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## Test 701: Ford Model 881

Nebraska Tractor Test Lab

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

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# NEBRASKA TRACTOR TEST 701 - FORD 881

University of Nebraska Agricultural Experiment Station  
W. V. Lambert, Director, Lincoln, Nebraska

## POWER TAKE-OFF PERFORMANCE

Hp	Crank shaft speed rpm	Fuel Consumption Gal per hr	Lb per hp-hr	Hp-hr per gal	Temperature Cooling medium	Degrees F Air wet bulb	Degrees F Air dry bulb	Barometer inches of Mercury
MAXIMUM POWER AND FUEL CONSUMPTION								
Rated Engine Speed—Two Hours								
46.16	2200	3.816	0.513	12.10	184	67	75	28.930
Standard Power Take-Off Speed (1000 rpm)—One Hour								
39.04	1732	3.126	0.497	12.49	169	65	74	28.935
VARYING POWER AND FUEL CONSUMPTION—TWO HOURS								
40.77	2287	3.705	0.564	11.00	180	66	76	.....
4.29	2396	1.585	2.294	2.71	156	65	73	.....
20.94	2348	2.522	0.748	8.30	168	67	77	.....
45.57	2201	3.797	0.517	12.00	185	65	74	.....
10.63	2380	1.952	1.140	5.45	159	66	75	.....
31.04	2319	3.145	0.629	9.87	173	66	76	.....
Av	25.54	2322	2.784	0.677	9.17	170	66	75 28.985

## DRAWBAR PERFORMANCE

Hp	Draw- bar pull lbs	Speed miles per hr	Crank shaft speed rpm	% Slip of drive wheels	Fuel Consumption Gal per hr	Lb per hp-hr	Hp-hr per gal	Temp Cool- ing med	Degrees F Air wet bulb	Degrees F Air dry bulb	Barometer inches of Mercury
VARYING DRAWBAR POWER & FUEL CONSUMPTION WITH BALLAST											
Maximum Available Power—Two Hours—6th Gear											
37.02	3347	4.15	1993	8.26	3.467	0.582	10.68	170	59	68	29.105
75% of Pull at Maximum Power—Ten Hours—6th Gear											
30.08	2486	4.54	2122	5.80	3.363	0.694	8.94	190	73	88	28.767
50% of Pull at Maximum Power—Two Hours—6th Gear											
21.49	1705	4.73	2163	3.77	2.769	0.800	7.76	182	76	95	28.708
MAXIMUM POWER WITH BALLAST											
27.87	5158	2.03	2131	14.01	4th Gear	.....	184	67	77	29.010	
36.28	4322	3.15	2003	10.93	5th Gear	.....	201	74	91	28.955	
37.07	3339	4.16	2004	8.47	6th Gear	.....	201	67	90	28.960	
37.22	2879	4.85	2000	7.08	7th Gear	.....	200	72	91	28.960	
37.22	2200	6.34	1999	5.43	8th Gear	.....	200	72	91	28.960	
36.76	1309	10.53	2000	3.13	9th Gear	.....	200	72	91	28.960	
MAXIMUM POWER WITHOUT BALLAST											
32.73	2949	4.16	2095	14.12	6th Gear	.....	186	75	92	28.790	
VARYING DRAWBAR PULL & TRAVEL SPEED WITH BALLAST—6th Gear											
Pounds pull				3350	3550	3600	3700	3500	3350		
Horsepower				37.0	35.0	31.7	28.6	23.3	18.8		
Miles per hour				4.2	3.7	3.3	2.9	2.5	2.1		

## TIRES, BALLAST and WEIGHT

		With Ballast	Without Ballast
Rear tires	—No, size, ply & psi	Two 13.6-28;4;14	Two 13.6-28;4;14
	—Liquid	312 lb each	None
	—Cast iron	1094 lb each	None
Front tires	—No, size, ply & psi	Two 6.00-16;4;28	Two 6.00-16;4;28
	—Liquid	48 lb each	None
	—Cast iron	128 lb each	None
Height of drawbar		19 inches	20½ inches
Static weight	—Rear	4860 lb	2048 lb
	—Front	1682 lb	1340 lb
Total weight with operator		6717 lb	3563 lb

Department of Agricultural Engineering

Dates of Test: June 6 to June 17, 1959

Manufacturer: FORD MOTOR COMPANY,  
BIRMINGHAM, MICHIGAN

Manufacturer's Power Rating: Not Rated

**FUEL, OIL and TIME** Fuel regular gasoline Octane No ASTM 85 Research 92 (rating taken from oil company's typical inspection data) Specific gravity converted to 60°/60° 0.7460 Weight per gallon 6.210 lb Oil SAE 20-20W API service classification MS and DG To motor 0.958 gal Drained from motor 0.876 gal Transmission and final-drive lubricant Ford hydraulic oil M-2C-41 Total time motor was operated 44½ hours.

**ENGINE Make** Ford Type 4 cylinder vertical Serial No 66892 Crankshaft mounted lengthwise Rated rpm 2200 PTO and belt 2000 drawbar Lubrication pressure Bore and stroke 3.90" x 3.60" Compression ratio 7.5 to 1 Displacement 172 cu in Carburetor size 1" Ignition system battery Cranking system 6 volt battery Air cleaner oil washed wire mesh Muffler was used Oil filter full flow with replaceable paper element Cooling medium temperature control thermostat.

**CHASSIS Type** standard Serial No 66892 Tread width rear 52" to 76" front 52" to 80" Wheel base 74.5" Center of gravity (without operator or ballast, with minimum tread, with fuel tank filled and tractor serviced for operation) Horizontal distance forward from centerline of rear wheels 31" Vertical distance above roadway 24" Horizontal distance from center of rear wheel tread 0" to the right or left Hydraulic control system direct engine drive Transmission manually controlled hydraulically actuated planetary gear Advertised speeds mph first 1.06 second 1.51 third 1.58 fourth 2.25 fifth 3.58 sixth 4.61 seventh 5.30 eighth 6.81 ninth 11.04 tenth 16.36 reverse 3.16 and 4.67 Belt pulley diam 9" face 6.50" rpm 1298 and 2382 Belt speed 3058 and 5613 fpm Clutch 3 multiple disc wet clutches hydraulically operated Brakes internal expanding shoes operated by two foot pedals on right side of tractor Power take-off 540 or 1000 rpm at 1750 engine rpm Steering power assisted Turning radius (on concrete surface with brake applied) right 107" left 107" (on concrete surface without brake) right 118" left 118" Turning space diameter (on concrete surface with brake applied) right 217" left 217" (on concrete surface without brake) right 246" left 246".

**REPAIRS and ADJUSTMENTS** A wheel weight segment bolt broke during the maximum available power run allowing the segment to fall off. After this run was completed the segment was replaced with a new bolt.

**REMARKS** All test results were determined from observed data obtained in accordance with SAE and ASAE test code. First, second and third gears were not run as it was necessary to limit the pull in fourth gear to avoid excessive slippage. Tenth gear was not run as it was over 15 mph. This tractor is equipped with an operator-controlled power-shifting full range fixed-ratio transmission.

We, the undersigned, certify that this is a true and correct report of official Tractor Test No 701.

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

## GENERAL CONDITIONS

Each tractor is a production model equipped for common usage. Power consuming accessories can be disconnected only when it is convenient for the operator to do so in practice. Additional weight can be added as ballast if the manufacturer regularly supplies it for sale. The static tire loads and the inflation pressures must conform to recommendations in the Tire Standards published by the Society of Automotive Engineers.

## PREPARATION FOR PERFORMANCE RUNS

The engine crankcase is drained and refilled with a measured amount of new oil conforming to specifications in the operators manual. The fuel used and the maintenance operations must also conform to the published information delivered with the tractor. The tractor is then limbered-up for 12 hours on drawbar work in accordance with the manufacturer's published recommendations. The manufacturer's representative is present to make appropriate decisions regarding mechanical adjustments.

The tractor is equipped with approximately the amount of added ballast that is used during maximum drawbar tests. The tire tread-bar height must be at least 65% of new tread height prior to the maximum power run.

## BELT OR POWER TAKE-OFF PERFORMANCE

**Maximum Power and Fuel Consumption.** The manufacturer's representative makes carburetor, fuel pump, ignition and governor control settings which remain unchanged throughout all subsequent runs. The governor and the manually operated governor control lever is set to provide the high-idle speed specified by the manufacturer for maximum power. Maximum power is measured by connecting the belt pulley or the power take-off to a dynamometer. The dynamometer load is then gradually increased until the engine is operating at the rated speed specified by the manufacturer for maximum power. The corresponding fuel consumption is measured.

**Varying Power and Fuel Consumption.** Six different horsepower levels are used to show corresponding fuel consumption rates and how the governor causes the engine to react to the following changes in dynamometer load: 85% of the dynamometer torque at maximum power; minimum dynamometer torque,  $\frac{1}{2}$  the 85% torque; maximum power;  $\frac{1}{4}$  and  $\frac{3}{4}$  of the 85% torque. Since a tractor is generally subjected to varying loads the average of the results in this test serve well for predicting the fuel consumption of a tractor in general usage.

## DRAWBAR PERFORMANCE

All engine adjustments are the same as those used in the belt or power take-off tests. If the manufacturer specifies a different rated crankshaft speed for drawbar operations, then the position of the manually operated governor control is changed to provide the high-idle speed specified by the manufacturer in the operating instructions.

**Varying Power and Fuel Consumption With Ballast.** The varying power runs are made to show the effect of speed-control devices (engine governor, automatic transmissions, etc.) on horsepower, speed and fuel consumption. These runs are made around the entire test course which has two 180 degree

turns with a minimum radius of 50 feet. The drawbar pull is set at 3 different levels as follows: (1) as near to the pull at maximum power as possible and still have the tractor maintain the travel speed at maximum horsepower on the straight sections of the test course; (2) 75% of the pull at maximum power; and (3) 50% of the pull at maximum power. Prior to 1958, fuel consumption data (10 hour test) were shown only for the pull obtained at maximum power for tractors having torque converters and at 75% of the pull obtained at maximum power for gear-type tractors.

**Maximum Power with Ballast.** Maximum power is measured on straight level sections of the test course. Data are shown for not more than 12 different gears or travel speeds. Some gears or travel speeds may be omitted because of high slippage of the traction members or because the travel speed may exceed the safe-limit for the test course. The maximum safe speed for the Nebraska Test Course has been set at 15 miles per hour. The slippage limits have been set at 15% and 7% for pneumatic tires and steel tracks or lugs, respectively. Higher slippage gives widely varying results.

**Maximum Power Without Ballast.** All added ballast is removed from the tractor. The maximum drawbar power of the tractor is determined by the same procedure used for getting maximum power with ballast. The gear (or travel speed) is the same as that used in the 10-hour test.

**Varying Power and Travel Speed with Ballast.** Travel speeds corresponding to drawbar pulls beyond the maximum power range are obtained to show the "lugging ability" of the tractor. The run starts with the pull at maximum power; then additional drawbar pull is applied to cause decreasing speeds. The run is ended by one of three conditions; (1) maximum pull is obtained, (2) the maximum slippage limit is reached, or (3) some other operating limit is reached.

For additional information about the Nebraska Tractor Tests write to the Department of Agricultural Engineering, University of Nebraska, Lincoln, Nebraska.



Ford 881 Test 701