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Test 998: Ford 5000 Gasoline 8-Speed (Also Ford 5000 Gasoline 8-Speed Row Crop and Ford 6600 Gasoline 8-Speed)

Nebraska Tractor Test Lab

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NEBRASKA TRACTOR TEST 998 – FORD 5000 GASOLINE 8-SPEED

(ALSO FORD 5000 GASOLINE 8-SPEED ROW CROP)

(ALSO FORD 6600 GASOLINE 8 SPEED)

POWER TAKE-OFF PERFORMANCE

Hp	Crank- shaft speed rpm	Fuel Consumption		Temperature Degrees F				Barometer inches of Mercury	
		Gal per hr	Lb per hp-hr	Hp-hr per gal	Cooling medium	Air wet bulb	Air dry bulb		
* MAXIMUM POWER AND FUEL CONSUMPTION									
Rated Engine Speed—Two Hours									
67.31	2100	5.811	0.526	11.58	206	56	75	29.037	
Standard Power Take-off Speed (540 rpm)—One Hour									
63.73	1901	5.425	0.519	11.75	207	56	75	29.050	
VARYING POWER AND FUEL CONSUMPTION—TWO HOURS									
59.50	2182	5.519	0.565	10.78	202	55	74	.....
0.00	2368	1.861	.....	.....	192	55	74	.....
30.67	2250	3.648	0.725	8.41	200	54	72	.....
67.92	2100	5.799	0.520	11.71	204	54	73	.....
15.70	2303	2.796	1.085	5.62	196	55	74	.....
45.45	2224	4.426	0.593	10.27	202	55	75	.....
Av	36.54	2238	4.008	0.668	9.12	199	54	74	29.050

DRAWBAR PERFORMANCE

Hp	Draw- bar pull lbs	Speed miles per hr	Crank- shaft speed rpm	Fuel Consumption				Temp Degrees F			Barom- eter inches of Mercury
				Slip of drivers %	Gal per hr	Lb per hp-hr	Hp-hr per gal	Cool- ing med	Air wet bulb	Air dry bulb	
VARYING DRAWBAR POWER AND FUEL CONSUMPTION WITH BALLAST											
Maximum Available Power—Two Hours—4th Gear											
57.87	5125	4.23	2101	8.10	5.967	0.628	9.70	203	40	47	28.960
75% of Pull at Maximum Power—Ten Hours—4th Gear											
47.10	3854	4.58	2224	6.06	4.968	0.643	9.48	202	41	45	28.871
50% of Pull at Maximum Power—Two Hours—4th Gear											
32.54	2565	4.76	2257	3.88	4.146	0.776	7.85	202	41	42	28.930
MAXIMUM POWER WITH BALLAST											
34.39	7247	1.78	2262	14.30	2nd Gear		199	46	56	28.960	
54.65	6971	2.94	2102	13.20	3rd Gear		201	44	51	28.950	
56.97	5063	4.22	2100	8.46	4th Gear		203	45	53	28.940	
57.86	4227	5.13	2098	6.90	5th Gear		202	45	52	28.930	
57.22	3295	6.51	2100	5.42	6th Gear		202	46	55	28.920	
53.40	1711	11.70	2099	3.03	7th Gear		202	46	55	28.900	
MAXIMUM PULL WITHOUT BALLAST											
40.30	4870	3.10	2220	14.66	3rd Gear		197	40	42	28.700	
VARYING DRAWBAR PULL AND TRAVEL SPEED WITH BALLAST—4th Gear											
Pounds pull				5063	5306	5490	5528	5436	5375		
Horsepower				56.97	53.35	48.89	42.95	36.27	29.79		
Crankshaft speed rpm				2100	1889	1678	1467	1256	1044		
Miles per hour				4.22	3.77	3.34	2.91	2.50	2.08		
Slip of drivers, %				8.46	9.10	9.33	9.45	9.22	9.33		

TIRES, BALLAST and WEIGHT		With Ballast	Without Ballast
Rear tires	—No, size, ply & psi	Two 16.9-30; 6; 16	Two 16.9-30; 6; 16
Ballast	—Liquid	795 lb each	None
	Cast iron	1008 lb each	None
Front tires	—No, size, ply & psi	Two 7.50-16; 4; 24	Two 7.50-16; 4; 24
Ballast	—Liquid	94 lb each	None
	Cast iron	84 lb each	None
Height of drawbar		22½ inches	24 inches
Static weight with operator—Rear		7345 lb	3740 lb
Front		2345 lb	1990 lb
Total		9690 lb	5730 lb

Department of Agricultural Engineering

Date of Test: November 7 to November 25, 1968

Manufacturer: FORD MOTOR COMPANY, FORD TRACTOR OPERATIONS, BIRMINGHAM, MICHIGAN

FUEL, OIL and TIME Fuel regular gasoline Octane No Motor 84.8 Research 93.2 (rating taken from oil company's typical inspection data) Specific gravity converted to 60°/60° 0.7320 Weight per gallon 6.094 lb Oil SAE 10W-30 API service classification MS DG DM To motor 1.718 gal Drained from motor 1.502 gal Transmission lubricant Ford oil ESN-M2C77-A or M-4864-A Final-drive lubricant Ford oil ESN-M2C53-A or M2C53-B Total time engine was operated 51 hours.

ENGINE Make Ford gasoline Type 4 cylinder vertical Serial No E008621 Crankshaft mounted lengthwise Rated rpm 2100 Bore and stroke 4.4" x 4.2" Compression ratio 7.75 to 1 Displacement 256 cu in Carburetor size 1½" Ignition system battery Cranking system 12 volt electric Lubrication pressure Air cleaner oil washed wire mesh Oil filter full flow replaceable cotton blend element Fuel filter edge type filter in sediment bowl Muffler was used Cooling medium temperature control Thermostat.

CHASSIS Type standard Serial No C209901 Tread width rear 52" to 80" front 52" to 80" Wheel base 87.5" 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 27.30" Vertical distance above roadway 32.95" Horizontal distance from center of rear wheel tread 0" to the right/left Hydraulic control system direct engine drive Transmission selective gear fixed ratio Advertised speeds mph first 1.5 second 2.0 third 3.5 fourth 4.7 fifth 5.6 sixth 7.0 seventh 12.4 eighth 16.8 reverse 2.3 and 8.1 Clutch single plate dry disc operated by foot pedal Brakes oil cooled multiple disc mechanically operated by two foot pedals which can be locked Steering mechanical with power assist Turning radius (on concrete surface with brake applied) right 117" left 117" (on concrete surface without brake) right 141" left 141" Turning space diameter (on concrete surface with brake applied) right 249" left 249" (on concrete surface without brake) right 294" left 294" Belt pulley 1072 rpm at 2050 engine rpm diam 11" face 6.5" Belt speed 3087 fpm Power take-off 540 rpm at 1900 engine rpm.

REPAIRS AND ADJUSTMENTS: During preliminary pto runs cylinder head was removed and combustion chambers cleaned. This was done twice. New spark plugs were installed.

REMARKS: All test results were determined from observed data obtained in accordance with the SAE and ASAE test code. First gear was not run as it was necessary to limit the pull in second gear because of the stability formula. Eighth gear was not run because it exceeded 15 mph.

We, the undersigned, certify that this is a true and correct report of official Tractor Test 998.

L. F. LARSEN

Engineer-In-Charge

G. W. STEINBRUEGGE, Chairman

W. E. SPLINTER

D. E. LANE

Board of Tractor Test Engineers

The University of Nebraska Agricultural Experiment Station
E. F. Frolik, Dean; H. W. Ottoson, 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

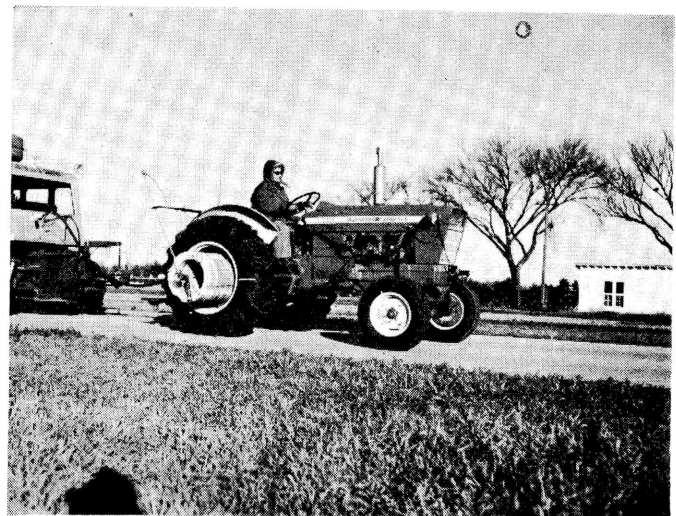
speed-control devices (engine, governor, automatic transmission, etc.) on horsepower, speed and fuel consumption. These runs are made around the entire test course which has two 180 degree turns with a minimum radius of 50 feet. The drawbar pull is set at 3 different levels as follows: (1) as near to 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 Pull without Ballast. All added ballast is removed from the tractor. The drawbar pull is determined at slip limits of 15% for pneumatic tires or 7% for steel tracks or lugs. The tractor is operated at the fastest possible travel speed.

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 5000 GASOLINE 8-SPEED