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Test 912: Farmall 656 (Diesel)

Nebraska Tractor Test Lab

University of Nebraska-Lincoln, tractortestlab@unl.edu

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NEBRASKA TRACTOR TEST 912 - FARMALL 656 DIESEL

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								
61.52	1800	4.277	0.481	14.38	196	60	75	28.753
VARYING POWER AND FUEL CONSUMPTION—TWO HOURS								
55.00	1894	3.728	0.469	14.75	184	60	75	.....
0.00	2004	1.288	.....	.....	170	58	72	.....
28.40	1955	2.315	0.564	12.27	176	60	76	.....
61.37	1801	4.270	0.482	14.37	195	60	75	.....
14.42	1987	1.712	0.822	8.42	170	59	75	.....
41.65	1911	2.922	0.485	14.25	178	58	72	.....
Av 33.47	1925	2.706	0.559	12.37	179	59	74	28.760

DRAWBAR PERFORMANCE

Hp	Draw- bar pull lbs	Speed miles per hr	Crank- shaft speed rpm	Slip of drivers %	Fuel Consumption		Hp-hr per gal	Temp Degrees F			Barom- eter inches of Mercury
					Gal per hr	Lb per hp-hr		Cool- ing med	Air wet bulb	Air dry bulb	
VARYING DRAWBAR POWER AND FUEL CONSUMPTION WITH BALLAST											
Maximum Available Power—Two Hours—7th Gear (3rd DD)											
52.98	4182	4.75	1796	5.87	4.173	0.545	12.70	184	55	61	28.785
75% of Pull at Maximum Power—Ten Hours—7th Gear (3rd DD)											
43.83	3250	5.06	1887	4.61	3.470	0.548	12.63	176	52	53	28.823
50% of Pull at Maximum Power—Two Hours—7th Gear (3rd DD)											
30.05	2171	5.19	1901	2.71	2.583	0.595	11.63	176	56	64	28.810
MAXIMUM POWER WITH BALLAST											
48.86	7500	2.44	1850	14.80	3rd Gear (2nd TA)		185	47	49	28.750	
52.19	6372	3.07	1801	10.10	4th Gear (3rd TA)		182	53	58	28.770	
53.62	5258	3.82	1800	7.46	5th Gear (2nd DD)		178	53	58	28.770	
53.18	4445	4.49	1801	7.13	6th Gear (4th TA)		183	60	61	28.990	
54.35	4323	4.71	1800	6.67	7th Gear (3rd DD)		182	60	61	28.990	
54.90	3011	6.84	1800	4.37	8th Gear (4th DD)		183	60	60	28.990	
54.14	1919	10.58	1801	2.61	9th Gear (5th TA)		182	60	60	28.990	
MAXIMUM POWER WITHOUT BALLAST											
53.68	4345	4.63	1801	8.72	7th Gear (3rd DD)		180	39	46	29.170	
VARYING DRAWBAR PULL AND TRAVEL SPEED WITH BALLAST—7th Gear (3rd DD)											
Pounds pull				4323	4430	4530	4586	4507	4252		
Horsepower				54.35	50.09	45.40	40.12	33.82	26.67		
Crankshaft speed, rpm				1800	1623	1443	1263	1078	896		
Miles per hour				4.71	4.24	3.76	3.28	2.81	2.35		
Slip of drivers, %				6.67	6.93	7.33	7.58	7.06	6.54		

TIRES, BALLAST and WEIGHT

		With Ballast	Without Ballast
Rear tires	—No, size, ply & psi	Two 15.5-38; 6; 18	Two 15.5-38; 6; 14
	—Liquid	803 lb each	None
	Cast iron	140 lb each	None
Front tires	—No, size, ply & psi	Two 6.00-16; 6; 40	Two 6.00-16; 6; 36
	—Liquid	None	None
	Cast iron	60 lb each	None
Height of drawbar		21 inches	21½ inches
Static weight	—Rear	6860 lb	4975 lb
	—Front	2200 lb	2080 lb
Total weight with operator		9235 lb	7230 lb

Department of Agricultural Engineering

Dates of Test: SEPTEMBER 16 to SEPTEMBER 23, 1965

Manufacturer: INTERNATIONAL HARVESTER COMPANY, CHICAGO, ILLINOIS

FUEL, OIL and TIME Fuel No 2 Diesel Cetane No 57.0 (rating taken from oil company's typical inspection data) Specific gravity converted to 60°/60° 0.8312 Weight per gallon 6.920 lb Oil SAE 30 API service classification MS, DG, DM, DS To motor 2.462 gal Drained from motor 1.922 gal Transmission and final-drive lubricant IH Hy-Tran Fluid Total time engine was operated 40½ hours.

ENGINE Make International diesel Type 6 cylinder vertical Serial No 62103 Crankshaft mounted lengthwise Rated rpm 1800 Bore and stroke 3¼" x 4.390" Compression ratio 18.2 to 1 Displacement 281.3 cu in Cranking system 12 volt electric (two 6-volt batteries) Lubrication pressure Air cleaner dry type with replaceable paper element Oil filter replaceable paper element Oil cooler engine coolant heat exchanger for crankcase oil and radiator for transmission and hydraulic oil Fuel filter primary filter with replaceable cotton element and final filter with replaceable paper element Muffler was used Cooling medium temperature control thermostat.

CHASSIS Type tricycle Serial No 8697 Tread width rear 50" to 96" front 8" or 16" Wheel base 96.3" 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 31.50" Vertical distance above roadway 35.54" Horizontal distance from center of rear wheel tread 0" to the right/left Hydraulic control system direct engine drive Transmission selective gear fixed ratio with partial range operator controlled power shifting Advertised speeds mph first 1.7 second 2.5 third 2.7 fourth 3.4 fifth 4.1 sixth 4.7 seventh 5.0 eighth 7.0 ninth 10.7 tenth 15.9 reverse 1.9 and 2.8 Clutch single plate dry disc operated by foot pedal Brakes double disc operated by two foot pedals which can be locked Steering hydraulic power assist Turning radius (on concrete surface with brake applied) right 109" left 109" (on concrete surface without brake) right 114" left 114" Turning space diameter (on concrete surface with brake applied) right 218" left 218" (on concrete surface without brake) right 233" left 233" Belt pulley 1059 rpm at 1800 engine rpm diam 11" face 7½" Belt speed 3051 fpm Power take-off 1004 rpm at 1800 engine rpm.

REPAIRS and ADJUSTMENTS No repairs or adjustments.

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

First and second gears were not run as it was necessary to limit the pull in third gear to avoid excessive wheel slippage. Tenth gear was not run as it exceeded 15 mph.

We, the undersigned, certify that this is a true and correct report of official Tractor Test 912.

L. F. LARSEN

Engineer-in-Charge

G. W. STEINBRUEGGE, Chairman

J. J. SULEK

D. E. LANE

Board of Tractor Test Engineers

The University of Nebraska Agricultural Experiment Station
E. F. Frolik, Dean; H. H. Kramer, Director, Lincoln, Nebraska

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, $\frac{1}{2}$ of 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 trans-

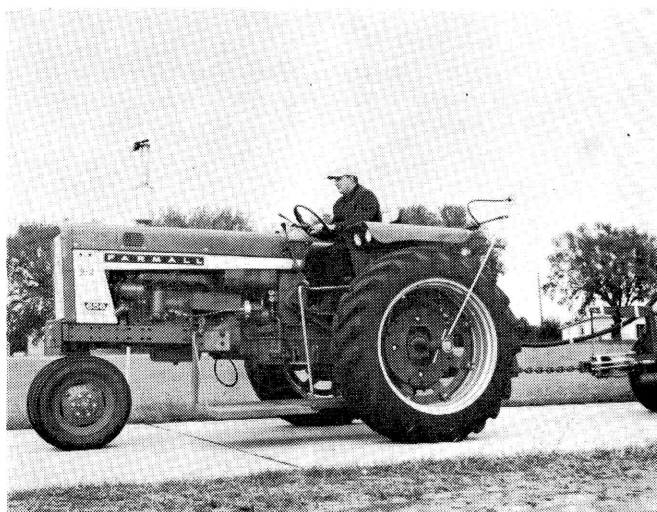
mission, etc.) on horsepower, speed and fuel consumption. These runs are made around the entire test course which has two 180 degree turns with a minimum radius of 50 feet. The drawbar pull is set at 3 different levels as follows: (1) as near to the pull at maximum power as possible and still have the 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.



Farmall 656 Diesel