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Test 620: McCormick Farmall 450 LPG

Tractor Test & Power Museum
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Department of Agricultural Engineering
Dates of test: May 7, 1957 to May 29, 1957
Manufacturer: INTERNATIONAL HARVESTER COMPANY, CHICAGO, ILLINOIS
Manufacturer's rating: Not Rated

MCCORMICK FARMALL 450 LPG

BELT HORSEPOWER TESTS

Hp	Crank shaft speed rpm	Fuel Consumption			Temp. Deg. F.			Barometer inches of mercury				
		Gal per hr	Hp-hr per gal	Lb per hp-hr	Cooling medium	Air wet bulb	Air dry bulb					
TEST B—100% MAXIMUM LOAD—TWO HOURS												
54.12	1450	5.767	9.38	0.453	166	59	70	28.830				
TEST C—OPERATING MAXIMUM LOAD—ONE HOUR												
50.50	1450	5.134	9.84	0.432	160	55	66	28.865				
TEST D—RATED LOAD—ONE HOUR												
48.26	1450	4.960	9.73	0.437	158	55	65	28.873				
TEST E—VARYING LOAD—TWO HOURS (20 minute runs; last line average)												
48.22	1448	4.962	9.72	0.437	158	55	65	.....			
0.96	1561	1.638	0.59	7.250	151	55	64	.....			
25.36	1515	3.360	7.55	0.563	153	55	64	.....			
48.35	1401	4.934	9.80	0.434	158	54	64	.....			
13.01	1552	2.449	5.31	0.800	151	53	62	.....			
37.13	1480	4.179	8.88	0.478	155	54	63	.....			
28.84	1493	3.587	8.04	0.529	154	54	63	28.883				
TEST L—OPERATING MAXIMUM TORQUE												
% of rated rpm (engine)	100	95	90	85	80	75	70	65	60	55	50
% of rated-speed torque	100	100	99	99	99	100	101	102	102	102	101

DRAWBAR HORSEPOWER TESTS

Hp	Draw bar pull lbs	Speed miles per hr	Crank shaft speed rpm	Slip of drive wheels %	Fuel Consumption			Temp. Deg. F.			Barometer inches of mercury
					Gal per hr	Hp-hr per gal	Lb per hp-hr	Cooling med	Air wet bulb	Air dry bulb	
TEST H—RATED LOAD—TEN HOURS—3rd Gear											
38.01	3025	4.71	1452	3.85	4.429	8.58	0.495	150	52	61	28.694
TEST F—100% MAXIMUM LOAD											
49.94	4039	4.64	1450	5.17	3rd gear	.....	.....	152	55	64	28.950
TEST G—OPERATING MAXIMUM LOAD											
42.10	7124	2.22	1457	12.88	1st gear (prt-thrtl)	.....	.....	148	50	54	28.940
46.06	4707	3.67	1457	6.45	2nd gear	.....	.....	154	55	64	28.950
46.72	3763	4.66	1451	4.90	3rd gear	.....	.....	151	55	64	28.950
45.35	2595	6.55	1447	3.43	4th gear	.....	.....	152	54	64	28.965
42.02	943	16.72	1451	1.34	5th gear	.....	.....	158	54	64	28.965
28.71	7333	1.47	1451	14.18	1st gear TA (prt-thrtl)	.....	.....	144	49	52	28.940
41.81	6705	2.34	1451	11.30	2nd gear torc-ampli	.....	.....	151	55	64	28.950
43.91	5401	3.05	1450	7.69	3rd gear torc-ampli	.....	.....	149	55	64	28.950
45.71	3928	4.36	1452	5.17	4th gear torc-ampli	.....	.....	153	55	64	28.950
39.63	1330	11.17	1451	2.07	5th gear torc-ampli	.....	.....	152	54	64	28.965
TEST J—OPERATING MAXIMUM LOAD											
43.63	3706	4.41	1452	10.61	3rd gear	.....	.....	156	57	73	28.940
TEST K—OPERATING MAXIMUM LOAD											
43.88	3921	4.20	1451	10.60	3rd gear	.....	.....	155	57	74	28.955

TIRES, WHEELS AND WEIGHT

	Tests F, G, & H	Test J	Test K
Rear wheels			
Type	Cast iron	Cast iron	Cast iron
Liquid ballast	678 lb each	None	None
Added cast iron	540 lb each	None	None
Rear tires			
No. and size	Two 15.5-38	Two 15.5-38	Two 11-38
Ply	6	6	4
Air pressure	18 lb	14 lb	14 lb
Front wheels			
Type	Cast iron	Cast iron	Cast iron
Liquid ballast	None	None	None
Added cast iron	None	None	None
Front tires			
No. and size	Two 6.00-16	Two 6.00-16	Two 6.00-16
Ply	4	4	4
Air pressure	32 lb	32 lb	32 lb
Height of drawbar	22 inches	23 inches	21 1/2 inches
Static weight			
Rear end	7020 lb	4584 lb	4382 lb
Front end	1870 lb	1876 lb	1874 lb
Total weight as tested with operator	9065 lb	6635 lb	6431 lb

FUEL, OIL, WATER AND TIME Fuel Commercial Propane Weight per gallon 4.25 lb. Oil SAE 20-20W To motor 1.962 gal Drained from motor 1.707 gal Water used 0.310 gal Total time motor was operated 54 hours.

CHASSIS Type Tricycle Serial No. 942 CS Tread width rear 50" to 94" front 8 3/8" to 17 1/2" Wheel base 95 3/4" Hydraulic control system direct engine drive Advertised speeds mph first 2.5 second 3.8 third 4.8 fourth 6.7 fifth 16.6 reverse 3.3 (Using torque amplifier) first 1.7 second 2.6 third 3.2 fourth 4.5 fifth 11.2 reverse 2.2 Belt pulley diam. 11" Face 7 1/2" rpm 899 Belt speed 2588 fpm Belt flat Length 72' Width 7" Thickness 0.216" Maximum slip 1.03% Clutch single plate dry disc operated by foot pedal Seat upholstered seat on conical spring with shock absorber Brakes double disc brakes operated by two foot pedals Equalized by locking together Power take-off direct engine drive with independent clutch Steering hydraulically aided.

ENGINE Make International LPG Type 4 cylinder vertical Serial No. C281-1646C Crankshaft mounted lengthwise Head I Lubrication pressure Bore and stroke 4 1/8" x 5 1/4" Rated rpm 1450 Compression ratio 8.35 to 1 Displacement 281 cu. in. Valve port diameter Inlet 1 19/32" Exhaust 1 7/16" Governor variable speed centrifugal Carburetor size 1 1/4" Ignition system battery Starting system 12 volt battery Air cleaner oil washed wire mesh Muffler was used Oil filter replaceable treated paper element Cooling medium temperature control thermostat.

REPAIRS AND ADJUSTMENTS No repairs or adjustments.

REMARKS All test results were determined from observed data and without allowances, additions or deductions. Tests B and F were made with carburetor set for 100% maximum belt horsepower and data from these tests were used in determining the horsepower to be developed in tests D and H, respectively. Tests C, D, E, G, H, J, K and L were made with an operating setting of the carburetor (selected by the manufacturer) of 92.8% of maximum belt horsepower.

HORSEPOWER SUMMARY

	Drawbar	Belt
1. Sea level (calculated) maximum horsepower (based on 60° F. and 29.92" Hg)	51.81	56.71
2. Observed maximum horsepower (tests F and B)	49.94	54.12
3. Seventy-five per cent of calculated maximum drawbar horsepower and eighty-five per cent of calculated maximum belt horsepower (ASAE and SAE ratings)	38.86	48.20

We, the undersigned, certify that this is a true and correct report of official Tractor Test No. 620.

L. F. LARSEN
Engineer-in-Charge

L. W. HURLBUT (Chairman)
G. W. STEINBRUEGGE
J. J. SULEK
Board of Tractor
Test Engineers

EXPLANATION OF TEST REPORT

TEST A: The manufacturer's representative operates the tractor for a minimum of 12 hours using light to heavy drawbar loads in each gear.

This serves as a period for limber up, general observation and adjustments. Adjustments that are permissible include valve tappet clearance, breaker point gap, spark plug gaps, clutch and others of a similar nature. No new parts or accessories can be installed without having mention made of it in the report.

No data are recorded during this preliminary run except the time that the engine is operated.

BELT HORSEPOWER TESTS

TEST B: The throttle valve is wide open and the belt load on the dynamometer is adjusted so that the engine is at the rated speed recommended by the manufacturer. Carburetor, ignition timing and manifold adjustments are all set for maximum engine power.

This test is designed to determine maximum belt horsepower of the tractor at rated speed and to measure fuel consumption at the maximum power on the belt.

TEST C: For tractors with carburetors the best fuel economy does not always occur when the engine develops maximum power at rated speed. Test C is intended to allow the manufacturer's representative to select a more economical fuel setting even though there is a slight loss of power. *This more practical carburetor setting is used in all later tests except test F.* The throttle valve is wide open and load adjusted to give rated rpm. Tests B and C are the same for diesel tractors which have an altogether different fuel system.

TEST D: The throttle control lever is set so that the governor will maintain rated engine speed when rated load is applied. Rated load is 85% of 100% maximum, as obtained in test B, corrected to standard conditions.

This rating is somewhat less than the maximum belt horsepower in order that the operator may have a certain amount of reserve.

TEST E:

Varying load serves to show the range of engine speeds when the engine is controlled by the governor during the following varied loads, of 20 minutes each; rated load, no load, $\frac{1}{2}$ rated load, maximum load at wide open throttle valve, $\frac{1}{4}$ and $\frac{3}{4}$ rated load.

The average result of this test shows the average power and fuel consumption. Since the average tractor is subjected to varying loads, these data serve well in predicting fuel consumption and efficiency of a tractor in general use.

TEST L: This torque test is run with wide open throttle. Loads are applied to reduce engine speed in approximately ten 5% increments. Rated speed equals 100%. The corresponding dynamometer torque is recorded as a per cent of torque at rated speed.

DRAWBAR HORSEPOWER TESTS

In all drawbar tests the pull exerted by the tractor is transmitted by a hydraulic pressure cylinder to a recording instru-

ment in the test car. When rubber tires are used, all tests are made on the concrete test course. All crawler type tractors are tested on a dirt test course which is maintained by grading, sprinkling and rolling so that it remains very nearly the same throughout the season. The same tires, wheels and weights are used for all tests except J and K.

TEST F: A drawbar test, the results of which are used to determine the rated drawbar horsepower in test H. The carburetor is set to develop maximum power as in test B. The rated gear recommended by manufacturer as plow gear is used in this test. The drawbar load is adjusted to give rated engine speed.

TEST G: Maximum drawbar horsepower is determined in each gear when the carburetor is set for fuel economy as in test C. The throttle valve is held wide open and the load is applied so that the engine runs at rated engine speed.

When operating in low gear it is not uncommon for the tractor to develop less drawbar horsepower than in rated gear because of excessive wheel slippage. When excessive wheel slippage occurs the load is reduced until slippage approaches 16%. When the load is reduced it is necessary to operate the tractor engine at part throttle and control engine speed by governor action.

TEST H: Intended to test the ability of the tractor to run continuously for 10 hours at rated drawbar horsepower and to determine the fuel consumption during that time. Rated drawbar horsepower is 75% of 100% maximum drawbar horsepower (Test F), corrected to standard conditions.

When operating at rated load the throttle control lever is set to maintain rated engine speed. This rating is less than maximum drawbar horsepower in order that the operator may have a certain amount of reserve.

TEST J: The tractor is operated in rated gear with all added weight removed. This test shows the effect of the removal of added weight on the performance of the tractor when compared with test G.

Removal of wheel weights generally increases wheel slippage and decreases drawbar horsepower.

TEST K: Similar to test J except that the smallest tires and lightest wheels offered by the manufacturer are used.

