January 1976

Test 1224: Ford 6600 Diesel 16-Speed

Tractor Museum

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<table>
<thead>
<tr>
<th>Power Take-off Performance</th>
<th>Power (Hp)</th>
<th>Drawbar pull (kN)</th>
<th>Speed (km/h)</th>
<th>Fuel Consumption (l/h)</th>
<th>Temperature (°C)</th>
<th>Barometer (inHg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crankshaft speed rpm</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Maximum Power and Fuel Consumption**

<table>
<thead>
<tr>
<th>Engine Speed—Two Hours (PTO Speed—1020 rpm)</th>
<th>Power (Hp)</th>
<th>Drawbar pull (kN)</th>
<th>Speed (km/h)</th>
<th>Fuel Consumption (l/h)</th>
<th>Temperature (°C)</th>
<th>Barometer (inHg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>68.10</td>
<td>2100</td>
<td>4.867</td>
<td>0.476</td>
<td>17.65</td>
<td>19.6</td>
<td>26.1</td>
</tr>
<tr>
<td>68.05</td>
<td>2058</td>
<td>4.546</td>
<td>0.686</td>
<td>19.75</td>
<td>19.6</td>
<td>26.1</td>
</tr>
</tbody>
</table>

**Varying Power and Fuel Consumption—Two Hours**

<table>
<thead>
<tr>
<th>RPM</th>
<th>Power (Hp)</th>
<th>Drawbar pull (kN)</th>
<th>Speed (km/h)</th>
<th>Fuel Consumption (l/h)</th>
<th>Temperature (°C)</th>
<th>Barometer (inHg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>184</td>
<td>5299</td>
<td>4.867</td>
<td>0.476</td>
<td>17.65</td>
<td>19.6</td>
<td>26.1</td>
</tr>
<tr>
<td>2270</td>
<td>5638</td>
<td>4.867</td>
<td>0.686</td>
<td>19.75</td>
<td>19.6</td>
<td>26.1</td>
</tr>
</tbody>
</table>

**Engine Make Ford Diesel Type 4 cylinder vertical Serial No. #E08190**

- **Crankshaft lengthwise** 2100 (Bore and stroke 4" x 4.2" (11.167 mm x 106.6 mm) Compression ratio 16.3 to 1 Displacement 255 cu in (4186 ml)
- **Crankshaft system** 12 volt Lubrication pressure
- **Air cleaner paper and safety felt elements** with centrifugal pre-cleaner and dust evacuator Oil filter full flow cotton blend spin-on cartridge Oil cooler radiator for hydraulic and transmission oil Fuel filter nylon gauze at bottom of tank and paper element Muffler vertical Cooling medium temperature control thermostat

**Chassis:** Type standard Serial No. C510283

- **Engine Speed—Two Hours (PTO Speed—1020 rpm)**
  - **Rated rpm** 2100
  - **Bore and stroke** 4.2" x 4.2" (11.167 mm x 106.6 mm)
  - **Compression ratio** 16.3 to 1
  - **Displacement** 255 cu in (4186 ml)

**Fuel, Oil and Time:**

- **Fuel No. 2 Diesel**
- **Oil SAE 30 API service classification**
- **Standard Power Take-off**
  - **Rated rpm** 2100
  - **Bore and stroke** 4.2" x 4.2" (11.167 mm x 106.6 mm)
  - **Compression ratio** 16.3 to 1
  - **Displacement** 255 cu in (4186 ml)

**Transmission and final drive lubricant** Ford M-2C53A

**Chassis:** Type standard Serial No. C510283

- **Tread width rear 56" (1420 mm) to 80" (2030 mm)**
- **Wheel base 87.5" (2222 mm)**
- **Center of gravity** (without operator or ballast, with minimum tread, with fuel tank filled and tractor serviced for operation)
- **Horizontal distance forward from center-line of rear wheels 72.9" (1850 mm) Vertical distance above roadway 41.2" (1046 mm)**
- **Horizontal distance from center of rear wheel tread 0' 0" to the right/left
- **Hydraulic control system** direct engine drive Transmission selective gear fixed ratio with partial (2 range) operator controlled power shift
- **Advertised speeds mph (km/h)** first 1.2 (1.9) second 1.4 (2.3) third 1.5 (2.4) fourth 1.9 (3.0) fifth 2.6 (4.1) sixth 3.5 (5.3) seventh 3.6 (5.8) eigh 4.2 (6.7) ninth 4.7 (7.2) tenth 5.3 (8.2) eleventh 5.6 (8.6) twelfth 6.0 (9.6) thirteenth 9.1 (14.6) fourteenth 11.7 (18.8) fifteenth 12.4 (19.9) sixteenth 15.9 (25.6) reverse 1.7 (2.7), 2.2 (3.5), 6.0 (9.6), 7.7 (12.4)

**Clutch single dry disc operated by foot pedal brakes multiple wet disc operated by two foot pedals which can be locked together Steering power assist Turning radius (on concrete surface with brake applied) right 120° (3.05 m) left 120° (3.05 m) (on concrete surface without brake) right 138° (3.51 m) left 138° (3.51 m) Turning space diameter (on concrete surface with brake applied) right 252° (6.40 m) left 252° (6.40 m) (on concrete surface without brake) right 291° (7.39 m) left 291° (7.39 m) Belt pulley 1072 rpm at 2050 engine rpm diameter 11" (279 mm) face 6.5" (165 mm)

**Belt speed 3087 rpm (15.7 m/s)** Power take-off 540 rpm at 1900 engine rpm and 1000 rpm at 2058 engine rpm.
TRACTOR SOUND LEVEL WITH CAB

<table>
<thead>
<tr>
<th>Condition</th>
<th>dB(A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Available Power—Two Hours</td>
<td>82.0</td>
</tr>
<tr>
<td>75% of Pull at Maximum Power—Ten Hours</td>
<td>83.5</td>
</tr>
<tr>
<td>50% of Pull at Maximum Power—Two Hours</td>
<td>85.5</td>
</tr>
<tr>
<td>50% of Pull at Reduced Engine Speed—Two Hours</td>
<td>80.0</td>
</tr>
<tr>
<td>Bystander in 16th (82D) gear</td>
<td>90.5</td>
</tr>
</tbody>
</table>

REPAIRS and ADJUSTMENTS: Dual power control handle became uncoupled during drawbar tests. This was repaired and tests continued.

REMARKS: All test results were determined from observed data obtained in accordance with SAE and ASAE test code or official Nebraska test procedure. Temperature at injection pump return was 157°F (69.4°C). Six gears were chosen between stability limit and 15 mph (24.1 km/h).

Ford 6600 Diesel

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