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Test 523: Harris Four-Wheel-Drive Model FDW-C

Nebraska Tractor Test Lab

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The Experiment Station
University of Nebraska College of Agriculture
W. V. Lambert, Director, Lincoln, Nebraska

Department of Agricultural Engineering
Dates of test: August 2 to August 16, 1954
Manufacturer: HARRIS MANUFACTURING COMPANY, STOCKTON, CALIFORNIA
Manufacturer's rating: Approximately 50 Drawbar Horsepower

NEBRASKA TRACTOR TEST NO. 523

HARRIS FOUR-WHEEL DRIVE FDW-C

DRAWBAR HORSEPOWER TESTS

Hp	Draw bar pull lb	Speed miles per hr	Crank shaft speed rpm	Slip of drive wheels %	Fuel Consumption			Water used gal per hour	Temp Deg F		Barometer inches of mercury
					Gal per hour	Hp-hr per gal	Lb per hp-hr		Cooling med	Air	
TESTS F & G—100% MAXIMUM LOAD											
34.59	6999	1.85	1796	13.19	.....	Not Recorded	.....	.....	148	73	28.910
42.60	5125	3.12	1799	7.26	.....	Not Recorded	.....	.....	152	73	28.920
42.52	3529	4.52	1800	4.65	.....	Not Recorded	.....	.....	151	76	28.925
35.03	971	13.53	1795	0.09	.....	Not Recorded	.....	.....	152	73	28.920

TEST H—RATED LOAD—TEN HOURS—3rd Gear

33.95	2789	4.56	1799	3.61	2.908	11.67	0.604	0.00	158	77	28.820
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TEST J—OPERATING MAXIMUM LOAD—3rd Gear

42.99	3632	4.44	1802	8.46	Not Recorded	158	89	28.880
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TEST K—OPERATING MAXIMUM LOAD—3rd Gear

36.92	3708	3.73	1802	16.03	Not Recorded	158	92	28.880
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TIRES, WHEELS and WEIGHT

	Tests F, G, & H	Test J	Test K
Rear wheels			
Type	Pressed steel	Pressed steel	Pressed steel
Liquid ballast	545 lb each	None	None
Added cast iron	690 lb each	None	None
Rear tires			
No. and size	Two 13-24	Two 13-24	Two 11-24
Ply	6	6	4
Air pressure	16 lb	12 lb	12 lb
Front wheels			
Type	Pressed steel	Pressed steel	Pressed steel
Liquid ballast	494 lb each	None	None
Added cast iron	460 lb each	None	None
Front tires			
No. and size	Two 13-24	Two 13-24	Two 11-24
Ply	6	6	4
Air pressure	16 lb	12 lb	12 lb
Height of drawbar	13 inches	13½ inches	12 inches
Static weight			
Rear end	5299 lb	2830 lb	2715 lb
Front end	4991 lb	3084 lb	2935 lb
Total weight as tested with operator	10,465 lb	6089 lb	5825 lb



FUEL, OIL and TIME Diesel Fuel Cetane No. 50 (rating taken from oil company's typical inspection data): weight per gallon 7.051 lb OIL SAE 30; to motor 1.709 gal; drained from motor 1.487 gal Total time motor was operated 41 hours.

CHASSIS Type 4-Wheel Drive Serial No. none Tread width rear 48" to 76" front 48" to 76" Wheel Base 54" Hydraulic control system Not available Advertised speeds mph first 2.16 second 3.41 third 4.79 fourth 13.86 reverse 1.77 Belt pulley not available Clutch dry disc operated by foot pedal Seat upholstered Brakes external contracting band operated by foot pedal on each side Equalized no Power take-off not available.

ENGINE Make Continental Type 4 cylinder vertical Diesel Serial No. HD260-1637 Crankshaft mounted lengthwise Head I Lubrication pressure Bore and Stroke 3¾" x 5½" Rated rpm 1800 Compression ratio 15 to 1 Displacement 260 cu. in. Port Diameter valves inlet 1.520" exhaust 1.390" Governor variable speed centrifugal Starting system 12-volt battery Air cleaner oil washed wire mesh Muffler none used Oil filter partial flow replaceable element Fuel filter full flow metal edge type filters in both primary and secondary filters Cooling medium temperature control thermostat.

REPAIRS and ADJUSTMENTS During Test A fuel tank began to leak. This tank was replaced.

REMARKS All test results were determined from observed data and without allowances, additions or deductions. Test F was made with fuel pumps set by the manufacturer to develop approximately 42 maximum drawbar horsepower and data from this test were used in determining the horsepower to be developed in test H. Tests G, H, J & K were made with the same setting.

HORSEPOWER SUMMARY

- | | Drawbar |
|--|---------|
| 1. Sea level (calculated) maximum horsepower (based on 60° F and 29.92" HG) | 44.65 |
| 2. Observed maximum horsepower (test F) | 42.52 |
| 3. Seventy-five per cent of calculated maximum drawbar horsepower and eighty-five per cent of calculated maximum belt horsepower (formerly ASAE and SAE ratings) | 33.49 |

We, the undersigned, certify that this is a true and correct report of official Tractor Test No. 523.

L. F. LARSEN
Engineer-in-charge

C. W. SMITH
L. W. HURLBUT
F. D. YUNG
Board of Tractor Test Engineers

EXPLANATION OF TEST REPORT

TEST A: The manufacturer's representative operates the tractor for a minimum of 12 hours using light to heavy drawbar loads in each gear.

This serves as a period for limber up, general observation and adjustments. Adjustments that are permissible include valve tappet clearance, breaker point gap, spark plug gaps, clutch and others of a similar nature. No new parts or accessories can be installed without having mention made of it in the report.

No data are recorded during this preliminary run except the time that the engine is operated.

BELT HORSEPOWER TESTS

TEST B: The throttle valve is held wide open, and the belt load on the dynamometer is adjusted so that the engine is at the rated speed recommended by the manufacturer. Carburetor, ignition timing and manifold adjustments are all set for maximum engine power.

This test is designed to determine maximum belt horsepower of the tractor at rated speed and to measure fuel consumption at the maximum power on the belt.

TEST C: For tractors with carburetors the best fuel economy does not always occur when the engine develops maximum power at rated speed. Test C is intended to allow the manufacturer's representative to select a more economical fuel setting even though there is a slight loss of power. *This more practical carburetor setting is used in all later tests except test F.* The throttle valve is held wide open and load adjusted to give rated rpm. Tests B and C are the same for diesel tractors which have an altogether different fuel system.

TEST D: The throttle control lever is set so that the governor will maintain rated engine speed when rated load is applied. Rated load is 85% of 100% maximum, as obtained in test B, corrected to standard conditions.

This rating is somewhat less than the maximum belt horsepower in order that the operator may have a certain amount of reserve.

TEST E:

Varying load serves to show the range of engine speeds when the engine is controlled by the governor during the following varied loads of 20 minutes each: rated load, no load, $\frac{1}{2}$ rated load, maximum load at wide open throttle valve, $\frac{1}{4}$ and $\frac{3}{4}$ rated load.

The average result of this test shows the average power and fuel consumption. Since the average tractor is subjected to varying loads, these data serve well in predicting fuel consumption and efficiency of a tractor in general use.

Torque, lb-ft at dynamometer, is obtained with wide open throttle and sufficient load is applied to give several readings.

DRAWBAR HORSEPOWER TESTS

In all drawbar tests the pull exerted by the tractor is transmitted by a hydraulic pressure cylinder to a recording instrument in the test car. All tests are made on the same dirt test course which is maintained by grading, sprinkling and rolling so that it remains very nearly the same throughout the season. The same tires, wheels and weights are used for all tests except J and K.

TEST F: A drawbar test, the results of which are used to determine the rated drawbar horsepower in test H. The carburetor is set to develop maximum power as in test B. The rated gear recommended by manufacturer as plow gear is used in this test. The drawbar load is adjusted to give rated engine speed.

TEST G: Maximum drawbar horsepower is determined in each gear when the carburetor is set for fuel economy as in test C. The throttle valve is held wide open and the load is applied so that the engine runs at rated engine speed.

When operating in low gear it is not uncommon for the tractor to develop less drawbar horsepower than in rated gear because of excessive wheel slippage. When excessive wheel slippage occurs the load is reduced until slippage approaches 16%. When the load is reduced it is necessary to operate the tractor engine at part throttle and control engine speed by governor action.

TEST H: Intended to test the ability of the tractor to run continuously for 10 hours at rated drawbar horsepower and to determine the fuel consumption during that time. Rated drawbar horsepower is 75% of 100% maximum drawbar horsepower (Test F), corrected to standard conditions.

When operating at rated load the throttle control lever is set to maintain rated engine speed. This rating is less than maximum drawbar horsepower in order that the operator may have a certain amount of reserve.

TEST J: The tractor is operated in rated gear with all added weight removed. This test shows the effect of the removal of added weight on the performance of the tractor when compared with test G.

Removal of wheel weights generally increases wheel slippage and decreases drawbar horsepower.

TEST K: Similar to test J except that the smallest tires and lightest wheels offered by the manufacturer are used.