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January 1927

Test 135: Huber Super Four 40-62

Nebraska Tractor Test Lab

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AGRICULTURAL COLLEGE, LINCOLN

Dates of test: May 17th to June 24th, 1927

Serial No. Engine: 273508 Serial No. Chassis: 8568

Manufacturer: Huber Manufacturing Co., Marion, Ohio.

Tractor equipment used: Eisemann "G4" Max., Ensign "A" Carburetor

Style and dimensions of wheel lugs: Spades 3-3/4" high x 3-3/4" x 3-1/2".
10" extension rims.

[illegible]

62.42 : 1100 : 60 : Gaso.: 6.45 : 9.39 : 0.00 : 0.00 : 0.00 : 190 : 79 : 41 : 28.49

62.42	:	1100	:	10	:	Gas.	:	:	:	:	:	:	:											
62.40	:	1093	:	10	:	"	:	:	:	:	:	:	:											
1.21	:	1295	:	10	:	"	:	:	:	:	:	:	:											
18.10	:	1265	:	10	:	"	:	:	:	:	:	:	:											
34.54	:	1211	:	10	:	"	:	:	:	:	:	:	:											
49.18	:	1152	:	10	:	"	:	:	:	:	:	:	:											
39.69	:	1187	:	60	:	"	:	5.228	:	7.59	:	0.00	:	0.00	:	0.00	:	185	:	79	:	41	:	28.49

69.76 : 1100 : 120 : G_{aso.} : 8.656 : 8.06 : 0.00 : 0.00 : 0.00 : 178 : 77 : 39 : 28.71

33.95 : 1191 : 60 : G₂so.: 4.658:7.29 : 0.00 : 0.00 : 0.00 : 191 : 73 : 69 : 28.80

* Taken in discharge line from engine.

**The last line is the average for the hour.

REMARKS: The gasoline used as fuel in these tests weighed 6.14 pounds per gallon.

Copy of Report of Official Tractor Test No. 135.

DRAWBAR HORSE-POWER TESTS

H. P. Dev.	Draw	Speed	Crank	Slip	Fuel Consumption			Water	Temp. Deg. F.			
	Bar	Miles	Shaft	on	Amt.	H. P.	Used					
	Pull	Per	Speed	Drive	Kind	per	hrs.	Per	Cooling	Air	Average	Height of
	Pounds	Hour	R.P.M.	Wheels	Used	hour	per	Hour	Fluid		Humidity	Barometer
				%		Gals.	Gal.	Gals.	*			In Inches

RATED LOAD TEST. TEN HOURS

40.26 : 4442 : 3.40 : 1113 : 11.44 : Gaso.: 6.121 :: 6.58 : 0.14 : 184 : 84 : 49 : 28.49

MAXIMUM LOAD TEST

50.03 : 5355 : 3.505 : 1114 : 7.81 : Gaso.: -- NOT RECORDED -- : 186 : 84 : 66 : 28.43

49.44 : 7607.5 : 2.435 : 1105 : 9.15 : Gaso.: -- NOT RECORDED -- : 182 : 80 : 66 : 28.43

* Taken in discharge line from engine.

REMARKS: The rated load and first maximum load tests were made in high gear. The second maximum load test was made in low gear. The distance advanced by the tractor without load on level ground for several complete revolutions of the drive wheels was taken as a basis for calculating the slippage.

OIL CONSUMPTION:

During the complete test consisting of about 48 hours running the following oil was used:
 For the engine: 5-3/4 gallons of Mob. "B". 4 gallons to fill crankcase and 1-3/4 gallons added during test.
 For the transmission: None gallons of 600 W. None added during test. 1 lb. of cup grease.

Copy of Report of Official Tractor Test No. 135

REPAIRS AND ADJUSTMENTS

During the rated drawbar test and after approximately 25 hours running ignition trouble developed due to spark plugs. Two of the plugs were replaced with new ones of the same make but did not remedy the trouble. The Stitt spark plugs, which were standard equipment, were then replaced with A-C plugs and no further ignition trouble was experienced. The left spindle arm sheared off causing the front axle to bend somewhat, the axle and spindle arm were replaced with new parts. The packing gland nuts on the water pump were tightened several times during the test, the glands were leaking at the end of the test. The flexible oil tube leading to the clutch throw out collar was leaking at the end of the test. No other repairs or adjustments were necessary during this test. At the end of the test the tractor was in good running order and there were no indications of undue wear nor of any weakness which might require early repair.

BRIEF SPECIFICATIONS

Motor: Stearns, 4 cylinder, vertical, valve-in-head, mounted crankshaft lengthwise. Bore 5-1/2". Stroke 6-1/2". Rated speed 1100 R.P.M.

Magneto: Eisemann "G4".

Carburetor: Ensign "A".

Air cleaner: Pomona oil spray type.

Governor: Kingston fly-ball type.

Chassis: Four wheels, two drivers, enclosed gear drive, clutch own make twin disc. Advertised speeds: Low, 2 to 2-1/2 miles per hour; High, 3 to 3-1/2 miles per hour; Reverse, 1.75 to 2.25 miles per hour.

Total weight as tested (with operator) 9910 pounds.

REMARKS

In the advertising literature submitted with the specifications and application for test of this tractor, we find some claims and statements which cannot be directly compared with the results of this test as reported above. It is our opinion that none of these are excessive or unreasonable.

We, the undersigned, certify that above is a true and correct report of official tractor test No. 135.

Lew Wallace
Engineer-in-Charge

Oscar W. Sjogren

E. E. Brackett

C. W. Smith
Board of Tractor Test Engineers