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Tractor Test and Power Museum, The Lester F. Larsen

January 1933

Test 217: Caterpillar "Diesel 35"

Nebraska Tractor Test Lab

University of Nebraska-Lincoln, tractortestlab@unl.edu

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One fuel pump setting to develop the maximum specified by the manufacturer was used thruout this test.

39.53	: 9135	: 1.62	: 848	: 4.07	:-----: Not Recorded:-----:	160	: 57:	28.810
38.62	: 5966	: 2.43	: 848	: 2.38	:-----: " " :-----:	160	: 59:	28.890
36.68	: 4303	: 3.20	: 852	: 1.88	:-----: " " :-----:	160	: 61:	28.840
32.76	: 2716	: 4.52	: 849	: 1.81	:-----: " " :-----:	160	: 60:	28.840

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AGRICULTURAL COLLEGE, LINCOLN

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BRIEF SPECIFICATIONS

MOTOR: Make Own Serial No. 6 E 234 Type 3 Cylinder, Vertical, Diesel
Head I Mounting Lengthwise
Bore and stroke: 5 1/4" x 8" Rated R.P.M. 850
Port Dia. Valves: Inlet 2 1/16" Exhaust 2 1/16"
Belt pulley: Diam. 12" Face 8 1/2" R.P.M. 850
Fuel System: Own
Governor: Own No. None Type Centrifugal Flyball
Air Cleaner: Vortex Type Combination Centrifugal oil and matted wire
Lubrication: Pressure

CHASSIS: Type Tracklayer Serial No. 6 E 234 Drive Enclosed Gear
Clutch: Own Type Single plate - dry operated by hand
Advertised speeds, miles per hour: First 1.7 Second 2.5
Third 3.2 Fourth 4.6 Reverse 1.9
Measured length of track 19.240 feet Face 16 inches
Lugs: Type Cleats integral with shoes No. per track 34 Size 16" x 1 3/4"
Extension rims: None
Seat: Upholstered
Total weight as tested (with operator) 14,720 pounds.

FUEL AND OIL:

Fuel: Fuel Oil Weight per gallon 7.11 pounds

Oil: S.A.E. Viscosity No. 40

Total oil to motor 3.739 gallons

The oil was drained once -
at the end of the test.

Total drained from motor 2.948 gallons

Total time motor was operated 42 hours

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REPAIRS AND ADJUSTMENTS

No repairs or adjustments.

REMARKS

The tests herein reported were conducted with one fuel pump 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. 217.

Carlton L. Zink
Engineer-in-charge

E. E. Brackett

C. W. Smith

E. B. Lewis

Board of Tractor Test Engineers