January 1929

Test 169: Case Model CC

Tractor Test Museum

University of Nebraska

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Dates of test: September 10th to 18th, 1929.
Name model and rating of tractor: CASE MODEL CC.
Manufacturer: J. I. Case Company, Racine, Wisconsin.

### BRAKE HORSE POWER TESTS

<table>
<thead>
<tr>
<th>H. P.</th>
<th>speed (fpm)</th>
<th>Fuel Consumption (gal/h)</th>
<th>Water consumption (gal/h)</th>
<th>Temp. (°F)</th>
<th>Barometer (inHg)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

#### OPERATING MAXIMUM LOAD TEST. ONE HOUR (94.3% of maximum load)

<table>
<thead>
<tr>
<th>H. P.</th>
<th>speed (fpm)</th>
<th>Fuel Consumption (gal/h)</th>
<th>Water consumption (gal/h)</th>
<th>Temp. (°F)</th>
<th>Barometer (inHg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>28.97</td>
<td>1101</td>
<td>2.630</td>
<td>10.08</td>
<td>0.682</td>
<td>0.0</td>
</tr>
</tbody>
</table>

#### RATED LOAD TEST. ONE HOUR

<table>
<thead>
<tr>
<th>H. P.</th>
<th>speed (fpm)</th>
<th>Fuel Consumption (gal/h)</th>
<th>Water consumption (gal/h)</th>
<th>Temp. (°F)</th>
<th>Barometer (inHg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>27.37</td>
<td>1098</td>
<td>2.601</td>
<td>10.52</td>
<td>0.652</td>
<td>0.0</td>
</tr>
</tbody>
</table>

#### VARYING LOAD TEST. TWO HOURS

<table>
<thead>
<tr>
<th>H. P.</th>
<th>speed (fpm)</th>
<th>Fuel Consumption (gal/h)</th>
<th>Water consumption (gal/h)</th>
<th>Temp. (°F)</th>
<th>Barometer (inHg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>27.55</td>
<td>1100</td>
<td>2.606</td>
<td>10.50</td>
<td>0.654</td>
<td>0.0</td>
</tr>
</tbody>
</table>

#### DRAIILAR HORSE POWER TESTS

<table>
<thead>
<tr>
<th>H. P.</th>
<th>pull (lbs)</th>
<th>speed (fpm)</th>
<th>Fuel Consumption (gal/h)</th>
<th>Water consumption (gal/h)</th>
<th>Temp. (°F)</th>
<th>Barometer (inHg)</th>
</tr>
</thead>
</table>

#### RATED LOAD TEST. TEN HOURS. Intermediate GEAR

<table>
<thead>
<tr>
<th>H. P.</th>
<th>pull (lbs)</th>
<th>speed (fpm)</th>
<th>Fuel Consumption (gal/h)</th>
<th>Water consumption (gal/h)</th>
<th>Temp. (°F)</th>
<th>Barometer (inHg)</th>
</tr>
</thead>
</table>

#### MAXIMUM LOAD TEST

<table>
<thead>
<tr>
<th>H. P.</th>
<th>pull (lbs)</th>
<th>speed (fpm)</th>
<th>Fuel Consumption (gal/h)</th>
<th>Water consumption (gal/h)</th>
<th>Temp. (°F)</th>
<th>Barometer (inHg)</th>
</tr>
</thead>
</table>

*20 minute runs. Last line is average for two hours.*
UNIVERSITY OF NEBRASKA AGRICULTURAL ENGINEERING DEPARTMENT
AGRICULTURAL COLLEGE, LINCOLN
Copy of Report of Official Tractor Test No. 169

BRIEF SPECIFICATIONS

MOTOR: Make Own Serial No. 300219 Type 4 Cylinder vertical
Head "i" Mounting Lengthwise
Bore and stroke 3-7/8 x 5 1/8 in. Rated R.P.M. 1100
Port Dia. Valves: Inlet 1 3/16" Exhaust 1 1/8"
Belt pulley: Diam. 10 1/2 in. Face 6 3/8 in. R. P. M. 973
Magneto: Robert Bosch Model "F4"
Carburetor: Kingston Model "L3Y" Size 1 1/8"
Governor: Own No. Type Fly-ball
Air Cleaner: Own Type Oil filter
Lubrication: Pressure

CHASSIS: Type 4 wheels Serial No. 300219 Drive Enclosed gear and chain
Clutch: Twin disc Type plate operated by hand
Advertised speeds, miles per hour: Low 2.60
Intermediate 3.72 High 5.14 Reverse 2.95
Drive wheels: Diameter 46" Face 8 1/2"
Lugs: Type Spade No. per wheel 24 Size 4" high x 3.8" face
Extension rims: Width None Seat Pressed steel
Total weight as tested (with operator) 4240 pounds.

FUEL AND OIL

Fuel: Kerosene Weight per gallon 6.86
Oil: Mobilgulf A To fill crankcase 2 3/4 gallons
Additional amount used during test 1 1/2 gallons
Total number of hours of test 40
REPAIRS AND ADJUSTMENTS

It was necessary to raise the oil level in the transmission approximately one inch for the belt tests.

REMARKS

The tests herein reported were conducted with one carburetor setting which remained unchanged throughout the tests. This condition should be recognized when comparing this test with any Nebraska test conducted prior to 1928.

In the advertising literature submitted with the specifications and application for test of this tractor we find no claims and statements which, in our opinion, are unreasonable or excessive.

The results of this test indicate that the rating of this tractor does not exceed the provisions of the tractor rating code of the American Society of Agricultural Engineers and the Society of Automotive Engineers.

We, the undersigned, certify that the above is a true and correct report of official tractor test No. 169.

Lew Wallace
Engineer-in-Charge

E. E. Brackett

E. B. Lewis

C. W. Smith
Board of Tractor Test Engineers