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Nebraska Tractor Tests

Tractor Test and Power Museum, The Lester F.  
Larsen

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January 1932

## Test 202: Cletrac Model 15

Tractor Museum

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UNIVERSITY OF NEBRASKA - AGRICULTURAL ENGINEERING DEPARTMENT  
 AGRICULTURAL COLLEGE, LINCOLN

Copy of Report of Official Tractor Test No. 202

Dates of test: April 9 to May 4, 1932.  
 Name and model of tractor: CLETRAC "15"  
 Manufacturer: Cleveland Tractor Company, Cleveland, Ohio.  
 Manufacturer's rating: NOT RATED.  
 Highest rating permissible under the recommendations of the A.S.A.E. and  
 S.A.E. Tractor Rating Codes: Drawbar - 17.75 H.P. Belt - 24.44 H.P.  
 One carburetor setting (99.2% 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 : :shaft :	Fuel Consumption :Gals. :H. P. :Lbs. @ :R.P.M.: per : : hour :gal. :hour :	: Water consumption : : per hour gallons : :Cool- : In : :ing : fuel :Total :ing :Air : : : : : med. : :	Temp. : : Deg. F. : :Barometer :Inches of :Mercury
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OPERATING MAXIMUM LOAD TEST. ONE HOUR

26.94	: 1250	: 3.064	: 8.79	: 0.690	: 0.00	: 0.00	: 0.00	: 184	: 71	: 28.555
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RATED LOAD TEST. ONE HOUR

24.23	: 1251	: 3.072	: 7.89	: 0.770	: 0.00	: 0.00	: 0.00	: 177	: 69	: 28.530
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\*VARYING LOAD TEST. TWO HOURS

24.24	: 1253	: 3.064	: 7.91	: 0.767	: --	: --	: --	: 178	: 70	: --
0.83	: 1418	: 1.310	: 0.63	: 9.578	: --	: --	: --	: 172	: 70	: --
12.99	: 1347	: 2.229	: 5.83	: 1.042	: --	: --	: --	: 171	: 70	: --
24.25	: 1135	: 2.723	: 8.91	: 0.682	: --	: --	: --	: 185	: 72	: --
6.50	: 1396	: 1.730	: 3.76	: 1.615	: --	: --	: --	: 175	: 74	: --
18.44	: 1312	: 2.639	: 6.99	: 0.869	: --	: --	: --	: 177	: 77	: --
15.23	: 1310	: 2.233	: 6.67	: 0.910	: 0.00	: 0.00	: 0.00	: 176	: 72	: 28.555

\*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 : : :Barometer	: pull :per :speed :drive :Gal. : hr. : per :Gal. :Cool-:Air :Inches	:pounds:hour :R.P.M.:wheels:per :per : H.P. :per :ing : : of	: : : % :hour :gal. : hour :hour :med. : :Mercury
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RATED LOAD TEST. TEN HOURS. SECOND GEAR.

18.73	: 2535	: 2.77	: 1249	: 1.81	: 2.949	: 6.35	: 0.956	: 0.00	: 182	: 77	: 28.560
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MAXIMUM LOAD TEST

20.97	: 4444	: 1.77	: 1253	: 9.91	:-----:Not Recorded			:-----: 182	: 75	: 28.660
22.14	: 3008	: 2.76	: 1250	: 2.23	:-----: " "			:-----: 185	: 73	: 28.735
20.07	: 1887	: 3.99	: 1248	: 0.95	:-----: " "			:-----: 184	: 80	: 28.650

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BRIEF SPECIFICATIONS

MOTOR: Make Hercules Serial No. 227158 Type 4 Cylinder, Vertical  
Head L Mounting Lengthwise  
Bore and stroke: 4" x 4 1/2" Rated R.P.M. 1250  
Port Dia. Valves: Inlet 1 1/2" Exhaust 1 3/8"  
Belt pulley: Diam. 10 1/2" Face 6 1/2" R.P.M. 1042  
Magneto: Eisemann Model G L 4  
Carburetor: Tillotson Model P-1-B Size 1 1/8"  
Governor: Hercules No. None Type Flyball  
Air Cleaner: Vortex Type Wet sump and wire mesh  
Lubrication: Pressure

CHASSIS: Type Tracklayer Serial No. 1138 Drive Enclosed gear  
Clutch: Borg & Beck Type Single plate, dry operated by foot pedal  
Advertised speeds, miles per hour: Low 1.95  
Intermediate 2.80 High 4.00 Reverse 1.83  
Measured length of track: 15.028 feet Face 11 inches  
Lugs: Type Rolled steel cleats No. per track 27 Size 11" long, 1 5/8" high  
Extension rims: None  
Seat: Upholstered  
Total weight as tested (with operator) 6100 pounds.

FUEL AND OIL:

Fuel: Gasoline Weight per gallon 6.07 pounds  
Oil: S.A.W. Viscosity No. 50 The oil was drained once -  
Total oil to motor 1.473 gallons at the end of the test.  
Total drained from motor 0.837 gallon  
Total time motor was operated 49 hours

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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.

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. 202.

Carlton L. Zink  
Engineer-in-charge

E. W. Brackett

C. W. Smith

E. B. Lewis

Board of Tractor Test Engineers