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MANUAL PREVIEW

# *Deutz* Operator's Manual

## D9006

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Operator's Manual

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DE-O-D9006

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## Safety Precautions



The safety of the operator is one of the main concerns in designing of tractors and many safety features are built in; however, only you, the operator, can avoid accidents through good safety practices. We suggest that you, your operators and those working with or for you observe the following. **Remember** — safety is everyone's business.

- Never attempt to start or operate tractor from any location other than from the operator's seat.
- Always use seat belt (safety frame and safety cab model) when operating tractor.
- Before starting engine, be sure all operating controls are in neutral.
- Never allow anyone to ride on tractor and equipment. Only the operator should be permitted on the tractor when it is in operation.
- Be particular about loose clothing which can easily catch in moving parts.
- Keep brakes in proper operation and use brake pedal interlock when operating on roads and highways.
- Reduce speed when turning or applying brakes.
- Sudden uphill turns on steep slopes should be avoided.
- Never engage differential lock when turning, to do so could result in loss of steering control.
- Keep tractor in gear when going down steep hill or incline.
- Never operate a tractor in closed building, shed or garage.
- Never oil, grease or adjust tractor or equipment with engine running.
- Never raise engine hood with engine running.
- Never stand between tractor and machinery when hitching, unless all controls are in neutral and the brakes are locked.
- Keep all shields in place—they are for your protection.
- Make sure implements are lowered to the ground, all controls are in neutral position, parking brake is set and engine is shut off before leaving operator's seat.
- Keep a first aid kit and fire extinguisher on the tractor.
- Observe local, county and state laws when driving tractor on public roads or highways, and insure tractor and implements are equipped with proper lights, S.M.V. emblems, etc., as may be required. Check with your local law enforcement agency to insure you comply with local laws.
- Remember—a careful operator is always the best insurance against an accident.

## Please read this before you put your DEUTZ D 9006 into service!

This book includes all operating and maintenance instructions necessary for trouble-free service of the DEUTZ 90 06 wheeled tractor. It will be in your own interest to study these instructions carefully before starting up your tractor for the first time and subsequently to keep them on the tractor for ready reference at any time. In addition, since this book also covers the D 90 06 versions other than the particular one supplied to you (see rating plate on your tractor and key to tractor versions on page 3 of this book), it will be advisable for you specially to mark the sections applicable in your case.

Special attention should be given to the maintenance periods specified, if you want to be sure that your tractor is readily available at all times and that it will last for a long time. Never try to remedy troubles or carry out repairs for which you lack the necessary experience or tools. Instead, contact your local DEUTZ dealer, who will have specifically DEUTZ-trained mechanics and the latest special equipment at his disposal.

Even if nothing seems to be wrong with your DEUTZ D 90 06, it will be recommendable to have the tractor inspected by your DEUTZ dealer once in a while: this will enable him to discover any minor or latent deficiencies before they develop into actual defects or perhaps serious damage.

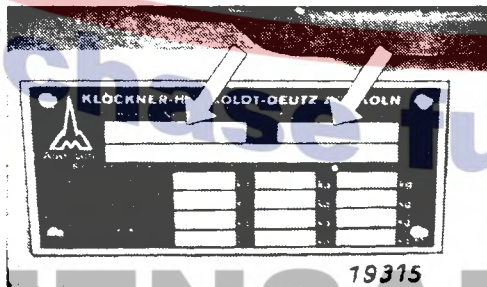


Fig. 1



Fig. 2

When so contacting your local DEUTZ dealer or headquarters direct, please be sure to quote the tractor's model designation and No., as well as the engine's serial No.

And now we wish you good luck for your work with the DEUTZ D 90 06 . . . . .

**Note:** In view of our constant endeavours to improve the tractor, the contents of this book are subject to change without notice; no claims may therefore be inferred herefrom.

# Power Train Diagram

T 330 I Constant-mesh Transmission

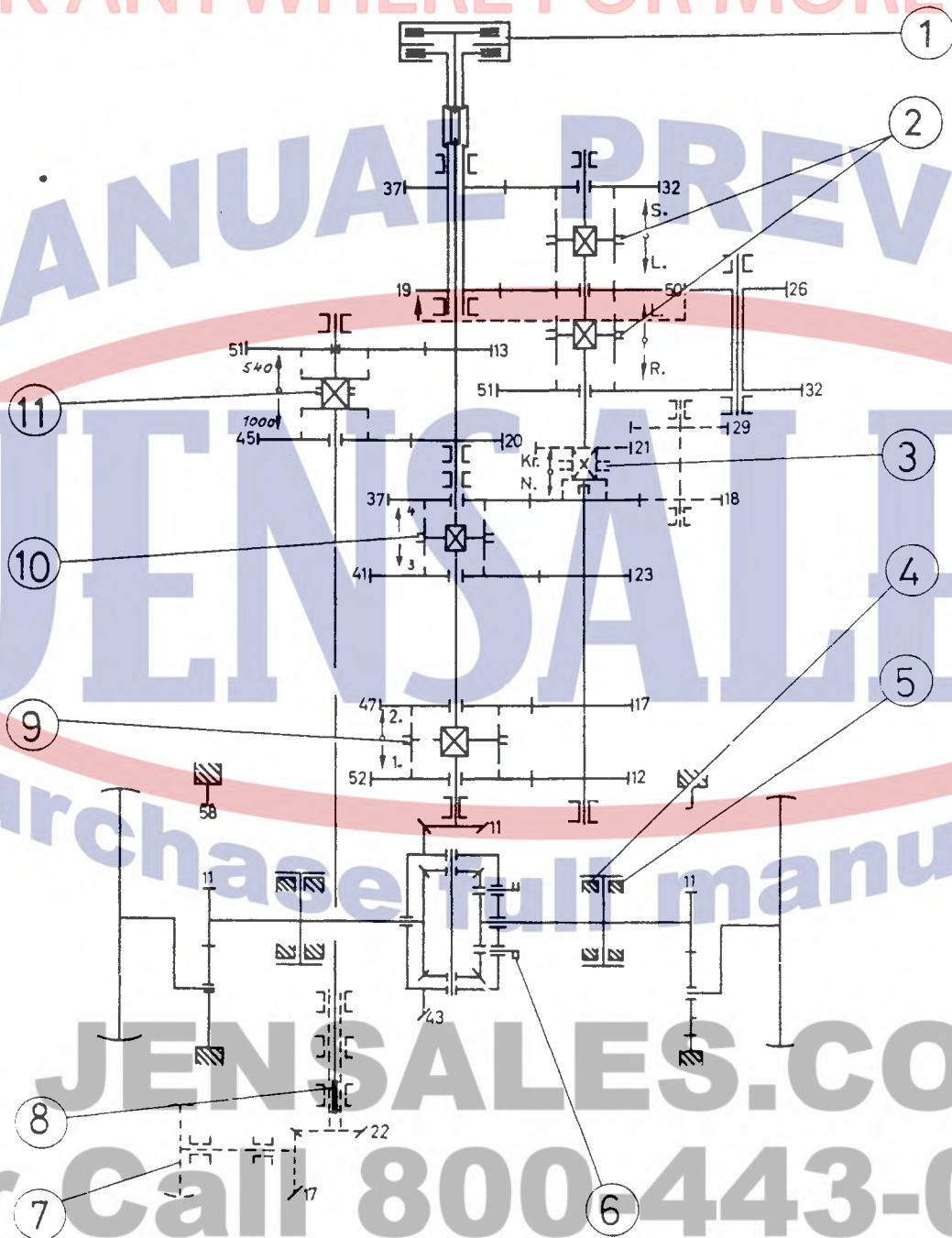


Fig. 4

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## Key to T 330 I Constant-mesh Transmission

- 1 = Dual clutch
- 2 = Range selector lever
- 3 = Creep gear lever
- 4 = Parking brake
- 5 = Operating brake (hydr )
- 6 = Differential lock
- 7 = Belt pulley drive

|                                 |             |
|---------------------------------|-------------|
| Pulley diameter . . . . .       | 280 mm      |
| Pulley face . . . . .           | 220 mm      |
| Pulley speed . . . . .          | 1320 rpm    |
| Belt speed . . . . .            | 19.4 m/sec. |
| Direction of rotation . . . . . | clockwise   |
| Max. load capacity . . . . .    | 60 HP       |

- 8 = PTO drive
- 9 = Gear-shift 1st and 2nd
- 10 = Gear-shift 3rd and 4th
- 11 = PTO selector lever

### Important:

For operating belt pulley, be sure to place PTO selector lever in 1,000 rpm position.

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# Power Train Diagram

T 330 II Synchromesh Transmission

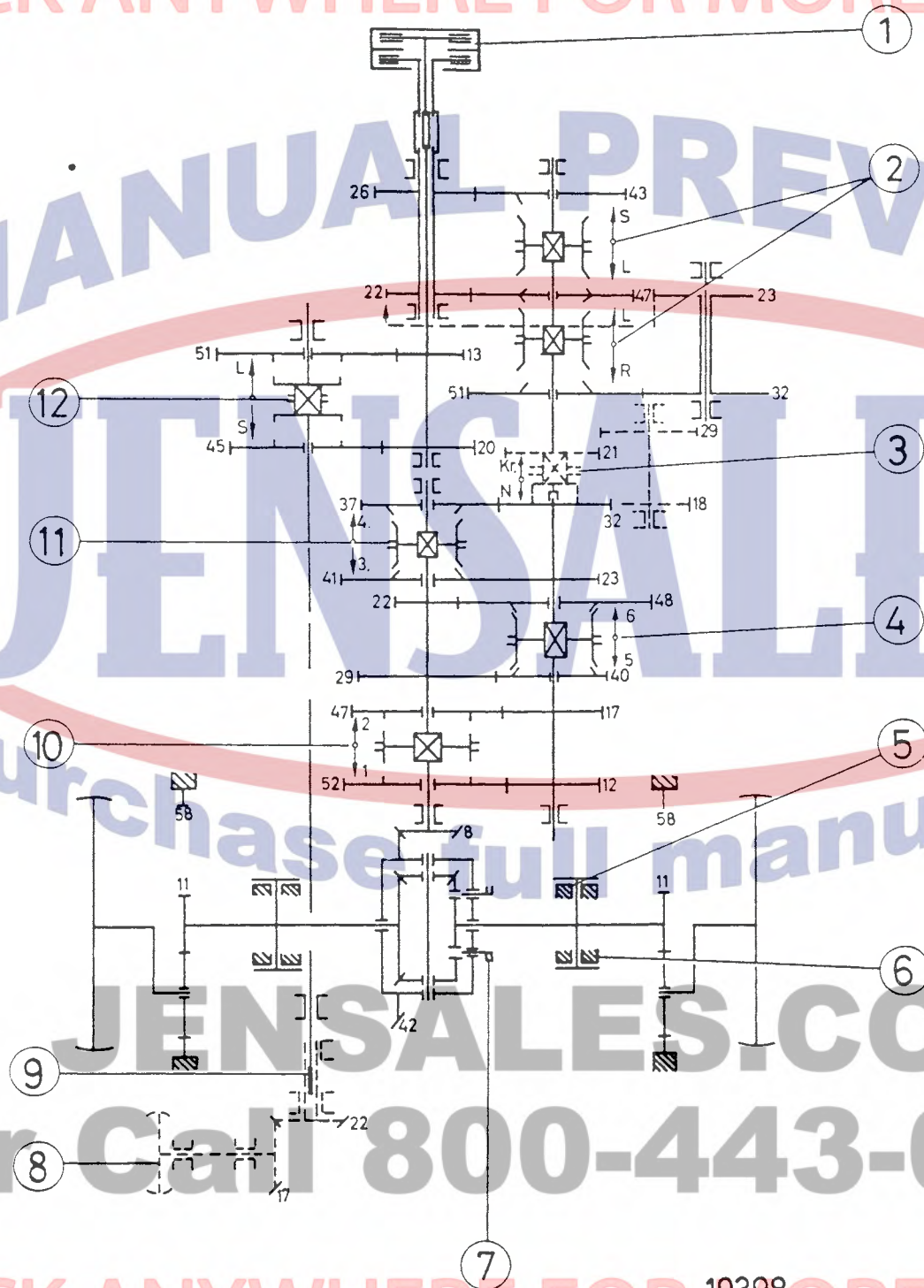


Fig. 5

19398

### Key to T 330 II Synchromesh Transmission

- 1 = Dual clutch
- 2 = Range control, synchronized
- 3 = Creep gear lever
- 4 = 5th and 6th gear-shift, synchronized
- 5 = Parking brake
- 6 = Operating brake, hydraulic
- 7 = Differential lock
- 8 = Belt pulley drive
- 9 = PTO shaft
- 10 = 1st and 2nd gear-shift, not synchronized
- 11 = 3rd and 4th gear-shift, synchronized
- 12 = PTO control

For belt pulley data see T 330 I

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# Tractor Speeds in km/h

## SKFD

|                   | 15-30           |                  |             | 14-34           |                  |             | 15-34           |                  |             |
|-------------------|-----------------|------------------|-------------|-----------------|------------------|-------------|-----------------|------------------|-------------|
|                   | 540 PTO Speed I | 540 PTO Speed II | Rated Speed | 540 PTO Speed I | 540 PTO Speed II | Rated Speed | 540 PTO Speed I | 540 PTO Speed II | Rated Speed |
| 1st creep forward | 0.5             | 0.8              | 0.9         | 0.5             | 0.8              | 0.9         | 0.5             | 0.9              | 1.0         |
| 2nd creep forward | 0.7             | 1.3              | 1.4         | 0.7             | 1.4              | 1.5         | 0.7             | 1.4              | 1.5         |
| 3rd creep forward | 1.5             | 2.6              | 2.8         | 1.5             | 2.7              | 2.9         | 1.6             | 2.8              | 3.0         |
| 4th creep forward | 2.3             | 4.1              | 4.4         | 2.4             | 4.2              | 4.5         | 2.4             | 4.2              | 4.6         |
| 1st forward       | 1.2             | 2.0              | 2.2         | 1.2             | 2.1              | 2.3         | 1.3             | 2.2              | 2.4         |
| 2nd forward       | 1.8             | 3.2              | 3.5         | 1.9             | 3.3              | 3.6         | 2.0             | 3.4              | 3.7         |
| 3rd forward       | 2.9             | 5.1              | 5.5         | 3.0             | 5.2              | 5.6         | 3.1             | 5.4              | 5.8         |
| 4th forward       | 4.4             | 7.8              | 8.4         | 4.6             | 8.0              | 8.7         | 4.7             | 8.2              | 8.9         |
| 5th forward       | 3.6             | 6.3              | 6.8         | 3.7             | 6.5              | 7.0         | 3.9             | 6.7              | 7.3         |
| 6th forward       | 5.7             | 9.9              | 10.7        | 5.8             | 10.1             | 11.0        | 6.0             | 10.5             | 11.4        |
| 7th forward       | 8.8             | 15.4             | 16.6        | 9.0             | 15.8             | 17.1        | 9.4             | 16.3             | 17.7        |
| 8th forward       | 13.6            | 23.7             | 25.7        | 13.9            | 23.4             | 26.3        | 14.2            | 25.0             | 27.2        |
| 1st creep reverse | 0.6             | 1.0              | 1.1         | 0.6             | 1.0              | 1.1         | 0.6             | 1.1              | 1.2         |
| 2nd creep reverse | 0.9             | 1.6              | 1.7         | 1.0             | 1.7              | 1.8         | 0.1             | 1.7              | 1.2         |
| 1st reverse       | 1.4             | 2.5              | 2.7         | 1.5             | 2.6              | 2.8         | 1.5             | 2.7              | 2.9         |
| 2nd reverse       | 3.3             | 4.0              | 4.3         | 2.3             | 4.1              | 4.4         | 2.4             | 4.2              | 4.5         |
| 3rd reverse       | 3.5             | 6.1              | 6.6         | 3.6             | 6.3              | 6.8         | 3.7             | 6.5              | 7.0         |
| 4th reverse       | 5.4             | 9.5              | 10.2        | 5.5             | 9.6              | 10.4        | 5.7             | 10.0             | 10.8        |

I = PTO lever at 1000 rpm

II = PTO lever at 540 rpm

R (Rückwärts) = Reverse

A (Acker) = Low

ST (Strasse) = High

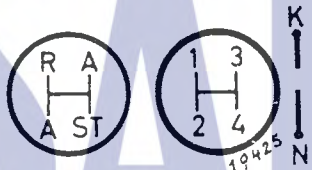


Fig. 6

## SKFD + SKFLD + SKULD

Low Range

High and Reverse Ranges

|             | 15-34           |                  |             |             | 15-34           |                  |             |
|-------------|-----------------|------------------|-------------|-------------|-----------------|------------------|-------------|
|             | 540 PTO Speed I | 540 PTO Speed II | Rated Speed |             | 540 PTO Speed I | 540 PTO Speed II | Rated Speed |
| 1st creep * | 0.5             | 0.8              | 0.9         | 3rd creep * | 0.6             | 1.0              | 1.1         |
| 2nd creep * | 0.7             | 1.3              | 1.4         | 4th creep * | 1.0             | 1.7              | 1.8         |
| 1st gear    | 1.2             | 2.0              | 2.2         | 7th gear    | 1.5             | 2.6              | 2.8         |
| 2nd gear    | 1.8             | 3.1              | 3.4         | 8th gear    | 2.3             | 4.1              | 4.4         |
| 3rd gear    | 2.8             | 4.9              | 5.3         | 9th gear    | 3.7             | 6.4              | 6.9         |
| 4th gear    | 4.3             | 7.6              | 8.2         | 10th gear   | 5.6             | 9.8              | 10.6        |
| 5th gear    | 6.9             | 12.1             | 13.1        | 11th gear   | 9.0             | 15.6             | 16.9        |
| 6th gear    | 11.0            | 19.1             | 20.7        | 12th gear   | 14.1            | 24.6             | 26.7 **     |

I = PTO lever at 1000 rpm

II = PTO lever at 540 rpm

R (Rückwärts) = Reverse

Z (Zwischen) = Low

N (Normal) = High

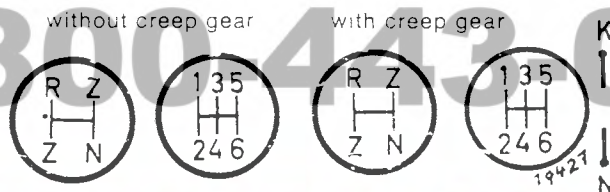


Fig. 7

- \* not on SFLD
- \*\* not for reverse