

University of Nebraska - Lincoln

DigitalCommons@University of Nebraska - Lincoln

---

Nebraska Tractor Tests

Tractor Test and Power Museum, The Lester F. Larsen

---

1-1-1959

## Test 726: Massey-Ferguson 85 (Gasoline)

Nebraska Tractor Test Lab

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

Follow this and additional works at: <https://digitalcommons.unl.edu/tractormuseumlit>



Part of the [Energy Systems Commons](#), [History of Science, Technology, and Medicine Commons](#), [Other Mechanical Engineering Commons](#), [Physical Sciences and Mathematics Commons](#), [Science and Mathematics Education Commons](#), and the [United States History Commons](#)

---

Nebraska Tractor Test Lab, "Test 726: Massey-Ferguson 85 (Gasoline)" (1959). *Nebraska Tractor Tests*. 1147.

<https://digitalcommons.unl.edu/tractormuseumlit/1147>

This Article is brought to you for free and open access by the Tractor Test and Power Museum, The Lester F. Larsen at DigitalCommons@University of Nebraska - Lincoln. It has been accepted for inclusion in Nebraska Tractor Tests by an authorized administrator of DigitalCommons@University of Nebraska - Lincoln.

# NEBRASKA TRACTOR TEST 726-MASSEY-FERGUSON 85 GASOLINE

The University of Nebraska Agricultural Experiment Station

W. V. Lambert, Director; Lincoln, Nebraska

## POWER TAKE-OFF PERFORMANCE

Hp	Crank shaft speed rpm	Fuel Consumption		Hp-hr per gal	Temperature Degrees F			Barometer inches of mercury	
		Gal per hr	Lb per hp-hr		Cooling medium	Air wet bulb	Air dry bulb		
MAXIMUM POWER AND FUEL CONSUMPTION									
Rated Engine Speed—Two Hours									
61.23	2000	5.260	0.521	11.64	186	72	75	29.170	
Standard Power Take-off Speed (540 rpm)—One Hour									
52.89	1477	4.801	0.551	11.02	197	72	74	29.200	
VARYING POWER AND FUEL CONSUMPTION—TWO HOURS									
54.09	2079	4.858	0.545	11.13	177	74	75	.....	
1.35	2223	1.848	8.311	0.73	151	73	75	.....	
28.00	2152	3.297	0.715	8.49	162	74	75	.....	
62.08	2000	5.249	0.513	11.83	182	73	75	.....	
14.41	2215	2.575	1.085	5.60	155	71	73	.....	
41.63	2134	4.127	0.602	10.09	165	70	72	.....	
Av	33.59	2133	3.659	0.661	9.18	165	72	74	29.193

## DRAWBAR PERFORMANCE

Hp	Draw-bar pull lbs	Speed miles per hr	Crank shaft speed rpm	% Slip of drive wheels	Fuel Consumption		Hp-hr per gal	Temp. Degrees F			Barometer inches of mercury	
					Gal per hr	Lb per hp-hr		Cooling med	Air wet bulb	Air dry bulb		
VARYING DRAWBAR POWER AND FUEL CONSUMPTION WITH BALLAST												
Maximum Available Power—Two Hours—3rd Gear												
50.76	5194	3.66	2006	7.55	4.853	0.580	10.46	163	35	40	29.108	
75% of Pull at Maximum Power—Ten Hours—3rd Gear												
42.55	3951	4.04	2157	5.23	4.488	0.640	9.48	157	31	32	28.838	
50% of Pull at Maximum Power—Two Hours—3rd Gear												
28.93	2644	4.10	2155	3.65	3.517	0.738	8.23	157	33	40	29.043	
MAXIMUM POWER WITH BALLAST												
49.31	8763	2.11	2037	14.29	2nd Gear.....			161	29	33	29.180	
51.34	5258	3.66	2001	7.46	3rd Gear.....			162	30	33	29.190	
52.36	3807	5.16	1999	5.04	4th Gear.....			164	30	33	29.190	
52.22	2978	6.58	1998	3.82	5th Gear.....			162	32	35	29.185	
51.15	2041	9.40	2003	2.64	6th Gear.....			161	32	35	29.185	
MAXIMUM POWER WITHOUT BALLAST												
47.30	4924	3.60	2091	13.85	3rd Gear.....			155	22	23	29.260	
VARYING DRAWBAR PULL AND TRAVEL SPEED WITH BALLAST—3rd Gear												
Pounds pull		5250		5750		6300		6850		6750		6700
Horsepower		51.3		50.6		48.7		45.7		37.8		32.2
Miles per hour		3.7		3.3		2.9		2.5		2.1		1.8

Department of Agricultural Engineering

Dates of Test: November 2 to November 13, 1959

Manufacturer: MASSEY-FERGUSON INCORPORATED, DETROIT, MICHIGAN

Manufacturer's Power Rating: Not Rated

FUEL, OIL and TIME Fuel regular gasoline Octane No ASTM 84 Research 92 (rating taken from oil company's typical inspection data) Specific gravity converted to 60°/60° 0.7292 Weight per gallon 6.070 lb Oil SAE 20-20W API service classification ML, MM, MS and DG To motor 1.946 gal Drained from motor 1.543 gal Transmission and final-drive lubricant Type A transmission fluid Total time motor was operated 47 hours.

ENGINE Make Continental Type 4 cylinder vertical Serial No E242 1060 Crankshaft mounted lengthwise Rated rpm 2000 Lubrication pressure Bore and stroke 3 3/8" x 5 1/8" Compression ratio 7.35 to 1 Displacement 242 cu in Carburetor size 1 1/4" Ignition system battery Cranking system 12 volt electrical Air cleaner oil washed wire mesh Muffler was used Oil filter replaceable pleated paper element Fuel filter stacked disc Cooling medium temperature control thermostat.

CHASSIS Type standard high clearance Serial No CGM 802291 Tread width rear 56" to 92" front 50" to 78" Wheel base 88.03" Center of gravity (without operator or ballast, with minimum tread, with fuel tank filled and tractor serviced for operation) Horizontal distance forward from center-line of rear wheels 31.77" Vertical distance above roadway 36.20" Horizontal distance from center of rear wheel tread 0" to the right or left Hydraulic control system direct engine drive Advertised speeds mph first 1.48 second 2.09 third 3.41 fourth 4.69 fifth 5.92 sixth 8.36 seventh 13.64 eighth 18.76 reverse 1.21 and 4.84 Belt pulley diam 9" face 6 1/2" rpm 1355 Belt speed 3200 fpm Clutch single plate dry disc clutch operated by foot pedal Brakes double dry disc brakes operated by foot pedals which can be locked together Power take-off 540 rpm at 1478 engine rpm Steering power assisted Turning radius (on concrete surface with brake applied) right 115" left 115" (on concrete surface without brake) right 135" left 135" Turning space diameter (on concrete surface with brake applied) right 234" left 234" (on concrete surface without brake) right 288" left 288".

REPAIRS AND ADJUSTMENTS At the conclusion of the one hour standard power take-off speed run the front bearing on the constant-mesh power take-off shaft failed. This bearing was replaced and the test resumed.

REMARKS All test results were determined from observed data obtained in accordance with SAE and ASAE test code.

First gear was not run as it was necessary to limit the pull in second gear to avoid excessive wheel slippage. Seventh and eighth gears were not run as they were over 15 mph.

We, the undersigned, certify that this is a true and correct report of official Tractor Test No 726.

L. F. LARSEN  
Engineer-in-Charge

L. W. HURLBUT  
G. W. STEINBRUEGGE  
J. J. SULEK  
Board of Tractor  
Test Engineers

## TIRES, BALLAST and WEIGHT

		With Ballast	Without Ballast
Rear tires	—No, size, ply & psi	Two 15-30;6;16	Two 15-30;6;16
	—Liquid	725 lb each	None
	—Cast iron	1454 lb each	None
Front tires	—No, size, ply & psi	Two 7.50-16;6;36	Without Ballast
	—Liquid	79 lb each	None
	—Cast iron	496 lb each	None
Height of drawbar		22 1/2 inches	24 inches
	—Rear	7970 lb	3612 lb
	—Front	3100 lb	1950 lb
Total weight with operator		11.245 lb	5737 lb

# 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 useage.

## 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

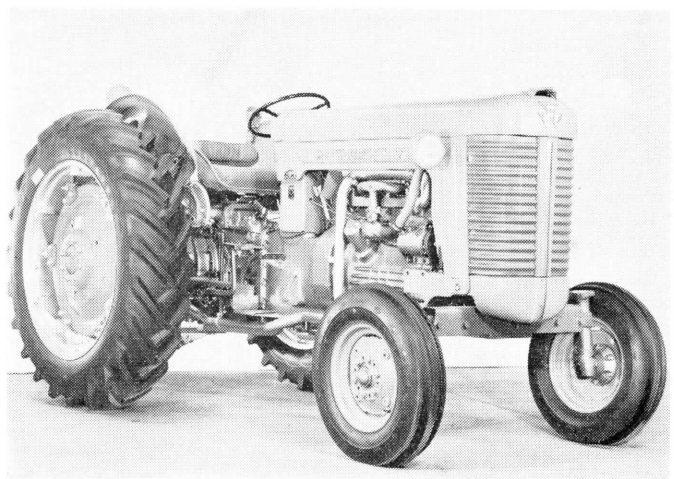
turns with a minimum radius of 50 feet. The drawbar pull is set at 3 different levels as follows: (1) as near to the pull at maximum power as possible and still have the tractor maintain the travel speed at maximum horsepower on the straight sections of the test course; (2) 75% of the pull at maximum 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.



Massey-Ferguson 85 Gasoline