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1-1-1955

## Test 541: Oliver Super 66

Nebraska Tractor Test Lab

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Department of Agricultural Engineering  
Dates of test: May 16 to May 19, 1955  
Manufacturer: THE OLIVER CORPORATION,  
CHARLES CITY, IOWA  
Manufacturer's rating: Not rated

NEBRASKA TRACTOR TEST NO. 541

OLIVER SUPER 66 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										
33.62	2001	3.090	10.88	0.556	0.00	182	82	28.900		
TEST C—OPERATING MAXIMUM LOAD—ONE HOUR										
32.83	2000	2.885	11.38	0.532	0.00	167	72	28.900		
TEST D—RATED LOAD—ONE HOUR										
30.31	2000	2.769	10.95	0.553	0.00	160	69	28.900		
TEST E—VARYING LOAD—TWO HOURS (20 minute runs; last line average)										
30.40	2002	2.781	10.93	0.554	...	160	68	.....		
1.49	2108	1.210	1.23	4.913	...	145	68	.....		
15.77	2077	1.968	8.01	0.755	...	150	64	.....		
31.98	1876	2.761	11.58	0.523	...	161	67	.....		
8.00	2103	1.547	5.17	1.170	...	147	67	.....		
23.25	2044	2.345	9.91	0.610	...	154	67	.....		
18.48	2035	2.102	8.79	0.688	0.00	153	67	28.900		
TORQUE (At Dynamometer)										
Eng rpm	2001	1869	1747	1623	1486	1356	1238	1119	986	864
Lb-ft	203.9	211.8	220.2	227.5	232.2	237.0	241.2	242.6	238.7	232.8
Dyn rpm	842	786	734	683	624	570	520	470	414	362

#### 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		Cooling med	Air	
TEST H—RATED LOAD—TEN HOURS—4th Gear											
22.36	1615	5.19	1748	4.10	2.275	9.83	0.616	0.00	151	69	28.920
TEST F—100% MAXIMUM LOAD											
27.99	2037	5.15	1751	4.88	4th gear.....				173	82	28.890
TEST G—OPERATING MAXIMUM LOAD											
21.66	4309	1.89	1749	13.39	1st gear (Part Throttle)...				165	82	28.840
26.98	3556	2.85	1752	9.57	2nd gear.....				174	82	28.850
27.09	2920	3.48	1750	7.41	3rd gear.....				176	82	28.850
27.76	2019	5.16	1751	4.94	4th gear.....				178	82	28.850
27.06	1658	6.12	1750	4.29	5th gear.....				170	82	28.840
25.75	899	10.74	1750	2.55	6th gear.....				168	85	28.850
TEST J—OPERATING MAXIMUM LOAD											
26.68	2013	4.97	1752	7.89	4th gear.....				169	80	28.850
TEST K—OPERATING MAXIMUM LOAD											
23.26	1996	4.37	17.52	15.58	4th gear (Part Throttle)...				160	80	28.850

#### TIRES, WHEELS AND WEIGHT

	Tests F, G, & H	Test J	Test K
<b>Rear wheels</b>			
Type	Cast iron	Cast iron	Pressed steel
Liquid ballast	360 lb each	None	None
Added cast iron	980 lb each	None	None
<b>Rear tires</b>			
No. and size	Two 10-38	Two 10-38	Two 9-38
Ply	6	6	4
Air pressure	24 lb	12 lb	12 lb
<b>Front wheels</b>			
Type	Pressed steel	Pressed steel	Pressed steel
Liquid ballast	None	None	None
Added cast iron	110 lb each	None	None
<b>Front tires</b>			
No. and size	Two 5.00-15	Two 5.00-15	Two 5.00-15
Ply	4	4	4
Air pressure	28 lb	28 lb	28 lb
<b>Height of drawbar</b>	23 inches	23½ inches	22 inches
<b>Static weight</b>			
Rear end	5400 lb	2721 lb	2280 lb
Front end	1270 lb	1047 lb	1040 lb
<b>Total weight as tested with operator</b>	6845 lb	3943 lb	3495 lb

FUEL, OIL and TIME Gasoline Octane No. ASTM 80.8 Research 85.9 (rating taken from oil company's typical inspection data): weight per gallon 6.052 lb OIL SAE 10; to motor 0.883 gal; drained from motor 0.845 gal Total time motor was operated 40 hours.

CHASSIS Type Tricycle Serial No. 7212606 Tread width rear 60" to 88" front 6¾" to 11½" Hydraulic control system direct engine drive Advertised speeds mph first 2.14 second 3.08 third 3.68 fourth 5.31 fifth 6.27 sixth 10.81 reverse 2.43 and 4.19 Belt pulley diam 9½" face 7¼" rpm 1232 Belt speed 3064 fpm Clutch single plate dry disc operated by foot pedal Seat pressed steel cushioned by rubber in torsion Brakes double disc brakes operated by two foot pedals Equalized equalizer bar serves as master brake pedal Power take-off direct engine drive with independent clutch.

ENGINE Make Oliver Type 4 cylinder vertical Serial No. 934675 Crankshaft mounted lengthwise Head 1 Lubrication pressure Bore and stroke 3½" x 3¾" Rated rpm belt 2000 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 cotton waste filter Cooling medium temperature control thermostat.

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 and K were made with an operating setting of the carburetor (selected by the manufacturer) of 96.7% of maximum belt horsepower.

#### HORSEPOWER SUMMARY

	Drawbar	Belt
1. Sea level (calculated) maximum horsepower (based on 60° F. and 29.92" HG)	29.60	35.54
2. Observed maximum horsepower (tests F and B)	27.99	33.62
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)	22.20	30.21

We, the undersigned, certify that this is a true and correct report of official tractor test No. 541.

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.

