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January 1929

Test 155: Case Model L 26-40

Nebraska Tractor Test Lab

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UNIVERSITY OF NEBRASKA AGRICULTURAL ENGINEERING DEPARTMENT
AGRICULTURAL COLLEGE, LINCOLN

Copy of Report of Official Tractor Test No. 155

Dates of test: March 16 to 27, 1929

Name, model and rating of tractor: Case 26-40 Model "L"

Manufacturer: J. I. Case Threshing Machine Co., Racine, Wisc.

B R A K E H O R S E P O W E R T E S T S

	:Crank :	Fuel Consumption			:Water consumption :	Temp. :	
	:shaft :				:per hour gallons :	Deg. F. :	Barometer
H. P.	:speed :	Gals.	:H. P.	:Lbs. @	:Cool-:In :	:Cool- :	:Inches of
	:R.P.M. :	per	:hrs. @	:H.P.	:ing :fuel :	Total :ing :	Air :Mercury
	:	:hour	:gal.	:hour	:	:med. :	:

OPERATING MAXIMUM LOAD TEST. ONE HOUR (95% of maximum load)

44.01 : 1099 : 4.461 : 9.87 : 0.693 : 0.0 : 0.0 : 0.0 : 190 : 61 : 28.18

RATED LOAD TEST. ONE HOUR

40.22 : 1102 : 4.123 : 9.76 : 0.701 : 0.0 : 0.0 : 0.0 : 183 : 62 : 28.17

*VARYING LOAD TEST. TWO HOURS

40.18 : 1102 : 4.140 : 9.71 : 0.705 : 0.0 : 0.0 : 0.0 : 185 : 62 :
 0.595 : 1154 : 1.342 : 0.44 : 15.429 : 0.0 : 0.0 : 0.0 : 156 : 64 :
 20.59 : 1119 : 2.377 : 8.66 : 0.790 : 0.0 : 0.0 : 0.0 : 183.5 : 63 :
 41.57 : 1095 : 4.145 : 10.03 : 0.682 : 0.0 : 0.0 : 0.0 : 186.5 : 62 :
 10.52 : 1140 : 1.728 : 6.09 : 1.124 : 0.0 : 0.0 : 0.0 : 176.5 : 62 :
 30.50 : 1108 : 3.110 : 9.81 : 0.697 : 0.0 : 0.0 : 0.0 : 185 : 64 :
 24.32 : 1119 : 2.807 : 8.66 : 0.789 : 0.0 : 0.0 : 0.0 : 179 : 63 : 28.16

*20 minute runs. Last line is the average for the two hours.

D R A W B A R H O R S E P O W E R T E S T S

	:Draw :	Speed:	Crank :	Slip :	Fuel Consumption			:Water:	Temp. :	
	:Bar :	miles:	shaft :	on :	:H.P.	:Lbs.	:used :	:	:	Barometer
H. P.	:pull :	per	:speed :	drive :	Gal.	:hr.	:per	:Gal.	:Cool-:	Air: Inches of
	:ounds:	hour	:R.P.M.:	wheels:	per	:per	:H.P.	:per	:ing :	Mercury
	:	:	:	% :	:hour	:gal.	:hour	:hour	:med. :	:

RATED LOAD TEST. TEN HOURS. Intermediate GEAR

26.28 : 2855 : 3.45 : 1095 : 9.71 : 4.028 : 6.52 : 1.049 : 0.13 : 185 : 65 : 28.95

MAXIMUM LOAD TEST

29.66 : 3427 : 3.25 : 1110 : 15.05 : -----Not Recorded----- : 192.5 : 73 : 28.84
 30.08 : 2645 : 4.26 : 1096 : 11.05 : " " : 174.5 : 68.5 : 28.84
 30.02 : 4555 : 2.47 : 1154 : 21.91 : " " : 187 : 69 : 28.95

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BRIEF SPECIFICATIONS

MOTOR: Make Own Serial No. 300202 Type 4 Cylinder Vertical
Head "I" Mounting Lengthwise
Bore and stroke: 4-5/8 x 6 in. Rated R.P.M. 1100
Port Dia. Valves: Inlet 1-5/8" Exhaust 1-7/8"
Belt pulley: Diam. 13 in. Face 8 1/4 in. R.P.M. 780
Magneto: Robert Bosch Model FU4
Carburetor: Kingston Model L3 Size 1 1/2
Governor: Own No. ---- Type Flyball
Air Cleaner: Own make Type Oil Filter
Lubrication Pressure

CHASSIS: Type 4 Wheels Serial No. 300202 Drive Gear & Chain
Clutch: Twin Disc Type Disc Operated by Hand
Advertised speeds, miles per hour: Low 2.5
Intermediate 3.25 High 4.00 Reverse 2.75
Drive Wheels: Diameter 48" Face 12"
Lugs: Type Spade No. per wheel 28 Size 4.8" x 3.4" x 6.25"
Extension rims: Width None Seat Pressed Steel
Total weight as tested (with operator) 5307 pounds.

FUEL AND OIL

Fuel: Kerosene Weight per gallon 6.84
Oil: Mobiloil "A" To fill crankcase 3 1/2 gallons
Additional amount used during test 4 Gal. Mob. A & 1 1/4 Gal. Mob. F
Total number of hours of test 58

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REPAIRS AND ADJUSTMENTS

Before the official belt tests were run, the weighted air valve in the carburetor was given a few thousandths inch end clearance. Approximately 5/32 inch was removed from the crown of the belt pulley.

REMARKS

The tests herein reported were conducted with one carburetor setting which remained unchanged throughout the tests. This condition should be recognized when comparing this test with any Nebraska test conducted prior to 1928.

In the advertising literature submitted with the specifications and application for test of this tractor we find no claims and statements which, in our opinion, are unreasonable or excessive.

The results of this test indicate that the rating of this tractor does not exceed the provisions of the tractor rating code of the American Society of Agricultural Engineers and the Society of Automotive Engineers.

We, the undersigned, certify that above is a true and correct report of official tractor test No. 155.

Low Wallace
Engineer-in-charge

E. E. Brackett

C. W. Smith

E. B. Lewis

Board of Tractor Test Engineers