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Test 1056: Oliver 1750

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NEBRASKA TRACTOR TEST 1056 - OLIVER 1755 GASOLINE (ALSO MINNEAPOLIS-MOLINE G850 GASOLINE)

POWER TAKE-OFF PERFORMANCE

Hp	Crankshaft speed rpm	Fuel Consumption		Hp-hr per gal	Temperature Degrees F			Barometer inches of Mercury
		Gal per hr	Lb per hp-hr		Cooling medium	Air wet bulb	Air dry bulb	
MAXIMUM POWER AND FUEL CONSUMPTION								
Rated Engine Speed—Two Hours (PTO Speed—984 rpm)								
86.98	2400	7.650	0.541	11.37	187	57	75	29.363
VARYING POWER AND FUEL CONSUMPTION—Two Hours								
76.86	2492	7.351	0.589	10.46	186	57	75	..
0.00	2654	8.213	.....	.....	174	57	77	.....
39.42	2557	4.680	0.731	8.42	179	57	76	.....
87.04	2401	7.649	0.541	11.38	189	56	75	.....
20.04	2599	8.817	1.172	5.25	177	56	75	.....
58.32	2530	5.938	0.624	9.86	172	57	75	.....
Av 46.98	2539	5.441	0.713	8.63	179	56	75	29.380

DRAWBAR PERFORMANCE

Hp	Drawbar pull lbs	Speed miles per hr	Crankshaft speed rpm	Slip of drivers %	Fuel Consumption		Hp-hr per gal	Temp Degrees F			Barometer inches of Mercury
					Gal per hr	Lb per hp-hr		Cooling med	Air wet bulb	Air dry bulb	

VARYING DRAWBAR POWER AND FUEL CONSUMPTION WITH BALLAST

Maximum Available Power—Two Hours—8th Gear (3rd Direct)											
72.45	6669	4.07	2397	8.42	7.665	0.651	9.45	172	52	61	29.190

75% of Pull at Maximum Power—Ten Hours—8th Gear (3rd Direct)											
59.67	5163	4.33	2496	6.38	7.154	0.738	8.31	172	61	65	28.612

50% of Pull at Maximum Power—Two Hours—8th Gear (3rd Direct)											
41.29	3422	4.53	2547	4.26	5.369	0.800	7.69	168	45	51	29.245

MAXIMUM POWER WITH BALLAST

63.23	10407	2.28	2433	14.97	4th Gear (2nd Under)		175	58	63	28.670
72.68	8288	3.29	2403	11.06	6th Gear (3rd Under)		175	49	61	29.270
74.71	6896	4.06	2402	8.71	8th Gear (3rd Direct)		172	50	62	29.270
72.67	6490	4.20	2401	8.25	9th Gear (4th Under)		174	49	61	29.270
74.20	5602	4.97	2399	6.85	10th Gear (3rd Over)		173	49	61	29.270
74.28	5415	5.14	2401	6.51	11th Gear (4th Direct)		175	48	61	29.270
73.38	4395	6.26	2402	5.19	12th Gear (4th Over)		177	50	62	29.260
74.93	3415	8.23	2403	4.19	14th Gear (5th Direct)		177	50	63	29.260

MAXIMUM PULL WITHOUT BALLAST

60.18	7963	2.83	2502	14.79	5th Gear (2nd Direct)		171	45	50	28.590
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VARYING DRAWBAR PULL AND TRAVEL SPEED WITH BALLAST 8th Gear (3rd Direct)

Pounds Pull	6896	7250	7374	7447	7300	7026
Horsepower	74.71	70.37	63.01	56.15	47.03	37.71
Crankshaft Speed rpm	2402	2165	1909	1690	1440	1196
Miles Per Hour	4.06	3.64	3.20	2.83	2.42	2.01
Slip of Drivers %	8.71	9.42	9.55	9.81	9.42	9.17

TIRES, BALLAST and WEIGHT

		With Ballast	Without Ballast
Rear tires	—No. size, ply & psi	Two 18.4-34; 8; 18	Two 18.4-34; 8; 16
Ballast	—Liquid	723 lb each	None
	—Cast iron	980 lb each	None
Front tires	—No. size, ply & psi	Two 7.5L-15; 8; 40	Two 7.5L-15; 8; 40
Ballast	—Liquid	None	None
	—Cast iron	88 lb each	None
Height of drawbar		20½ inches	21½ inches
Static weight with operator—Rear		10350 lb	6945 lb
	Front	2720 lb	2545 lb
	Total	13070 lb	9490 lb

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

Department of Agricultural Engineering

Dates of Test: October 15 to October 26, 1970

Manufacturer: WHITE FARM EQUIPMENT COMPANY, HOPKINS, MINNESOTA

FUEL, OIL and TIME Fuel regular gasoline Octane No Motor 84.3 Research 93 (rating taken from oil company's typical inspection data) Specific gravity converted to 60°/60° 0.7392 Weight per gallon 6.154 lb Oil SAE 30 API service classification MS, DS To motor 2.201 gal Drained from motor 1.533 gal Transmission and final-drive lubricant SAE 80 Total time engine was operated 42½ hours.

ENGINE Make Oliver gasoline Type 6 cylinder vertical Serial No 187736 Crankshaft mounted lengthwise Rated rpm 2400 Bore and stroke 3½" x 4" Compression ratio 8.5 to 1 Displacement 283 cu in Carburetor size 1½" Ignition system battery Cranking system 12 volt electric Lubrication pressure Air cleaner dry type with built-in precleaner and automatic dust unloader Oil filter full flow replaceable cartridge Oil cooler radiator for hydra-power oil Fuel filter sediment bowl with screen Muffler was used Cooling medium temperature control thermostat.

CHASSIS Type standard Serial No 221765-676 Tread width 68" to 89½" front 60" to 84" Wheel base 109¼" Center of gravity (without operator or ballast, with minimum tread, with fuel tank filled and tractor serviced for operation) Horizontal distance forward from centerline of rear wheels 31.2" Vertical distance above roadway 35.3" Horizontal distance from center of rear wheel tread 0" to the right/left Hydraulic control system direct engine drive Transmission selective gear fixed ratio with partial (3) range operator controlled power shifting Advertised speeds mph first 1.3 second 1.6 third 1.9 fourth 2.6 fifth 3.1 sixth 3.6 seventh 3.7 eighth 4.3 ninth 4.4 tenth 5.2 eleventh 5.3 twelfth 6.4 thirteenth 6.9 fourteenth 8.3 fifteenth 10.0 sixteenth 11.9 seventeenth 14.4 eighteenth 17.2 reverse 1.5, 1.8, 2.2, 4.0, 4.9 and 5.8 Clutch single plate dry disc with cerametallic buttons and operated by foot pedal Brakes double dry disc hydraulically power actuated operated by two foot pedals that can be locked together Steering hydrostatic power Turning radius (on concrete surface with brake applied) right 155" left 155" (on concrete surface without brake) right 170" left 170" Turning space diameter (on concrete surface with brake applied) right 310" left 310" (on concrete surface without brake) right 350" left 350" Belt pulley 1035 rpm at 2400 engine rpm diam 11¼" face 8¾" Belt speed 3049 fpm Power take-off 984 rpm at 2400 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, second, and third gears were not run as it was necessary to limit the pull in fourth gear to avoid excessive wheel slippage. Fifth, seventh, thirteenth, fifteenth, sixteenth, seventeenth and eighteenth gears were not run as test procedure requires only eight gears.

We, the undersigned, certify that this is a true and correct report of official Tractor Test 1056.

L. F. LARSEN

Engineer-in-Charge

G. W. STEINBRUEGGE, Chairman

W. E. SPLINTER

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. Prior to the maximum power run the tire tread-bar height must be at least 65% of new tread-height.

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.

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-

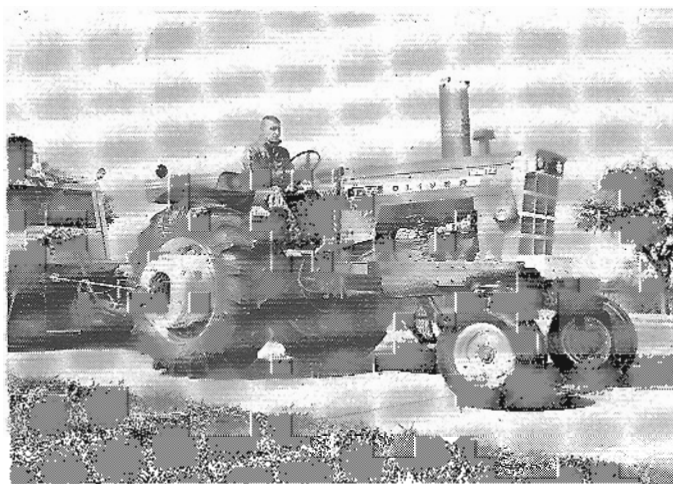
mission, etc.) on horsepower, speed and fuel consumption. These runs are made around the entire test course which has two 180 degree turns with a minimum radius of 50 feet. The drawbar pull is set at 3 different levels as follows: (1) as near to the pull at maximum power as possible and still have the 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.

Maximum Power with Ballast. Maximum power is measured on straight level sections of the test course. Data are shown for not more than 8 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 manufacturer's representative has the option of selecting one gear or speed over eight miles per hour. 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 Pull without Ballast. All added ballast is removed from the tractor. The drawbar pull is determined at slip limits of 15% for pneumatic tires or 7% for steel tracks or lugs. The tractor is operated at the fastest possible travel speed.

Varying Drawbar Pull 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 68503.



OLIVER 1755 GASOLINE