January 1982

Test 1441: International 5488 Diesel 18-Speed

Tractor Museum

University of Nebraska-Lincoln, TractorMuseumArchives@unl.edu

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<table>
<thead>
<tr>
<th>Speed (km/h)</th>
<th>Crankshaft RPM</th>
<th>Load (lbs)</th>
<th>Power (Hp)</th>
<th>Fuel Consumption (gph)</th>
<th>Temperature (°C)</th>
<th>Air Intake (cfm)</th>
<th>Barometric Pressure (in Hg)</th>
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<tbody>
<tr>
<td>316.4</td>
<td>11412</td>
<td>5.26</td>
<td>2399</td>
<td>5.69</td>
<td>11.54</td>
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<td>13.00</td>
<td>18.2</td>
<td>28.70</td>
</tr>
</tbody>
</table>

**MAXIMUM POWER AND FUEL CONSUMPTION**

**Rated Engine Speed—Two Hours (PTO Speed—1055 rpm)**
- Crankshaft RPM: 2400
- Load: 60, 75, 28.89
- Power: 164.82
- Fuel Consumption: 7.76
- Temperature: 29.39
- Air Intake: 32.57
- Barometric Pressure: 29.28

**VARYING POWER AND FUEL CONSUMPTION—Two Hours**
- Crankshaft RPM: 2398, 2162, 1919, 1682, 1441, 1204
- Power: 164.82, 169.56, 165.14, 152.46, 127.90, 93.55
- Fuel Consumption: 7.76, 7.50, 7.34, 7.28, 7.20, 7.13
- Temperature: 29.39, 29.32, 29.39, 29.36, 29.34, 29.32
- Air Intake: 32.57, 32.40, 32.33, 32.26, 32.19, 32.12
- Barometric Pressure: 29.28, 29.21, 29.14, 29.07, 29.00, 28.93

**DRAWBAR PERFORMANCE**

**Maximum Available Power—Two Hours 9th (M3) Gear**
- Crankshaft RPM: 2530
- Load: 13.56
- Power: 164.82
- Fuel Consumption: 7.76
- Temperature: 29.39
- Air Intake: 32.57
- Barometric Pressure: 29.28

**50% of Pull at Maximum Power—Two Hours (M3) Gear**
- Crankshaft RPM: 2530
- Load: 13.56
- Power: 82.62
- Fuel Consumption: 3.92
- Temperature: 28.87
- Air Intake: 16.21
- Barometric Pressure: 28.80

**50% of Pull at Reduced Engine Speed—Two Hours 13th (HI) Gear**
- Crankshaft RPM: 2400
- Load: 11.54
- Power: 82.62
- Fuel Consumption: 3.92
- Temperature: 28.87
- Air Intake: 16.21
- Barometric Pressure: 28.80

**LUGGING ABILITY in 9th (M3) GEAR**

<table>
<thead>
<tr>
<th>Speed (km/h)</th>
<th>Crankshaft RPM</th>
<th>Load (lbs)</th>
<th>Power (Hp)</th>
<th>Fuel Consumption (gph)</th>
<th>Temperature (°C)</th>
<th>Air Intake (cfm)</th>
<th>Barometric Pressure (in Hg)</th>
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<tbody>
<tr>
<td>42.84</td>
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<td>2399</td>
<td>8.84</td>
<td>22.45</td>
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<td>5.69</td>
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<td>8.00</td>
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<tr>
<td>89.37</td>
<td>5866</td>
<td>5.71</td>
<td>2549</td>
<td>1.76</td>
<td>7.09</td>
<td>0.622</td>
<td>28.70</td>
</tr>
</tbody>
</table>

**MAXIMUM DRAFT IN SELECTED GEARS**

<table>
<thead>
<tr>
<th>Power (Hp)</th>
<th>Drawbar pull (lbs)</th>
<th>Speed (mph)</th>
<th>Crankshaft RPM</th>
<th>Load (lbs)</th>
<th>Fuel Consumption (gph)</th>
<th>Temperature (°C)</th>
<th>Air Intake (cfm)</th>
<th>Barometric Pressure (in Hg)</th>
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<tbody>
<tr>
<td>52.4 (2.9)</td>
<td>151.8</td>
<td>1</td>
<td>2549</td>
<td>1.76</td>
<td>7.09</td>
<td>0.622</td>
<td>28.70</td>
<td>28.70</td>
</tr>
</tbody>
</table>

**CHASSIS**
- Type: Standard with dual wheels
- Tread width: 64" (1625 mm)
- Maximum available power: 98.2 (156) hp
- Maximum torque: 219 (336) lb ft
- Transmission: Selective gear fixed ratio with partial (2) range operator controlled powershift

**POWER TAKE-OFF PERFORMANCE**
- Horsepower take-off: 98.2 (156) hp
- Maximum available power: 98.2 (156) hp
- Maximum torque: 219 (336) lb ft

**DEPARTMENT OF AGRICULTURAL ENGINEERING**
- Test Date: May 26 to June 8, 1982
- Manufacturer: INTERNATIONAL HARVESTER COMPANY, 401 North Michigan Avenue, Chicago, IL 60611
TRACTOR SOUND LEVEL WITH CAB

Maximum Available Power—Two Hours: 78.0 dB(A)
25% of Pull at Maximum Power—Ten Hours: 78.5 dB(A)
50% of Pull at Maximum Power—Two Hours: 77.0 dB(A)
50% of Pull at Reduced Engine Speed—Two Hours: 75.0 dB(A)
Bystander in 17th (H5) gear: 80.5 dB(A)

REPAIRS and ADJUSTMENTS: No repairs or adjustments.

REMARKS: All test results were determined from observed data obtained in accordance with SAE and ASAE test codes or official Nebraska test procedure. For the maximum power tests, the fuel temperature at the injection pump was maintained at 128°F (53.3°C). Seven gears were chosen between stability limit and 10 mph (16.1 km/h).

We, the undersigned, certify that this is a true and correct report of official Tractor Test 1441.

LOUIS L. LEVITICUS
Engineer-in-Charge

K. VON BARGEN
W. E. SPLINTER
L. L. RASHFORD
Board of Tractor Test Engineers