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

No. 50

EICHER-GERÄTETRÄGER G 220

with type EDK 2a - 2, 2 cylinder engine

Manufactured by: GEBR.EICHER, Traktoren- und Landmaschinen-Werk, Werk Dingolfing/Isar



Date of Test/ August/November 1963

SCHLEPPER - PRÜFFELD DARMSTADT

Darmstadt - Kranichstein

SCHLEPPER-PRÜFFELD
KURATORIUM FÜR TECHNIK IN DER LANDWIRTSCHAFT

REPORT ON TEST No. 4014/3 P F

FICHER G 220

Manufacturer: GEBR. FICHER, Traktoren-u. Landmasch.-Werk, Werk Dingolfing/Isar

Test requested by: GEBR. FICHER, Traktoren-u. Landmasch.-Werk, Werk Dingolfing/Isar

Date of Tests: August - November 1963

This Report has approved by the
OECD Coordinating Centre (C.E.E.C.M.A., P a r i s)
as being 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

Date of Approval: 2. April 1964
Number of Approval: 250

Darmstadt, 25. November 1963

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Test No.4014/SPF

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S E C T I O N I

SPECIFICATION OF TRACTOR

Tractor

Make: Gebr.Eicher, Traktoren- und Landmaschinen-Werk, Werk Dingolfing/Isar
Model: Geräteträger Typ G 220
Type: Tool-carrier, mono-block construction comprising engine, 4 speed gearbox, dual range reduction gear and rear axle drive connected with front axle by a dual tubular frame
No. of tractor tested: G 80 118

Engine

Make: Gebr.Eicher, Traktoren- und Landmaschinen-Werke, Werk Forstern/Obb.
Model: EDK 2a - 2
Type: 4-stroke direct injection diesel
No. of Engine tested: A 69850

Rated engine output (manufacturers rating) : 22 hp (metric)
Rated engine speed: 2000 r.p.m.

Cylinders: 2 cylinders, vertical in line, 95 mm bore x 120 mm stroke compression ratio 20,4:1, replaceable centrifugal casting ribbed single cylinders, overhead valves.

Rated speed: for p.t.o. work 2000 r.p.m.
for drawbar work 2000 r.p.m.

Fuel system: Fuel - commercial available diesel oil
Kugelfischer Georg Schäfer & Co. type PSGE 02-22 08 A3 injection pump
Kugelfischer Georg Schäfer & Co. type DF 0,35 A - 5 injection nozzles
injection timing 21° before T.D.C.
injection pressure 190 + 5 kp/cm²
Kugelfischer Georg Schäfer & Co. type FF 10 - 3A supply pump.
Knecht type Duo-filter FB 516 CM.
Capacity of fuel tank 29 l.

Governor: Den make, mechanical centrifugal variable speed governor.
governed range of engine speed 500 r.p.m. to 2150 r.p.m.

Air cleaner: Knecht oil bath cleaner type MIA 5003/2 with centrifugal pre-cleaner type LV 218/5.
oil capacity 0,9 l

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Oiling System: Forced feed from gear type pump, Mann and Hummel type 51 397 55 171 edge type strainer

recommended oil in winter HD 10
in summer HD 20
in the tropics HD 30
oil-change period 100 h
oil capacity 6 l

Cooling system: Air cooled by radial blower for each cylinder

Transmission

Clutch: Fichtel and Sachs, Schweinfurt type K 225 K/2 dry single disc clutch, foot-pedal operated

Gearbox: Make Zahnradfabrik Passau G.m.b.H., Passau model A 205 type 20 HLP 2; 4 speed constant mesh type with selector pins (ZF patented easy shifting control *); 8 forward speeds and 4 reverse speeds by a dual range reduction gear; oil capacity 11,5 l in transmission case and 2,2 l in each final drive = 15,9 l total capacity; oil change period 500 h

Differential: Make Zahnradfabrik Passau G.m.b.H., Passau bevel gear type with crown wheel and pinions; differential lock fitted, co-rated by hand lever, automatically disengaging; portal type final drives.

Speeds:

Gear No.	Number of engine revolutions for one revolution of driving wheel	Theoretical travelling speed for 2000 r.p.m. rated speed of engine, km/h
Slow range of transmission		
1.	368,10:1	1,32 (creeping gear)
2.	208,40:1	2,38
3.	106,98:1	4,63
4.	76,02:1	7,56
Fast range of transmission		
1.	49,81:1	9,38
2.	28,04:1	16,68
3.	25,58:1	18,30
4.	21,93:1	19,86
Reverse gears		
1.R.	215,25:1	2,26
2.R.	122,42:1	3,97
3.R.	76,13:1	6,39
4.R.	43,27:1	11,24

* manufacturer's name of the device

Steering device:

a) steering acting on front wheels
Make Zahnradfabrik Friedrichshafen, Werk Schwäbisch-Gmünd
ZF-Gemmer-steering type 60-30 model 73

b) slope-steering acting on rear axle,
Make Gebr.Eicher, Werk Dingolfing/Isar
split steering by crank and spindle

Brakes:

Hand-brake - Make Knott type 184 K/2, internal shoe type brake acting mechanically on drums on differential half shafts
Foot-brakes - Make Knott type 184 K/2, internal shoe type brake acting on drums on differential half shafts
Steering brakes - operated by dual main foot-brake pedal, independent for steering brake use, combined by a staple for normal braking use.

Wheels

Steering wheels:

Two at front. Tyres 6,00 - 16 AS Front, 6ply pneumatic (acc.to DIN 7808); track: 1250-1500-1660-1880-2000 mm (acc.to DIN 9621), changed by extending front axle
Maximum permissible weight on each tyre
at 2,5 kp/cm² : 600 kg (acc.to DIN 7808)
at 3,0 kp/cm² : 900 kg

Driving wheels:

Two at rear. Tyres 8,3/6-32 AS, 6ply pneumatic (acc.to DIN 7809); track: 1250-1500-1660-1880-2000 mm (acc.to DIN 9621), changed by reversing wheel centres and offset lugs on rims.
Maximum permissible weight on each tyre
at 1,79 kp/cm² = 880 kg (acc.to N.W.d.K.-Leitlinie)
Wheel base 2700 mm

Belt pully:

(not fitted on tractor tested)

Location: Fixed on implement three-point hitch and driven by an universal joint shaft from the main p.t.o.
Diameter x width: 180 mm x 140 mm (model SF 30)
Speed: at rear engine speed 1624 r.p.m.
Linear belt speed: 15,4 m/s (acc.to DIN 9630 : 15,9 to 17,8 m/s)
Direction of rotation: anticlockwise viewed from right hand side of tractor

Power take off

a) Main p.t.o.: Power take-off
Location: At rear of tractor, in centre line of tractor, 555 mm above ground
Dimensions: Spline shaft 39 x 34,9 x 8,71 1 3/8" (acc. to DIN 9611 Form A and B.S. 1495)
Speed: 543 r.p.m. at rated engine speed (acc. to DIN 9611 and B.S. 1495)
Direction of rotation: Clockwise, viewed from tractor rear.

b) Ground speed p.t.o.: Location and dimensions are same as at main power take off; main p.t.o. is shifted over by hand lever to ground speed p.t.o.

Direction of rotation: Clockwise viewed from tractor rear in forward gears, anticlockwise in reverse gears.

Speeds:

Gear No.	Total gear ratio from engine to ground - p.t.o.	Speed of ground p.t.o. at 2000 r.p.m. rated engine speed r.p.m.
Slow range of transmission		
1.	14,25 : 1	140
2.	7,88 : 1	254
3.	5,03 : 1	389
4.	3,12 : 1	643
Fast range of transmission		
1.	3,90 : 1	513
2.	2,40 : 1	833
3.	1,41 : 1	1420
4.	0,87 : 1	not to be used
Reverse gears		
1.S.	8,55 : 1	234
2.S.	4,98 : 1	402
1.F.	3,01 : 1	665
2.F.	1,87 : 1	1070

Transmission ratio from p.t.o. to driving wheel = 25,2:1

Power take off
(continuation)

c) p.t.o. at the front of tractor:
Location: Projecting out of the left side of the frame
Dimensions: Cylindercally shaft, 25 mm diam., 45 mm long with sprocket-wheel 3/4" x 7/16", 11 tooth.
The front p.t.o. is driven from the main p.t.o. and is running both power take off and ground speed p.t.o.
Speed when running as power take-off 455 r.p.m. at rated engine speed.
Direction of rotation: clockwise viewed from tractor rear

Direction of rotation when running as ground speed p.t.o.: clockwise in forward gears, anticlockwise in reverse gears viewed from tractor rear.

Gear ratio and speeds when running as ground p.t.o.:

Gear No.	Total gear ratio from engine to front - p.t.o.	Speed of front - p.t.o. at 2000 r.p.m. rated engine speed r.p.m.
Slow range of transmission		
1.	16,90 : 1	118
2.	9,33 : 1	225
3.	5,98 : 1	335
4.	3,71 : 1	540
Fast range of transmission		
1.	4,62 : 1	433
2.	2,85 : 1	702
3.	1,67 : 1	1200
4.	1,03 : 1	not to be used
Reverse gears		
1.R.	10,12 : 1	195
2.R.	5,90 : 1	340
3.R.	3,66 : 1	546
4.R.	2,60 : 1	743

Power lift: Own make, live hydraulic with piston type pump driven by V-belt ~~driven~~ directly from engine, 2 single acting rams e/for control of three-point hitch b)for control of implements mounted on tubular frame; oil capacity 5,5 l; maximum oil pressure 185 to 200 kp/cm²; maximum load liftable through complete range of movement at the implement connecting points at the rear of the lower links 1572 kp when connecting points are set at deepest position 180 mm above ground for the beginning of movement.

Implement linkage

a) Three point - linkage (acc.to DIN 9674, Kategorie I) at the rear of tractor controlled by power lift.
b) On the tubular frame, hydraulically controlled by a ram from the hydraulic system
c) As a special frame at the front of tractor

Drawbar

Fixed on hydraulically controlled three-Point linkage with central hole and 3 holes apart either side with distance 90 mm; height above ground from 80 mm to 710 mm adjustable by power lift; distance from rear axle in horizontal position of lower links 945 mm

Trailer hitch

At rear of tractor, height above ground 765 - 810 - 820 - 865 mm adjustable by pins; distance from rear axle 565 mm.

Towing hitch

At front of tractor, height above ground 800 mm.

Electrical equipment

Voltage 12 Volts
Generator Bosch type LJ/GEH 90/12/1800 FR 13
Battery 12 Volts, 84amph, lead acid (acc.to DIN 72311)
Starting device Bosch type EJL 1,8/12 R 60 solenoid engaged starter motor; starting aid by Eicher make start-device

Lighting equipment 12 Volts according to StVZO (German lighting regulations) additionally head-light main beam

Overall dimensions

Overall length: 4030 mm with lower links of three-point hitch and towing hitch
Overall width: 1640 mm at track 1250 mm
Overall height: 1720 mm to top of crank of the slope-steering
Maximum ground clearance: 400 mm in the middle of the track of the rear wheels

Drivers seat

Upholstered trough shaped steel seat, springed by a conical helical spring and rubber bumpers, hydraulic shok-absorber; distance of back-rest from drawbar in horizontal position 430 mm to 540 mm adjustable; height above ground 1320 mm; in centre line of tractor.

Test No.4014/HPT

Weights With implement linkage, power lift, full fuel tank, oil, cooling water, as tested, but without driver

	Without ballast without platform kg	With ballast and with ballasted platform kg
On front wheels	426	1087
On rear wheels	1286	1478
Total	1712	2565

Special remarks: No wheel-weights are available due to the possibility of ballasting the platform.

S E C T I O N II

LABORATORY TESTS

1. COMPULSORY TESTS

Main power take - off test

Date and location of test: Schlepper-Prüffeld Darmstadt, Darmstadt-Kranichstein, 12.8.1963

Type of dynamometer: Schenck hydraulic brake

Position of governor control: Fully open, giving maximum governor controlled engine speed

Fuel: Shell diesel-fuel, density: 0,830 kg/l at 15°C - commercial quality in accordance with DIN 51 601

Engine oil: Esso Essolub, HD 20 (SAE)

Transmission oil: SAE 90

Horse power	Speeds		Torque equiv.	Fuel consumption			Mean temperatures				Atm. press
	engine	pto					Coolt	Engine oil	Fuel	Room	
metric hp	rpm	rpm	kpm	l/h	g/hph	hph/l	°C	°C	°C	°C	mm Hg.
A. Maximum power, 2 h											
22,1	2024	550	7,8	5,07	190	4,36	-	85	20	20	741
B. Power at standard p.t.o. - speed											
21,8	2000	544	7,8	5,24	192	4,16	-	85	20	20	741
C. Power at maximum torque											
17,4	1560	424	8,0	3,79	181	4,58	-	85	20	20	742
D. Power at engine rated speed											
21,8	2000	544	7,8	5,24	192	4,16	-	85	20	20	741

No load, maximum engine speed: 2200 r.p.m.

2. SUPPLEMENTARY TESTS

a) Engine tests

Date and location of tests: 31.7.1963 Schlepper-Prüffeld Darmstadt, Darmstadt - Kranichstein

Type of dynamometer: Schenck water brake

Position of governor control: Fully open, giving maximum governor controlled engine speed

Fuel: Shell diesel-fuel, density 0,830 kg/l at 15°C, commercial quality in accordance with DIN 51 601

Engine oil: Esso Essolub HD 20 (SAE)

Horse power	Engine speed	Torque	Fuel consumption			Mean temperatures				Atm. press.
						Coolt.	Engine oil	Fuel	Room	
metric hp	r.p.m.	kpm	l/h	g/hph	hph/l	°C	°C	°C	°C	mm Hg.
A. Maximum power, 2 h										
23,8	2027	8,4	5,09	178	4,67	-	90	21	24	747
B. Power at standard p.t.o. - speed										
23,8	2005	8,5	5,02	175	4,74	-	88	21	23	746
C. Power at maximum torque										
22,7	1879	8,7	4,69	172	4,84	-	91	21	23	746
D. Power at rated engine speed										
23,8	2005	8,5	5,02	175	4,74	-	88	21	23	746

No load, maximum engine speed: 2205 r.p.m.

S E C T I O N III

DRAWBAR TESTS ON ARTIFICIAL TRACK

Date of tests: 22.8. - 12.9.1963
Typ of track: Concrete
Position of governor control: Full open, giving maximum governor controlled engine speed

Type of tyres: Rear 8,3/8-32 AS, 4ply Fulda Traifer
Front 6.00-16 AS Front, 6ply

Fuel: Shell diesel-fuel, density 0,830 kg/l at 15°C
commercial quality in accordance with DIN 51 601

Engine oil: Esso Essolub, HD 20 (SAE)

Transmission oil: SAE 90

a) TESTS WITH BALLAST

Weight of tractor with driver

Without ballast: at front 422 kg, at rear 1361 kg
With ballast: at front 1082 kg, at rear 1555 kg
Total with ballast: 2637 kg

Weight of ballast

Weight of platform: 83 kg
Weights on platform: 771 kg
Water in tyres: nil

Tyre inflation pressure

Front: 2,5 kp/cm²
Rear: 1,75 kp/cm²

Height of drawbar above ground: 390 mm (acc.to DIN 9670)

SCHLEPPER-PRUFFELD
Kicher G 220

Test No.4014/327

(1) Maximum powers and pulls

Gear No.	Horse power metric hp	Maximum powers Pull kp	Wheel slip %	Engine speed r.p.m.	Speed km/h	Water temp. °C	Air temp. °C	Atm. press. mm Hg.	Maximum pulls Pull kp	Reason for stall
Slow range of transmission										
1.	7,7	2045	12,4	2155	1,02	-	20	745	2110	Wheel spin
2.	12,7	1988	10,9	2105	1,72	-	19	746	2090	Engine stall
3.	18,0	1663	11,2	2035	2,92	-	26	746	1725	Engine stall
4.	18,9	1020	5,9	2045	5,00	-	24	746	1082	Engine stall
Fast range of transmission										
1.	18,9	1363	8,1	1985	3,74	-	17	746	1415	Engine stall
2.	19,2	749	4,3	2045	6,92	-	14	747	810	Engine stall

(2) Fuel consumption

Gear No.	Optimum fuel consumption			Range of pull kp over which specific fuel consumption does not exeed optimum consumption by more than 10 %
	Spec.fuel consumption g/hph	Drawbar hph/l	corresponding pull kp	
Slow range of transmission				
1.	333	2,50	2045	1445 - 2060
2.	265	3,13	1845	1239 - 2063
3.	215	3,87	1725	1230 - 1725
4.	177	4,68	1082	1080 - 1082
Fast range of transmission				
1.	211	3,94	1415	1020 - 1415
2.	197	4,33	810	763 - 810

b) TESTS WITHOUT BALLAST

Weight of tractor with driver

Front : 422 kg

Rear : 1361 kg

Total : 1783 kg

Tyre inflation pressure

Front : 2,5 kp/cm²

Rear : 1,75 kp/cm²

Height of drawbar above ground 390 mm (acc.to DIN 9670)

(1) Maximum powers and pulls

Gear No.	Horse power metric hp	Maximum powers Pull kp	Wheel slip %	Engine speed r.p.m.	Speed km/h	Water temp. °C	Air temp. °C	Atm press. mm Hg.	Maximum pulls Pull kp	Reason for stall
Slow range of transmission										
1.	6,7	1800	19,5	2160	1,01	-	20	747	1850	Wheelspin
2.	11,2	1745	17,5	2130	1,74	-	19	747	1830	Wheelspin
3.	17,4	1680	16,0	2028	2,79	-	16	745	1810	Engine stall
4.	19,3	1050	7,6	2028	4,96	-	24	745	1110	Engine stall
Fast range of transmission										
1.	18,9	1350	11,4	2050	3,78	-	23	745	1410	Engine stall
2.	20,3	798	5,9	2040	6,86	-	16	745	858	Engine stall

(2) Fuel consumption

Gear No.	Optimum fuel-consumption			Range of pull kp over which specific fuel consumption does not exeed optimum consumption by more than 10 %
	Spec.fuel consumption g/hph	Drawbar hph/l	corresponding pull kp	
Slow range of transmission				
1.	354	2,34	1700	1270 - 1820
2.	279	2,97	1750	1190 - 1820
3.	234	3,55	1420	955 - 1810
4.	193	4,33	1110	1080 - 1110
Fast range of transmission				
1.	207	4,02	1400	1280 - 1410
2.	188	4,42	858	810 - 858

S E C T I O N IV

Tractor equipped as in		Test III,a) unballasted	Test III,b) unballasted
Height above ground	cm	[illegible]	731
Distance forward from the vertical plane containing the axis of the rear axle	cm	[illegible]	640
Distance from the medium plane parallel to the longitudinal axis of the tractor bisecting the track	mm	0	0

2. Turning space and turning radius

Tractor weight and wheel equipment as tested in section III.b), track front: 1250 mm
rear : 1250 mm

	with steering brakes right-hand	with steering brakes left-hand	without brakes right-hand	without brakes left-hand
Radius of turning space	3,5 m	3,5 m	3,8 m	3,8 m
Turning radius	3,3 m	3,4 m	3,6 m	3,7 m

S E C T I O N V

1. Repairs and adjustments during tests: None

2. Remarks: None

Darmstadt, 17. April 1964



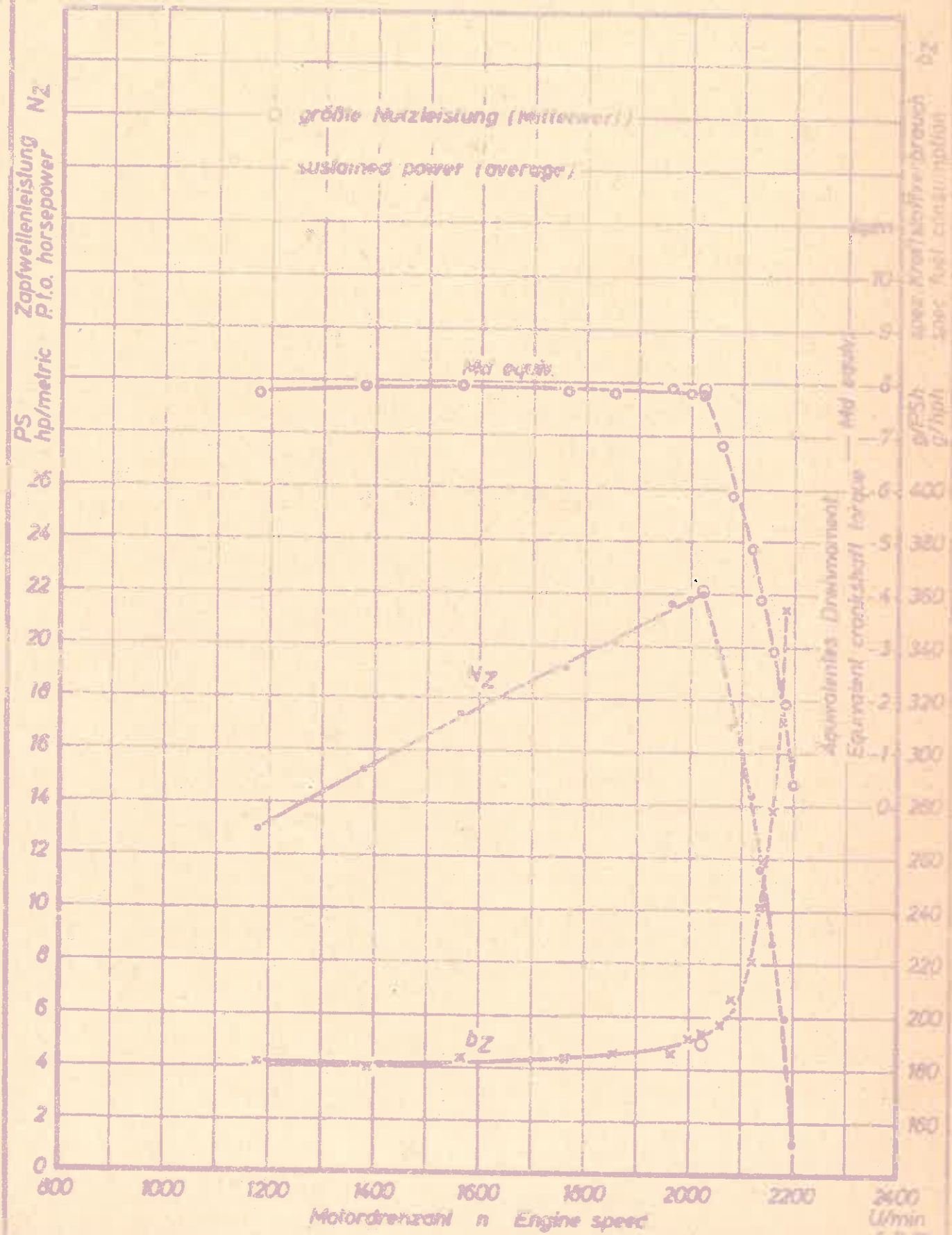
Schlepperprüffeld Darmstadt

Zapfwellenleistung

Eicher 3 220
Motor Typ EDK 2a-2

P.t.o.-test

Test No. 6216



Motor Nr.: A 69850	Motoröl: HD 20	Versuchstag: 12. 8. 1963	Versuchsltg.
Schlepper Nr.: G 80118	Lufttemperatur: 20°C	Versuchs Nr.: 12M4014/63	
Kraftstoff: DK 0,830/15°C	Barometerstd.: 741 mm QS	Kurvenblatt: 1	

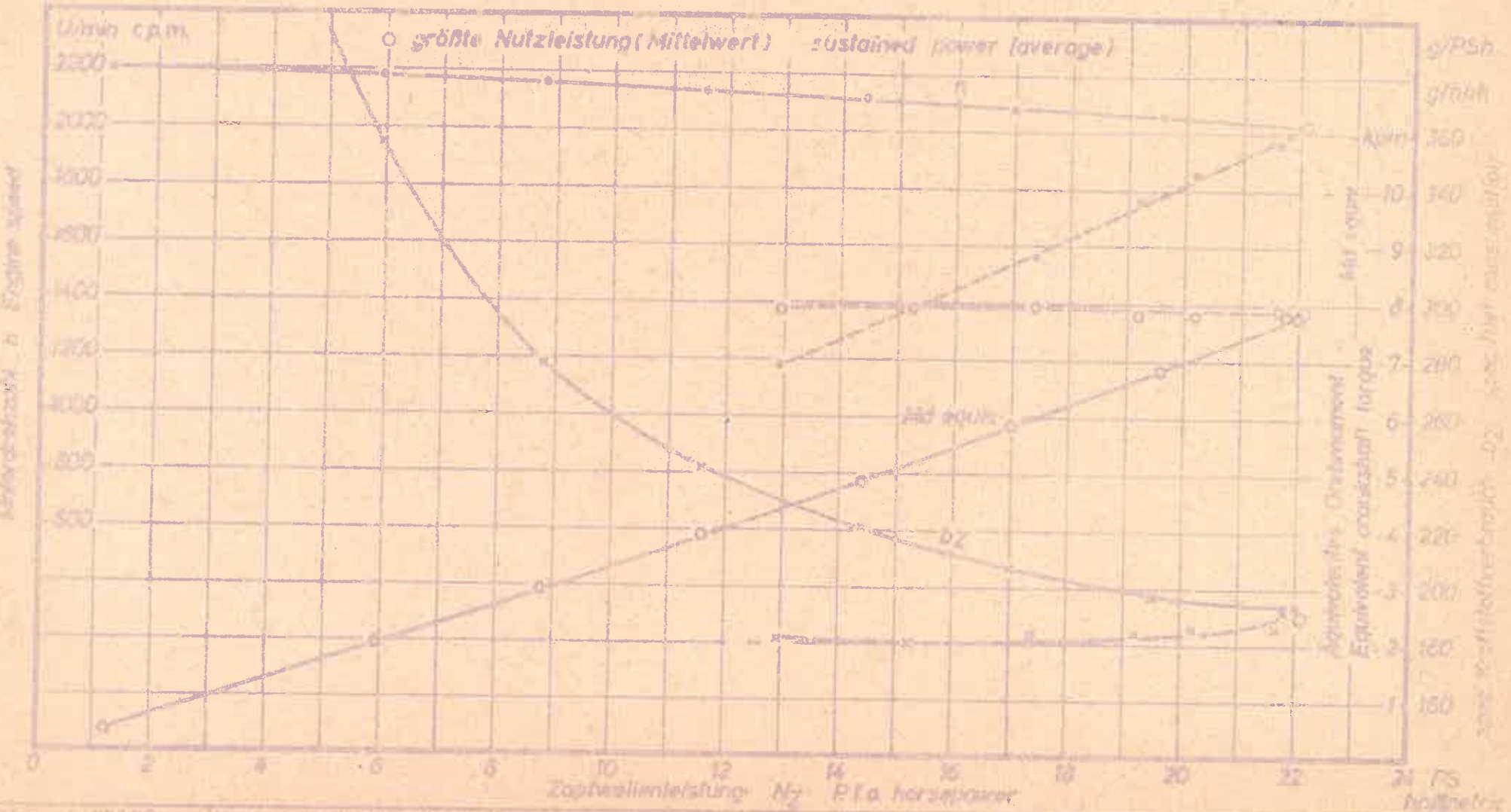
Schlepperprüffeld Darmstadt

Zapfwellenleistung

Eicher G 220
Motor Typ E D K 2a-2

P.t.o.-test

Test Nr. 4014



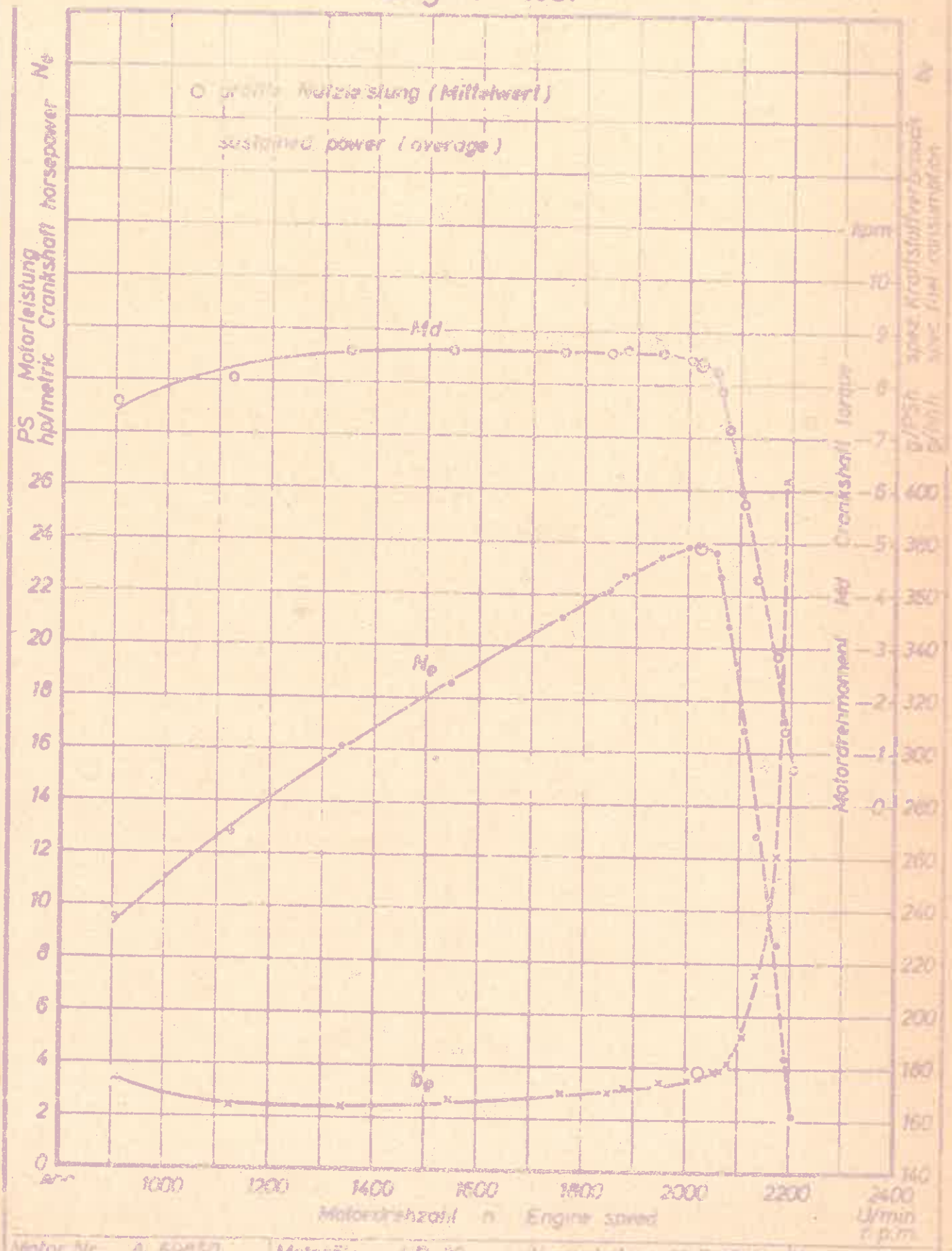
Motor Nr.: A 69850 Schlepper Nr.: G 80118	Kraftstoff: DIN 0,830/15° C Motoröl: HD 20	Lufttemperatur: 20° C Barometerstd.: 741 mm QS	Versuchstag: 12. 6. 1963 Versuchs Nr.: 128/4014/63	Versuchsltg.: Kurvenblatt: 2

Schlepperprüffeld Darmstadt

Motorleistung

Motor typ F D 30

Engine - test



Motor Nr.: A 69850	Motor: F D 30	Versuchstag: 31. 7. 1963	Versuchsstand:
Schlepper Nr.: G 90116	Lufttemperatur: 23° C	Versuchs Nr.: 114/4034/63	
Kraftstoff: DIN 0,83/15° C	Bordanlage: 345 mm Ø 5	Korrekturfaktor: 3	

Schlepperprüffeld Darmstadt

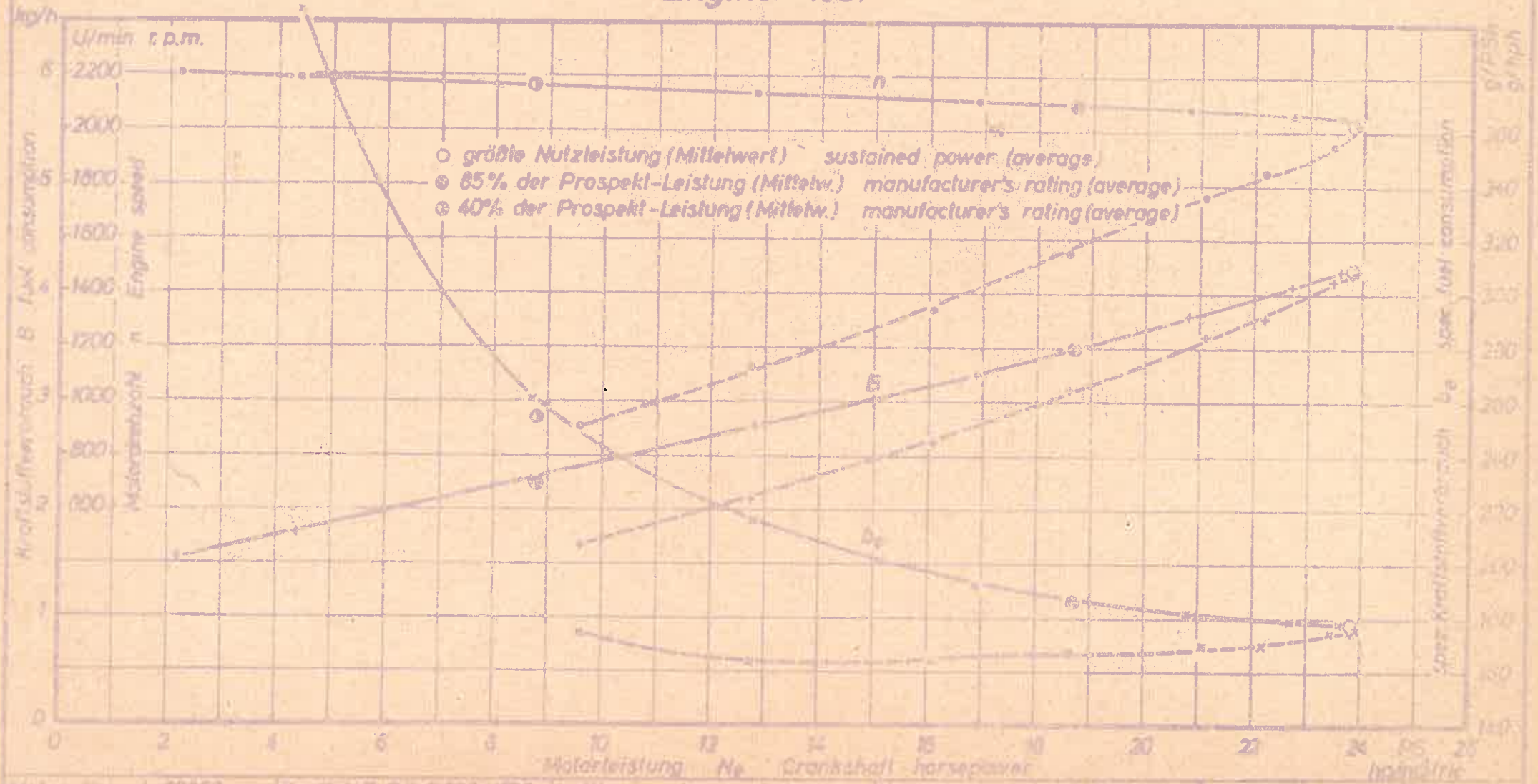
Motorleistung

Eicher G 220

Motor Typ E D K 2v - 2

Engine - test

Test Nr: 4014



Motor Nr. A 69850	Kraftstoff: DIN 0,830/15°C	Lufttemperatur: 23° C	Versuchstag: 31. 7. 1953	Versuchsltg.:
Schlepper Nr. G 80118	Motoröl: HD 20	Barometerstd.: 746 mm QS	Versuchs-Nr.: 114/4014/83	Kurvenblatt

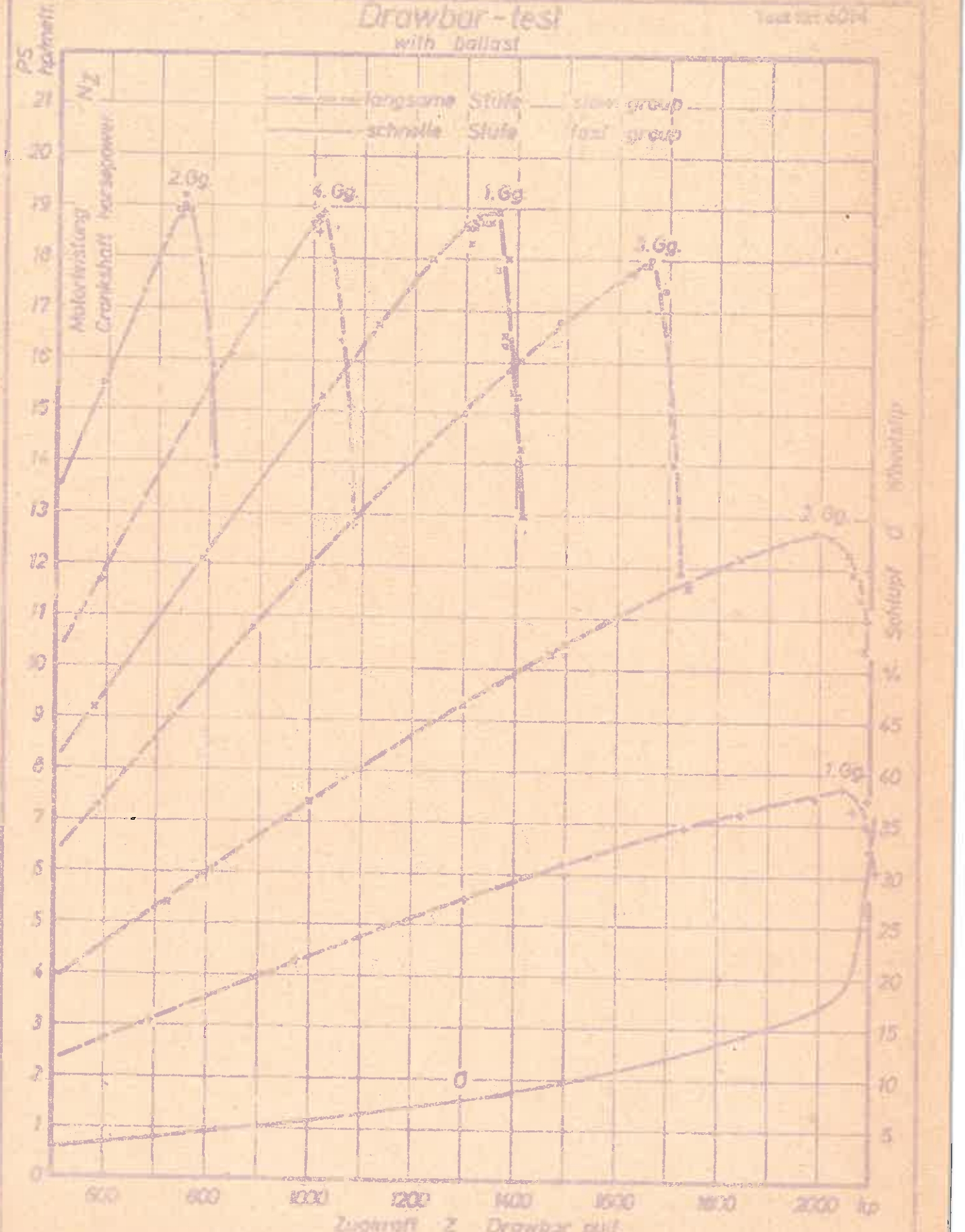
Schlepperprüffeld Darmstadt

Zugprüfung
mit Ballast

Fischer G 220
Motor Typ EDK 2a-2

Drawbar-test
with ballast

Test No. 6014



Motor Nr.: A 63850	Motoröl: HD 20	Versuchstag: 4.9.-12.9.1963	Versuchsdurchführg.:
Schlepper Nr.: G 80116	Luftthermometer: 19°C	Versuchs Nr.: 4314/1054/63	
Kraftstoff: DK 0,830/15°C	Barometerstd.: 765mm QS	Kurvenblatt: 5	

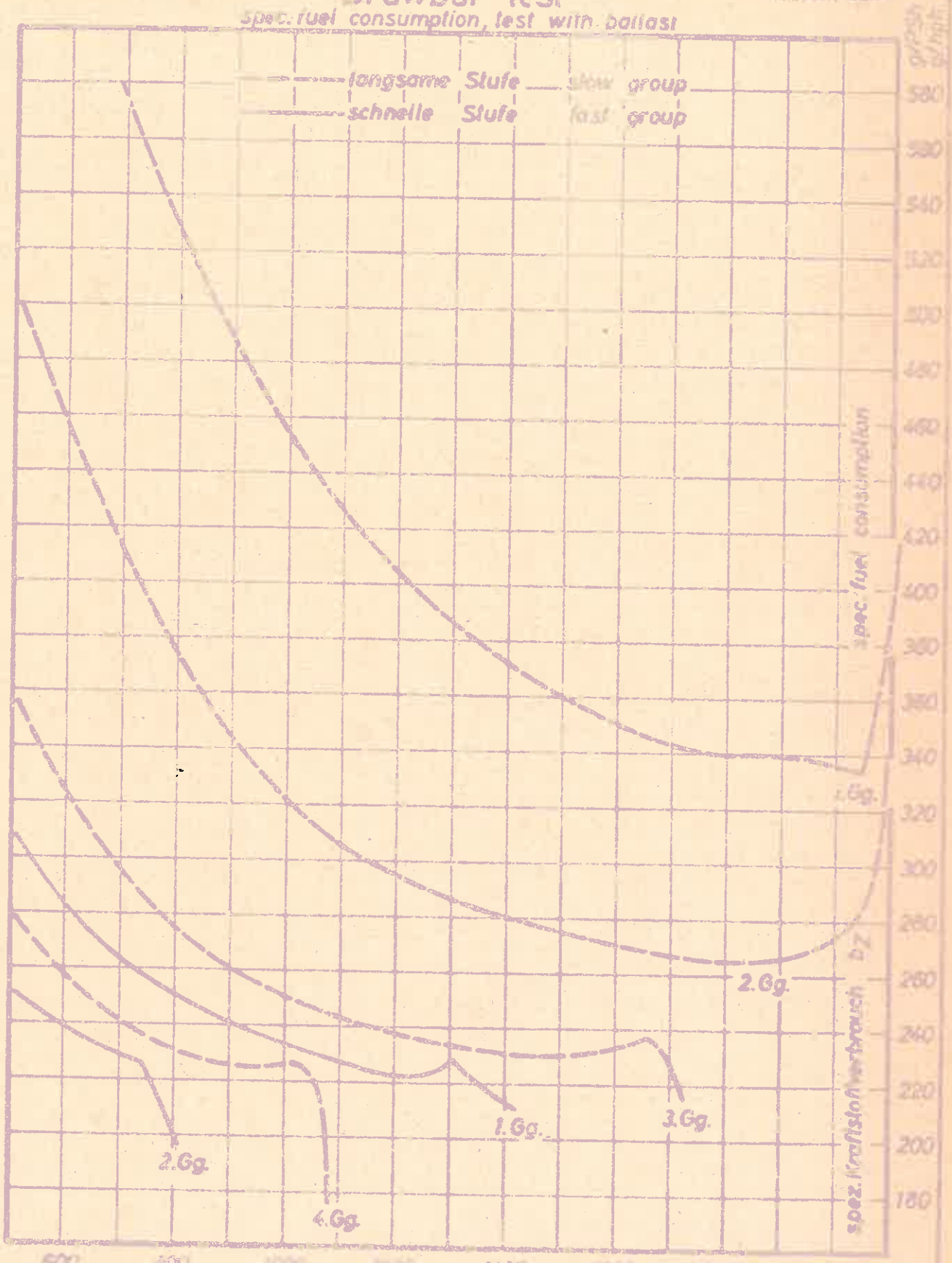
Schlepperprüffeld Darmstadt	Zugprüfung spez. Kraftstoffverbrauch mit Ballast	Eicher G 220 Motor Typ 6 DK 26-2

Drawbar-test

Test Nr. 4014

spec. fuel consumption, test with ballast

langsame Stufe — slow group
schnelle Stufe — fast group



Motor Nr. A 59850	Motoröl: HD 20	Versuchstag: 4.9.-12.9.1963	Vervielfältig.
Schlepper Nr. G 80118	Lufttemperatur 19° C	Versuchs Nr.: 4014/1064/63	
Kraftstoff DK 0,830/15°C	Barometerstd. 748 mm QS	Kurvenblatt 6	

Schlepperprüffeld Darmstadt

Zugprüfung

ohne Ballast

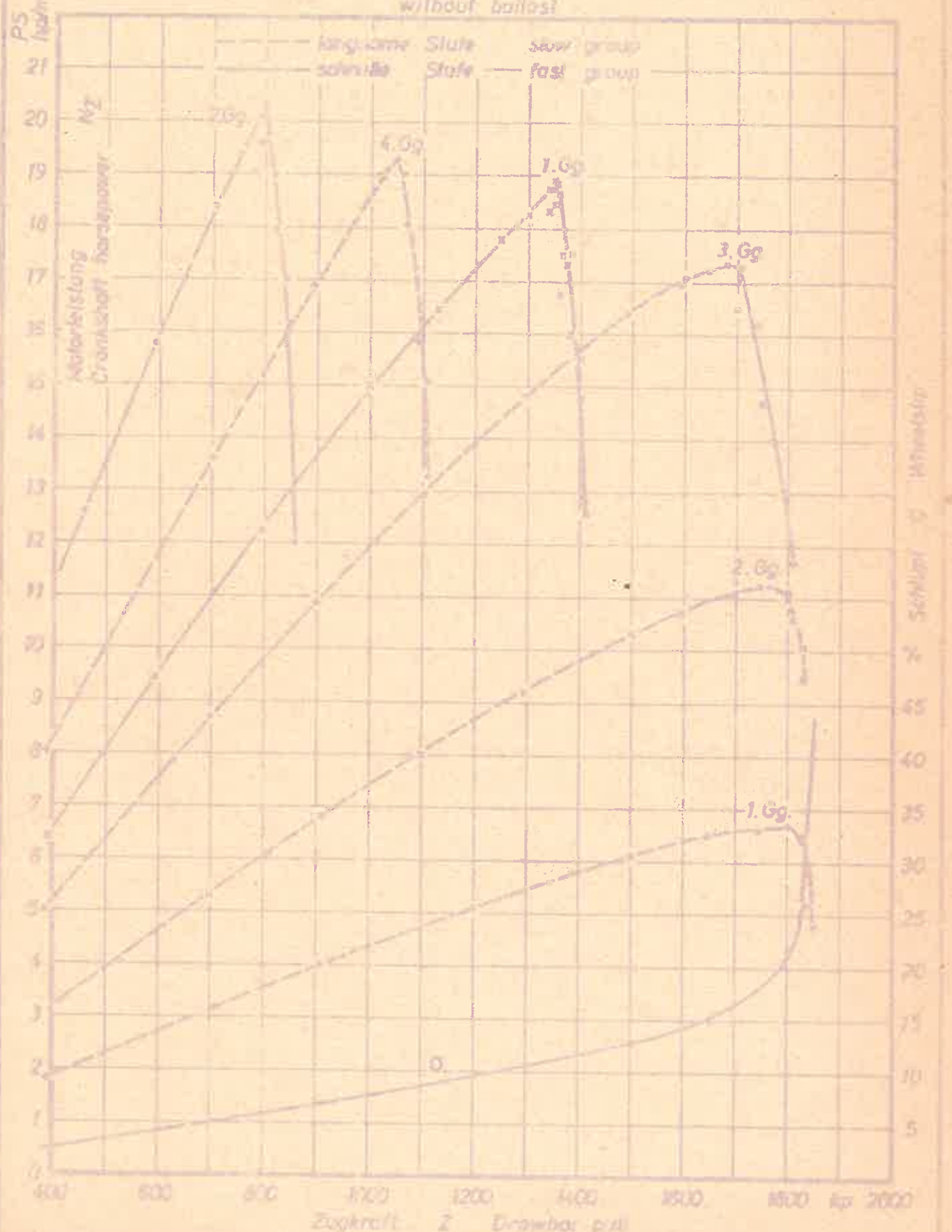
Eicher G 220

Motor Typ: EDK 2v-2

Drawbar-test

without ballast

Test No: 4014



Motor Nr: A 69850	Motoröl: HD 30	Versuchstag: 23.8.-3.9.1983
Schlepper Nr: G 30118	Luftansaugtemperatur: 17° C	Versuch Nr: 4014/056/83
Kraftstoff: DIN 51601/15° C	Prüfstandsbremse: → 5 mm Ø	Kurvenblatt: 1

Versuchsleitung:

Schlepperprüffeld Darmstadt

Zugprüfung

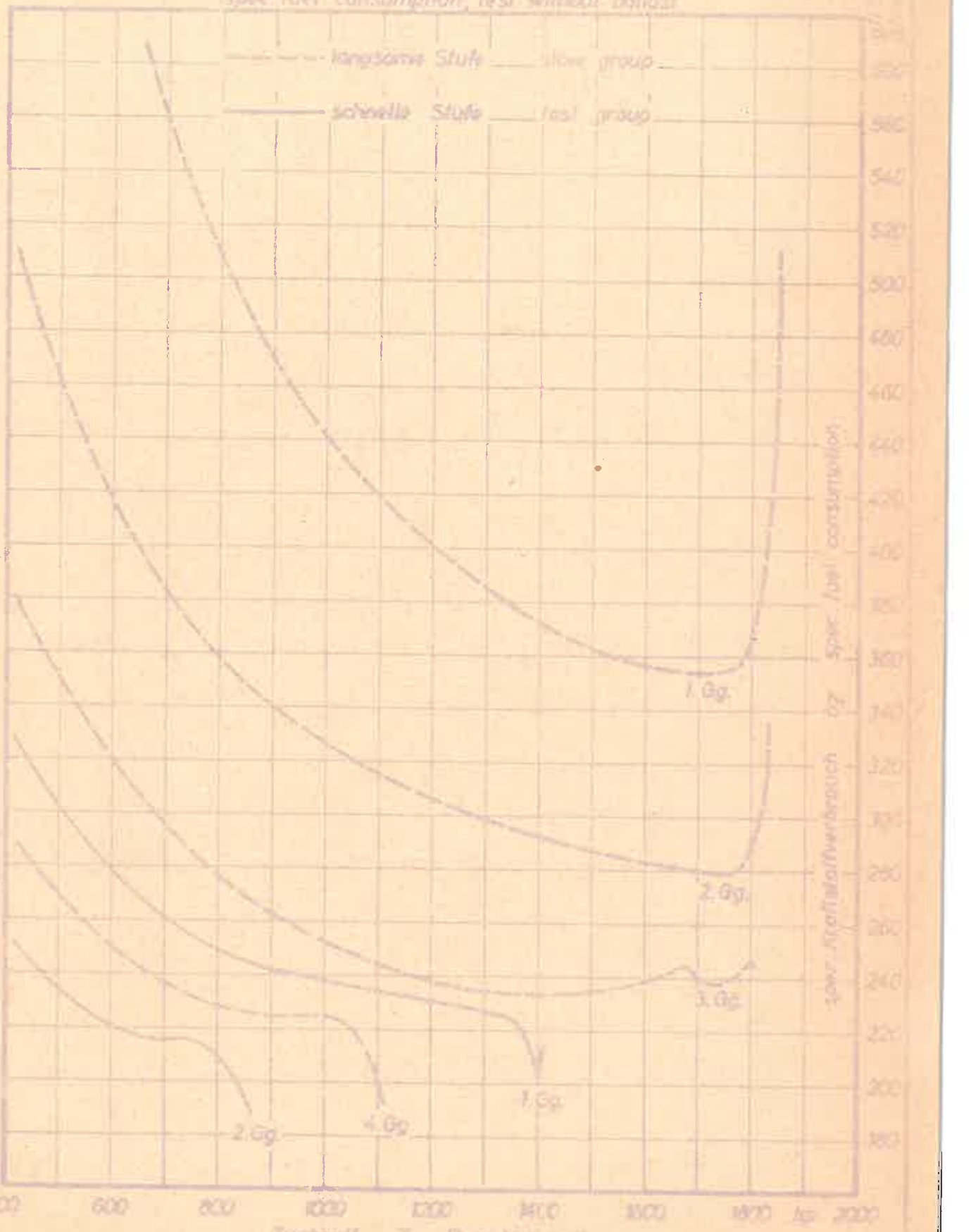
spez. Kraftstoffverbrauch ohne Ballast

Fichtel & Sachs Typ E 0/K 2a-2

Drawbar-test

Test No. 401

spec. fuel consumption, test without ballast



Motor Nr. A 69850	Ackerol MD 20	Herstellg. 27.6.-3.9.1963	Verfasser
Schlepper Nr. G 80/16	Lufttemperatur 19° C	Versuchs Nr. 40MUSC/63	
Kraftstoff DK 0,840/15°C	Barometerstd. 745 mm QS	Kennblatt 8	