Report on test in accordance with OECD STANDARD CODE

OECD No. **1204/1**

Agricultural Tractor LANDINI DT 7860 (4WD)

Type denomination

TL 20 DT/M



OECD No. **1204/2**

Agricultural Tractor MASSEY-FERGUSON 383-4 (4WD)

Type denomination

TL 20 DT/N



Manufacturer

Massey-Ferguson S.p.A., Landini Division
I-42042 Fabbrico (R.E.) Italy

Deutsche Landwirtschafts-Gesellschaft e.V.
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This is a report on a tractor test in accordance with OECD STANDARD CODE for the Official Testing of Agricultural Tractor Performance (C(87)53(Final), Code I).

It does not contain an evaluation of the tractor on practical work.

Duration of tests: June till November 1988
DLG-Testing Station for Agricultural Machinery, Max-Eyth-Weg 1,
D-6114 Groß-Umstadt

This report has been approved by the OECD Co-Ordinating Centre (CEMAGREF, France) as being in accordance with the OECD STANDARD CODE.

Date of approval: 24th Mai 1989
OECD No. 1204/1 for LANDINI DT 7860 (4WD)
OECD No. 1204/2 for MASSEY-FERGUSON 383-4 (4WD)

The tractors LANDINI DT 7860 and
MASSEY-FERGUSON 383-4 (4WD)
are technically identical in all main respects except colour and denominations.

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

The reference to the former used Technical System of Units is given by the following relations:

Forces	1 kN	=	1000 N	=	102 kp
Powers			1 kW	=	1,36 PS
Pressures	1 MPa	=	10 bar	=	10,2 kp/cm²
	100 kPa	=	1000 mbar	=	750,10 mm Hg

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PRÜFUNGS-ABTEILUNG
LANDINI DT 7860 Test No. 88-85

Tractor manufacturer:	MASSEY-FERGUSON S.p.A. I-42042 Fabbrico (R.E.), Italy
Location of tractor assembly:	I-42042 Fabbrico
Submitted for test by:	Manufacturer
Selected by:	Manufacturer with agreement by DLG
Place of running-in:	Fabbrico and Groß-Umstadt
Duration of running-in:	Engine and tractor appr. 17 hours

SPECIFICATION OF TRACTOR

Tractor

Make:	LANDINI respectively MASSEY-FERGUSON
Trade name:	DT 7860 respectively 383-4
Type denomination:	TL20DT/M respectively TL 20DT/N
Type:	Wheel tractor, unit construction, four wheel driven
Serial No.:	5375 V 50011
Start of series:	5375V50003

Engine

Make:	PERKINS
Model:	4.236
Type:	Watercooled 4-stroke Diesel-engine, direct injection, naturally aspirated
Serial No.:	LD 31200 U 204 208 P
Cylinders:	4, in line, bore 98,5 mm, stroke 127 mm, displacement 3871 cm³, compression ratio 16,0±1:1; replaceable wet cylinder liners
Valves:	Overhead

Fuel system:	PERKINS fuel supply pump; CAV distributor injection pump DPA 3340 F 000, serial no. 17359 LEG; manufacturer's production setting 60,3+1,8 mm³/stroke at rated engine speed and full load; without automatic injection timing device; injection timing 23±2° before TDC CAV multihole-injection nozzles PN 2646826; injection pressure 17,0 MPa, CAV fuel filter with replaceable paper element; capacity of fuel tank 86 dm³
Governor:	CAV centrifugal variable speed governor, governed range of engine speed 750 to 2295 rev/min, rated engine speed 2200 rev/min;
Air cleaner:	FISPA oil bath air filter, cyclone pre-cleaner; no maintenance indicator; air intake in front of engine, below bonnet
Lubrication system:	Forced feed with gear pump; strainer in sump, PERKINS oil filter in full flow, replaceable filter
Cooling system:	Water cooling with impeller pump, overpressure relief valve set to 70 kPa, thermostat with by-pass; fan with 6 blades with 410 mm dia, water capacity 15,0 dm³
Starting system:	Electrical; LUCAS solenoid pre engaged-drive starter motor 2,5 kW; depressed pedal of clutch as safety device; ISKRA flame plug in intake manifold
Electrical equipment:	12 Volt, negative earth; LUCAS 3-phase alternator 12 V 500 W; 1 lead acid battery, 95 Ah at 20 hours rating, test current for low temperature 510 A

Exhaust silencer: ANSA, DGM SA 1269,
expansion type silencer, vertical,
130 x 100 mm oval, 660 mm long;
on the left, beside the engine bonnet,
mouth showing upwards, 2320 mm above ground

Transmission

Clutch: OMG
dry dual-disc clutch;
pedal operated travel drive, disc 305 mm dia,
cerametallic lining, hand lever operated
p.t.o. drive, disc 305 mm dia, organic lining

Gear box: MASSEY-FERGUSON
synchronized speed change gear with
4 gears, collar shifted range gear
with 3 forward ranges (L, M and H) and
1 reverse range (R); total 12 forward and
4 reverse speeds, 2 gear shift levers;
two further gear box models on request
available:

1. gear arrangement as described above,
   additional range gear with 3 ranges,
   in 3 variants:
   Standard range combined with
   a) creeper and underdrive range, or
   b) creeper and overdrive range, or
   c) underdrive and overdrive range;
   in each case total: 36 forward and 12
   reverse speeds

2. change gear with 4 gears,
   range gear with 3 forward ranges,
   reversing gear (acting on 4x3 forward speeds),
   combined in 3 variants with
   a) creeper range, or
   b) underdrive range, or
   c) overdrive range;
   in each case total: 24 forward and 12
   reverse speeds

Rear axle and final drives: MASSEY-FERGUSON
bevel gear drive, bevel gear differential with
pedal operated lock, self disengaging;
spur gear final drives

Front axle and final drives: MASSEY-FERGUSON,
driven by jointless central propeller shaft,
hand lever operated, collar shifted;
bevel gear drive, planetary final drives,
No-spin differential optionally available

Lubrication: Gear box, rear axle and hydraulic system
have oil in common, see pages 15 and 16

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Total ratios and speeds

Range	Gear	Total ratio engine : driving wheel	Nominal travelling speed *) at rated engine speed of 2200 rev/min km/h
L	1	358,12	1,67
	2	227,83	2,62
	3	180,40	3,31
	4	122,27	4,88
M	1	149,91	3,98
	2	95,37	6,26
	3	75,52	7,91
	4	51,18	11,67
H	1	60,77	9,83
	2	38,66	15,45
	3	30,52	19,50
	4	20,75	28,78
R	1	134,18	4,45
	2	85,36	7,00
	3	67,59	8,83
	4	45,81	13,04

*) calculated with the radius index 720 mm (ISO 4251/1-1984)

Number of revolutions of front wheels for one revolution of rear wheels: 1.3807

Power take-off

Main p.t.o.: Shiftable by hand lever (collar shifting) to independent or ground speed p.t.o. and by second hand lever to 540 or 1000 rev/min;
p.t.o. speed indicator lamps

1 p.t.o. shaft at rear of tractor, in tractor's median plane; height above ground 712 mm, horizontal distance to rear wheels centre line 227 mm;
35 mm dia, 6 splines, in conformity with ISO 500/1979, type 1, when using 540 rev/min speed

Power take-off proportional to engine speed
(independent p.t.o.): Driven by second plate of dry dual-disc clutch; sense of rotation clockwise (viewed to tractor's rear)

P.t.o. type	P.t.o. speed rev/min	Engine speed rev/min	Ratio engine : p.t.o.	Power restriction kW
540	540	1944	3,6000	-
	611	2200		
1000	1000	1917	1,9167	-
	1148	2200		

Power take-off proportional to ground speed:
Driven by rear axle drive, sense of rotation clockwiee (at forward movement, viewed to tractor's rear)

P.t.o. type	Travel distance per p.t.o. revolution m	Number of p.t.o. revolutions per rear wheel revolution
540	0,4563	9,9136
1000	0,2430	18,6203

Power lift

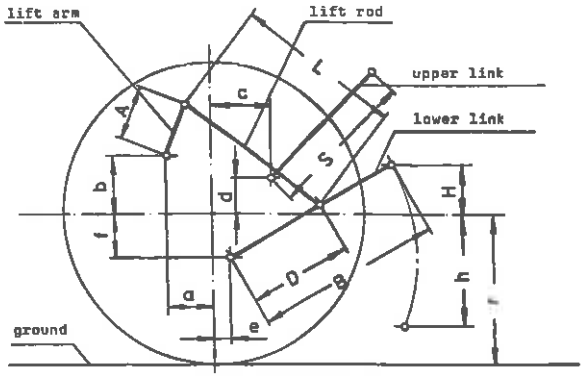
MASSEY-FERGUSON
hydraulic power lift, unit construction;
draft and position control, both infinitely mixable, floating position, lowering throttle (non-adjustable);
adjustable raise control, top link sensing;
open centre system
1 single acting lifting cylinder,
100 mm bore, 127 mm stroke;
cylinder safety valve set to 19,0 MPa,

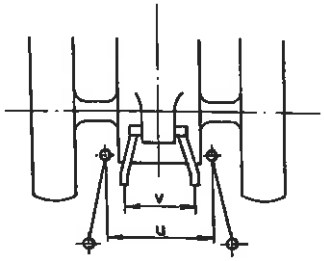
optionally available:
1 single acting assister cylinder,
40 mm bore, 207 mm stroke

no linkage lock for transport;
SUNDSTRAND/TUROLLA gear type pump TFA/211 S,
gear driven by engine;
delivery 37 l/min at rated engine speed, relief valve pressure setting 17,0+0,5 MPa;
1 hydraulic oil filter within suction line;
hydraulic oil circuit in common with gear box lubrication, reservoir within gear box;

MASSEY-FERGUSON control valve,
2 double acting OMC additional control valve, 4 oil couplings ar rear of tractor;
maximum volume of oil available to external cylinders 5 dm³

Three-point linkage — category 2 acc. to ISO 730/I-1977





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Dimensions of rear implement linkage (projected lengths in mm, underlined dimensions are valid for power lift measurements p.21)

Rear tyres (18.4 R 30)	radius index	(r)	720
Front tyres (12.4 R 24	radius index	(r')	540
Length of lift arms		(A)	272
Length of lower links		(B)	910
Distance of lift arm pivot points from rear wheel centre	horizontal	(a)	12
	vertical	(b)	310
Horizontal distance between lower link pivot points		(u)	390
Horizontal distance between lift arm end points		(v)	525
Length of upper link		(S)	640 to 840, 742
Distance of upper link pivot point from rear wheel centre	horizontal	(c)	205
	vertical	(d)	256 or 301
Distance of lower link pivot point from rear wheel centre	horizontal	(e)	32
	vertical	(f)	138
Distance of lower link pivot points from lift rod pivot points on lower links		(D)	495
Length of lift rods		(L)	545 to 665, 635

Height of lower link hitch points relative to rear wheels' centre line (situated 720 mm above ground), these data are valid for unloaded power lift:

Length of lift rods	(L)	635	545	665
Linkage distance of lift rods	(D)	495		
Lowest position	(h)	520	285	605
Highest position	(H)	150	325	100
Transport position	(H')	150	325	100

Pull attachment

Swinging drawbar: Optionally available (not fitted on tested tractor)

Trailer hitch: LANDINI, DGM GA 725 C-87 6t V1.5; non-automatical, height adjustable;

hole diameter	28 mm
hitch point	
above ground	505, 600, 730 or 825 mm
behind rear wheel axis	
horizontal	364 mm
distance from p.t.o. shaft end	
vertical, above	18 or 113 mm
below	112 or 207 mm
horizontal	137 mm
maximum permissible vertical load	15 kN

Holed drawbar: Long bar;
length 1500 mm, thickness 30 mm, width 80 mm, length between joint balls 770 mm;
7 holes between joint balls with 80 mm distance each, 2 holes outside the joint balls on either side with 120 mm distance each, holes' diameter 22 mm and 24 mm alternately;
at each end of the bar 1 hole with 32 mm dia;

height above ground minimum	175 mm
maximum	1105 mm
holes' centre line behind p.t.o. shaft end (lower links in horizontal position)	755 mm

Towing hitch: At front of tractor,

height above ground	740 mm

Steering	MASSEY-FERGUSON and DANFOSS, model ORBITROL OSPC 100 , hydrostatic steering; separate oil circuit fed by SUNDSTRAND/ TUROLLA gear type pump TFA/211S, directly driven by front end of crankshaft; delivery 24 l/min at rated engine speed, working pressure 15,0 MPa; 1 double acting ram (symmetrical design), bore 57 mm, stroke 234 mm, piston rod 32 mm dia, acting on steering levers of front axle; oil filter incorporated in steering oil tank
Brakes	
Service brake:	SIRMAC, 7 x 5,5 inches pedal operated muscle power brake with mechanical transmission, acting on rear axle of tractor; wet disc brakes on the differential half shafts with 5 lining discs each with 178 mm dia
Parking brake:	Mechanically actuated by hand lever with ratchet, acting on the discs of service brake
Steering brake:	Divided pedals of service brake, for normal use locked together
Trailer braking take-off:	None
Wheels	
Steering wheels:	At front, 2 pneumatics 12.4 R 24 rims W10x24
Driving wheels:	At front and at rear, rear wheels: 2 pneumatics 18.4 R 30 rims W15Lx30
Wheelbase:	2257 mm
Track widths:	At front 1500, 1588, 1688, 1772 1776, 1860, 1960, 2048 mm, variable by adjustable gauge bowl wheels. at rear 1324 to 1824 mm in steps of 100 mm each variable by adjustable gauge bowl wheels, or after turning the wheels from 1506 to 2006 mm

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Permissible tyre combinations:

Tyre sizes

at front	at rear
11.2 R 24 114 A8	16.9 R 30 6 ply
12.4 R 24 119 A8	13.6 R 36 127 A8 18.4 R 30 142 A8
13.6 R 24 121 A8	13.6 R 38 128 A8 16.9 R 34 139 A8

Protective structure: LANDINI TS 19/2 - MASSEY-FERGUSON TS 20/2, 4 post frame, OECD-tested, approval-no. CSS 081/5 for LANDINI DT 7860 (TL 20DT/M), CSS 081/25 for MASSEY-FERGUSON 383-4 (TL 20DT/N)

Driver's seat: GRAMMER, DS 44/1H; upholstered seat with back rest, adjustable suspension and hydraulic shock absorber; driver's platform 850 mm above ground, 1 step, 575 mm above ground; range of adjustment of unloaded seat: longitudinal 200 mm vertical 510 to 570 mm (stepless) above platform

Running-time meter: Electronic, counts real operating hours, when engine speed rises above 800 rev/min

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Lighting — Electrical 12 Volt, in accordance with Italian legislation

	Size mm	Height above ground of centre mm	Distance from outside edge of lights to median plane of tractor mm
Head lights	130 dia	1130	241
Side lights	110x30	1475	788
Rear lights	70x50	1525	595
Reflectors			
1st pair	45x50	1525	644
2nd pair	80 dia	610	400

TEST CONDITIONS

Overall dimensions

Length:	3800 mm without ballast, 3985 mm with ballast
Width:	1990 mm with and without ballast
Height:	2395 mm to top of protective structure 2320 mm to exhaust pipe's mouth
Ground clearance:	410 mm below front axle differential

Tractor mass

			without driver kg	with driver kg
Without ballast:	Mass	front	1235	1245
		rear	1830	1905
		total	3065	3150
With ballast:	Mass	front	1790	1800
		rear	2625	2700
		total	4415	4500

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Ballast

Front:	9 weights, total	324 kg
	water in the tyres	220 kg
Rear:	2 weights per wheel, total	240 kg
	water in the tyres	566 kg

Tyres and track widths specifications

	Front	Rear
Tyres:	MICHELIN BIB'X	MICHELIN BIB'X
dimensions	12.4 R 24	18.4 R 30
type	radial	radial
ply rating/load index	-/119 A8	-/142 A8
maximum load	1360 kg	2650 kg
inflation pressure	160 kPa	160 kPa
radius index	540 mm	720 mm
Chosen track width:	1588 mm	1524 mm
Technically permissible axle load:	1800 kg	4000 kg
Technically permissible total weight:	4500 kg	

Oils and lubrication

Capacity and change interval:

	Capacity dm³	Oil change h	Filter change h
engine	7,0	250	250
gear box including rear axle and hydraulic system	33,0		250 *)
front axle	5,8	1000	-
final drives at front	2x1,4		-
final drives at rear	2x3,6		-
steering system	2,3		500 *)

*) only filter cleaning

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Specifications

	Recommended	Used during test
Engine oil:		
type	engine oil	MF SUPER UNIVERSALOIL
viscosity		
winter	SAE 10W, 20W or 10W/30	SAE 15W/40
summer	SAE 20W or 20W/30	
tropics	SAE 30, 20W/40 or 20W/50	
for all conditions	SAE 15W/40	
classification	API - CC	API - CC
Transmission oils:		
Gearbox, rear axle hydraulic system		
type	super tractor oil universal	MF SUPER UNIVERSALOIL
viscosity	SAE 15W/40	SAE 15W/40
classification	API - CD/API -GL4	API - CD/API - GL4
Final drives at front and at rear, front axle		
type	gear oil	MOBILUBE GX85W/90-A
viscosity	SAE 85W/90	SAE 85W/90
classification	API - GL4	API - GL4
Steering oil:		
Steering system		
type	automatic transmission fluid	MOBIL ATF 200
viscosity	-	
classification	Type A, SUFFIX A	

Grease: Multi purpose grease
number of lubrication points 13

Fuel

type: ARAL Diesel-fuel in conformity with DIN 51601
density: at 15°C at engine test 0,821 g/cm³
at p.t.o. test and
at drawbar power test 0,834 g/cm³

REPAIRS None

REMARKS None

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COMPULSORY TESTS

1. MAIN POWER TAKE OFF PERFORMANCE (1000 rev/min)

Date of tests: 4th July 1988
Location of tests: DLG-Testing Station Groß-Umstadt
Type of dynamometer: SCHENCK hydraulic dynamometer U1-40

Power kW	Speed Engine rev/min	Speed P.t.o. rev/min	Fuel consumption hourly l/h	Fuel consumption hourly kg/h	Fuel consumption specific g/kWh	Specific energy kWh/l
Maximum power						
1.1 At 2-hour test						
48,0	2200	1148	15,70	13,10	273	3,06
1.2 At rated speed						
48,0	2200	1148	15,70	13,10	273	3,06
1.3 At standard p.t.o. speed						
45,1	1917	1000	14,01	11,69	259	3,22
1.4 Part loads, the governor hand lever in the position corresponding to maximum power at full load (curve a)						
1.4.1 the torque corresponding to maximum power at rated speed						
48,0	2200	1148	15,70	13,10	273	3,06
1.4.2 85% of the torque obtained in 1.4.1						
41,5	2240	1169	13,49	11,25	271	3,08
1.4.3 75% of the torque defined in 1.4.2						
31,3	2248	1173	10,55	8,80	281	2,96
1.4.4 50% of the torque defined in 1.4.2						
22,5	2271	1185	8,37	6,98	310	2,69
1.4.5 25% of the torque defined in 1.4.2						
10,6	2285	1192	6,31	5,26	496	1,68
1.4.6 unloaded						
-	2296	1198	4,25	3,54	-	-

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Power kW	Speed Engine rev/min	Speed P.t.o. rev/min	Fuel consumption hourly l/h	Fuel consumption hourly kg/h	Fuel consumption specific g/kWh	Specific energy kWh/l
1.5 Part loads, the governor hand lever in the position corresponding to the standard p.t.o. speed at full load (curve b)						
1.5.1 the torque corresponding to maximum power						
45,1	1917	1000	14,01	11,69	259	3,22
1.5.2 85% of the torque obtained in 1.5.1						
38,8	1938	1011	11,58	9,66	249	3,35
1.5.3 75% of the torque defined in 1.5.2						
29,7	1981	1034	9,36	7,80	263	3,18
1.5.4 50% of the torque defined in 1.5.2						
20,0	2000	1043	7,26	6,05	303	2,76
1.5.5 25% of the torque defined in 1.5.2						
10,1	2014	1051	5,20	4,34	430	1,94
1.5.6 unloaded						
-	2042	1065	3,42	2,85	-	-

No load maximum engine speed: 2296 rev/min
Equivalent flywheel torque at rated engine speed: 208 Nm
Maximum equivalent flywheel torque: 245 Nm at 1201 rev/min of the engine

Mean atmospheric conditions

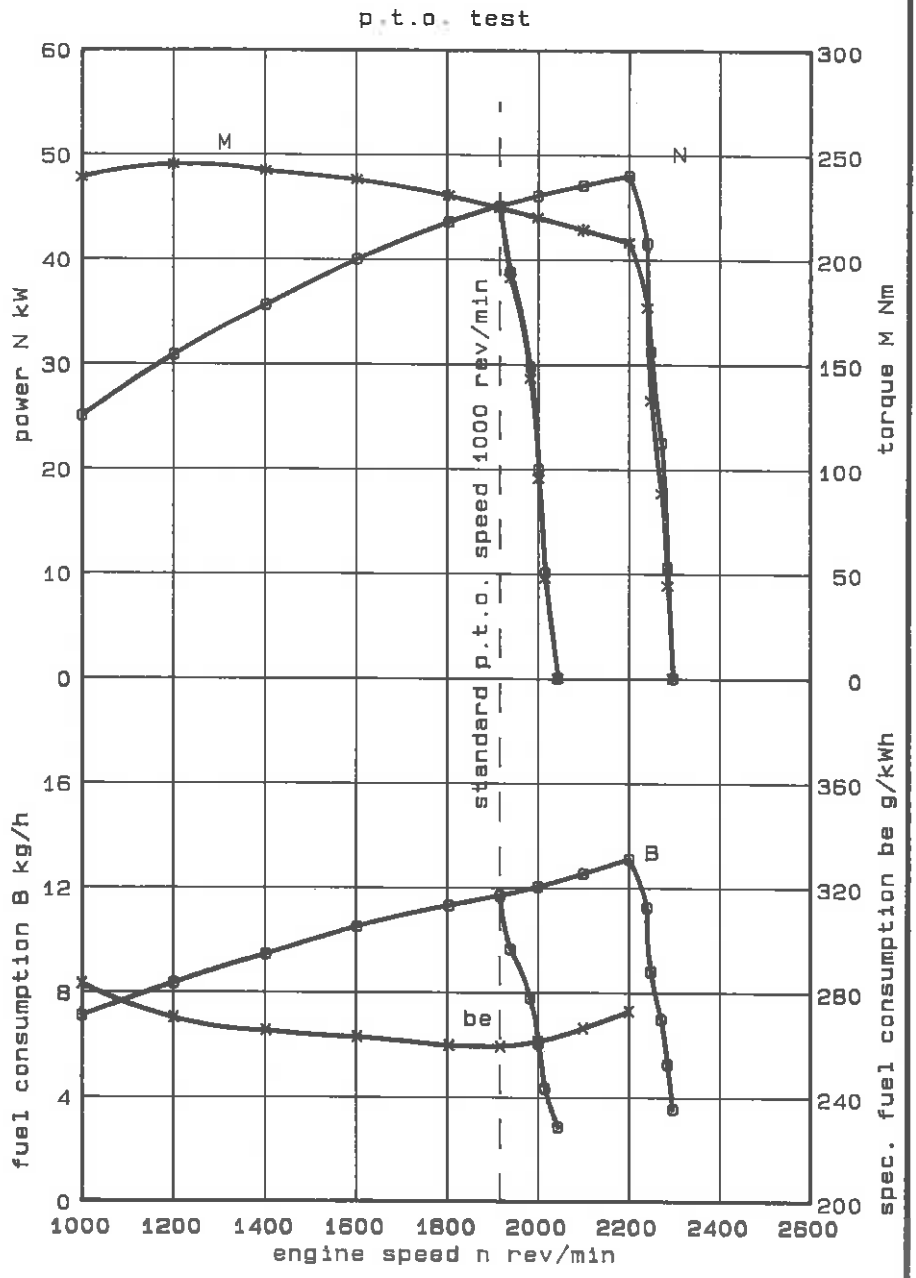
temperature	25 °C
pressure	99 kPa
rel. humidity	44 %

Maximum temperatures

coolant	100 °C
oil	110 °C
fuel	29 °C
air intake	25 °C

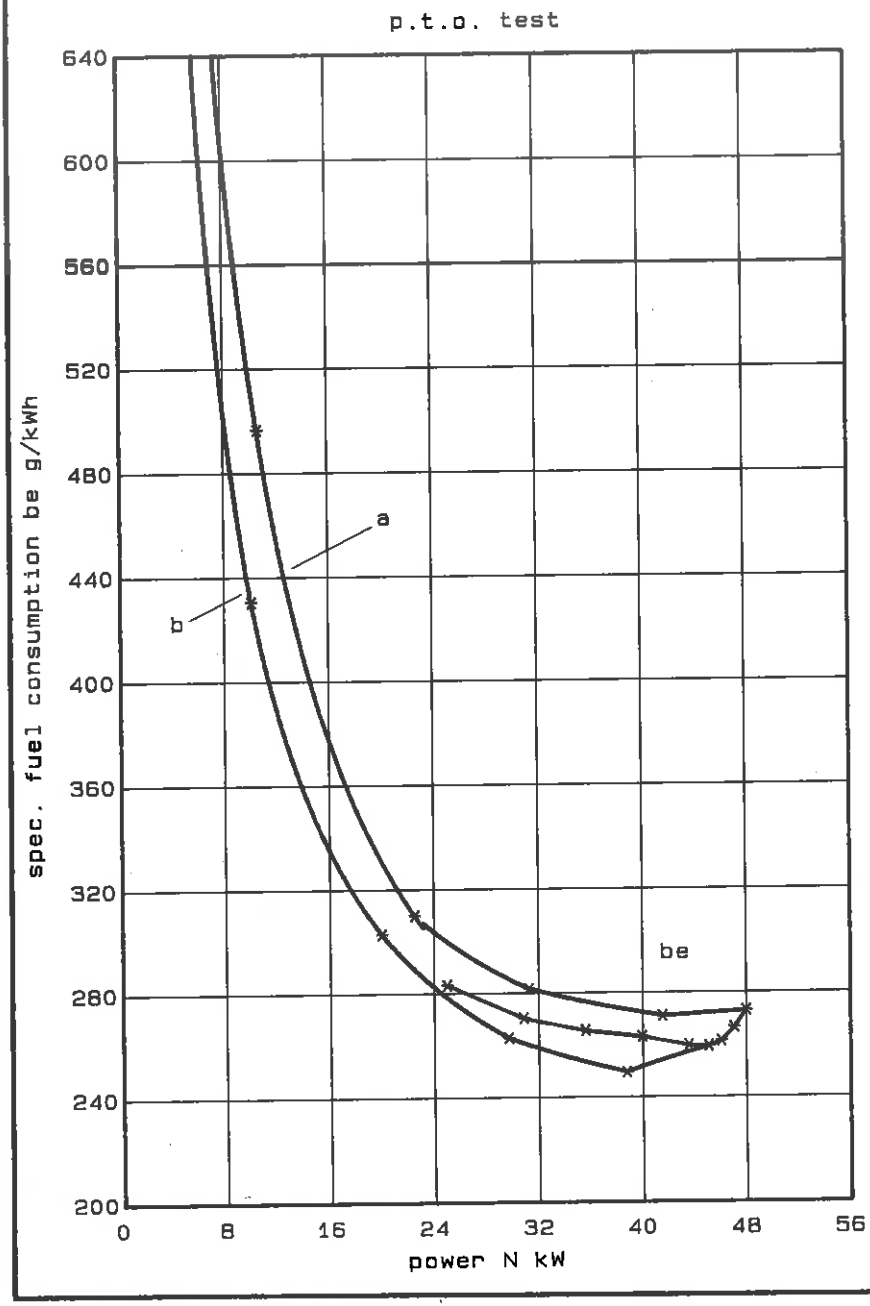
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2 HYDRAULIC POWER AND LIFTING FORCE

Date of tests: 12th September 1988

2.1 Hydraulic power test

Sustained pressure with relief valve open 17,5 MPa
Pump delivery rate at minimum pressure 37,2 l/min

	Hydraulic power kW	Flow rate l/min	Pressure MPa	Oil temperature °C
At 90% of the actual relief valve setting	9,3	35,3	15,8	38 *)
At max. power	9,5	36,4	15,6	38 *)

Tapping point used for test: At rear of tractor

*) oil temperature in suction line of hydraulic pump more than 65°C

2.2 Power lift test

	At the hitch point	On the frame
Height of lower hitch points above ground in down position	200 mm	200 mm
Vertical movement without lifting forces	670 mm	785 mm
Vertical movement with lifting forces	655 mm	730 mm
Max. corrected force exerted through full range	15,8 kN	13,8 kN
Corresponding pressure	15,6 MPa	15,6 MPa
Moment about rear axle	-	21,6 kNm
Max. tilt angle of mast from vertical	-	6,5°

Lifting heights relative to horizontal lower links

mm	-442	-400	-382	-300	-200	-100	0	+100	+200	+273	+288

Lifting forces at hitch points, corrected to 15,6 MPa

kN			15,8	17,6	19,1	20,0	20,9	21,3	21,5	21,7	

Lifting forces at standard frame, corrected to 15,6 MPa

kN	13,8	14,7		16,2	16,9	17,3	17,3	17,3	16,7		16,2

PRÜFUNGS-ABTEILUNG
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3 DRAWBAR PERFORMANCE

Date of tests: 12th July till 1st August 1988
Type of track: Concrete

Gear	Driving speed km/h	Power kW	Drawbar pull kN	Engine speed rev/min	Slip of wheels %
3.1 Maximum power in tested gears (unballasted tractor) height of drawbar above ground 520 mm					
1 M	3,50	31,4	32,34	2244	15,0
4 L	4,25	38,0	32,18	2231	15,0
2 M	5,82	39,0	24,15	2200	8,1
3 M	7,53	39,3	18,81	2198	5,8
1 H	9,47	40,0	15,20	2204	4,5
4 M	11,37	38,0	12,02	2198	3,4
2 H	15,15	37,4	8,89	2198	2,6
3.2 Maximum power in tested gears (ballasted tractor) height of drawbar above ground 510 mm					
1 L	1,48	18,2	44,25	2287	15,1
2 L	2,31	28,2	44,01	2260	15,0
3 L	2,93	35,7	43,91	2271	15,0
1 M	3,62	39,4	39,15	2197	9,8
4 L	4,60	40,7	31,84	2200	6,5
2 M	6,00	40,1	24,06	2200	4,9
3 M	7,66	40,1	18,84	2200	3,8
1 H	9,58	40,2	15,09	2202	3,1
4 M	11,45	37,6	11,83	2200	2,3
3.3.1 Five-hour-test at 75% of pull at maximum power in 3 M gear					
3 M	8,04	31,5	14,11	2287	2,9
3.3.2 Five-hour-test at pull corresponding to 15% wheel slip in test 3.2					
3 L	2,84	34,9	44,22	2267	-

Total oil consumption during ten hours duration of tests 3.3.1 and 3.3.2 : 22 g/h

PRÜFUNGS-ABTEILUNG

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Tyre size front: 12.4 R 24
rear: 18.4 R 30

Specific fuel consumption g/kWh	Specific energy kWh/l	Temperatures Fuel °C	Coolant °C	Engine-oil °C	Atmospheric conditions Tempe-rature °C	Relative humidity %	Pressure kPa
tyre inflation pressure: 60 kPa at front and 80 kPa at rear							
347	2,40	28	84	86	20	84	100,1
345	2,42	28	84	93	21	84	100,1
337	2,48	32	84	95	25	68	99,9
333	2,51	33	84	96	28	64	99,9
328	2,55	35	85	92	28	62	99,9
345	2,42	35	84	93	28	60	99,9
350	2,38	35	84	93	28	61	99,9
tyre inflation pressure: 60 kPa at front and 80 kPa at rear							
429	1,94	24	84	90	18	87	100,4
364	2,29	26	82	91	19	87	100,4
359	2,32	27	83	92	19	86	100,4
334	2,49	27	85	95	20	89	100,4
324	2,57	30	84	95	24	71	100,0
327	2,55	30	85	96	25	66	100,1
329	2,53	30	84	97	25	67	100,1
329	2,54	31	84	96	24	72	100,1
350	2,38	31	84	95	24	68	100,1
342	2,44	36	86	97	29	62	100,1
-	-	26	86	103	17	76	100,1

Test 3.3.2 was carried out with additional ballast of 550 kg
the figures not quoted are therefore irrelevant

PRÜFUNGS-ABTEILUNG
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Test No. 88-85

4 TURNING AREA AND TURNING CIRCLE (front wheel drive disengaged)

Wheel equipment front: 12.4 R 24
rear: 18.4 R 30

Track of wheels front: 1588 mm
rear: 1524 mm

	With brakes		Without brakes	
	left-hand m	right-hand m	left-hand m	right-hand m
Radius of turning area	4,13	4,12	4,78	4,78
Radius of turning circle	3,85	3,85	4,50	4,51

5 LOCATION OF CENTRE OF GRAVITY

Height above ground	838 mm
Distance forward from rear axle centre	895 mm
Distance from tractor's median plane, to the right	2 mm

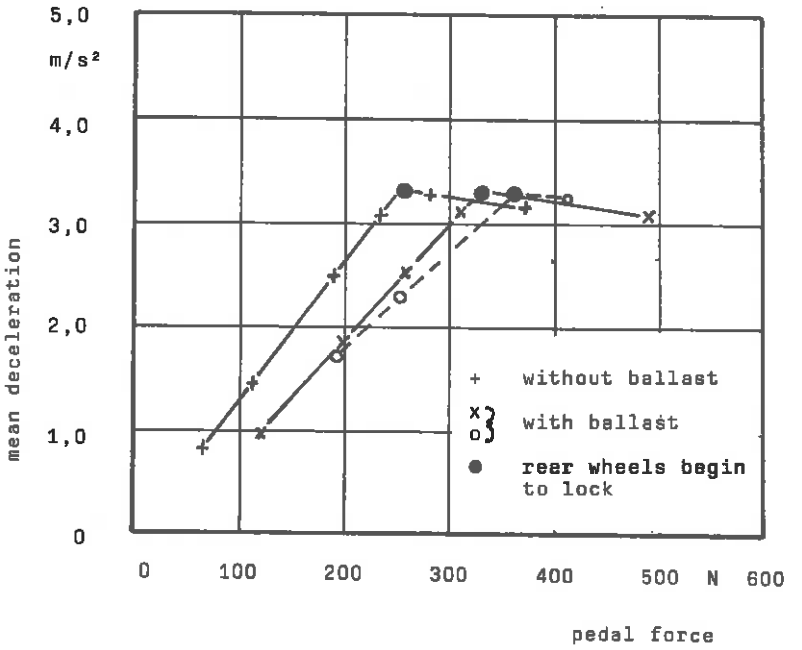
6 BRAKING (Front wheel drive disengaged)

Date of tests: 13th and 26th July 1988

	Tractor mass (w th driver) front kg	rear kg	total kg	Speed before application of brakes km/h
Without ballast	1245	1905	3150	29,9
With ballast	1800	2700	4500	29,6

6.1 Cold service braking device test

6.2 Fade test



No significant deviation of tractor from original course and no abnormal vibrations

Brakes-heating: Actuating of brake for 1 km with pedal force corresponding to 1 m/s²

6.3 Parking braking device test

		Ballasted tractor on 18% - slope up	down
Braking device control force	N	200	200

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7 MEASUREMENT OF EXTERNAL NOISE LEVEL

Date of test: 12th July 1988
Type of track: Concrete
Type of sound level meter: BRÜEL & KJAER model 2233

Results of test

Gear: 4 H *)
Travelling speed before acceleration: 22,4 km/h
Sound level: 89,0 dB(A)

APPENDIX

MEASUREMENT OF NOISE IN THE PROTECTIVE STRUCTURE

with 4-post frame LANDINI TS19/2

Date of test: 11th July 1988
Type of track: Concrete
Type of sound level meter: BRÜEL & KJAER model 2233

Gear	Drawbar pull kN	Travelling speed km/h	Sound level dB(A)
1 L	26,83	1,47	93,5
2 L	26,72	2,35	94,0
3 L	26,89	2,90	94,5
1 M	27,13	3,44	95,0
4 L	27,32	4,18	96,5
2 M	24,13	5,80	97,5
3 M +)	18,79	7,51	97,5
3 M +)	light load	8,34	93,5
1 H	15,12	9,47	97,0
4 M	11,92	11,37	98,0
2 H	8,80	15,14	97,5
4 H *)	light load	29,92	95,0

+) The 3 M gear corresponds to the nominal travelling speed nearest to 7,5 km/h

*) Front wheel drive disengaged

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OPTIONAL TEST

8. ENGINE PERFORMANCE

Date of tests: 23rd June 1988
Location of tests: DLG-Testing-Station Groß-Umstadt
Type of dynamometer: SCHENCK eddy-current-dynamometer W 150

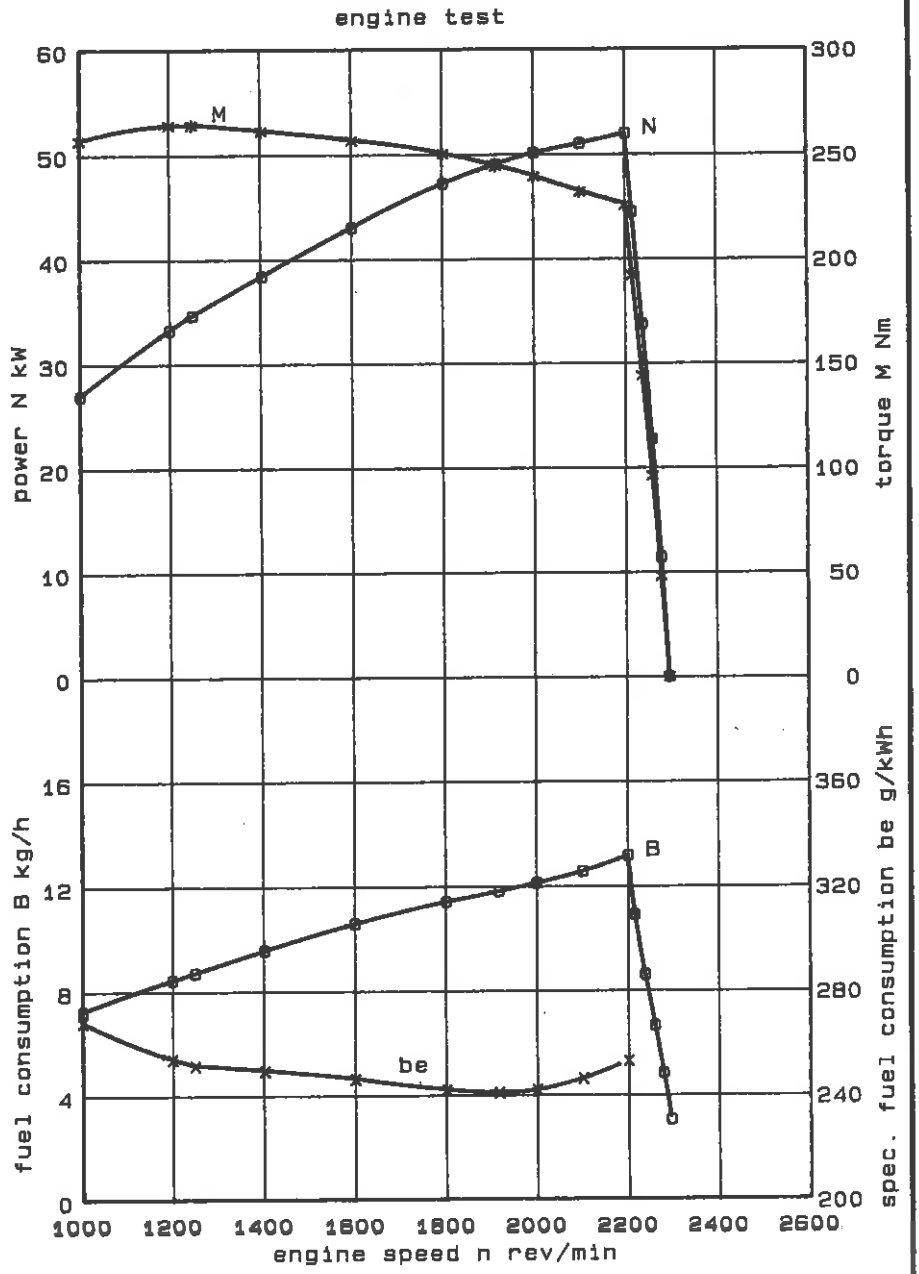
	Power kW	Engine speed rev/min	Fuel consumption hourly l/h	Fuel consumption hourly kg/h	Fuel consumption specific g/kWh	Specific energy kWh/l
	Maximum power					
8.1	At 2-hour test					
	52,0	2200	16,02	13,15	253	3,24
8.2	At rated engine speed					
	52,0	2200	16,02	13,15	253	3,24
8.3	At standard p.t.o. speed (1000 rev/min)					
	49,0	1917	14,39	11,81	241	3,41
8.4	Part loads					
8.4.1	the torque corresponding to maximum power at rated speed					
	52,0	2200	16,02	13,15	253	3,24
8.4.2	85% of the torque obtained in 8.4.1					
	44,5	2215	13,29	10,91	245	3,35
8.4.3	75% of the torque obtained in 8.4.2					
	33,7	2237	10,49	8,61	256	3,21
8.4.4	50% of the torque obtained in 8.4.2					
	22,7	2258	8,10	6,65	293	2,80
8.4.5	25% of the torque obtained in 8.4.2					
	11,4	2277	5,88	4,83	423	1,94
8.4.6	unloaded					
	-	2294	3,72	3,05	-	-

Optimum fuel consumption: 223 g/kWh at 28,7 kW and 1430 rev/min
No load maximum engine speed: 2294 rev/min
Torque at rated engine speed: 226 Nm
Maximum torque: 264 Nm at 1249 rev/min of the engine

Mean atmospheric conditions	temperature	24 °C
	pressure	100 kPa
	relative humidity	38 %
Maximum temperatures	coolant	84 °C
	oil	106 °C
	fuel	24 °C
	engine air intake	24 °C

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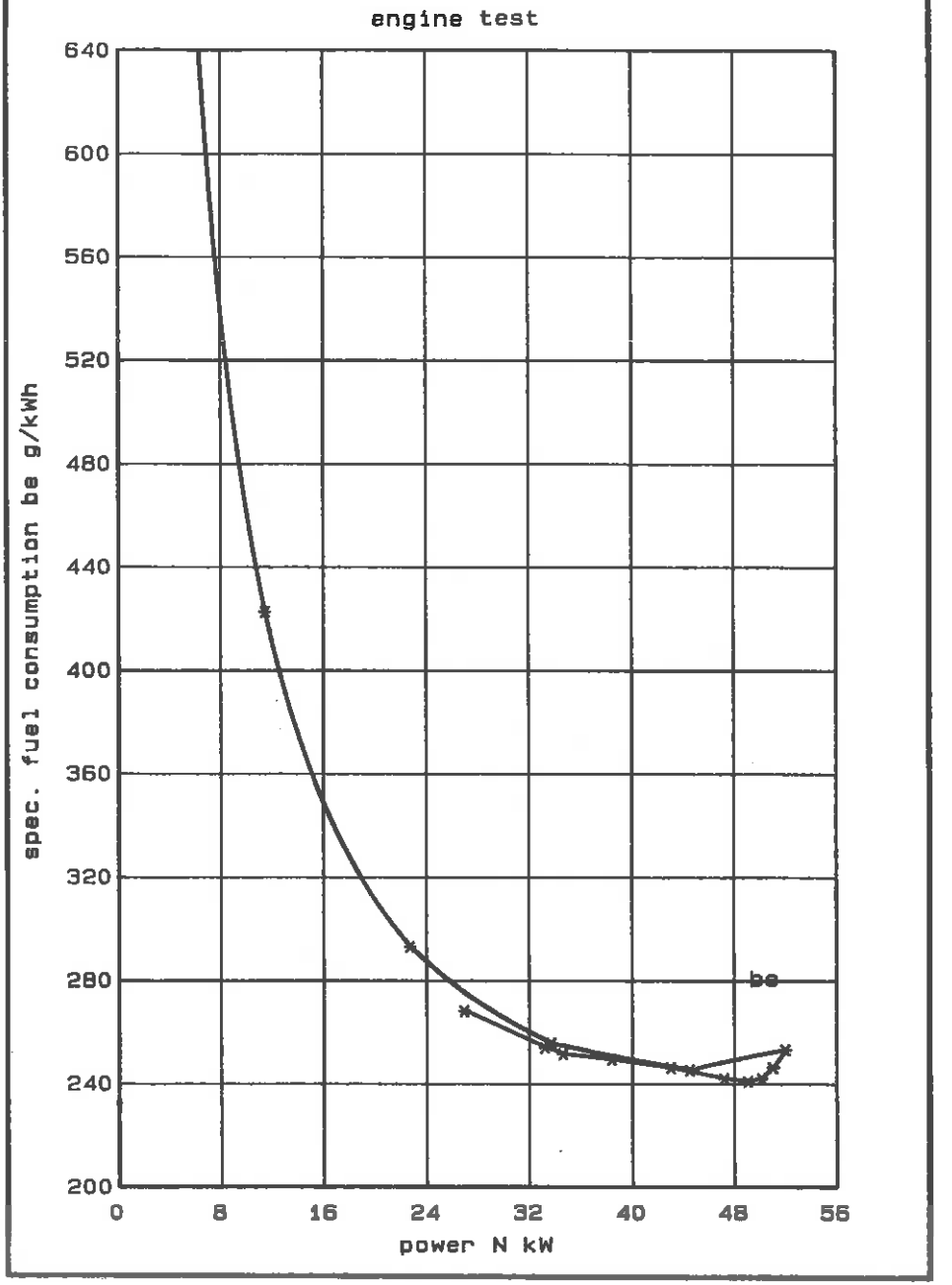
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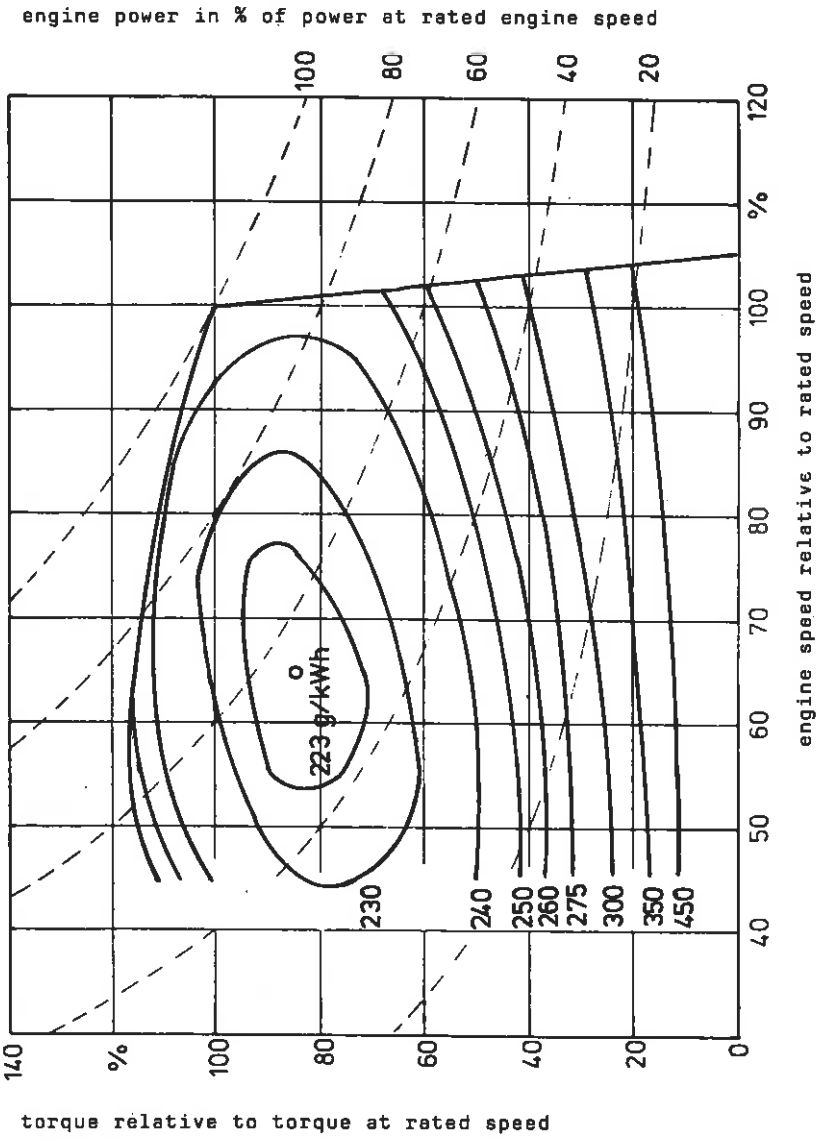
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PRÜFUNGS-ABTEILUNG
LANDINI DT 7860

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ADDITIONAL TESTS

under the responsibility of the DLG-Testing Station

9 LIFTING FORCES at rear power lift
(fitted with 1 assister cylinder)

Date of tests: 12th September 1988

Power lift test

	At the hitch point	On the frame
Height of lower hitch points above ground in down position	200 mm	200 mm
Vertical movement without lifting forces	670 mm	785 mm
Vertical movement with lifting forces	655 mm	730 mm
Max. corrected force exerted through full range	20,4 kN	19,1 kN
Corresponding pressure	15,6 MPa	15,6 MPa
Moment about rear axle	-	29,9 kNm
Max. tilt angle of mast from vertical	-	6,5°

Lifting heights relative to horizontal lower links

mm	-442	-400	-382	-300	-200	-100	0	+100	+200	+273	+288

Lifting forces at hitch points, corrected to 15,6 MPa

kN			20,4	22,6	24,4	25,4	26,1	26,5	26,5	26,8	

Lifting forces at standard frame, corrected to 15,6 MPa

kN	19,1	19,9		21,0	21,7	21,7	21,7	21,3	20,6		19,9

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