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January 1927

## Test 146: John Deere Model D 15-27

Nebraska Tractor Test Lab

University of Nebraska-Lincoln, [tractortestlab@unl.edu](mailto:tractortestlab@unl.edu)

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## AGRICULTURAL COLLEGE, LINCOLN

Dates of test: October 24th to October 29th, 1927  
Name, model and rating of tractor: John Deere Model "D" 15-27  
Serial No. Engine: 60250 Serial No. Chassis: 60250  
Manufacturer: John Deere Tractor Company, Waterloo, Iowa  
Tractor equipment used: Splitdorf "246C" Mag., Schebler "DLT" carburetor  
Style and dimensions of wheel lugs: Spade 36 per wheel, 4" high x 3-1/4" wide x  
3" base. 6" extension rims.

H. P.	Crank	Time	Fuel Consumption	Water consumption	Temp.	Average	Humidity	Height of
Dev.	Shaft	of		Gals. per hour	Deg. F. *		%	Barometer
	Speed	Test	Kind	Gals. H. P.	Cool-In	Total	Cool-Air	Inches
	R.P.M.	Min.	of	per	hrs. @	ing	fuel	
			fuel	Hour				

27.45 :802 : 60 :Kero.:2.556;10.74 : 0.97;0.00; 0.97; 210 : 92 : 42 : 28.79

27.46	:802.5	: 10	:Kero.	:	:	:	:	:	:	:	:	:	:
30.00	:796.5	: 10	: "	:	:	:	:	:	:	:	:	:	:
1.16	:845.5	: 10	: "	:	:	:	:	:	:	:	:	:	:
7.02	:815	: 10	: "	:	:	:	:	:	:	:	:	:	:
13.82	:803.5	: 10	: "	:	:	:	:	:	:	:	:	:	:
20.59	:800	: 10	: "	:	:	:	:	:	:	:	:	:	:
16.90	:811	: 60	: "	:1.930	: 3.76	: 0.45	:0.00	: 0.45	: 204	: 89	: 42	: 26.78	

36.98 ;801 :120 :Kero.:3.982; 9.29 : 3.68;0.00: 3.68: 204 : 91 : 40 : 28.87

13.87 :807 : 60 :Kero.:1.658; 8.37 : 0.16;0.00; 0.16; 204 : 90 : 42 : 28.76

\* Taken in discharge line from engine.

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

REMARKS: The kerosene used as fuel in these tests weighed 6.84 pounds per gallon.

Copy of Report of Official Tractor Test No. 146.

DRAWBAR HORSE POWER TESTS

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

RATED LOAD TEST. TEN HOURS

15.38	:1577.5	: 3.66	: 796	: 3.85	:Kero.	:2.299	: 6.69	: 0.64	: 210	: 78	: 32	: 28.72
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MAXIMUM LOAD TEST

27.77	:3090	: 3.37	: 803	:13.21	:Kero.	: -- NOT RECORDED --	: 203.5	: 74.5	: 46	: 28.68
28.53	:4462.5	: 2.40	: 805	:17.88	:Kero.	: -- NOT RECORDED --	: 203.5	: 73	: 46	: 28.68

\*Taken in discharge line from engine.

REMARKS: The rated load and first maximum tests were made in high gear; the second maximum 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 35 hours running the following oil was used:  
 For the engine, 5.625 gallons of Mobiloil "BB". 2 gallons to fill crankcase, 3.625 gallons added during test.  
 For the transmission: None gallons of 600W.

Copy of Report of Official Tractor Test No. 146.

REPAIRS AND ADJUSTMENTS

No 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: Own, 2 cylinder, horizontal, valve-in-head, mounted crankshaft crosswise. Bore, 6-3/4"; stroke, 7". Rated speed, 800 R.P.M. Pulley: Diameter 15-1/4", width 7-3/4", rotates at crankshaft speed.

Magneto: Splitdorf "246C".  
Carburetor: Schebler "DLT".  
Governor: Own make, fly-ball type.  
Air Cleaner: Donaldson Simplex oiled fiber type.

CHASSIS: Four wheels, two drivers, enclosed gear and chain drive, clutch own make disc. Advertised speeds: Low, 2.5 miles per hour; High, 3.25 miles per hour.

Total weight as tested (with operator) 4917 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. 146.

Lew Wallace  
Engineer-in-Charge

Oscar W. Sjogren

E. E. Brackett

C. W. Smith  
Board of Tractor Test Engineers