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8-21-1956

## Test 589: International T-6

Nebraska Tractor Test Lab

University of Nebraska-Lincoln, [tractortestlab@unl.edu](mailto:tractortestlab@unl.edu)

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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 21, 1956 to August 23, 1956  
Manufacturer: INTERNATIONAL HARVESTER COMPANY, MELROSE PARK, ILLINOIS  
Manufacturer's rating: 41.5 maximum drawbar horsepower and 46 maximum belt horsepower (corrected to standard conditions)

NEBRASKA TRACTOR TEST NO. 589

INTERNATIONAL T-6

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				
* TESTS B & C—100% MAXIMUM LOAD—TWO HOURS											
48.11	1550	4.135	11.63	0.527	180	63	74	28.805			
TEST D—RATED LOAD—ONE HOUR											
43.37	1550	3.844	11.28	0.544	181	61	70	28.802			
TEST E—VARYING LOAD—TWO HOURS (20 minute runs; last line average)											
43.39	1550	3.834	11.32	0.542	180	61	69	.....			
1.27	1683	1.565	0.81	7.559	169	61	68	.....			
22.75	1629	2.700	8.43	0.728	180	60	66	.....			
46.38	1452	3.932	11.80	0.520	181	60	69	.....			
11.67	1668	2.147	5.44	1.129	181	60	67	.....			
33.21	1592	3.282	10.12	0.606	181	60	67	.....			
25.45	1595	2.910	9.09	0.675	178	60	67	28.803			
TEST L—OPERATING MAXIMUM TORQUE											
% of rated rpm (engine)		100	95	90	84	80	75	70	65	59	55
% of rated-speed torque		100	103	104	106	107	109	109	114	113	113

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	Cooling med	Air wet bulb	Air dry bulb	
TEST H—RATED LOAD—TEN HOURS—2nd Gear											
31.32	5212	2.25	1549	3.98	3.640	8.60	0.713	173	68	87	28.868
TESTS F & G—100% MAXIMUM LOAD											
35.09	8714	1.51	1551	6.42	1st Gear (part throttle)			185	66	82	28.840
39.91	6618	2.26	1553	3.85	2nd Gear . . . . .			188	60	69	29.010
37.46	4348	3.23	1552	2.79	3rd Gear . . . . .			187	63	76	28.980
37.20	3493	3.99	1550	1.84	4th Gear . . . . .			188	63	77	28.960
35.49	2337	5.70	1551	1.04	5th Gear . . . . .			189	65	77	28.850

FUEL, OIL, WATER and TIME Fuel Gasoline Octane No. ASTM 82.0 Research 87.2 (rating taken from oil company's typical inspection data) Weight per gallon 6.134 lb Oil SAE 20 To motor 2.400 gal Drained from motor 2.348 gal Water used none Total time motor was operated 39 hours.

CHASSIS TYPE Tracklayer Serial No. T-61-39038 Tread width 60" Wheel base 58 5/16" Measured length of track 192" Cleats integral with shoes Cleats per track 32 Size of cleats 18" x 1 15/16" Advertised speeds mph first 1.6 second 2.3 third 3.3 fourth 4.0 fifth 5.7 reverse 1.8 Belt pulley diam 12 1/8" Face 8 1/2" rpm 922 Belt speed 2927 fpm Belt flat Length 75' Width 8" Thickness 0.216" Maximum slip 0.96% Clutch single plate over center operated by hand lever Seat upholstered Brakes contracting bands operated by two foot pedals which can be locked Steering two hand levers controlling multiple disc clutches Drawbar height 12 1/4".

ENGINE Make International Type 4 cylinder vertical Serial No. C-264-168046 Crankshaft mounted lengthwise Head I Lubrication pressure Bore and stroke 4" x 5 1/4" Rated rpm 1550 Compression ratio 6.3 to 1 Displacement 264 cu. in. Port diameter valves inlet 1.594" exhaust 1.437" Governor variable speed centrifugal Carburetor size 1 1/4" Ignition system battery Starting system 6 volt battery Air cleaner oil bath wire pack Muffler was used Oil filter one replaceable radial fin paper element. Cooling medium temperature control thermostat and shutter.

TOTAL WEIGHT AS TESTED (with operator) 9190 lbs.

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 carburetor set by manufacturer to develop approximately 41.5 corrected maximum drawbar 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, and 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)	41.52	50.64
2. Observed maximum horsepower (tests F and B)	39.91	48.11
3. Seventy-five per cent of calculated maximum drawbar horsepower and eighty-five per cent of calculated maximum belt horsepower (ASAE and SAE ratings)	31.14	43.04

We, the undersigned, certify that this is a true and correct report of official Tractor Test No. 589.

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.

