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January 1929

## Test 158: Rock Island Model G2 18-30 (Gasoline)

Nebraska Tractor Test Lab

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

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UNIVERSITY OF NEBRASKA AGRICULTURAL ENGINEERING DEPARTMENT  
 AGRICULTURAL COLLEGE, LINCOLN

Copy of Report of Official Tractor Test No. 158

Dates of test: May 4 to 8, 1929.

Name, model and rating of tractor: Rock Island "G2" 18-30. (Gasoline)

Manufacturer: Rock Island Plow Co., Rock Island, Illinois.

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

:Crank :shaft H. P.	: Fuel Consumption :Gals. :per	:H. P. :hrs. :gal.	:Lbs. :H. P. :hour	:Water consumption :per hour gallons :Cool- :In :fuel :Total :ing :med.	:Temp. :Deg. F. :Cool- :Air :ing :med.	:Barometer :Inches of :Mercury
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OPERATING MAXIMUM LOAD TEST. ONE HOUR (97% of maximum load)

35.69	: 1102	: 3.906	: 9.14	: 0.675	: 0.0	: 0.0	: 0.0	: 173	: 66	: 29.03
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RATED LOAD TEST. ONE HOUR

30.16	: 1102	: 3.264	: 9.24	: 0.668	: 0.0	: 0.0	: 0.0	: 168	: 67	: 29.03
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\*VARYING LOAD TEST. TWO HOURS

30.27	: 1107	: 3.258	: 9.29	: 0.664	: 0.0	: 0.0	: 0.0	: 167	: 67	:
0.98	: 1108	: 1.566	: 0.63	: 9.857	: 0.0	: 0.0	: 0.0	: 133.5	: 67.5	:
14.94	: 1089	: 2.237	: 6.68	: 0.924	: 0.0	: 0.0	: 0.0	: 154	: 67	:
34.07	: 1100	: 3.695	: 9.22	: 0.669	: 0.0	: 0.0	: 0.0	: 173	: 67	:
7.64	: 1113	: 1.887	: 4.05	: 1.524	: 0.0	: 0.0	: 0.0	: 151	: 66.5	:
22.53	: 1095	: 2.762	: 8.16	: 0.756	: 0.0	: 0.0	: 0.0	: 162	: 71	:
18.45	: 1102	: 2.567	: 7.19	: 0.859	: 0.0	: 0.0	: 0.0	: 158	: 68	: 29.03

\*20 minute runs. Last line is average for 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 :Bar H. P.	:Speed :miles :per :hour	:Crank :shaft :speed :R.P.M.	:Slip :on :drive :wheels	:Fuel Consumption :Gal. :per :hour	:Water :H.P. :Lbs. :used :Gal. :per :hour	:Temp. :Deg. F. :Cool- :Air :ing	:Barometer :Inches of :Mercury
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RATED LOAD TEST. TEN HOURS. Low Gear.

18.68	: 2389	: 2.93	: 1110	: 6.96	: 3.262	: 5.73	: 1.077	: 0.0	: 175	: 70	: 29.00
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MAXIMUM LOAD TEST

25.50	: 3549	: 2.69	: 1112	: 15.18	: ---- Not Recorded ----		: 168	: 68.5	: 29.01
22.91	: 2079.5	: 4.13	: 1112	: 7.71	: " "		: 173	: 64	: 28.97
:	:	:	:	:	:		:	:	:

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BRIEF SPECIFICATIONS

ENGINE: Make Waukesha Serial No. 198846 Type 4 Cylinder Vertical  
Head "L" Mounting Lengthwise  
Bore and stroke: 4 $\frac{1}{2}$  x 5 $\frac{3}{4}$  in. Rated R.P.M. 1100  
Port Dia. Valves: Inlet 2" Exhaust 1 $\frac{3}{4}$ "  
Belt pulley: Diam. 16 in. Face 6 $\frac{1}{2}$  in. R.P.M. 675  
Magneto: Splitdorf Model 46T  
Carburetor: Stromberg Model M2 Size 1 $\frac{1}{2}$ "  
Governor: Waukesha No. - - - - - Type Fly-ball  
Air Cleaner: Pomona "Vortex" Type Oil Filter  
Lubrication: Pressure

CHASSIS: Type 4 Wheels Serial No. G2-90001 Drive Enclosed gear  
Clutch: Twin Disc Type dry plate operated by hand  
Advertised speeds, miles per hour: Low 2.75  
Intermediate None High 4.00 Reverse 1.75  
Drive wheels: Diameter 46" Face 11 1/8"  
Lugs: Type Spade No. per wheel 33 Size 4"H x 3 $\frac{1}{2}$ "W x 6"B  
Extension rims: Width 6" Seat Pressed Steel  
Total weight as tested (with operator) 5380 pounds.

FUEL AND OIL

Fuel: Gasoline Weight per gallon 6.17 pounds  
Oil: Mobiloil A To fill crankcase 2 $\frac{1}{2}$  gallons  
Additional amount used during test None  
Total number of hours of test 25

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REPAIRS AND ADJUSTMENTS

No repairs or adjustments.

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. 158

Lew Wallace  
Engineer-In-Charge

E. E. Brackett

C. W. Smith

E. B. Lewis