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Test 629: International TD-18 Diesel

Nebraska Tractor Test Lab

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The Experiment Station
University of Nebraska College of Agriculture
W. V. Lambert, Director, Lincoln, Nebraska

Department of Agricultural Engineering

Dates of test: September 3, 1957 to September 14, 1957

Manufacturer: INTERNATIONAL HARVESTER

COMPANY, CHICAGO, ILLINOIS

Manufacturer's rating: 109 Maximum Drawbar Horsepower in 2nd

Gear (Corrected to standard conditions)

NEBRASKA TRACTOR TEST NO. 629

INTERNATIONAL TD-18

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	Cool- ing med	Air wet bulb	Air dry bulb	
TEST H—RATED LOAD—TEN HOURS—2nd Gear											
83.25	15,279	2.04	1548	2.44	7.382	11.28	0.621	182	63	74	28.796
TESTS F & G—100% MAXIMUM LOAD											
105.79	26,751	1.48	1550	6.96	1st Gear			185	57	60	28.850
106.66	19,490	2.05	1553	2.34	2nd Gear			178	67	74	28.965
106.64	15,662	2.55	1551	1.61	3rd Gear			180	57	62	29.045
105.64	11,846	3.34	1549	1.04	4th Gear			180	57	62	29.045
99.32	8,454	4.41	1548	0.81	5th Gear			180	59	64	29.050
91.83	6,291	5.47	1550	0.47	6th Gear			180	59	65	29.045

FUEL, OIL, WATER and TIME Fuel Diesel Cetane No. 50 (rating taken from oil company's typical inspection data) Weight per gallon 7.000 lb Oil SAE 20 To motor 6.742 gal Drained from motor 5.352 gal Water used 0.836 gal Total time motor was operated 44½ hours.

CHASSIS Type Tracklayer Serial No. TD-182-38655 Tread width 74" Wheel base 94¾" Measured length of track 300" Cleats integral with shoes Cleats per track 40 Size of cleats 22" x 2¼" Advertised speeds mph first 1.6 second 2.1 third 2.6 fourth 3.4 fifth 4.4 sixth 5.5 first reverse 1.6 second reverse 3.4 Clutch single plate over center operated by hand lever Seat upholstered Brakes contracting bands operated by two foot pedals which can be locked Steering two hand levers with hydraulic boosters controlling multiple disc clutches Drawbar height 15½".

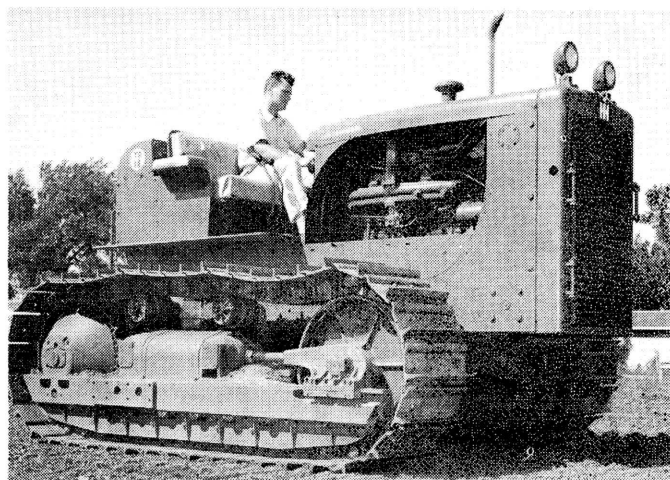
ENGINE Make International Diesel Type 6 cylinder vertical Serial No. TD-182M-3063 Crankshaft mounted lengthwise Head 1 Lubrication pressure Bore and stroke 4¾" x 6½" Rated rpm 1550 Compression ratio 15.04 to 1 Displacement 691 cu. in. Valve port diameter Inlet 1 25/32" Exhaust 1 17/32" Governor variable speed centrifugal Carburetor size 1¼" (for starting only) Ignition system 12 volt battery (for starting only) Starting system 12 volt Air cleaner oil bath wire packed Muffler was used Oil filter two replaceable radial fin paper elements Fuel filter replaceable radial fin paper elements in both auxiliary and final filters Cooling medium temperature control thermostat and shutter.

TOTAL WEIGHT AS TESTED (with operator) 30,955 lbs.

REPAIRS AND ADJUSTMENTS No repairs or adjustments.

REMARKS All test results were determined from observed data and without allowances, additions or deductions. Test F was made with fuel pumps set by manufacturer to develop approximately 106 observed drawbar horsepower and data from this test was used in determining the horsepower to be developed in test H.

No belt pulley available for this tractor.



HORSEPOWER SUMMARY

Drawbar

1. Sea level (calculated) maximum horsepower (based on 60° F and 29.92" Hg) 111.64
2. Observed maximum horsepower (test F) 106.66
3. Seventy-five per cent of calculated maximum drawbar horsepower (ASAE and SAE ratings) 83.73

We, the undersigned, certify that this is a true and correct report of official Tractor Test No. 629.

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 instrument 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.