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Test 657: Massey-Ferguson MF-65 (LPG)

Nebraska Tractor Test Lab

University of Nebraska-Lincoln, 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: June 16 to 27, 1958
Manufacturer: MASSEY-FERGUSON INCORPORATED, DETROIT, MICHIGAN
Manufacturer's rating: Not Rated

NEBRASKA TRACTOR TEST NO. 657

MASSEY-FERGUSON MF-65 LPG

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 POWER—TWO HOURS | | | | | | | | |
| 42.60 | 2000 | 5.174 | 8.23 | 0.516 | 172 | 66 | 70 | 28.735 |
| TEST D—RATED POWER—ONE HOUR | | | | | | | | |
| 38.15 | 2128 | 4.962 | 7.69 | 0.553 | 162 | 63 | 70 | 28.765 |
| TEST E—VARYING POWER—TWO HOURS (20 minute runs; last line average) | | | | | | | | |
| 38.19 | 2129 | 4.913 | 7.77 | 0.547 | 162 | 63 | 71 | |
| 1.51 | 2244 | 2.308 | 0.65 | 6.497 | 162 | 63 | 70 | |
| 19.90 | 2214 | 3.685 | 5.40 | 0.787 | 160 | 63 | 71 | |
| 42.91 | 2002 | 5.195 | 8.26 | 0.515 | 171 | 61 | 72 | |
| 10.10 | 2241 | 2.915 | 3.46 | 1.227 | 170 | 65 | 75 | |
| 29.59 | 2192 | 4.384 | 6.75 | 0.630 | 171 | 64 | 75 | |
| 23.70 | 2170 | 3.901 | 6.08 | 0.700 | 166 | 63 | 72 | 28.775 |

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 POWER—TEN HOURS—4th Gear | | | | | | | | | | | |
| 31.24 | 2078 | 5.64 | 2181 | 3.20 | 4.731 | 6.60 | 0.643 | 161 | 63 | 69 | 28.62 |
| TESTS —F & G—100% MAXIMUM POWER | | | | | | | | | | | |
| 20.66 | 6825 | 1.14 | 1995 | 14.69 | 1st Gear (part throttle) | | | 158 | 56 | 64 | 28.950 |
| 31.16 | 6832 | 1.71 | 2007 | 14.66 | 2nd Gear (part throttle) | | | 160 | 56 | 64 | 28.950 |
| 37.81 | 4259 | 3.33 | 1998 | 9.20 | 3rd Gear | | | 161 | 62 | 68 | 28.620 |
| 38.54 | 2870 | 5.04 | 2002 | 5.76 | 4th Gear | | | 174 | 63 | 74 | 28.590 |
| 37.19 | 1804 | 7.73 | 1999 | 3.35 | 5th Gear | | | 169 | 63 | 74 | 28.590 |
| 33.91 | 874 | 14.55 | 2005 | 0.96 | 6th Gear | | | 170 | 64 | 76 | 28.575 |
| TEST J—OPERATING MAXIMUM POWER | | | | | | | | | | | |
| 37.55 | 2960 | 4.76 | 2003 | 13.35 | 4th Gear | | | 178 | 62 | 76 | 29.080 |
| TEST K—SPEED-PULL CHARACTERISTIC | | | | | | | | | | | |
| Pounds Pull | | 2078 | 2870 | 3000 | 3150 | 3200 | 3050 | 2800 | | | |
| Horsepower | | 31.24 | 38.54 | 36.0 | 33.6 | 29.9 | 24.4 | 18.7 | | | |
| Miles Per Hour | | 5.64 | 5.04 | 4.5 | 4.0 | 3.5 | 3.0 | 2.5 | | | |

FUEL, OIL, WATER and TIME Fuel Commercial Propane Weight per gallon 4.25 lb Oil SAE 10-30 To motor 1.224 gal Drained from motor 0.999 gal Water used 0.102 gal Total time motor was operated 49 hours.

CHASSIS Type Standard Serial No. SBM 650183 Tread width rear 52" to 88" front 48" to 80" Wheel base 83.99" Hydraulic control system constant running—transmission driven Advised speeds mph first 1.294 second 1.941 third 3.560 fourth 5.176 fifth 7.764 sixth 14.234 reverse first 1.762 second 7.050 Belt pulley diam 9" face 6 1/2" rpm 1337 Belt speed 3150 fpm Belt flat Length 71' Width 6" Thickness 0.215" Maximum slip 0.79% Clutch dual dry disc operated by single foot pedal Seat upholstered bucket seat Brakes double disc operated by two independent pedals on the right side of tractor Equalized by pedal lock Power take-off continuous running—controlled by secondary clutch Steering power steering not used.

ENGINE Make Continental LPG Type 4 cylinder vertical Serial No. GB 176-9891 Crankshaft mounted lengthwise Head I Lubrication pressure Bore and stroke 3.578" x 4.375" Rated rpm 2000 Compression ratio 8.1 to 1 Displacement 176 cu. in. Valves port diameter Inlet 1 3/16" Exhaust 1 1/8" Governor variable speed centrifugal Carburetor size 1 1/4" Ignition system battery Starting system 12 volt battery Air cleaner oil washed wire mesh Muffler was used Oil filter replaceable paper element Cooling medium temperature control thermostat.

REPAIRS AND ADJUSTMENTS During Test "H" the wheel weights used on each rear wheel fell off.

REMARKS All test results were determined from observed data and without allowances, additions or deductions. Tests B and F were made with carburetor set for 100% 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, J, and K were made with the same setting.

TIRES, WHEELS AND WEIGHT

| | Tests F, G, H & K | Test J |
|---|-------------------|---------------|
| Rear wheels | | |
| Type | Pressed Steel | Pressed Steel |
| Liquid ballast | 405 lb each | None |
| Added cast iron | 1575 lb each | None |
| Rear tires | | |
| No. and size | Two 13-28 | Two 13-28 |
| Ply | 6 | 6 |
| Air pressure | 18 lb | 14 lb |
| Front wheels | | |
| Type | Pressed Steel | Pressed Steel |
| Liquid ballast | 65 lb each | None |
| Added cast iron | 420 lb each | None |
| Front tires | | |
| No. and size | Two 6.00-16 | Two 6.00-16 |
| Ply | 6 | 6 |
| Air pressure | 48 lb | 48 lb |
| Height of drawbar | 22 inches | 23 1/2 inches |
| Static weight | | |
| Rear end | 6530 lb | 2570 lb |
| Front end | 2410 lb | 1440 lb |
| Total weight as tested with operator | 9115 lb | 4185 lb |

HORSEPOWER SUMMARY

| | Drawbar | Belt |
|---|---------|-------|
| 1. Sea level (calculated) maximum horsepower (based on 60° F and 29.92" Hg) | 40.87 | 44.78 |
| 2. Observed maximum horsepower (tests F and B) | 38.54 | 42.60 |
| 3. Seventy-five per cent of calculated maximum drawbar horsepower and eighty-five per cent of calculated maximum belt horsepower (ASAE and SAE ratings) | 30.65 | 38.06 |

We, the undersigned, certify that this is a true and correct report of official Tractor Test No. 657.

L. F. LARSEN
Engineer-in-Charge

L. W. HURLBUT, Chairman
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 manual throttle control lever is set so that 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 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 manual throttle control lever is set the same as for tests B and C allowing the governor to control engine speed at part throttle. Load is applied until 85% of maximum corrected horsepower found in test B is obtained.

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.

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. When rubber tires are used, all tests are made on the concrete test course. The same tires, wheels and weights are used for all tests except J. All crawler type tractors are tested on an earthen test course which is maintained by grading, sprinkling and rolling so that it remains very nearly the same for each test.

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 the 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 manual throttle control lever is set so that 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 15%. 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 horsepower the manual throttle control lever is set the same as in tests F and G allowing the governor to maintain engine speed at part throttle. 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: This is intended to show the pull, horsepower, and travel speed of the tractor at rated horsepower (taken from test H); maximum horsepower (taken from test G); and at least four other conditions obtained by reducing travel speed in 10% increments by overload.

