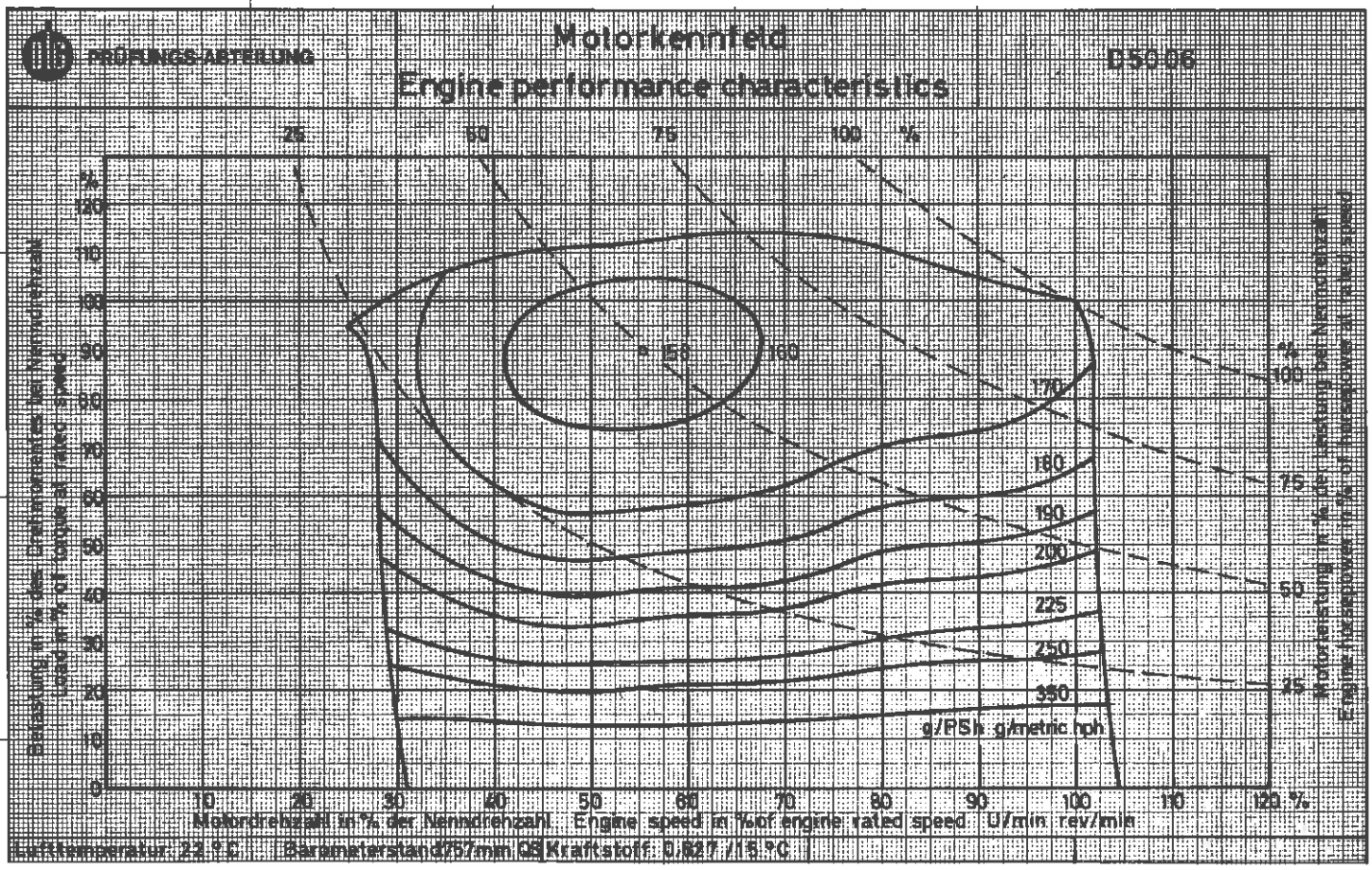
Maximum torque: 18,3 kpm at 1600 rev/min of the engine

Mean atmospheric conditions:
temperature 22°C
pressure 757 mm Hg
relative humidity 80%

Maximum temperatures:
coolant not recorded
engine oil 70°C
fuel 25°C


PRÜFUNGS-ABTEILUNG
Motorprüfung
Engine - test
D50 06
Ne
Md
B
be
Motorleistung Ne Crankshaft torque power PS metric hp
Kraftstoffverbrauch B Fuel consumption kg/h
Motordrehmoment Md Crankshaft torque kpm
spez. Kraftstoffverbrauch be Spec. fuel consumption g/PS h g/metric hph
Motordrehzahl n Engine speed
U/min rev/min
Lufttemperatur 22° C
Barometerstd. 757 mm QS
Kraftstoff: D 027 /15 °C


PRÜFUNGS-ABTEILUNG
Motorprüfung
Engine - test
D50 06
Kraftstoffverbrauch kg/h
Fuel consumption
Motordrehzahl n Umdr/min
Engine speed n revs/min
Motordrehmoment Md kpm
Crankshaft torque
Kraftstoffverbrauch g/PSh
Fuel consumption
Spez. Kraftstoffverbrauch
Spec. fuel consumption
n
Md
be
Motorleistung Ne Crankshaft horsepower
PS metric hp
Lufttemperatur 22 °C
Barometerstd. 757mm QS
Kraftstoff: 0,827 / 15 °C


PRÜFUNGS-ABTEILUNG
Motorkennfeld
Engine performance characteristics
D50 06
25
50
75
100 %
160
170
180
190
200
225
250
350
g/PSh g/metric hph
Motordrehzahl in % der Nenndrehzahl Engine speed in % of engine rated speed U/min rev/min
Lufttemperatur 22 °C Barometerstand 757 mm QS Kraftstoff: 0,827 / 15 °C