Nr. 113

Report No. 4029/SPF

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

DAIMLER - BENZ - Unimog Diesel-Tractors 421.122
with type OM 621.122 4 cylinder engine

Manufacturer: DAIMLER - BENZ A.G., Gaggenau/Baden

Date of Test: August 1965 - March 1966

SCHLEPPER - PRÜFFELD DARMSTADT
Darmstadt - Kranichstein

SCHLEPPER-PRÜFFELD

KURATORIUM FÜR TECHNIK IN DER LANDWIRTSCHAFT

Report on Test No.4029/SPF

UNIMOG 421.122

Manufacturer: Daimler-Benz A.G., Gaggenau/Baden

Test requested by: Daimler-Benz A.G., Gaggenau/Baden

Date of Test: August 1965 - March 1966

This test has been approved by the O.E.C.D.- Co-ordinating Centre (C.N.E.E.M.A.) Antony, Seine/France as beeing 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: 3rd June 1966

Number of Approval: No. 113

Darmstadt, 6. April 1966

Schlepper-Prüffeld Bundesstadt-Krankenhaus

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S E C T I O N I

SPECIFICATION OF TRACTOR

Tractor

Make: Daimler-Benz A.G., Gaggenau/Baden
Model: Unimog Type 421.122
Type: Frame type with all-wheel drive
No.: Serial No. 421.122-10-900004

Engine

Make: Daimler-Benz A.G., Stuttgart-Untertürkheim
Model: OM 621.931
Type: Four-stroke Diesel with precombustion chamber
No.: Serial No. 621.931-10-000 017

Rated engine output (manufacturers rating) : 40 hp (metric)
Rated engine speed: 3000 rev/min

Cylinders:
4 cylinders, vertical in line, 87 mm bore x 83,6 mm stroke, piston displacement 1,988 l, compression ratio 21,3:1, monobloc without liners, overhead valves

Rated speeds:
For p.t.o. work: 3000 rev/min
for field drawbar work: 3000 rev/min

Fuel system:
Fuel, commercially available diesel oil;
Bosch type PES 4 M50 C 320/3 RS 44 injection pump;
Bosch type DNO SD 151 injection nozzles;
Bosch type FP/K 22 M 3/8 feed pump;
injection timing 26° before TDC
injection pressure 115 kp/cm²
Filter: Strainer in tank, sediment bowl, Bosch 2-stage felt-tube filter
Capacity of fuel tank: 75 l

Governor:
Bosch type EP/RSV 350-1500 MOB 119 DR, mechanical centrifugal variable speed governor,
governed range of engine speed 725 to 3185 rev/min

Air cleaner:
Mann and Hummel type LW 218/29 or Knecht type MLW 5650/3, oil bath cleaner, oil capacity 0,25 l.

Oiling system:
Forced feed from gear type pump with strainer in sump, full flow filter Knecht combined filter type with prefilter and fine filter cartridge

recommended oil in winter HD SAE 10
in summer HD SAE 20
in the tropics HD SAE 30
oil-change period: 200 hr
oil-capacity: 5 l

Cooling system:
Pressurised water cooling, impeller assisted with 400 mm dia 11 blade fan and by pass thermostat for temperature control.
Cooling water capacity 16 l,

Transmission

Clutch:
LUK type D 16, foot pedal operated

Gearbox:
Make: Daimler-Benz A.G., Gaggenau/Baden
type Unimog 421, fully synchro-meshed;
6 forward speeds, 2 reverse;
Optional reduction gear with 6 intermediate speeds, 4 creeping speeds, 4 crawling speeds and 6 reverse.
oil capacity 7,5 l

Differential:
Make: Daimler-Benz A.G., Gaggenau/Baden,
bevel gear type differential and spur gear final drive; differential lock fitted, pneumatically operated by hand lever.

Speeds:
of change-speed gears

Gear No.	Number of engine revolutions for one revolution of driving wheel	Theoretical travelling speed for 3000 r.p.m. rated speed of engine, km/h
	Forward	
1.	131,4:1	3,57
2.	72,4:1	6,48
3.	39,36:1	11,92
4.	21,70:1	21,6
5.	13,42:1	35,0
6.	8,80:1	53,3
	Reverse	
1.	177,1:1	2,65
2.	97,6:1	4,81

Additional speeds with reduction gear fitted (optional)

Intermediate Speeds

Gear No.	Number of engine revolutions for one revolution of driving wheel	Theoretical travelling speed for 2550 r.p.m. rated speed of engine, km/h
	Forward	
1.	174,6:1	2,69
2.	96,3:1	4,87
3.	52,31:1	8,97
4.	28,84:1	16,27
5.	17,83:1	26,3
6.	11,69:1	40,1
	Reverse	
1.	235,4:1	1,99
2.	129,8:1	3,62

Creeping Speeds

	Forward	
1.	771,3:1	0,609
2.	425,2:1	1,104
3.	231,1:1	2,031
4.	127,4:1	3,68
	Reverse	
1.	1039,5:1	0,451
2.	573,2:1	0,819

Crawling Speeds

	Forward	
1.	7082:1	0,066
2.	3905:1	0,120
3.	2122:1	0,221
4.	1170:1	0,401
	Reverse	
1.	9545:1	0,049
2.	5263:1	0,089

Steering device:
Make: Zahnradfabrik Friedrichshafen A.G., Friedrichshafen
Z.F. Gemmer-steering type 38 A.
Optional Z.F. servo-steering type Ross hydro steering.

Brakes:
Hand-brake mechanically acting on rear wheels
Foot-brake mechanically acting on all wheels as Simplex internal shoe type brake; optional with air pressure boosting acting as a one-cycle type or a dual-cycle type brake.

Wheels

Steering wheels:
Two at front. Tyres 10,5/10-18 6 PR pneumatic (acc. to DIN 7793) or optionally 7,50-18 6 PR, 10,5-20 6 and 8 PR, 12,5-18 8 PR.
Track 1360 mm
Maximum permissible weight on each tyre
1625 kg at 2,5 kp/cm² and 20 km/h
1250 kg at 2,5 kp/cm² and 80 km/h

Driving wheels:
Four, two at front and two at rear.
Tyres 10,5/10-18 6 PR pneumatic (acc. to DIN 7793) or optionally 10,5-20 8 PR.
Track 1360 mm
Maximum permissible weight on each tyre
1625 kg at 2,5 kp/cm² and 20 km/h
1250 kg at 2,5 kp/cm² and 80 km/h

Wheelbase 2250 mm

Power take-off

a) Main p.t.o.: Power take-off (optional live power take-off)
Location: At rear of tractor, 810 mm above ground, 175 mm to the left of tractor centre line
Dimensions: Spline shaft 29 x 34,9 x 8,7 mm; 1 3/8" (acc. to DIN 9611 Form A; B.S. 1495:1958 and SAE J 718)
Speed: 571 rev/min at rated engine speed (acc. to DIN 9611 and B.S. 1495:1958)
Direction of rotation: Clockwise viewed from tractor rear.

b) Front p.t.o.: Dimensions, speed and direction of rotation same as stated for main p.t.o. under a)
Location: At frontend of tractor, 790 mm above ground, 180 mm to the left of tractor centre line.

Power lift

Make Westinghouse G.m.b.H., Hannover live hydraulic system with dual acting ram, vee-belt driven gear type pump. Two dual control valves for lifting-, neutral-, pressing- and floating position as well as for controlling the hydraulic quickcouplings at the front end of the tractor. The rear power lift may be changed over to the lifting cylinder of the auxiliary three-way tipping platform or to the remote control of free cylinders on implements. Oil capacity 13 l; maximum oil pressure 150 kp/cm², maximum oil flow 16 l/min at 150 kp/cm² (manufacturers figure) at rated engine speed.
Maximum load lifteable throug complete range of movement at the ends of the lower links 1100 kp.

Implement linkage

Three point linkage categorie I, hydraulically controlled by power lift, make Daimler-Benz A.G.

Drawbar

Fixed on implement linkage, controlled by power lift, with central hole and 4 holes with 80 mm distance each apart either side of centre line (acc. to DIN 9676). Vertical adjustment from 180 mm to 1030 mm. Distance from rear axle in horizontal position of lower links 1035 mm. (Rigid fixed drawbar available, not fixed on tractor tested).

Trailer hitch

At rear of tractor, height above ground 820 mm; distance from rear axle centre 420 mm.

Towing hitch

At front of tractor, height above ground 705 mm. Bumper at front may be used for pushing.

Electrical equipment

Voltage: 12 Volt
Generator: Bosch G.m.b.H., Stuttgart, type K 1 14 V 35 A
Battery: lead acid 12 Volt, 88 Ah
Starting device: Bosch G.m.b.H., Stuttgart, screw-push starter motor type LJD 1.8/12 R 104; starting aid by glowing plugs.

Lighting equipment 12 Volt; acc. to StVZO (German Suppl. Highway Code)

Overall dimensions

Overall length:	4285 mm	(without three-point linkage)
Overall width:	1750 mm	
Overall height:	2100 mm	(with top)
Maximum ground clearance:	415 mm	(below tractor centre line)
	515 mm	(at 384 mm = 1/4 of track apart either side of tractor centre line)

Weights

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

	Without load on auxiliary platform	With load on auxiliary platform
On front wheels	1431	1918
On rear wheels	969	1887
Total	2400	3805

Special remarks

Auxiliary loading platform

The tractor may be equipped with an auxiliary platform with the dimensions 1,75 x 1,50 x 0,36 m or 1,48 x 1,50 x 0,36 m respectively. Depending on the permissible total weight as well as the respective equippment used, the load on the platform will be appr. 1,25 tons.
Loading-height above ground: 1095 mm (unloaded)

Permissible weights

Max. permissible total weight 3700 kg

	Tire dimensions 10,5-18 6 PR kg	10,5-20 8 PR kg
Perm. front axle load	2200	2200
Perm. rear axle load	2300	2300

Max. permissible total weight at speed limit of 20 km/h is 4750 kg.

	Tire dimensions 10,5-18 6 PR kg	10,5-20 8 PR kg
Perm. front axle load	2950	2950
Perm. rear axle load	2950	2950

For vehicles carrying rotory snow ploughs there apply special weights.

SCHLEPPER-PRÜFFELD
D.-B. Unimog 421.122

Test No.4029/SPF

S E C T I O N II

LABORATORY TESTS

1. COMPULSORY TESTS

Main power take-off test

Date and location of test: 23.8.1965, Schlepper-Prüffeld, Darmstadt-Kranichstein

Type of dynamometer: Schenck hydraulic brake

Position of governor control: Fully open

Fuel: Shell diesel-fuel, density 0,832 kg/l at 15°C, commercial quality in accordance with DIN 51 601

Engine oil: Veedol HD SAE 20

Transmission oil: SAE 90

Horse power	Speeds engine	Speeds pto	Torque equiv.	Fuel consumption			Mean temperatures Coolt.	Mean temperatures Engine oil	Mean temperatures Fuel	Mean temperatures Room	Atm. press
metric hp	rpm	rpm	kpm	l/h	g/hph	hph/l	°C	°C	°C	°C	mm Hg
A. Maximum power, 2 h											
39,1	3040	579	9,2	12,25	260	3,19	90	80	28	37	742
B. Power at standard p.t.o.-speed											
36,7	2835	540	9,28	11,02	249	3,32	90	80	26	32	742
C. Power at maximum torque											
31,6	2210	421	10,25	9,10	239	3,47	80	70	24	28	742
D. Power at engine rated speed											
38,8	3000	571	9,27	12,30	264	3,16	90	80	27	35	742

No load, maximum engine speed 3225 rev/min

2. SUPPLEMENTARY TESTS

a) Engine tests

Date and location of tests: 19.8.1965, Schlepper-Prüffeld, Darmstadt-Kranichstein

Type of dynamometer: Schenck water brake

Position of governor control: Fully open

Fuel: Shell diesel-fuel, density 0,832 kg/l at 15°C, commercial quality in accordance with DIN 51 601

Engine oil: Veedol HD SAE 20

Horse power metric hp	Engine speed r.p.m.	Torque kpm	Fuel consumption l/h	g/hph	hph/l	Mean temperatures Coolt. °C	Engine oil °C	Fuel °C	Room °C	Atm. press mm Hg.
A. Maximum power, 2 h										
41,6	3010	9,96	12,50	249	3,32	90	70	28	32	753
B. Power at standard p.t.o.-speed										
39,3	2830	9,95	11,45	242	3,43	80	60	27	30	751
C. Power at maximum torque										
31,4	2040	11,02	8,42	222	3,73	70	90	30	35	753
D. Power at rated engine speed										
41,5	3000	9,90	12,40	248	3,35	85	68	28	32	753

No load, maximum engine speed 3210 rev/min

S E C T I O N III

DRAWBAR TESTS ON ARTIFICIAL TRACK

Date of tests: 16.9.1965-3.3.1966
Type of track: Concrete
Position of governor control: Fully open
Type of tyres: Rear 10-18 6 PR Conti Titan
Front 10-18 6 PR Conti Titan

Fuel: Shell diesel-fuel, density 0,832 kg/l at 15°C, commercial quality in accordance with DIN 51 601

Engine oil: Veedol HD SAE 20

Transmission oil: SAE 90

a) TESTS WITH BALLAST

Weight of tractor with driver

Without ballast: at front 1494 kg, at rear 988 kg
With ballast: at front 1887 kg, at rear 1918 kg
Total with ballast: 3805 kg

Weight of ballast

Supplementary load on platform 1323 kg

Tyre inflation pressure

Front: 2,0 kp/cm²
Rear: 2,5 kp/cm²

Height of drawbar above ground: 500 mm (acc. to DIN 9670)

SCHLEPPER-PRÜFFELD
D.-B. Unimog 421.122

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1. Maximum powers and pulls

Tests carried out with all-wheel-drive

Gear No.	Maximum powers: Horse power metric hp	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
1.S.G.	-	-	-	-	-	-	-	-	4330	Wheel spin
2.S.G.	-	-	-	-	-	-	-	-	4320	Wheel spin
3.S.G.	-	-	-	-	-	-	-	-	4310	Wheel spin
4.S.G.	-	-	-	-	-	-	-	-	4300	Wheel spin
1.K.G.	-	-	-	-	-	-	-	-	4280	Wheel spin
2.K.G.	-	-	-	-	-	-	-	-	4260	Wheel spin
3.K.G.	27,3	4000	14,3	3100	1,84	78	13	750	4240	Wheel spin
1.Z.G.	30,8	3315	9,3	2995	2,51	80	26	753	3710	Engine stall
1.W.G.	31,5	2455	6,1	3000	3,46	80	26	753	2835	Engine stall
4.K.G.	32,2	2450	5,7	3010	3,55	79	13	750	2790	Engine stall
2.Z.G.	32,4	1812	4,2	3000	4,82	79	17	753	2044	Engine stall
2.W.G.	32,6	1360	3,1	3005	6,47	80	15	753	1564	Engine stall
3.Z.G.	32,7	970	2,0	3005	9,09	80	22	754	1108	Engine stall
3.W.G.	32,4	722	1,3	3000	12,11	82	22	754	842	Engine stall
4.Z.G.	30,9	498	1,1	3000	16,75	80	19	754	606	Engine stall
4.W.G.	28,9	354	0,9	2995	22,00	79	18	754	430	Engine stall

2. Fuel consumption

Gear No.	Optimum fuel consumption: Spec.fuel-consumption g/hph	Drawbar hph/l	corresponding pull kp	Range of pull kp over which specific fuel consumption does not exeed optimum consumption by more than 10 %
1.S.G.	-	-	-	-
2.S.G.	-	-	-	-
3.S.G.	-	-	-	-
4.S.G.	-	-	-	-
1.K.G.	-	-	-	-
2.K.G.	-	-	-	-
3.K.G.	338	2,05	4000	2550-4200
1.Z.G.	315	2,74	3710	2350-3710
1.W.G.	292	2,84	2835	2504-2835
4.K.G.	290	2,87	2790	2050-2790
2.Z.G.	287	2,90	2044	1530-2044
2.W.G.	281	2,96	1564	1380-1564
3.Z.G.	287	2,90	1108	975-1108
3.W.G.	269	3,09	842	780- 842
4.Z.G.	281	2,96	606	565- 606
4.W.G.	282	2,95	430	425- 430

Remarks: W.G.= change-speed gear K.G.= creeping speeds
Z.G.= intermediate speeds S.G.= crawling speeds

b) TESTS WITHOUT BALLAST

Weight of tractor with driver

Front: 1494 kg
Rear: 988 kg
Total: 2482 kg

Tyre inflation pressure

Front: 2,0 kp/cm²
Rear: 2,5 kp/cm²

Height of drawbar above ground: 500 mm (acc. to DIN 9670)

1. Maximum powers and pulls

Test carried out with all-wheel-drive

Gear No.	Maximum powers				Speed	Water temp.	Air temp.	Atm. press	Maximum pulls	
	Horse power metric hp	Pull kp	Wheel slip %	Engine speed r.p.m.	km/h	°C	°C	mm Hg.	Pull kp	Reason for stall:
1.Z.G.	25,5	2740	12,9	3105	2,51	78	17	751	2835	Wheel spin
1.W.G.	31,6	2520	8,6	3000	3,38	82	27	751	2805	Engine stall
4.K.G.	32,1	2560	8,4	3000	3,39	75	12	750	2800	Engine stall
2.Z.G.	32,6	1832	5,2	3000	4,80	81	23	751	2288	Engine stall
2.W.G.	33,4	1394	4,1	3000	6,46	80	22	751	1572	Engine stall
3.Z.G.	33,1	986	2,6	3000	9,06	83	30	751	1120	Engine stall
3.W.G.	33,6	746	1,6	3000	12,15	80	25	751	854	Engine stall
4.Z.G.	32,4	522	1,2	3000	16,75	80	20	751	592	Engine stall
4.W.G.	29,9	362	0,6	3000	22,3	80	20	751	456	Engine stall

Remarks: W.G.= change-speed gears K.G.= creeping speeds
Z.G.= intermediate speeds S.G.= crawling speeds

S E C T I O N IV

1. Location of centre of gravity

Tractor equipped as in	Test III.a) ballasted	Test III.b) unballasted
Height above ground mm	x)	765 mm
Distance forward from the vertical plane containing the axis of the rear axle mm	1135 mm	1440 mm
Distance from the medium plane parallel to the longitudional axis of the tractor bisecting the track mm	0	0

x) depending on kind of load on platform

2. Turning space and turning radius

Tractor weight and wheel equipment as tested in section III.a), track front 1360 mm
rear 1360 mm

	with rear-wheel drive only		with all-wheel drive	
	right-hand m	left-hand m	right-hand m	left-hand m
Radius of turning space	9,8	9,8	10,1	10,3
Turning radius	9,0	9,0	9,3	9,5

S E C T I O N V

1. Repairs and adjustments during tests: none
2. Remarks: none

Darmstadt, am 6. April 1966

Schlepper-Prüffeld Darmstadt-Kranichstein

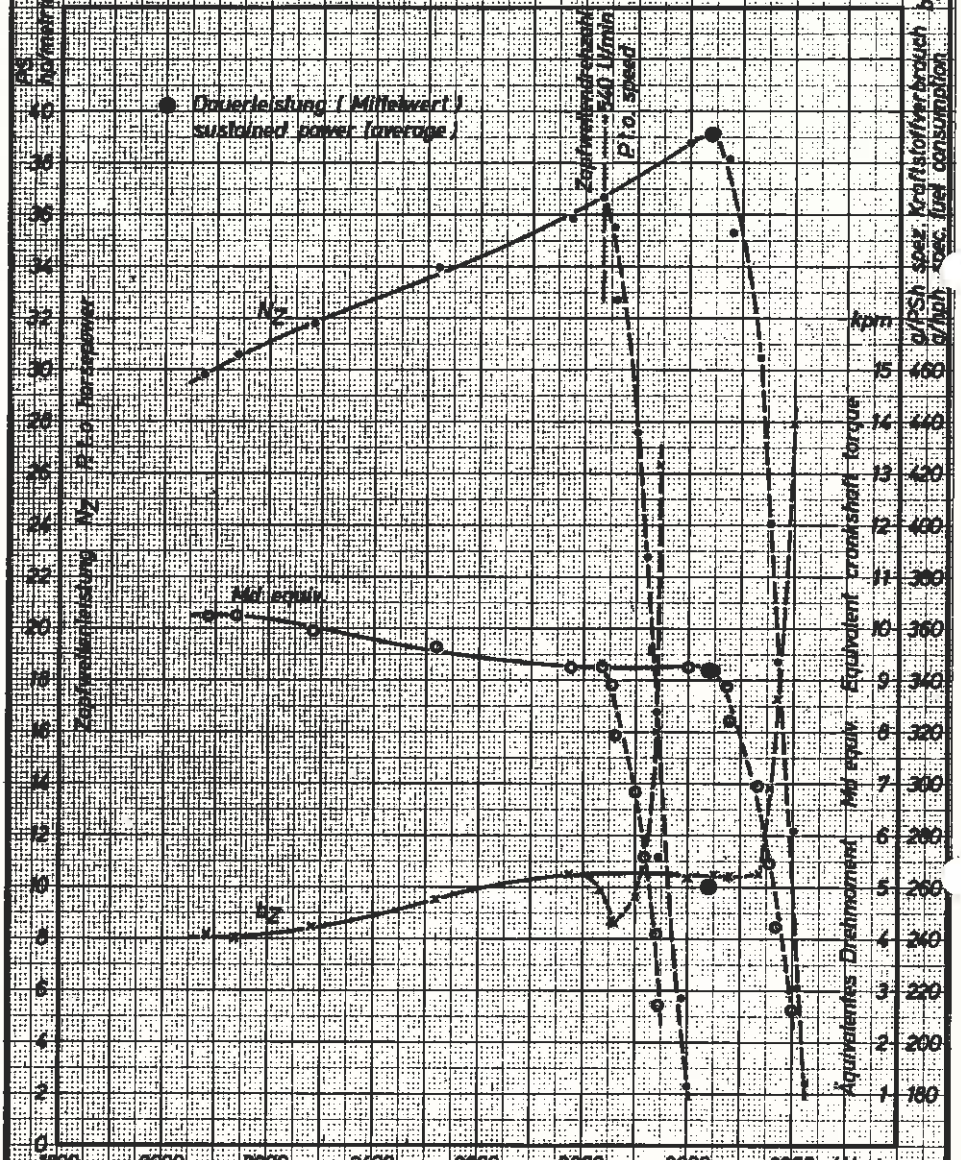
Schlepperprüffeld Darmstadt

Zapfwellenleistung

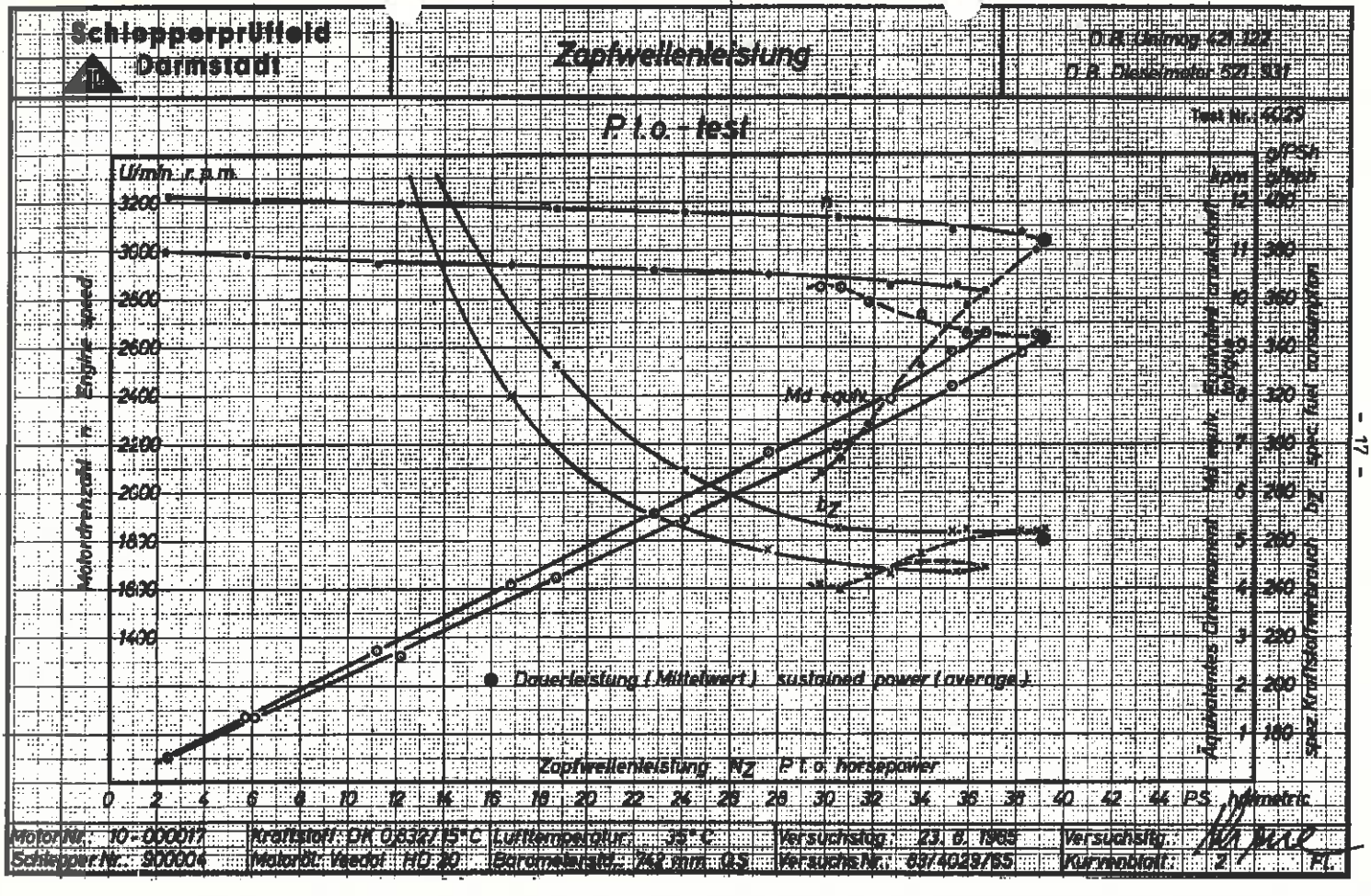
D.B. Unimog 421. 122
D.B. Dieselmotor 621.931

Test Nr.: 4029

P.t.o.-test



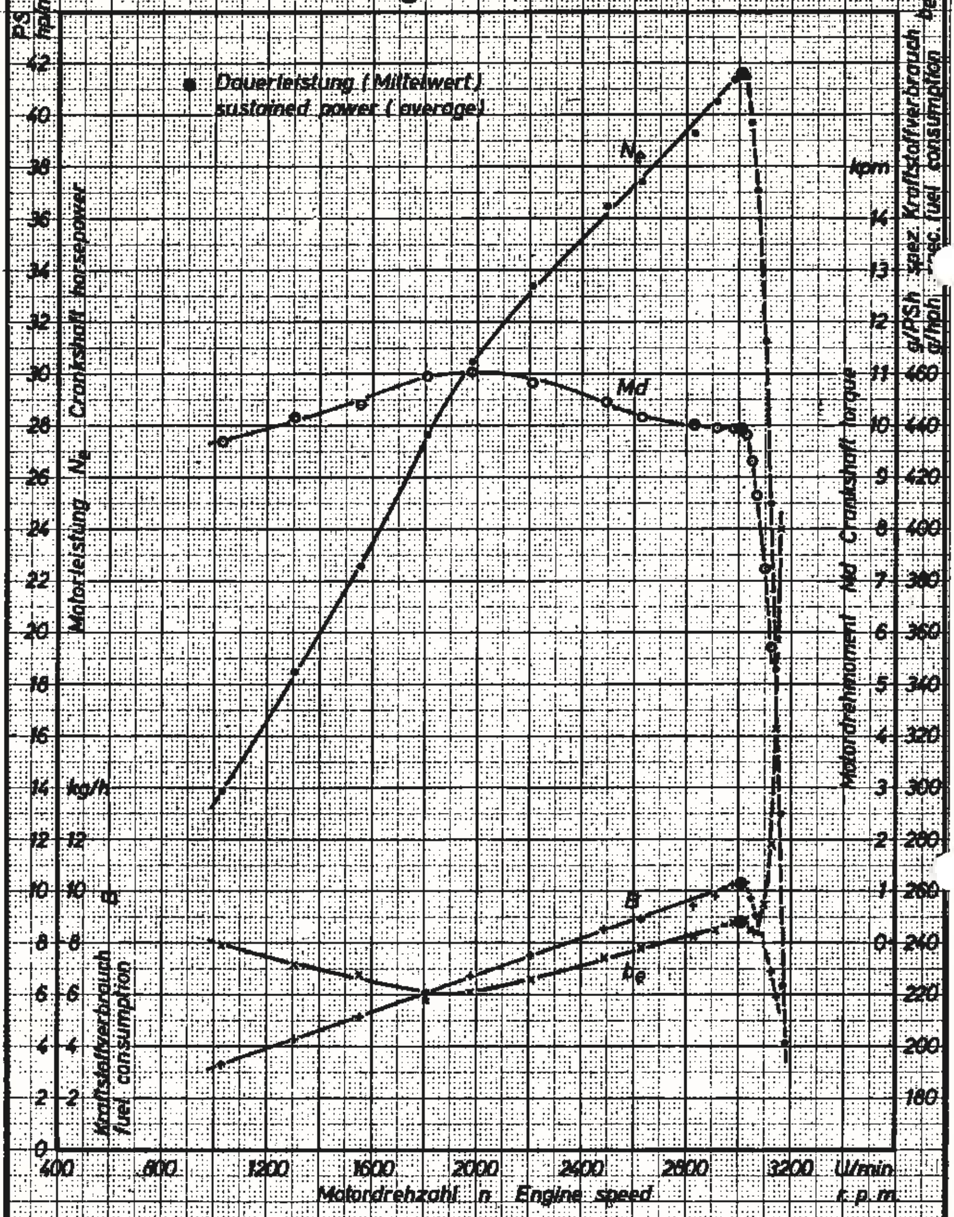
Motor Nr.:	10-006017	Motoröl: Veedol	HD 20	Versuchstag: 23. 8. 1965	Verglichen:
Schlepper Nr.:	920004	Lufttemperatur:	35°C	Versuchs Nr: 83/4029/65	
Kraftstoff:	DK 0,832/15°C	Barometerstd.:	742 mm QS	Kurvenblatt: 1	Pf.


Schlepperprüffeld
Darmstadt
Zapfwellenleistung
P.t.o.-test
D.B. Ordnung 42.122
D.B. Diagramm 522.301
Test Nr. 4029
U/min r.p.m.
Motordrehzahl n Engine speed
Md equiv.
bZ
Dauerleistung (Mittelwert) sustained power (average)
Zapfwellenleistung Nz P.t.o. horsepower
PS. hmetric
Motor Nr.: 10-000017
Schlepper Nr.: 900004
Kraftstoff: DK 0632/15°C
Motoröl: Vaedol HD 30
Lufttemperatur: 35°C
Barometerstand: 742 mm
Versuchstag: 23. 8. 1965
Versuchs Nr.: 65/4029/65
Versuchsltr.:
Kurvenblatt: 2

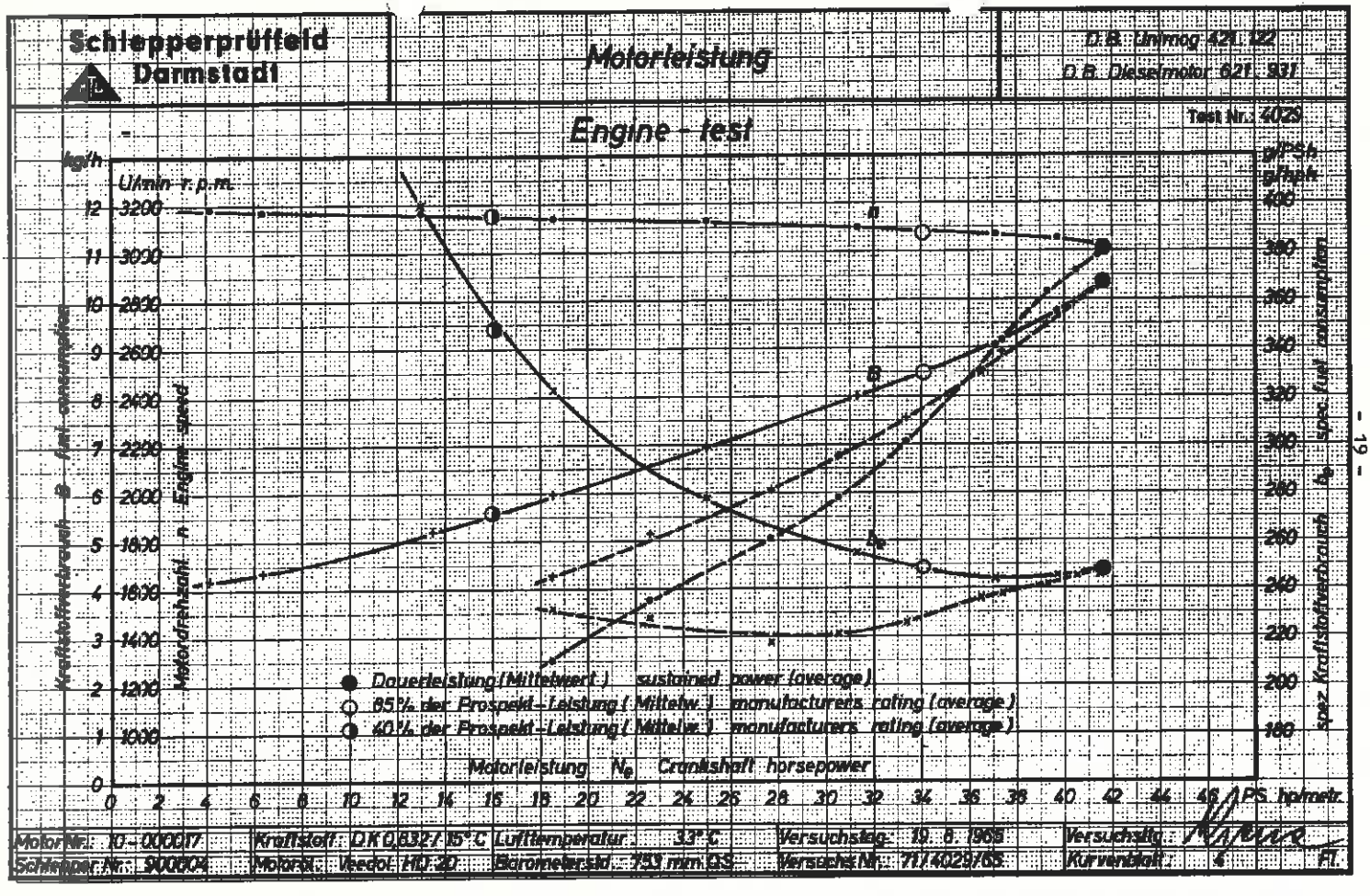
Schlepperprüffeld Darmstadt	Motorleistung	D.B. Unimog 421.122 D.B. Dieselmotor 621.931

Engine - test

Test Nr.: 4029



Motor Nr.: 10-000017	Motoröl: Veedol HD 20	Versuchstag: 19.8.1965	Versuchsltg.:
Schlepper Nr.: 900004	Lufttemperatur 33° C	Versuchs Nr.: 71/4029/65	
Kraftstoff: DK 0,832/15° C	Barometerstd.: 753 mm QS	Kurvenblatt: 3	Fl.


Schlepperprüffeld
Darmstadt
Motorleistung
Engine - test
D.B. Unimog 421.122
D.B. Dieselmotor 621.931
Test Nr.: 4029
kg/h
U/min r.p.m.
g/PS h
g/hph
Kraftstoffverbrauch
Motordrehzahl
Engine speed
spez. Kraftstoffverbrauch
Dauerleistung (Mittelwert) sustained power (average)
85% der Prospekt-Leistung (Mittelw.) manufacturers rating (average)
40% der Prospekt-Leistung (Mittelw.) manufacturers rating (average)
Motorleistung Ne Crankshaft horsepower
PS hp
Motor Nr.: 10-000017
Schlepper Nr.: 900004
Kraftstoff: DK 0632.7 15°C
Motoröl: Veedol HD 20
Lufttemperatur: 33°C
Barometerstd.: 759 mm QS
Versuchstag: 19. 6. 1965
Versuchs Nr.: 71/4029/65
Versuchsing.:
Kurvenblatt: 6

Schlepperprüffeld Darmstadt

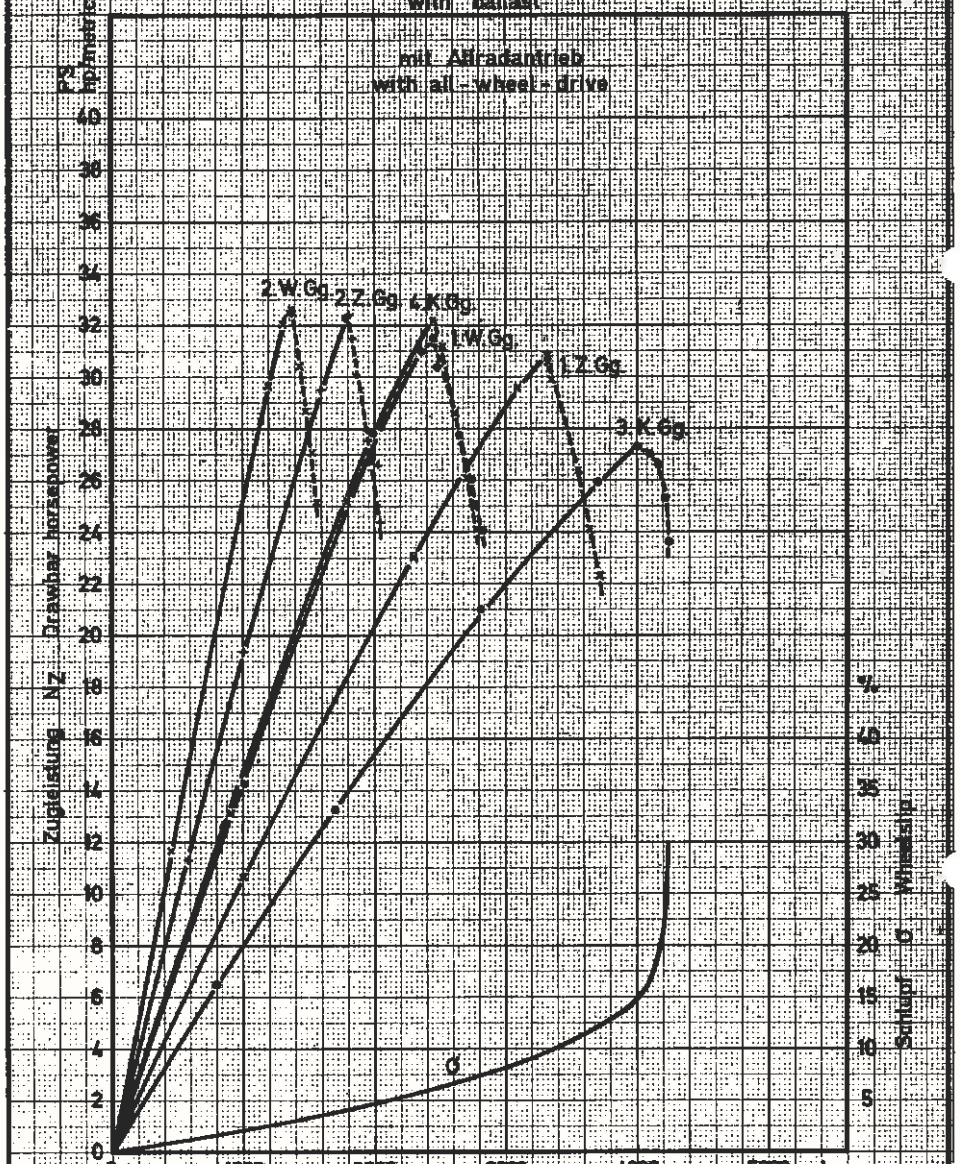
Zugprüfung
mit Ballast

D.B. Unimog 421.122
D.B. Dieselmotor 621.931

Drawbar-test
with ballast

Test Nr.: 4029

mit Allradantrieb
with all-wheel-drive



Motor Nr.: 10-000017		Motoröl: Veedol HD 20		Versuchstag: 9.1965–3.1966	Versuchsleiter:
Schlepper Nr.: 900004		Lufttemperatur: 20° C		Versuchs Nr.: 4029/225/66	
Kraftstoff: DK 0,832 / 15°C		Barometerstd.: 754mm QS		Kurvenblatt: 5	Pf.

Schlepperprüffeld Darmstadt

Zugprüfung

spez. Kraftstoffverbrauch mit Ballast

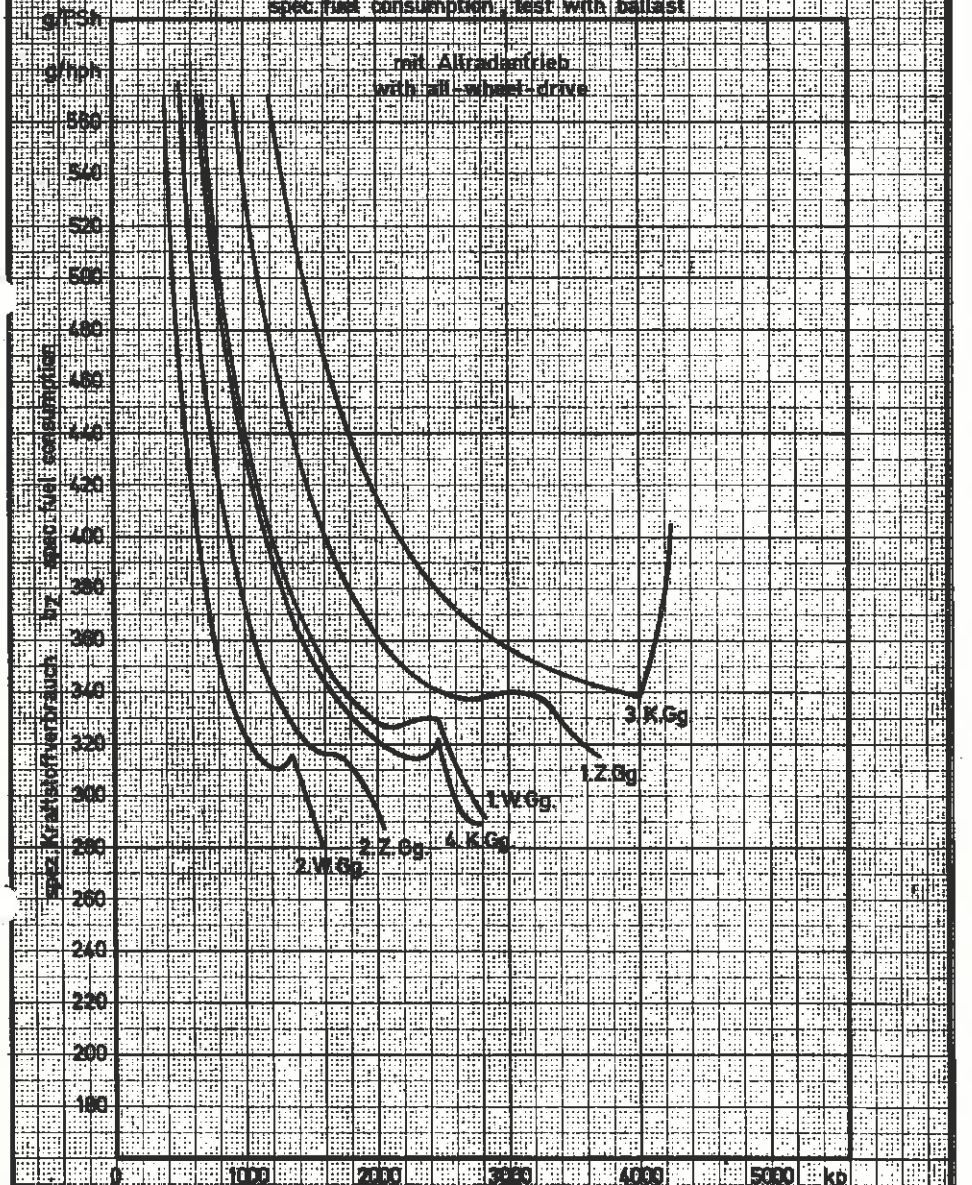
D.B. Unimog 421.122

D.B. Dieselmotor 621.937

Drawbar-test

spec. fuel consumption, test with ballast

Test Nr.: 4029



mit Allradantrieb
with all-wheel-drive

Motor Nr.: 10 - 000017	Motoröl: Veedol HD 20	Versuchstag: 9.1965 - 3.1966	Versuchsltg.
Schlepper Nr.: 900004	Lufttemperatur: 20° C	Versuchs Nr.: 4029/225/66	
Kraftstoff: DK 0832/151 C	Barometerstd.: 754 mm QS	Kurvenblatt: 6	

Schlepperprüffeld Darmstadt

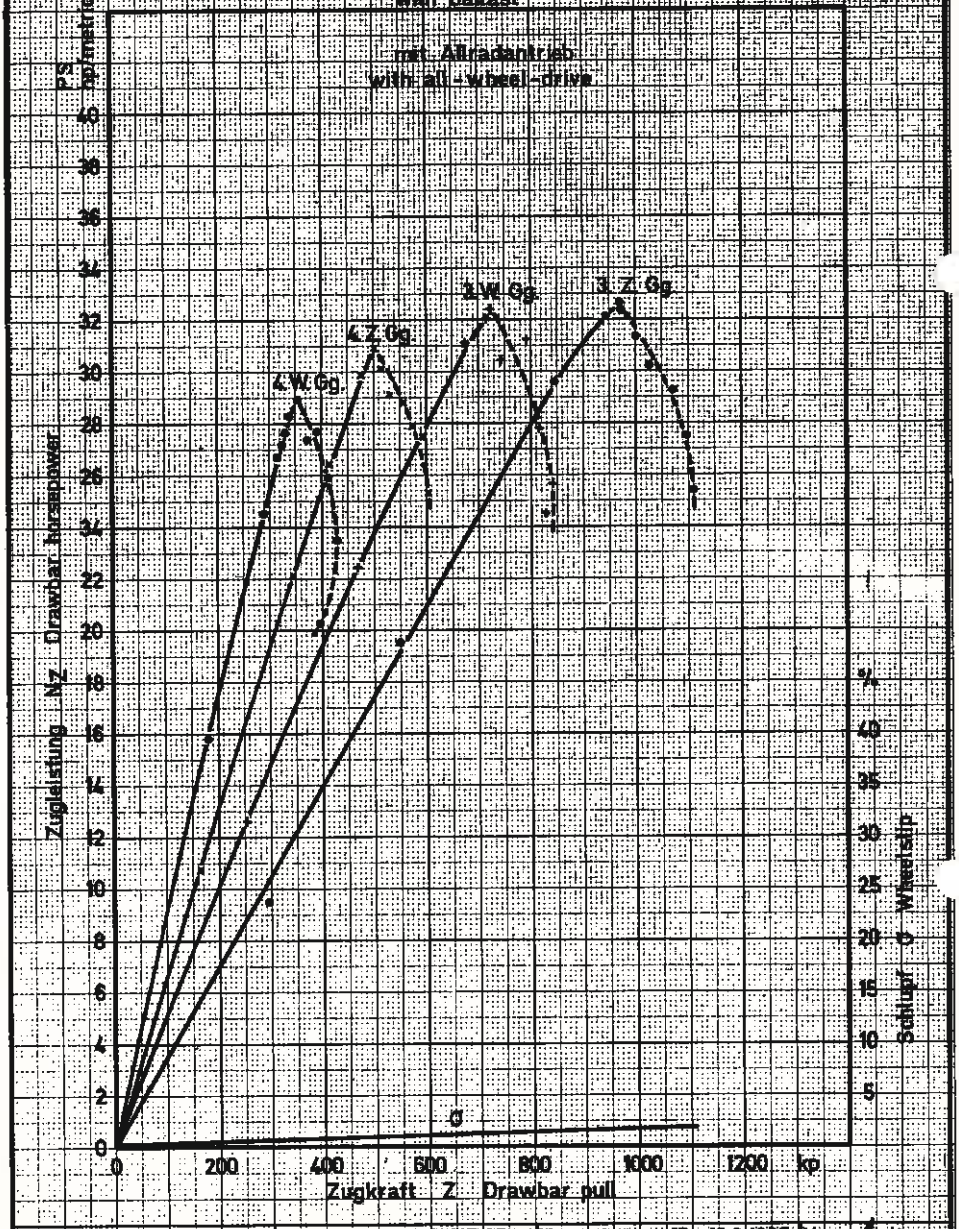
Zugprüfung
mit Ballast

D.B. Unimog 421.122
D.B. Dieselmotor 621.931

Test Nr.: 4029

Drawbar - test
with ballast

mit Allradantrieb
with all-wheel-drive



Motor Nr.: 10-000017	Motoröl: Veedol HD 20	Versuchstag: 15.u.16.9.1965	Versuchsltg.:
Schlepper Nr.: 900004	Lufttemperatur: 20°C	Versuchs Nr.: 4029/225/65	
Kraftstoff: DK 0 832/15 C	Barometerstd.: 754 mm QS	Kurvenblatt: 7	FL

Schlepperprüffeld Darmstadt

Zugprüfung

spez. Kraftstoffverbrauch mit Ballast

D.B. Unimog 421.122

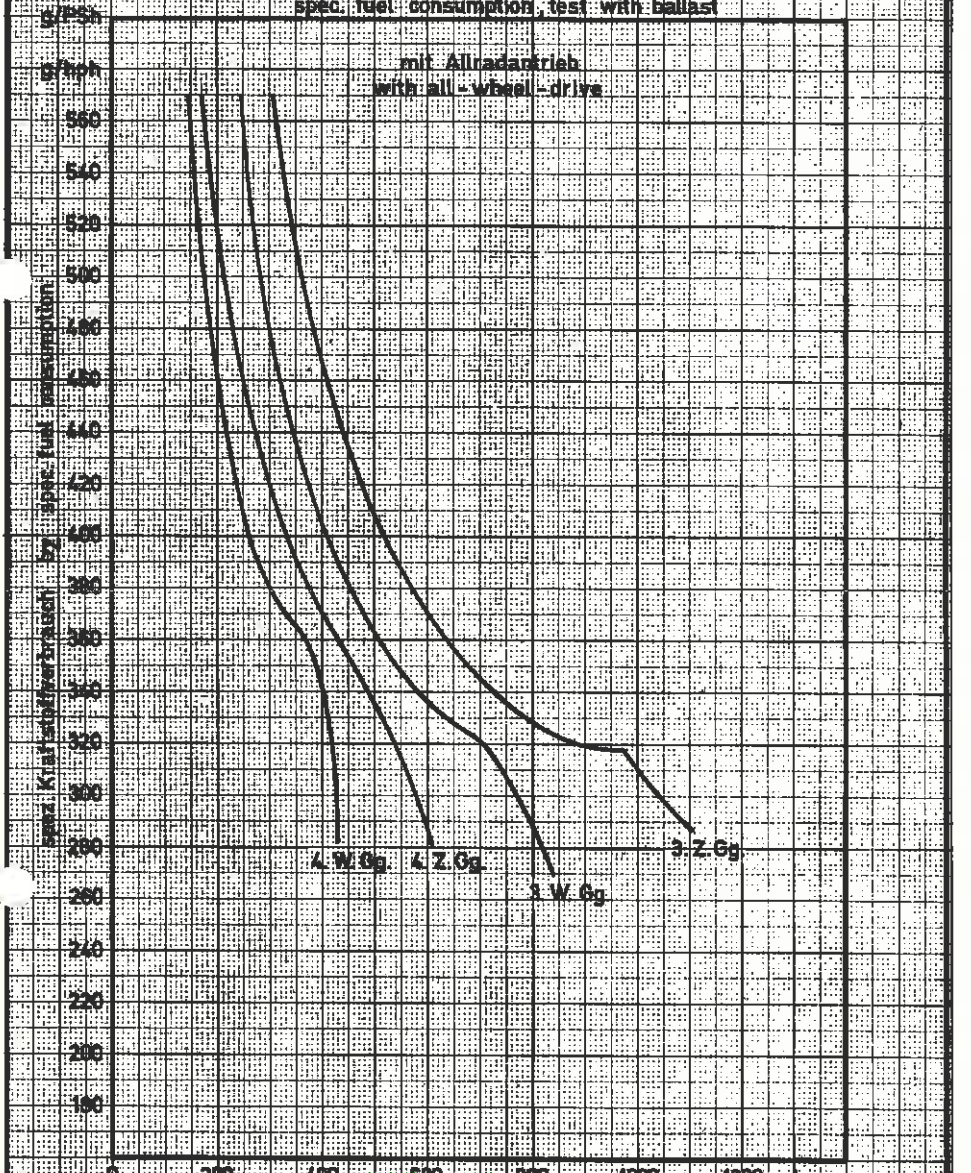
D.B. Dieselmotor 621.931

Drawbar - test

spec. fuel consumption, test with ballast

Test Nr.: 4029

mit Allradantrieb
with all-wheel-drive



Motor Nr.: 10-000017	Motoröl: Veedol HD 20	Versuchstag: 15.u.16.9.1965	Verantwortl.:
Schlepper Nr.: 900004	Lufttemperatur: 20° C	Versuchs Nr.: 4029/225/65	
Kraftstoff: DK 0,832/15°C	Barometerstd.: 754 mm QS	Kurvenblatt: 8	FI.

Schlepperprüffeld Darmstadt

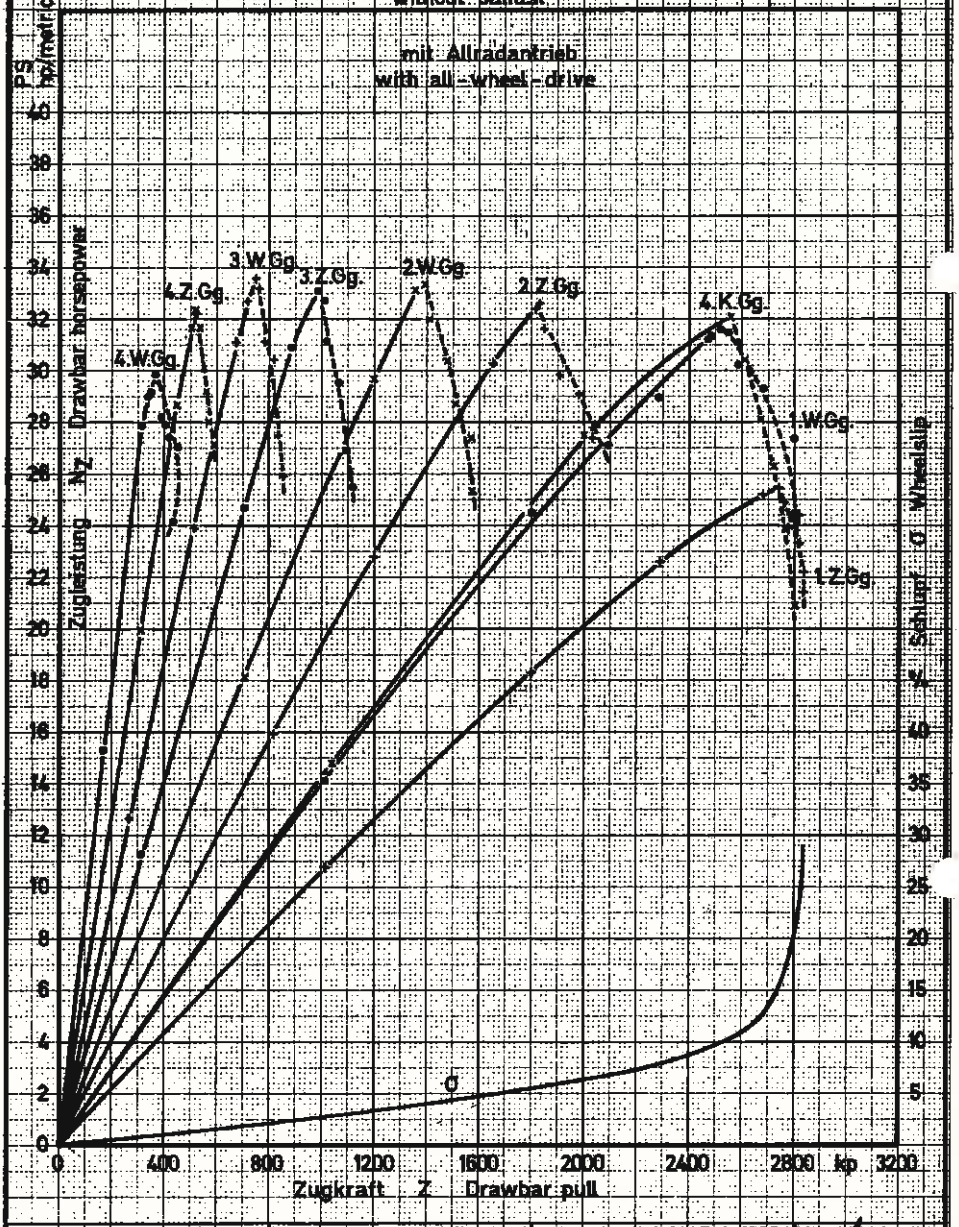
Zugprüfung
ohne Ballast

D.B. Unimog 421.122
D.B. Dieselmotor 621.931

Drawbar-test
without ballast

Test Nr.: 4029

mit Allradantrieb
with all-wheel-drive



Motor Nr.: 10-000017	Motoröl: Veedol HD 20	Versuchstag: 3.1965-3.1966	Versuchsltg.:
Schlepper Nr.: 900004	Lufttemperatur: 20°C	Versuchs Nr.: 4029/234/66	
Kraftstoff: DK 0,832 / 15° C	Barometerstd.: 751 mm QS	Kurvenblatt: 9	

SCHLEPPER-PRÜFFELD

KURATORIUM FÜR TECHNIK IN DER LANDWIRTSCHAFT

Annex

to test report No. 4029/SPF

Test of p.t.o. power

at high temperature of ambient air

This additional test is not provided in the O.E.C.D. Test-Code according which the tractor D.-B. Unimog 421.122 has been tested. The test at hot ambient air conditions has been carried out in accordance with the new O.E.C.D. Test-Code 1966 on the responsibility of the Schlepper-Prüffeld Darmstadt.

Darmstadt, 1. April 1966

P.T.O.-POWER AT HIGH TEMPERATURE OF AMBIENT AIR.

Date and location of tests: 9. March 1966,
Schlepper-Prüffeld Darmstadt

Limiting temperatures specified by the manufacturer:

Coolant: 108°C at 0,4 kp/cm² pressure in cooling system
Engine oil: no specification

Special equipment fitted: none, specifications of the cooling system see main test report on page 5

Fuel: Shell Diesel-oil, density at 15°C:0,83 kg/l
commercially available quality in accordance with DIN 51 601

Oil:

Engine: Veedol HD SAE 30
Transmission: Shell SAE 90

Results of tests

Ambient temperature °C	Power at the p.t.o. PS(metric)	Speed of p.t.o. rev/min	Speed of engine rev/min	Coolant temperature °C	Engine oil temperature °C	Atmosperic pressure mm Hg.
54	35,5	571	3000	108	124	751