O.E.C.D. Report No.: 499

BUNDESVERSUCHS - UND PRÜFUNGSANSTALT
für landwirtschaftliche Maschinen und Geräte,
Wieselburg

Steyr–Diesel–Tractor 980

Manufactured by: Steyr–Daimler–Puch AG., A–4400 Steyr, Austria
Steyr–Hellas ABE., Sindos/Saloniki, Greece



Serial No: 499

Date of approval: 24th December 1975

Test No: 209/75

Date of Test: 1. 12. 1975

This report has been approved by the O.E.C.D. Coordinating Centre (C.N.E.E.M.A., France) as being in accordance with the O.E.C.D. Test Code

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Tractor manufacturer:	STEYR-DAIMLER-PUCH AG., Steyr, Austria STEYR-HELLAS ABE., Sindos/Saloniki, Greece
Submitted for test by:	Manufacturer
Selected by:	Manufacturer by agreement with BVPA Wieselburg
Place of running-in:	Steyr
Duration of running-in:	50 hours

SPECIFICATION OF TRACTOR

Tractor:

Make:	STEYR-DAIMLER-PUCH AG.
Model:	Diesel-tractor STEYR 980
Type:	Four wheel, rear driven, unit construction
Serial No.:	390 10-4833/058

Engine:

Make:	STEYR-DAIMLER-PUCH AG.
Model:	WD 412.40
Type:	4 stroke Diesel engine with direct injection, water cooled
Serial No.:	412.40-999
Cylinders:	4, vertical in-line bore/stroke 108/120 mm capacity: 4396 cm^3 compression ratio: 16,5 : 1 cast-in cylinder liners overhead valves
Fuel system:	Type of fuel feed: vane pump BOSCH dual filter with water trap 50 13400 fuel pre-cleaner FJ 630 U/1 capacity of fuel tank: appr.108 l BOSCH distributor injection pump EP/VA4/10H 1200 CR 245-2 manufacturer's production setting: 57^{+0}_{-2} (58^{+0}_{-2}) mm^3/stroke for fuel density of 0,855 (0,830) kg/l at rated engine speed BOSCH multi hole injection nozzles DLLA 150S 456 or FRIEDMANN D 1 LMK 150/24 injection pressure: 220^{+5}_{-0} kp/cm^2 = $216^{+4,91}_{-0}$ bar injection timing: 16^{+0}_{-2} ° before TDC at 1 mm pump stroke
Governor:	BOSCH hydraulically acting variable speed governor, incorporated in injection pump range of speed: 500 to 2600 rev/min rated speed: 2400 rev/min

Air cleaner:	IFE-Gesellschaft für Apparate- u.Filterbau Mainfilter: oil bath air cleaner 808-8000 B oil capacity: 1,8 l Pre-cleaner: cyclonic pre-cleaner with dust-collection, 822-8000 D
Lubrication system:	Forced lubrication with gear pump strainer in sump paper filter in full flow oil capacity: appr.8,7 l changing period: 200 hours recommended oil viscosity: summer: SAE 30 HD winter: SAE 20 HD
Cooling system:	Forced water cooling with overpressure relief valve tubular radiator with longtime filling, frost protected down to -20°C impeller assisted with 460 mm dia, belt driven 6 blade fan cooling water capacity: 17,5 l, control by sight glass thermostat for temperature control cooling water thermometer, cooling water level indicator max. overpressure: 0,4 kg/cm^2 = 0,392 bar working temperature: 80-95°C
Starting system:	BOSCH starter motor 0 101 302 035 001 JD (R) 12 V, 4 PS, 2,94 kW glow plug in intake pipe (cold starting aid)
Electrical system:	Voltage: 12 Volt negative earth Generator: LUKAS three phase generator 15 ACR, 14 V, 28 A, 392 W Battery: VARTA lead acid battery, 12 V, 143 Ah, 630 A at 20 hours rating

Transmission:

Clutches:	Main clutch: FICHTEL & SACHS, Schweinfurt single plate dry clutch G 350, 350 mm dia; pedal operated P.t.o. clutch: ZF-Passau multi plate clutch 140 mm dia; hand lever operated
Gearbox:	ZF-Passau, T-3205 (T 325/II) Synchro-mesh gear with 6 forward speeds; group gear with 2 forward groups and 1 reverse group total 12 forward and 2 reverse speeds
Rear axle and final drive:	ZF-Passau Central axle, crown wheel and pinion with spiral-tooth system lockable bevel gear type differential planetary final drive differential lock: pedal operated
Oil capacity:	Gearbox and rear axle: appr. 40 l final drive: appr. 5,5 l for each half-axle change period: 1200 hours recommended oil viscosity: SAE 90

Gear No.	Number of engine revolutions for one revolution of driving wheel	*Nominal travelling speed for rated speed of engine km/h
forward		
1.Z.**	277,13	2,401
2.Z.	176,73	3,766
3.Z.	113,96	5,840
4.Z.	73,91	9,005
5.Z.	46,34	14,362
6.Z.	29,30	22,715
1.N.***	214,47	3,103
2.N.	136,83	4,864
3.N.	88,23	7,543
4.N.	57,22	11,631
5.N.	35,87	18,555
6.N.	22,68	29,346
reverse		
1.R.	216,02	3,081
2.R.	137,85	4,828
3.R.	88,88	7,488
4.R.	57,65	11,544
5.R.	36,15	18,411
6.R.	22,85	29,127

* Calculated with tyre rolling radius of 736 mm
** Intermediate group
*** Normal group

Power take-off: Independent p.t.o.
at rear of tractor, in median plane, 612 mm above ground
6 splines shaft 28,14 x 34,87 x 8,63 mm = $1^3/8$" ISO R 500
dry multi plate clutch, p.t.o. lever and p.t.o.clutch hand operated
speeds: low speed: 612 rev/min at 2400 rev/min rated engine speed
540 rev/min standard p.t.o.speed at 2117 rev/min engine speed
high speed: 1067 rev/min at 2400 rev/min rated engine speed
1000 rev/min standard p.t.o.speed at 2249 rev/min engine speed
direction of rotation: clockwise viewed facing driving end

Belt pulley: (Optional, not fitted on tractor tested)

Power lift: STEYR-DAIMLER-PUCH
STEYR-REGELHYDRAULIK: two stage pull adjustment governed by top link, position control, floating position
STEYR-SIMPLEMATIK: three point linkage, cat.II
BOSCH hydraulic pump: directly driven by engine, gear type
BOSCH control unit
hydraulic oil: SAE 20 W; oil capacity: 16 l

Power lift: (Continuation)
working cylinder: one single acting ram cylinder; external tappings up to 3, single acting ram cylinders (totally 5 l oil capacity) with BOSCH supplementary control units possible;
linkage lock for transport: mechanically

Holed drawbar:
Fitted on the clevis of three point linkage lower links (DIN 9674)
height above ground: 390 to 925 (max.mech.advantage)
257 to 935 (min.mech.advantage)
additional vertical adjustment by means of lift rods (measured at horizontal lower links):
right lower link: 80 mm upward, 160 mm downward
left lower link: 0 mm upward, 160 mm downward
giving lowest possible height above ground: 65 mm at min.mech.advantage
method of changing: by power lift
distance from rear axle: 990 mm
position relative to p.t.o.: 663 mm
number of holes: 7, diameter: 32 mm, distance: 115 mm

Trailer hitch:
Fork type

height above ground:	873/843	456/426
distance from rear axle:	517	440
position relative to p.t.o.:	190	95

diameter of coupling pin: 30 mm
max.permissible vertical load: 1000 kp

Towing hitch:
Fork type
height above ground: 618 mm
distance from front axle: 500 mm
diameter of coupling pin: 29 mm

Steering:
ZF-Friedrichshafen
hydrostatic steering 740 990 0162, own oil circuit
operated by steering wheel; acting on front wheels

Brakes:
ZF-Friedrichshafen
There is only one set of inner brakes for foot- and parking brake
Foot brake: hydraulically acting on rear wheels, pedal operated, divided pedal for steering brake
Parking brake: mechanically acting on rear wheels, operated by hand lever with ratchet

Wheels:

Steering wheels:
Two pneumatics at front
SEMPERIT 7,50-20 AS; 6 ply
max.permissible weight on each tyre:
1090 kg at 2,25 kp/cm^2 pressure
1750 kg at 2,25 kp/cm^2 pressure
speed limit: 6 km/h
track width: 1500 mm, changeable to 1750 mm by reversing wheels

Driving wheels:
Two pneumatics at rear
SEMPERIT 16,9/14-34 AS; 6 ply
rim: DW 14 x 34
max.permissible weight on each tyre:
2015 kg at 1,3 kp/cm^2 pressure
track width: 1500 mm, changeable to 1755 mm by reversing wheels

Wheel base: 2280 mm

Lighting:

Unrestricted beam angle of headlight in plan view 5° 16'

	Height above ground of centre cm	Diameter cm	Distance from outside edge of tractor to centre cm
Head lights	90	14 x 7	82
Side lights	146	3,5 x 8	11,3
Rear lights	147,5	3,5 x 8	11,3
Reflectors	141,5	6 x 3,5	9,5

Number of grease points: (whole tractor) 17

CONDITIONS DURING TEST

Weights:

(Tractor without driver but with tanks full)

	Front kg	Rear kg	Total kg
Without ballast	1180	1950	3130
With ballast	1544	2900	4444

Ballast:

	Number of weights	Total weights (excluding water) kg	Water kg
Front	5 + 1	288	-
Rear	8 + 2	482	544
Additional	-	-	

Track setting:

During test: 1500 mm in front, 1500 mm at rear

Overall dimensions:

	Lenght m	Width m		Heights m	
		max.	min.	with exhaust	without exhaust
With ballast	4,110	2,000	2,000	2,255	1,860
Without ballast	3,890	2,150	1,930	2,255	1,860

(2,480 m to top of safety frame - frame not fitted during tests)

Minimum ground clearance: 490 mm under front axle
380 mm under trailer hitch in lowest position

Seat:

Make:	Ing. O. Klepp, A-1100 Wien; ELASTOMAT 600
Type of suspension:	Parallelogram seat with helical coil compression springs
Type of damping:	Hydraulically
Adjustment to size of driver:	Totally 60 mm horizontal on a 20° inclined mounting plate
Adjustment to weight of driver:	From 45 to 130 kg

Fuels and lubricants used in tests:

Laboratory and track tests:

Fuel:	ELAN Diesel fuel specific gravity at 15°C: 0,828 kg/l viscosity at 50°C: 4 cst cetane no.: 45 conforms to DIN 51601
Engine oil:	MOBILOIL SPECIAL 10 W/30 viscosity at 50°C: 43 cst
Transmission oil:	MOBILUBE C90
Hydraulic oil:	SHELL TELLUS OIL 33 viscosity at 50°C: 40 cst

COMPULSORY TESTS

1. Main power take-off performance

Date and location of tests: 1975 04 07, Wieselburg
Type of dynamometer: SCHENCK eddy current brake W 780/LWK 0014

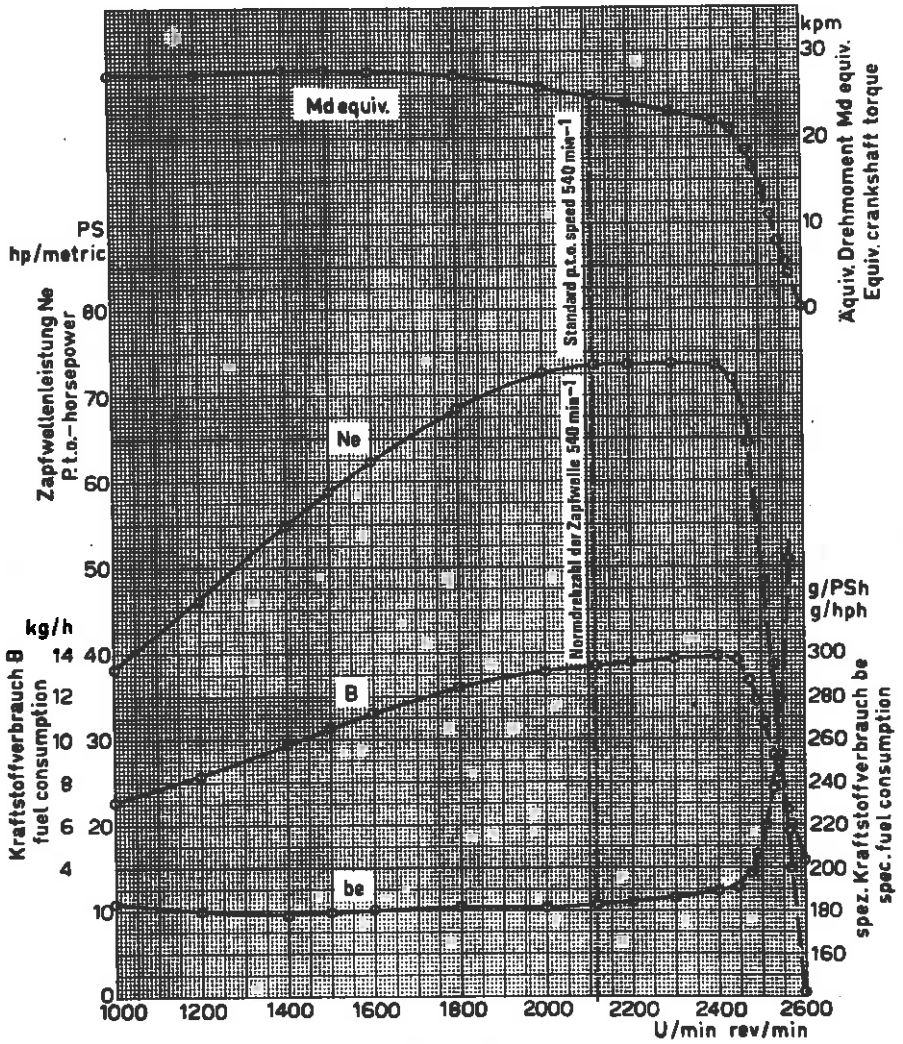
Power hp	Speed		Fuel consumption			
	engine rev/min	p.t.o. rev/min	kg/h	(l/h)	specific g/hph	specific hph/l
Maximum power 2 hours test						
73,71	2300	586	13,71	16,56	186	4,451
Standard p.t.o. speed (540 rev/min)						
73,58	2117	540	13,46	16,25	183	4,528
The speed recommended by the manufacturer for drawbar work						
73,49	2400	612	13,88	16,76	189	4,384
Part loads						
(i) 85 % of torque at maximum power						
67,10	2465	629	13,15	15,88	196	4,225
(ii) unloaded						
0	2600	663	4,37	5,28	-	-
(iii) 50 % of the load defined in (i)						
34,50	2535	646	8,66	10,46	251	3,298
(iv) A load corresponding to maximum power						
73,71	2300	586	13,71	16,56	186	4,451
(v) 25 % of the load defined in (i)						
17,50	2570	655	6,47	7,81	370	2,240
(vi) 75 % of the load defined in (i)						
51,10	2502	638	10,99	13,27	215	3,850

No load maximum engine speed: 2600 rev/min
Torque* at maximum power: 22,95 kpm
Maximum torque*: 28,03 kpm at 1400 rev/min
Mean atmospheric conditions: temperature: 20°C
pressure: 736 Torr = 981 mbar
relative humidity: 59 %

Maximum temperature
coolant: 83°C
engine oil: 107°C
fuel: 48°C
engine air intake: 20°C

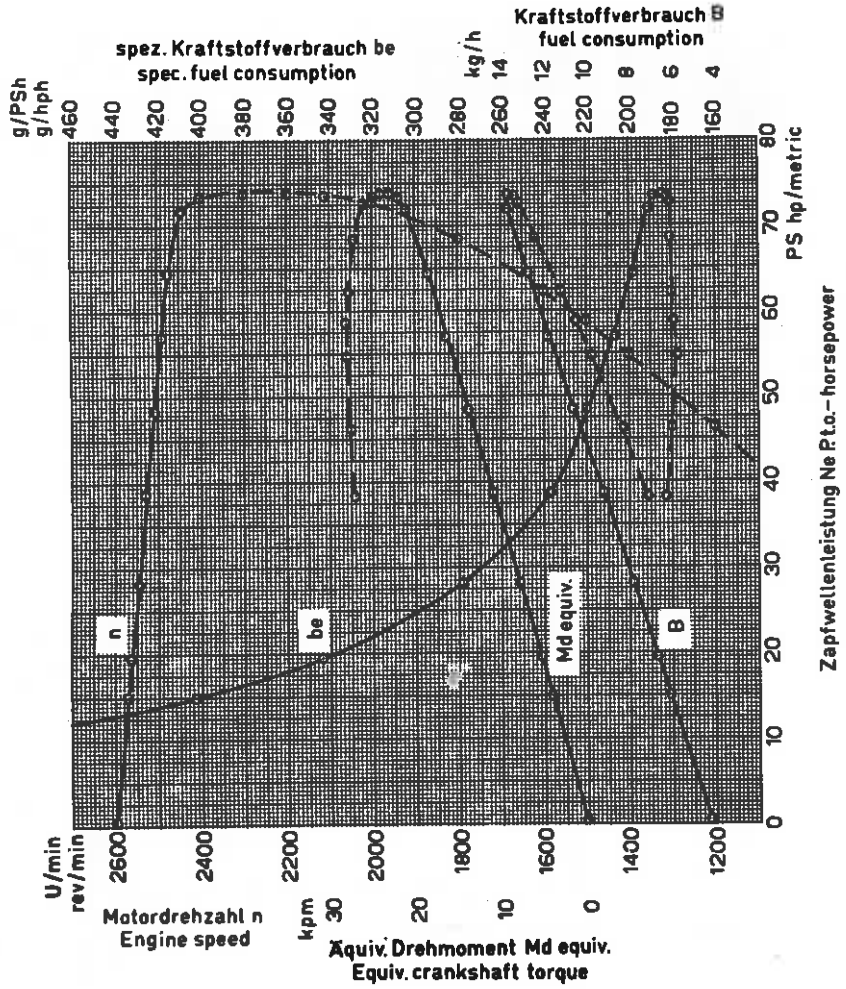
* The torque is the equivalent crankshaft torque

Bundesversuchs- u. Prüfungsanst. f. landw. Maschinen u. Geräte Wieselburg / Austria Protokoll Nr. 209/75	**Zapfwellenprüfung P.t.o.-test**	Steyr-Dieseltraktor Typ 980 Mot. Typ STEYR WD 412.40



Motor Nr. 412.40-999	Luftdruck: 981 mb	Kühltemp. 82°C	Versuchstag: 7.4.1975	Vers. Leitung
Fahrzeug Nr. 390-10/4833	Lufttemperatur: 20°C	Öltemperatur: 107°C	Versuchs Nr. 100/Za 92	A. Kellner
Kraftstoff: 0,828/15°C	Motoröl: Mobil spezial	Kraftstofftemp. 48°C	K. Blatt Nr. 1	

Bundesversuchs-u.Prüfungsanst. f. landw. Maschinen u. Geräte Wieselburg / Austria Protokoll Nr. 209/75	**Zapfwellenprüfung P.t.o.-test**	Steyr – Dieseltraktor Typ 980 Mot. Typ STEYR WD 412.40



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Kraftstoff: 0,828/ 15°C	Motoröl: Mobil spezial	Kraftstofftemp. 48°C	K. Blatt Nr. 2	

2. [illegible]

Date of tests: 14.5. and 4., 5. 6. 1975
Type of track: concrete
Height of drawbar above ground: 700 mm ballasted, 740 mm unballasted

Gear No.	Speed km/h	Horse-power metric hp	Drawbar-pull kp	Engine-speed rev/min	Slip of wheels %	Spec. fuel consumption g/metric drawbar hph	Spec. fuel consumption metric drawbar hph/l	Temperature °C Fuel	Coolant	Engine oil	Atmospheric conditions Temperature °C	Relative humidity %	Pressure mm Hg
(i) Maximum power (Ballasted)													
1.Z.	2,181	30,70	3800	2515	15,03	-	-	48	78	90	20	68	738
1.N.	2,781	39,14	3800	2482	15,00	334	2,480	46	78	92	20	66	738
2.Z.	3,340	47,01	3800	2452	14,90	289	2,862	48	79	92	20	65	738
2.N.	4,235	59,60	3800	2412	15,00	231	3,577	40	78	86	18	65	738
3.Z.	5,333	62,22	3150	2400	10,98	223	3,710	40	78	88	18	64	738
3.N.	7,120	64,35	2440	2400	7,95	215	3,853	42	78	90	18	64	738
4.Z.	8,640	64,96	2030	2400	6,49	213	3,878	40	79	90	19	62	738
4.N.	11,328	63,77	1520	2400	5,11	217	3,807	42	78	88	19	60	738
(ii) Five hour test at 75 % of pull at maximum power													
3.N.	7,450	50,50	1830	2455	6,01	265	3,123	49	80	102	17	62	745
(iii) Five hour test at pull corresponding to 15 % wheelslip in test (i)													
2.N.	4,220	59,38	3800	2420	15,00	229	3,614	50	80	105	19	60	741
(iv) Maximum power (unballasted)													
1.Z.	2,181	23,43	2900	2525	14,98	-	-	45	79	84	20	60	734
1.N.	2,793	30,00	2900	2500	15,00	-	-	45	79	86	20	59	734
2.Z.	3,375	36,25	2900	2490	14,98	-	-	46	79	87	21	58	734
2.N.	4,320	46,40	2900	2468	14,98	-	-	46	80	88	21	56	734
3.Z.	5,142	55,23	2900	2447	14,98	-	-	47	79	89	22	55	734
3.N.	6,923	60,00	2340	2400	9,40	231	3,584	47	78	89	23	55	734
4.Z.	8,470	61,80	1970	2400	7,30	224	3,697	48	78	90	22	54	734
4.N.	11,250	62,50	1500	2400	5,60	222	3,730	48	78	92	23	54	734
5.Z.	13,980	62,13	1200	2400	4,80	223	3,710	46	76	92	23	54	734

Total oil consumption during ten hours duration of tests (ii) and (iii): 57,3 g/h

3. Turning space and turning circle

Wheel equipment front: SEMPERIT M 119, 7,50-20 AS Front, 6 ply
rear: SEMPERIT M 171, 16,9/14-34 AS, 6 ply

Track of wheels front: 1500 mm
rear: 1500 mm

Results	With brakes		Without brakes	
	right-hand	left-hand	right-hand	left-hand
	m	m	m	m
Radius of turning space	3,700	3,640	4,075	4,010
Radius of turning circle	3,600	3,540	3,975	3,910

4. Location of centre of gravity

	mm
Height above ground	854
Distance forward from the vertical plane containing the axis of the rear wheels	846
Distance from the median plane, right-hand	6

5. Braking

Date of tests: 24.4.1975, 13.6.1975
Type of track: concrete
Type of decelerometer: Moto-Meter Nr. 03382 (Kombi-Schreiber)
Weight of ballasted tractor: 4444 kg

Cold brakes

		Ballasted	Without ballas
Travelling speed of the tractor	km/h	25	25
(i) Deceleration	m/s^2	4,2	4,0
(ii) Stopping distance	m	6,2	6,0
(iii) Force exerted on the brake pedal	kp	28	18
(iv) Force exerted on the brake pedal to achieve a deceleration of 2,5 m/s^2	kp	14	8

Brake fade characteristics (hot tests)

Deceleration hot/deceleration cold x 100 = 100 %
Stopping distance cold/stoppinng distance hot x 100 = 97 %
Force on pedal, cold/force on pedal, hot x 100 = 93 %

Parking brake
Efficiency of handbrake:
facing up slope: 16 %
facigng down slope: 16 %
Pull in handbrake: 10 kp

6. Measurement of ambient noise emitted by the tractor

Date of tests: 1975 04 24
Type of sound level meter: 2203 BRÜEL & KJAER/Copenhagen
Type of track: concrete

Results of tests:
Gear: 6. N
Travelling speed before acceleration: 22 km/h
Sound level: 89 dBA

7. Noise measurement at the driver's ear level

Date of tests: 1975 04 24
Type of sound level meter and octave filter: 2203 BRÜEL & KJAER
Type of track: concrete
Type of frequency analyser: 2203 Octavanalysator

Results of tests:

Gear	Travelling speed	dBA
3.N	7,0 km/h	98

8. Power lift and hydraulic pump performance

Date and location of tests: 23. 4. 1975, Wieselburg

Hydraulic fluid:
make and typ: SHELL TELLUS 33, SAE 20
viscosity: at 50°C = 40 cst

Typ of linkage lock for transport: mechanically by two jaws

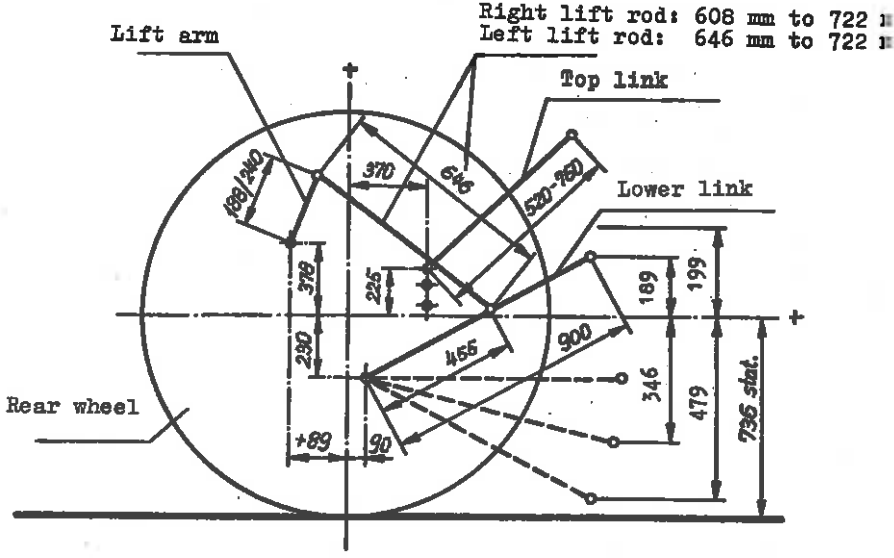
Opening pressure of the cylinder over pressure relief valve: (According to manufacturer's specification: 250 kp/cm²)

Pump characteristics:

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

(ii) Pump delivery rate at minimum pressure and rated engine speed: 36 l/min

(iii) Pump delivery rate: 36 l/min
delivery pressure: 175 kp/cm²
power: 14,0 hp



Linkage geometry when connected to the standard frame

		Maximum mechanical advantage	Minimum mechanical advantage
Projected length in side view			
Lower links	mm	900	900
Lift arms	mm	188	240
Lift rods	mm	646	646
Top link	mm	520-760	520-760
Distance of lift rod connection point from pivot point of lower link	mm	455	455
The following dimensions are given relative to the rear wheel centre line, situated 736 mm above the ground level			
Lower link pivot point	mm	90 behind, 230 below	90 behind, 230 below
Top link pivot point	mm	370 behind, 225 below	370 behind, 225 above
Lift arm pivot point	mm	89 behind, 378 below	89 behind, 378 above
Maximum and minimum height of lower link hitch points	mm	189 above, 346 below	199 above, 479 below
Height of lower link hitch points when locked in transport position	mm	169 above, -	169 above, -

		Lifting heights in relation to a horizontal line through the lower link pivoting point														
	cm	24,9	23,3	17	11,6	-6	0	+10	20	30	40	41,9	42,9	46	50,4	53,2
Lifting force at the hitch points kg (Values for the pressure at maximum hydraulic horse-power, calculated from measurements made at maximum pressure)	**max. mech. advantage**				3820	3830	3830	3780	3740	3730	3780	3800				
	min. mech. advantage	2960	2970	2990	3000	3000	2980	2930	2880	2870	2910	2930	2940			
	Maximum force exerted throughout whole range: 3730/2870 kg															
	Pressure: 175 kg/cm^2															
Lifting force at the frame kg (Values for the pressure at maximum hydraulic horse-power, calculated from measurements made at maximum pressure	max. mech. advantage				3770	3680	3550	3320	3100	2900	2720	2690	2680	2640	2590	
	min. mech. advantage		3550	3350	3170	3080	2930	2700	2470	2240	2050	2010	2000	1940	1880	1840
	Maximum force exerted throughout whole range: 2590/1840 kg Force at which front of tractor is calculated to lift with maximum allowable front ballast: 2493 kg															
	Pressure: 175 kg/cm^2															

OPTIONAL TEST

9. Engine performance

Date and location of test: 1975 03 24, Wieselburg
Type of dynamometer: Eddy current brake W 150

Power hp	Engine speed rev/min	Fuel consumption kg/h	Fuel consumption l/h	specific g/hph	specific hph/l
Maximum power 2 hours test					
78,20	2300	13,68	16,52	175	4,733
Standard p.t.o.speed 540 rev/min					
77,80	2117	13,46	16,25	173	4,787
The speed recommended by the manufacturer for drawbar work					
77,85	2400	13,85	16,72	178	4,656
Part loads					
(i) 85 % of torque at maximum power					
72,10	2495	13,12	15,84	182	4,551
(ii) unloaded					
0	2635	4,02	4,86	-	-
(iii) 50 % of the load defined in (i)					
37,15	2570	8,58	10,36	231	3,585
(iv) A load corresponding to maximum power					
78,20	2300	13,68	16,52	175	4,733
(v) 25 % of the load defined in (i)					
18,80	2600	6,27	7,57	334	2,483
(vi) 75 % of the load defined in (i)					
55,00	2540	11,00	13,28	200	4,141

Optimum fuel consumption: 166 g/hph at 41,45 hp and 1260 rev/min
No load maximum engine speed: 2635 rev/min
Torque at maximum power: 24,35 kpm
Maximum torque: 29,27 kpm at 1520 rev/min

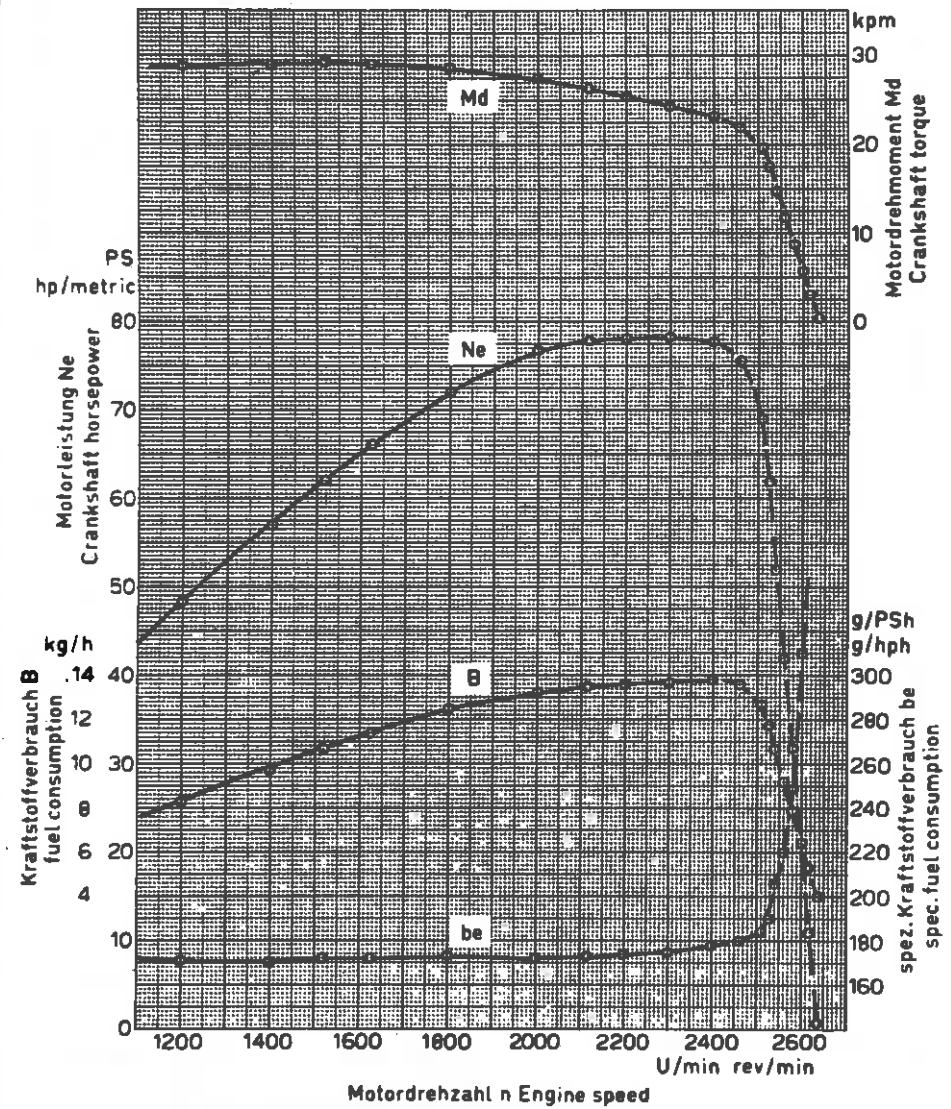
Mean atmospheric conditions: Temperature: 20°C
pressure: 732 Torr = 975 mbar
relative humidity: 42 %

Maximum temperatures:
coolant: 82°C
engine oil: 105°C
fuel: 40°C
engine air intake: 20°C

Bundesversuchs- u. Prüfungsanst. f. landw. Maschinen u. Geräte
Wieselburg / Austria
Protokoll Nr. 209/75

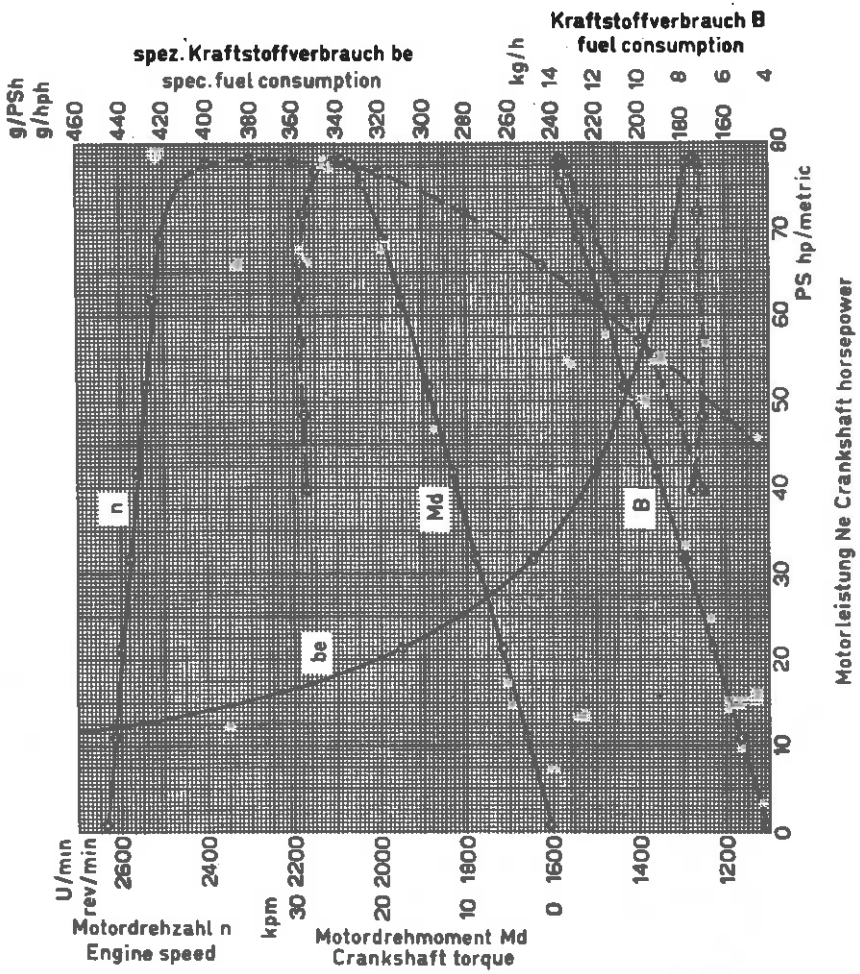
Motorprüfung
Engine-test

Steyr-Dieseltraktor
Typ 980
Mot. Typ STEYR WD 412.40



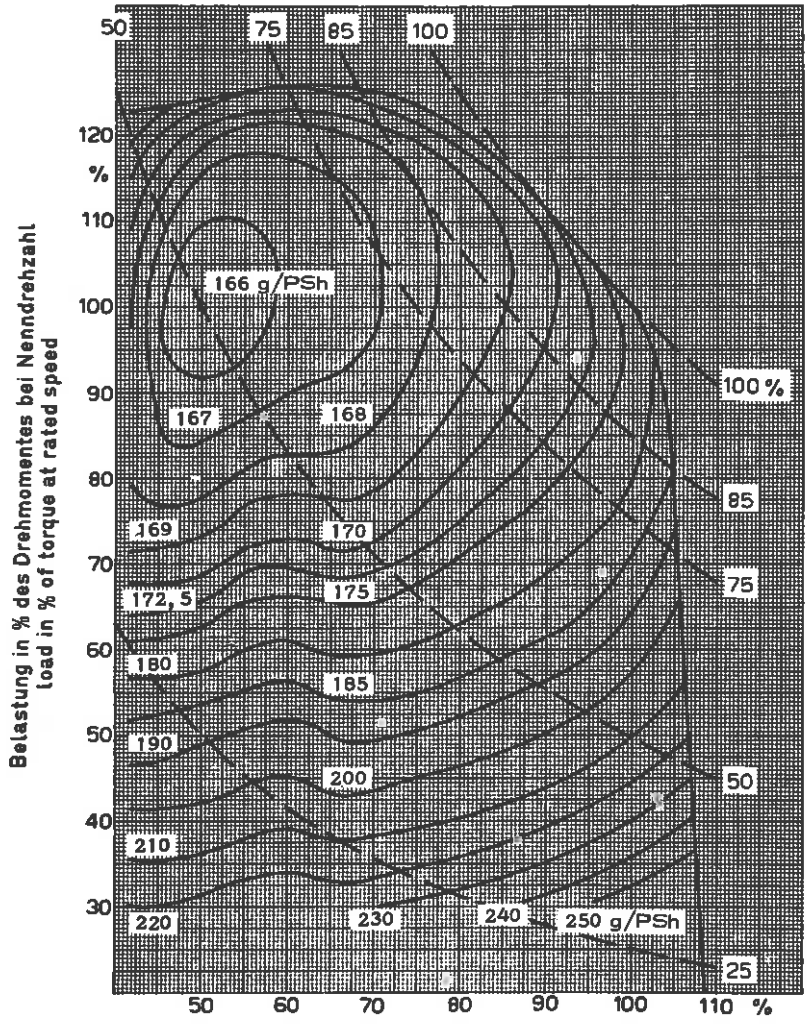
Motor Nr. 412.40-999	Luftdruck: 975,7 mb	Kühltemp. 82°C	Versuchstag: 24.3.1975	Vers. Leitung
Fahrzeug Nr. 390-10/4833	Lufttemperatur: 20°C	Öltemperatur: 107°C	Versuchs Nr. 100/M 150	A. Reitler
Kraftstoff: 0,828/15°C	Motoröl: Mobil spezial	Kraftstofftemp. 40°C	K.Blatt Nr. 3	

Bundesversuchs-u.Prüfungsanst. f. landw. Maschinen u.Geräte Wieselburg / Austria Protokoll Nr. 209/75	**Motorprüfung Engine-test**	Steyr-Dieseltraktor Typ 980 Mot. Typ STEYR WD 412.40



Motor Nr. 412.40-999	Luftdruck: 975,7 mb	Kühltemp. 82°C	Versuchstag: 24.3.1975	Vers. Leitung
Fahrzeug Nr. 390-10/4833	Lufttemperatur: 20°C	Öltemperatur: 107°C	Versuchs Nr. 100/M150	A. Reither
Kraftstoff: 0,828/15°C	Motoröl: Mobil spezial	Kraftstofftemp. 40°C	K.Blatt Nr. 4	

Bundesversuchs-u.Prüfungsanst. f. landw. Maschinen u.Geräte Wieselburg / Austria Protokoll Nr. 209/75	**Motorkennfeld** Engine performance characteristics	Steyr - Dieseltraktor Typ 980 Mot. Typ STEYR WD 412.40



Motor Nr. 412.40-999	Luftdruck: 975,7 mb	Kühltemp. 82°C	Versuchstag: 24.3.1975	Vers. Leitung
Fahrzeug Nr. 390-10/4833	Lufttemperatur: 20°C	Öltemperatur: 107°C	Versuchs Nr. 100/M 150	A. Reitlun
Kraftstoff: 0,828/15°C	Motoröl: Mobil spezial	Kraftstofftemp. 40°C	K.Blatt Nr. 5	