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Test 580: Alli-Chalmers HD-6B

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: July 7, 1956 to July 14, 1956
Manufacturer: ALLIS-CHALMERS MANUFACTURING COMPANY, SPRINGFIELD, ILLINOIS
Manufacturer's rating: Not rated

NEBRASKA TRACTOR TEST NO. 580

ALLIS-CHALMERS HD-6B

BELT HORSEPOWER TESTS

Hp	Crank shaft speed rpm	Fuel Consumption			Temp. Deg. F.			Barometer inches of mercury			
		Gal per hr	Hp-hr per gal	Lb per hp-hr	Cooling medium	Air wet bulb	Air dry bulb				
TEST B & C—100% MAXIMUM LOAD—TWO HOURS											
60.51	1800	5.269	11.48	0.613	175	70	78	28.782			
TEST D—RATED LOAD—ONE HOUR											
54.83	1800	4.549	12.05	0.584	169	67	74	28.833			
TEST E—VARYING LOAD—TWO HOURS (20 minute runs; last line average)											
54.55	1802	4.527	12.05	0.584	169	66	73			
1.48	1913	1.744	0.85	8.291	158	65	72			
28.36	1865	2.980	9.52	0.739	164	64	72			
61.75	1759	5.163	11.96	0.588	174	64	72			
14.42	1891	2.311	6.24	1.128	160	62	71			
41.97	1845	3.641	11.53	0.610	166	60	70			
33.76	1846	3.394	9.95	0.707	165	63	72	28.848			
TEST L—OPERATING MAXIMUM TORQUE											
% of rated rpm (engine)		100	95	90	85	80	75	70	65	60	54
% of rated-speed torque		100	105	109	114	118	120	123	124	124	123

DRAWBAR HORSEPOWER TESTS

Hp	Draw bar pull lbs	Speed miles per hr	Crank shaft speed rpm	Slip of drive wheels %	Fuel Consumption			Temp. Deg. F.			Barometer inches of mercury
					Gal per hr	Hp-hr per gal	Lb per hp-hr	Cool- ing med	Air wet bulb	Air dry bulb	
TEST H—RATED LOAD—TEN HOURS—2nd Gear											
39.46	6242	2.37	1799	2.89	4.175	9.45	0.745	168	66	83	28.977
TEST F & G—100% MAXIMUM LOAD											
46.06	12636	1.37	1809	7.51	1st gear.....			171	74	86	28.840
49.95	7928	2.36	1796	3.32	2nd gear.....			175	60	73	29.055
48.22	5554	3.26	1805	2.28	3rd gear.....			161	62	76	29.055
46.67	4447	3.94	1806	1.65	4th gear.....			160	61	75	29.040
42.91	2975	5.41	1795	1.30	5th gear.....			161	62	76	29.040

FUEL, OIL, WATER and TIME Fuel Diesel Cetane No. 49 (rating taken from oil company's typical inspection data) Weight per gallon 7.037 lb Oil SAE 30 To motor 2.458 gal Drained from motor 2.226 gal Water used none Total time motor was operated 37½ hours.

CHASSIS TYPE Track layer Serial No. HD6B2851 Tread width 60" Wheel base 66½" Measured length of track 221" Cleats integral with shoes Cleats per track 34 Size of cleats 16" x 2½" Advertised speeds mph first 1.46 second 2.44 third 3.30 fourth 3.96 fifth 5.47 reverse 1.99 Belt pulley diam 12" face 9" rpm 963 Belt speed 3025 fpm Belt flat Length 75' Width 8" Thickness 0.216" Maximum slip 1.13% Clutch single plate over center operated by hand lever Seat upholstered Brakes contracting bands operated by two foot pedals Steering hand levers controlling multiple disc clutches Drawbar height 15" Total weight (with operator) 13,580 pounds.

ENGINE Make Allis-Chalmers Type 4 cylinder vertical Diesel Serial No. 88973 Crankshaft mounted lengthwise Head I Lubrication pressure Bore and stroke 4 7/16" x 5 9/16" Rated rpm 1800 Compression ratio 15 to 1 Displacement 344 cu in Port diameter valves inlet 1 11/16" exhaust 1 7/16" Governor variable speed centrifugal Starting system 24 volt Air cleaner oil washed wire mesh with precleaner Muffler was used Oil filter replaceable pleated paper element Fuel filters full flow replaceable wound cotton yarn elements in both primary and secondary filters Cooling medium temperature control thermostats.

REPAIRS AND ADJUSTMENTS No repairs or adjustments.

REMARKS All test results were determined from observed data and without allowances, additions or deductions. Tests B and F were made with fuel pump set to develop approximately 64 corrected maximum belt horsepower and data from these tests were used in determining the horsepower to be developed in tests D and H, respectively. Tests C, D, E, G, H & L were made with the same setting.

HORSEPOWER SUMMARY

	Drawbar	Belt
1. Sea level (calculated) maximum horsepower (based on 60° F. and 29.92" Hg)	52.08	63.98
2. Observed maximum horsepower (tests F and B)	49.95	60.51
3. Seventy-five per cent of calculated maximum drawbar horsepower and eighty-five per cent of calculated maximum belt horsepower (ASAE and SAE ratings)	39.06	54.38

We, the undersigned certify that this is a true and correct report of official Tractor Test No. 580.

L. F. LARSEN
Engineer-in-Charge

L. W. HURLBUT
G. W. STEINBRUEGGE
J. J. SULEK
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 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 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.

TEST L: This torque test is run with wide open throttle. Loads are applied to reduce engine speed in approximately ten 5% increments. Rated speed equals 100%. The corresponding dynamometer torque is recorded as a per cent of torque at rated speed.

DRAWBAR HORSEPOWER TESTS

In all drawbar tests the pull exerted by the tractor is transmitted by a hydraulic pressure cylinder to a recording instru-

ment in the test car. When rubber tires are used, all tests are made on the concrete test course. All crawler type tractors are tested on a 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.

