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January 1930

## Test 182: Cletrac Model 80-60

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. 182

Dates of test: October 2nd to October 23rd, 1930.

Name and model of tractor: CLETRAC 80-60

Manufacturer: Cleveland Tractor Company, Cleveland, Ohio

Manufacturer's rating: 60-80

Highest rating permissible under the recommendations of the A.S.A.E. and

S.A.E. Tractor Rating Codes: Drawbar - 59.96 H.P. Belt - 81.91 H.P.

One carburetor setting (100% of maximum) was used thruout this test.

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

H. P.	: Crank:	Fuel Consumption	: Water consumption	: Temp.	:
:	: shaft:		: per hour gallons	: Deg. F.	: Barometer
:	: 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

90.23	:	1047	:	12.077	:	7.47	:	0.818	:	0.00	:	0.00	:	0.00	:	165	:	85	:	28.865
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RATED LOAD TEST. ONE HOUR

79.96	:	1041	:	11.380	:	7.03	:	0.870	:	0.00	:	0.00	:	0.00	:	175	:	90	:	28.790
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\*VARYING LOAD TEST. TWO HOURS

79.87	:	1038	:	11.278	:	7.08	:	0.863	:	--	:	--	:	--	:	175	:	89	:	--
3.29	:	1132	:	5.867	:	0.56	:	10.897	:	--	:	--	:	--	:	181	:	79	:	--
42.01	:	1087	:	8.519	:	4.93	:	1.239	:	--	:	--	:	--	:	179	:	84	:	--
84.39	:	1016	:	11.470	:	7.36	:	0.830	:	--	:	--	:	--	:	181	:	93	:	--
21.44	:	1108	:	7.223	:	2.97	:	2.058	:	--	:	--	:	--	:	174	:	86	:	--
61.33	:	1071	:	10.154	:	6.04	:	1.012	:	--	:	--	:	--	:	170	:	92	:	--
49.83	:	1071	:	9.084	:	5.49	:	1.114	:	0.00	:	0.00	:	0.00	:	176	:	87	:	28.745

\*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

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

RATED LOAD TEST. TEN HOURS. Intermediate Gear.

59.77	:	8977	:	2.50	:	1049	:	3.14	:	9.521	:	6.28	:	0.973	:	0.075	:	188	:	52	:	28.990
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MAXIMUM LOAD TEST

81.13	:	8250	:	3.69	:	1053	:	2.70	:	-----	:	Not Recorded:	:	-----	:	179	:	67	:	29.025
77.92	:	11469	:	2.55	:	1058	:	3.77	:	-----	:	"	:	-----	:	175	:	55	:	29.025
83.53	:	18551	:	1.74	:	1048	:	6.68	:	-----	:	"	:	-----	:	174	:	63	:	29.025

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BRIEF SPECIFICATIONS

MOTOR: Make Wisconsin Serial No. 1050 Type 6 cylinder vertical  
Head I Mounting Lengthwise  
Bore and stroke: 5 1/2 x 6 1/2 in. Rated R.P.M. 1050  
Port Dia. Valves: Inlet 2" Exhaust 2"  
Belt pulley: Diam. 24 in. Face 15 in. R.P.M. 477.3  
Magneto: Delco Battery Ignition Model -----  
Carburetor: Two Schebler Model "HDX12" Size 1 1/2 in.  
Governor: Kingston No. ----- Type Flyball  
Air Cleaner: Pomona-Vortex Type Oil spray  
Lubrication: Pressure feed

CHASSIS: Type Tracklayer Serial No. 199 Drive Enclosed gear  
Clutch: Borg & Beck Type Single plate operated by foot  
Advertised speeds, miles per hour: Low 1.75  
Intermediate 2.5 High 3.6 Reverse 2.1  
Tracks: Length 18.104 ft. Face 17 in.  
Lugs: Type Cast cleats No. per track 11 Size 17" long x 3" high  
Extension rims: Width None  
Seat Upholstered  
Total weight as tested (with operator) 22,840 pounds.

FUEL AND OIL:

Fuel: Gasoline Weight per gallon 6.11 pounds  
Oil: S.A.E. Viscosity No. 50  
Total oil to motor 8.549 gallons  
Total drained from motor 7.941 gallons  
Total time motor was operated On oil recorded above 39 hours  
Total time motor was operated 45 hours

The oil was  
drained from the  
crankcase once-  
at the end of  
39 hours.

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REPAIRS AND ADJUSTMENTS

After the rated load drawbar test and before the maximum drawbar tests were run, four exhaust valves were found to be leaking. The cylinder heads were removed, all of the valve seats reconditioned, and the valves ground.

Due to a change in weather conditions, the S.A.E. #450 oil was drained from the transmission, differential and crankcase at this time, and S.A.E. #30 was used in its place.

REMARKS

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

The track and lug equipment used in the drawbar tests is the same as that described on page 2 of this report.

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.

We, the undersigned, certify that the above is a true and correct report of official tractor test No. 182.

Carlton L. Zink  
Engineer-in-charge

E. E. Brackett

C. W. Smith

E. B. Lewis  
Board of Tractor Test Engineers