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11-10-1952

## Test 489: Oliver OC-18

Nebraska Tractor Test Lab

University of Nebraska-Lincoln, [tractortestlab@unl.edu](mailto:tractortestlab@unl.edu)

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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: November 10 to November 24, 1952  
Manufacturer: THE OLIVER CORPORATION,  
CLEVELAND, OHIO  
Manufacturer's rating: Not rated

NEBRASKA TRACTOR TEST NO. 489

OLIVER OC-18

DRAWBAR HORSEPOWER TESTS

Hp	Draw bar pull lb	Speed miles per hr	Crank shaft speed rpm	Slip of drive wheels %	Fuel Consumption			Water used gal per hour	Temp Deg F		Barometer inches of mercury
					Gal per hour	Hp-hr per gal	Lb per hp-hr		Cool- ing med	Air	
* TESTS F and G—100% MAXIMUM LOAD											
119.41	31,028	1.44	1507	5.20	.....	Not Recorded	.....	180	66	28.660	
128.08	18,513	2.59	1504	1.29	.....	Not Recorded	.....	189	55	28.670	
117.24	11,788	3.73	1497	1.14	.....	Not Recorded	.....	182	74	28.790	
99.61	6,880	5.43	1496	0.68	.....	Not Recorded	...	185	76	28.790	
TEST H—RATED LOAD—TEN HOURS—2nd Gear											
101.62	14,625	2.61	1504	0.79	9.531	10.66	0.661	0.11	170	41	29.040



FUEL, OIL and TIME Diesel Fuel cetane No 50 (rating taken from oil company's typical inspection data) weight per gallon 7.043 lb Oil SAE 20 to motor 7.498 gal; drained from motor 6.281 gal Total time motor was operated 43 hours.

CHASSIS Type tracklayer Serial No 1KS022 Tread width 78" Wheel Base 99 3/8" Measured length of track 294.2" Cleats integral with shoes Cleats per track 35 Size of cleats 26" x 2 11/16" Advertised speeds mph first 1.50 second 2.61 third 3.76 fourth 5.45 reverse 1.83 and 3.53 Clutch double plate over center operated by hand Seat upholstered seat using sponge rubber and steel spring Brakes contracting bands operated by two foot pedals Equalized no Steering hand levers actuating compressed air control.

ENGINE Make Hercules Diesel DFXE Type 6 cylinder vertical Serial No DFXE 376524 Crankshaft mounted lengthwise Head I Lubrication pressure Bore and Stroke 5 3/8" x 6" Rated rpm 1500 Compression ratio 14.8 to 1 Displacement 895 cu in Port Diameter Valves inlet 2 3/8" exhaust 1 3/8" Governor variable speed centrifugal Starting System two 12 volt batteries Air Cleaner oil washed wire coil Muffler was not used Oil Filter edge type Fuel Filter two replaceable waste type elements Cooling medium temperature control thermostat.

TOTAL WEIGHT AS TESTED (WITH OPERATOR) 35090.

REPAIRS AND ADJUSTMENTS Fuel injection line to No. 6 cylinder was replaced before starting Test H.

REMARKS All test results were determined from observed data and without allowances, additions or deductions. Test F was made with fuel pumps set by the manufacturer to develop approximately 133 corrected maximum drawbar horsepower and data from this test were used in determining the horsepower to be developed in test H.

No belt tests were made on this tractor due to the limited capacity of the dynamometer.

HORSEPOWER SUMMARY

	Drawbar
1. Sea level (calculated) maximum horsepower (based on 60° F and 29.92" Hg)	133.02
2. Observed maximum horsepower (tests F & B)	128.08
3. Seventy-five per cent of calculated maximum drawbar horsepower and eighty-five per cent of calculated maximum belt horsepower (formerly ASAE and SAE ratings)	99.77

We, the undersigned, certify that this is a true and correct report of official tractor test No. 489.

L. F. LARSEN  
Engineer in Charge

C. W. SMITH  
F. D. YUNG  
L. W. HURLBUT  
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 held 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 held 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.

**Torque, lb-ft at dynamometer,** is obtained with wide open throttle and sufficient load is applied to give several readings.

### 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. All tests are made on the same 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.