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6-16-1958

## Test 659: Massey-Ferguson MF-65 (Gasoline)

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

NEBRASKA TRACTOR TEST NO. 659

MASSEY-FERGUSON MF-65 GASOLINE

**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—100% MAXIMUM POWER—TWO HOURS								
46.05	2000	4.367	10.54	0.582	177	62	70	29.043
TEST C—OPERATING MAXIMUM POWER—ONE HOUR								
43.98	2000	3.899	11.28	0.544	172	59	70	29.038
TEST D—RATED POWER—ONE HOUR								
40.76	2144	3.871	10.53	0.582	170	60	72	29.015
TEST E—VARYING POWER—TWO HOURS (20 minute runs; last line average)								
40.85	2147	3.869	10.56	0.581	172	61	74	.....
1.80	2288	1.756	1.03	5.983	153	60	73	.....
21.30	2228	2.876	7.41	0.828	159	61	74	.....
43.47	2002	3.894	11.16	0.549	174	62	75	.....
10.83	2260	2.245	4.82	1.271	152	60	74	.....
31.20	2183	3.532	8.83	0.694	162	61	74	.....
24.91	2185	3.029	8.22	0.746	162	61	74	28.995

**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 POWER—TEN HOURS—4th Gear											
32.63	2190	5.59	2157	3.44	3.789	8.61	0.712	170	66	82	29.039
TEST F—100% MAXIMUM POWER											
41.64	3066	5.09	2004	5.21	4th Gear.....			182	62	77	29.080
TEST G—OPERATING MAXIMUM POWER											
20.72	6798	1.14	1998	14.74	1st Gear (part throttle)			157	56	62	29.100
31.07	6749	1.73	2005	14.55	2nd Gear (part throttle)			160	56	62	29.100
38.67	4278	3.39	1998	8.09	3rd Gear.....			169	61	73	29.080
39.63	2928	5.08	1998	5.33	4th Gear.....			168	61	73	29.080
39.37	1894	7.79	2001	3.26	5th Gear.....			166	61	73	29.080
35.63	917	14.57	2000	1.11	6th Gear.....			177	61	77	29.090
TEST J—OPERATING MAXIMUM POWER											
36.94	2920	4.74	2000	3.51	4th Gear.....			163	56	64	28.950
TEST K—SPEED-PULL CHARACTERISTIC											
Pounds Pull		2190	2928	3100	3250	3450		3650		3500	
Horsepower		32.63	39.63	38.0	34.7	32.2		29.2		23.3	
Miles Per Hour		5.59	5.08	4.6	4.0	3.5		3.0		2.5	

**TIRES, WHEELS AND WEIGHT**

	Tests F, G, H & K	Test J
<b>Rear wheels</b>		
Type	Pressed Steel	Pressed Steel
Liquid ballast	539 lb each	None
Added cast iron	1470 lb each	None
<b>Rear tires</b>		
No. and size	Two 13-28	Two 13-28
Ply	6	6
Air pressure	18 lb	14 lb
<b>Front wheels</b>		
Type	Pressed Steel	Pressed Steel
Liquid ballast	65 lb each	None
Added cast iron	413 lb each	None
<b>Front tires</b>		
No. and size	Two 6.00-16	Two 6.00-16
Ply	6	6
Air pressure	44 lb	44 lb
<b>Height of drawbar</b>	22 inches	23½ inches
<b>Static weight</b>		
Rear end	6520 lb	2513 lb
Front end	2350 lb	1395 lb
<b>Total weight as tested with operator</b>	9045 lb	4083 lb

**HORSEPOWER SUMMARY**

	Drawbar	Belt
1. Sea level (calculated) maximum horsepower (based on 60° F 29.92" Hg)	43.54	47.90
2. Observed maximum horsepower (tests F and B)	41.64	46.05
3. Seventy-five per cent of calculated maximum drawbar horsepower and eighty-five per cent of calculated maximum belt horsepower (ASAE and SAE ratings)	32.66	40.72

We, the undersigned, certify that this is a true and correct report of official Tractor Test No. 659.

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.

