

University of Nebraska - Lincoln

DigitalCommons@University of Nebraska - Lincoln

Nebraska Tractor Tests

Tractor Test and Power Museum, The Lester F. Larsen

9-27-1954

Test 524: Oliver Super 55

Nebraska Tractor Test Lab

University of Nebraska-Lincoln, tractortestlab@unl.edu

Follow this and additional works at: <https://digitalcommons.unl.edu/tractormuseumlit>



Part of the [Energy Systems Commons](#), [History of Science, Technology, and Medicine Commons](#), [Other Mechanical Engineering Commons](#), [Physical Sciences and Mathematics Commons](#), [Science and Mathematics Education Commons](#), and the [United States History Commons](#)

Nebraska Tractor Test Lab, "Test 524: Oliver Super 55" (1954). *Nebraska Tractor Tests*. 521.
<https://digitalcommons.unl.edu/tractormuseumlit/521>

This Article is brought to you for free and open access by the Tractor Test and Power Museum, The Lester F. Larsen at DigitalCommons@University of Nebraska - Lincoln. It has been accepted for inclusion in Nebraska Tractor Tests by an authorized administrator of DigitalCommons@University of Nebraska - Lincoln.

Department of Agricultural Engineering
Dates of test: September 27 to October 12, 1954
Manufacturer: THE OLIVER CORPORATION,
CHARLES CITY, IOWA
Manufacturer's rating: Not rated

NEBRASKA TRACTOR TEST NO. 524

OLIVER SUPER 55 HC

BELT HORSEPOWER TESTS

Hp	Crank shaft speed rpm	Fuel Consumption			Water used gal per hour	Temp Deg F		Barometer inches of mercury		
		Gal per hour	Hp-hr per gal	Lb per hp-hour		Cooling med	Air			
TEST B—100% MAXIMUM LOAD—TWO HOURS										
34.39	2000	3.127	11.00	0.558	0.00	169	57	28.600		
TEST C—OPERATING MAXIMUM LOAD—ONE HOUR										
32.65	2000	2.863	11.40	0.538	0.00	167	58	28.650		
TEST D—RATED LOAD—ONE HOUR										
30.58	2000	2.804	10.91	0.563	0.00	168	73	28.700		
TEST E—VARYING LOAD—TWO HOURS (20 minute runs; last line average)										
30.66	2001	2.806	10.93	0.562	...	166	71	.....	
2.10	2233	1.349	1.56	3.943	...	155	70	.....	
16.40	2134	2.078	7.89	0.777	...	163	70	.....	
31.60	1898	2.733	11.56	0.531	...	169	70	.....	
8.41	2185	1.667	5.04	1.216	...	158	71	.....	
23.92	2079	2.454	9.75	0.630	...	165	70	.....	
18.85	2088	2.181	8.64	0.710	0.00	163	70	28.700		
TORQUE (At Dynamometer)										
Eng rpm.	2002	1864	1742	1613	1490	1365	1245	1109	981	862
Lb-ft.	200.4	207.7	212.6	216.3	215.8	215.4	218.8	226.6	228.9	218.2
Dyn rpm.	849	788	737	681	629	577	525	467	413	364

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	
TEST F—100% MAXIMUM LOAD—4th Gear											
29.60	2190	5.07	1750	7.23	.....	Not Recorded	.....		171	66	28.965
TEST G—OPERATING MAXIMUM LOAD											
13.47	3539	1.43	1748	17.01	.....	Not Recorded	.....		173	87	28.750
19.94	3455	2.16	1746	18.05	.....	Not Recorded	.....		175	83	28.750
26.38	3221	3.07	1748	13.32	.....	Not Recorded	.....		170	65	28.960
28.13	2071	5.09	1749	6.80	.....	Not Recorded	.....		170	65	28.965
28.07	1715	6.14	1747	5.95	.....	Not Recorded	.....		170	65	28.960
24.19	693	13.09	1749	2.53	.....	Not Recorded	.....		180	86	28.745
TEST H—RATED LOAD—TEN HOURS 4th Gear											
23.37	1722	5.09	1750	6.82	2.318	10.08	0.609	0.00	175	74	28.590
TEST J—OPERATING MAXIMUM LOAD 4th Gear											
22.68	1837	4.63	1750	16.11	.....	Not Recorded	.....		172	60	28.570
TEST K—OPERATING MAXIMUM LOAD 4th Gear											
20.32	1710	4.46	1750	15.84	.....	Not Recorded	.....		174	72	28.680

TIRES, WHEELS AND WEIGHT

	Tests F, G, & H	Test J	Test K
Rear wheels			
Type	Pressed steel	Pressed steel	Pressed steel
Liquid ballast	346 lb each	None	None
Added cast iron	720 lb each	None	None
Rear tires			
No. and size	Two 11-28	Two 11-28	Two 10-28
Ply	4	4	4
Air pressure	14 lb	12 lb	12 lb
Front wheels			
Type	Pressed steel	Pressed steel	Pressed steel
Liquid ballast	None	None	None
Added cast iron	None	None	None
Front tires			
No. and size	Two 6.00-16	Two 6.00-16	Two 6.00-16
Ply	4	4	4
Air pressure	28 lb	28 lb	28 lb
Height of drawbar	22½ inches	23½ inches	22 inches
Static weight			
Rear end	4040 lb	1908 lb	1880 lb
Front end	1280 lb	1286 lb	1284 lb
Total weight as tested with operator	5495 lb	3369 lb	3339 lb

FUEL, OIL and TIME Gasoline Octane No. ASTM 79 Research 84.5 (rating taken from oil company's typical inspection data): weight per gallon 6.137 lb OIL SAE 10; to motor 1.069 gal; drained from motor 0.695 gal Total time motor was operated 43½ hours.

CHASSIS Type Standard Serial No. 6252-500 Tread width rear 48" to 76" front 48" to 76" Wheel base 73" Hydraulic control system direct engine drive Advertised speeds mph first 1.69 second 2.58 third 3.46 fourth 5.33 fifth 6.39 sixth 13.18 reverse 1.89 and 3.90 Belt pulley diam. 9" face 6½" rpm 1319 Belt speed 3108 fpm Clutch single plate clutch operated by foot pedal Seat pressed steel Brakes disc brakes operated by two foot pedals on right hand side Equalized by foot action only Power take-off direct engine drive with independent hand clutch.

ENGINE Make Oliver Type 4 cylinder vertical Serial No. 951492 Crankshaft mounted lengthwise Head 1 Lubrication Pressure Bore and stroke 3½" x 3¾" Rated rpm belt 2000 and drawbar 1750 Compression ratio 7.00 to 1 Displacement 144 cu. in. Port diameter valves inlet 1¼" exhaust 1½" Governor variable speed centrifugal Carburetor Size ¾" Ignition system battery Starting system 6 volt battery Air cleaner oil washed wire mesh Muffler was used Oil filter replaceable waste packed cart-ridge Cooling medium temperature control thermo-stat.

REPAIRS AND ADJUSTMENTS No repairs or adjustments.

REMARKS All test results were determined from observed data and without allowances, additions or deductions. Tests B and F were made with carburetor set for 100% maximum belt horsepower and data from these tests were used in determining the horsepower to be developed in tests D and H, respectively. Tests C, D, E, G, H, J & K were made with an operating setting of the carburetor (selected by the manufacturer) of 94.8% of maximum belt horsepower.

HORSEPOWER SUMMARY

	Drawbar	Belt
1. Sea level (calculated) maximum horsepower (based on 60°F and 29.92" HG)	30.75	35.88
2. Observed maximum horsepower (tests F and B)	29.60	34.39
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)	23.06	30.50

We, the undersigned, certify that this is a true and correct report of official tractor test No. 524.

L. F. LARSEN
Engineer-in-charge

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

