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January 1966

Test 944: Oliver 1550

Nebraska Tractor Test Lab

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NEBRASKA TRACTOR TEST 944 – OLIVER 1550 GASOLINE (ALSO MINNEAPOLIS-MOLINE G550 GASOLINE) ALSO OLIVER 1555 GASOLINE

POWER TAKE-OFF PERFORMANCE

Hp	Crank- shaft speed rpm	Fuel Consumption		Temperature Degrees F					Barometer inches of Mercury
		Gal per hr	Lb per hp-hr	Hp-hr per gal	Cooling medium	Air wet bulb	Air dry bulb		
MAXIMUM POWER AND FUEL CONSUMPTION									
Rated Engine Speed—Two Hours									
53.34	2200	4.987	0.570	10.80	177	65	75	29.017	
VARYING POWER AND FUEL CONSUMPTION—TWO HOURS									
47.71	2315	4.829	0.624	9.88	177	64	76	.....
0.00	2429	2.006	.....	.....	175	64	75	.....
24.29	2357	3.578	0.857	7.19	176	64	76	.....
53.41	2199	4.912	0.567	10.87	178	63	75	.....
12.31	2391	2.736	1.370	4.50	175	64	76	.....
36.10	2335	4.074	0.696	8.86	177	64	76	.....
Av 28.97	2338	3.656	0.778	7.92	176	64	75	29.053	

DRAWBAR PERFORMANCE

Hp	Draw- bar pull lbs	Speed miles per hr	Crank- shaft speed rpm	Slip of drivers %	Fuel Consumption		Temp Degrees F				Barom- eter inches of Mercury
					Gal per hr	Lb per hp-hr	Hp-hr per gal	Cool- ing med	Air wet bulb	Air dry bulb	

VARYING DRAWBAR POWER AND FUEL CONSUMPTION WITH BALLAST

Maximum Available Power—Two Hours—4th Gear Hydra-Power											
45.37	3782	4.50	2200	5.79	4.903	0.666	9.25	182	67	82	28.970
75% of Pull at Maximum Power—Ten Hours—4th Gear Hydra-Power											
37.33	2895	4.84	2325	4.17	4.370	0.722	8.54	181	63	72	28.852
50% of Pull at Maximum Power—Two Hours—4th Gear Hydra-Power											
26.06	1984	4.93	2343	3.13	3.675	0.869	7.09	177	65	76	29.010

MAXIMUM POWER WITH BALLAST

43.10	6799	2.38	2213	14.97	2nd Gear Hydra-Power			178	61	69	29.020
44.58	5504	3.04	2197	9.48	3rd Gear Hydra-Power			181	63	79	29.020
44.58	4770	3.50	2203	7.64	2nd Gear			181	63	79	29.020
44.69	3882	4.32	2200	5.73	3rd Gear			184	63	79	29.020
46.20	3856	4.49	2199	6.06	4th Gear Hydra-Power			181	67	81	29.040
45.62	3047	5.61	2200	4.43	5th Gear Hydra-Power			184	65	80	29.030
44.88	2694	6.25	2198	3.87	4th Gear			184	63	79	29.000
44.12	2139	7.74	2195	3.09	5th Gear			181	63	79	29.000
44.54	1696	9.85	2199	2.37	6th Gear Hydra-Power			182	63	79	29.000
40.86	1130	13.56	2203	1.50	6th Gear			182	63	79	29.000

MAXIMUM POWER WITHOUT BALLAST

46.77	3946	4.44	2196	6.94	4th Gear Hydra-Power			180	61	70	29.010
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VARYING DRAWBAR PULL AND TRAVEL SPEED WITH BALLAST

4th Gear Hydra-Power											
Pounds pull				3856	4125	4348	4474	4513	4428		
Horsepower				46.20	44.36	40.92	36.88	31.66	26.10		
Crankshaft speed, rpm				2199	1983	1746	1534	1307	1097		
Miles per hour				4.49	4.03	3.53	3.09	2.63	2.21		
Slip of drivers, %				6.06	6.40	6.92	7.19	7.32	7.32		

TIRES, BALLAST and WEIGHT				With Ballast		Without Ballast	
Rear tires	—No, size, ply & psi			Two 15.5-38; 6; 16		Two 15.5-38; 6; 14	
Ballast	—Liquid			683 lb each		None	
	Cast iron			140 lb each		None	
Front tires	—No, size, ply & psi			Two 6.00-16; 4; 32		Two 6.00-16; 4; 32	
Ballast	—Liquid			None		None	
	Cast iron			None		None	
Height of drawbar				19½ inches		19½ inches	
Static weight with operator—Rear				6650 lb		5005 lb	
	Front			1880 lb		1835 lb	
	Total			8530 lb		6840 lb	

The University of Nebraska Agricultural Experiment Station
E. F. Frolik, Dean; H. H. Kramer, Director, Lincoln, Nebraska

Department of Agricultural Engineering

Dates of Test: JUNE 8 to JUNE 16, 1966

Manufacturer: OLIVER CORPORATION,
CHARLES CITY, IOWA

FUEL, OIL and TIME Fuel regular gasoline Octane No Motor 84.4 Research 92.8 (rating taken from oil company's typical inspection data) Specific gravity converted to 60°/60° 0.7404 Weight per gallon 6.163 lb Oil SAE 10W API service classification MS, DM To motor 1.466 gal Drained from motor 1.207 gal Transmission and final-drive lubricant SAE 80 multi-purpose Total time engine was operated 44 hours.

ENGINE Make Oliver gasoline Type 6 cylinder vertical Serial No 98956 Crankshaft mounted lengthwise Rated rpm 2200 Bore and stroke 3¼" x 3¼" Compression ratio 8.0 to 1 Displacement 232 cu in Carburetor size 1" Ignition system battery Cranking system 12 volt electric Lubrication pressure Air cleaner dry type with built-in pre-cleaner and automatic dust unloader using replaceable pleated paper element Oil cooler engine coolant heat exchanger for transmission oil and radiator for hydraulic oil Fuel filter sediment bowl with screen Muffler was used Cooling medium temperature control thermostat.

CHASSIS Type Tricycle Serial No 165752-504 Tread width rear 55" to 90½" front 7½" or 13¼" Wheel base 99¼" Center of gravity (without operator or ballast, with minimum tread, with fuel tank filled and tractor serviced for operation) Horizontal distance forward from center-line of rear wheels 28.0" Vertical distance above roadway 31.6" Horizontal distance from center of rear wheel tread 0.0" to the right/left Hydraulic control system direct engine drive Transmission selective gear fixed ratio with partial range operator controlled power shifting Advertised speeds mph first 2.63 second 3.73 third 4.52 fourth 6.42 fifth 7.89 sixth 13.57 reverse 2.95 and 5.07 (using Hydra-Power drive) first 1.93 second 2.74 third 3.32 fourth 4.71 fifth 5.79 sixth 9.96 reverse 2.16 and 3.72 Clutch single plate dry disc operated by foot pedal Brakes multiple disc operated by two foot pedals which can be locked together Steering hydraulic with power assist Turning radius (on concrete surface with brake applied) right 146" left 146" (on concrete surface without brake) right 166" left 166" Turning space diameter (on concrete surface with brake applied) right 300" left 300" (on concrete surface without brake) right 340" left 340" Belt pulley 1035 rpm at 2200 engine rpm diam 11⅞" face 8" Belt speed 3106 fpm Power take-off 550 or 994 rpm at 2200 engine rpm.

REPAIRS and ADJUSTMENTS No repairs or adjustments.

REMARKS All test results were determined from observed data obtained in accordance with the SAE and ASAE test code.

First gear Hydra-Power drive and first gear direct drive were not run as it was necessary to limit the pull in second gear Hydra-Power drive to avoid excessive wheel slippage.

We, the undersigned, certify that this is a true and correct report of official Tractor Test 944.

L. F. LARSEN

Engineer-in-Charge

G. W. STEINBRUEGGE, Chairman

J. J. SULEK

D. E. LANE

Board of Tractor Test Engineers

EXPLANATION OF TEST REPORT

GENERAL CONDITIONS

Each tractor is a production model equipped for common usage. Power consuming accessories can be disconnected only when it is convenient for the operator to do so in practice. Additional weight can be added as ballast if the manufacturer regularly supplies it for sale. The static tire loads and the inflation pressures must conform to recommendations in the Tire Standards published by the Society of Automotive Engineers.

PREPARATION FOR PERFORMANCE RUNS

The engine crankcase is drained and refilled with a measured amount of new oil conforming to specifications in the operators manual. The fuel used and the maintenance operations must also conform to the published information delivered with the tractor. The tractor is then limbered-up for 12 hours on drawbar work in accordance with the manufacturer's published recommendations. The manufacturer's representative is present to make appropriate decisions regarding mechanical adjustments.

The tractor is equipped with approximately the amount of added ballast that is used during maximum drawbar tests. The tire tread-bar height must be at least 65% of new tread height prior to the maximum power run.

BELT OR POWER TAKE-OFF PERFORMANCE

Maximum Power and Fuel Consumption. The manufacturer's representative makes carburetor, fuel pump, ignition and governor control settings which remain unchanged throughout all subsequent runs. The governor and the manually operated governor control lever is set to provide the high-idle speed specified by the manufacturer for maximum power. Maximum power is measured by connecting the belt pulley or the power take-off to a dynamometer. The dynamometer load is then gradually increased until the engine is operating at the rated speed specified by the manufacturer for maximum power. The corresponding fuel consumption is measured.

Varying Power and Fuel Consumption. Six different horsepower levels are used to show corresponding fuel consumption rates and how the governor causes the engine to react to the following changes in dynamometer load: 85% of the dynamometer torque at maximum power; minimum dynamometer torque, $\frac{1}{2}$ of the 85% torque; maximum power, $\frac{1}{4}$ and $\frac{3}{4}$ of the 85% torque. Since a tractor is generally subjected to varying loads the average of the results in this test serve well for predicting the fuel consumption of a tractor in general usage.

DRAWBAR PERFORMANCE

All engine adjustments are the same as those used in the belt or power take-off tests. If the manufacturer specifies a different rated crankshaft speed for drawbar operations, then the position of the manually operated governor control is changed to provide the high-idle speed specified by the manufacturer in the operating instructions.

Varying Power and Fuel Consumption With Ballast. The varying power runs are made to show the effect of speed-control devices (engine, governor, automatic trans-

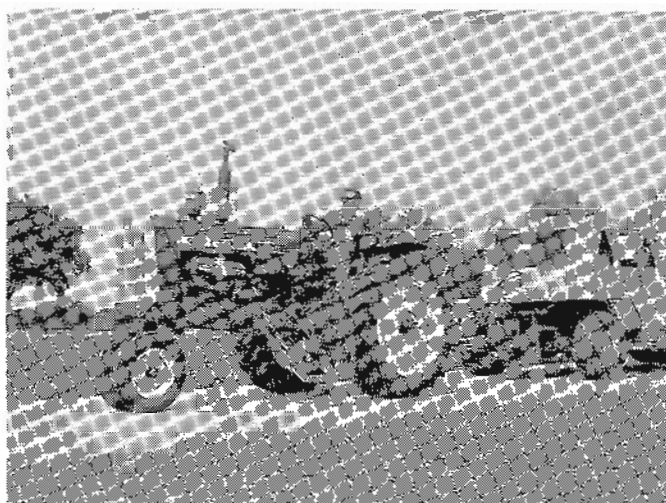
mission, etc.) on horsepower, speed and fuel consumption. These runs are made around the entire test course which has two 180 degree turns with a minimum radius of 50 feet. The drawbar pull is set at 3 different levels as follows: (1) as near to the pull at maximum power as possible and still have the tractor maintain the travel speed at maximum horsepower on the straight sections of the test course; (2) 75% of the pull at maximum power; and (3) 50% of the pull at maximum power. Prior to 1958, fuel consumption data (10 hour test) were shown only for the pull obtained at maximum power for tractors having torque converters and at 75% of the pull obtained at maximum power for gear-type tractors.

Maximum Power with Ballast. Maximum power is measured on straight level sections of the test course. Data are shown for not more than 12 different gears or travel speeds. Some gears or travel speeds may be omitted because of high slippage of the traction members or because the travel speed may exceed the safe-limit for the test course. The maximum safe speed for the Nebraska Test Course has been set at 15 miles per hour. The slippage limits have been set at 15% and 7% for pneumatic tires and steel tracks or lugs, respectively. Higher slippage gives widely varying results.

Maximum Power Without Ballast. All added ballast is removed from the tractor. The maximum drawbar power of the tractor is determined by the same procedure used for getting maximum power with ballast. The gear (or travel speed) is the same as that used in the 10-hour test.

Varying Power and Travel Speed with Ballast. Travel speeds corresponding to drawbar pulls beyond the maximum power range are obtained to show the "lugging ability" of the tractor. The run starts with the pull at maximum power; then additional drawbar pull is applied to cause decreasing speeds. The run is ended by one of three conditions: (1) maximum pull is obtained, (2) the maximum slippage limit is reached, or (3) some other operating limit is reached.

For additional information about the Nebraska Tractor Tests write to the Department of Agricultural Engineering, University of Nebraska, Lincoln, Nebraska.



Oliver 1550 Gasoline