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Test 1007: International Farmall 544 Hydrostatic Gasoline (Also International 544 and 2544 Hydrostatic Gasoline)

Nebraska Tractor Test Lab

University of Nebraska-Lincoln, tractortestlab@unl.edu

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NEBRASKA TRACTOR TEST 1007 - INTERNATIONAL FARMALL 544 HYDROSTATIC GASOLINE

(ALSO INTERNATIONAL 544 HYDROSTATIC GASOLINE)
(ALSO INTERNATIONAL 2544 HYDROSTATIC GASOLINE)

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									
53.87	2400	5.546	0.623	9.71	188	57	75	29.007	
Standard Power Take-off Speed (540 rpm)—One Hour									
49.11	1987	4.752	0.586	10.33	193	58	75	29.010	
VARYING POWER AND FUEL CONSUMPTION—TWO HOURS									
48.39	2536	5.294	0.662	9.14	186	58	75	.....
0.00	2644	2.617	.....	.....	177	58	75	.....
24.68	2586	4.005	0.982	6.16	183	58	74	.....
52.90	2400	5.458	0.624	9.69	191	58	75	.....
12.64	2649	3.361	1.609	3.76	179	58	75	.....
36.84	2576	4.704	0.773	7.83	186	58	75	.....
Av	29.24	2565	4.240	0.878	6.90	184	58	75	29.018
DRAWBAR PERFORMANCE									
Hp	Draw- bar pull lbs	Speed miles per hr	Crank- shaft speed rpm	Slip of drivers %	Fuel Consumption		Temp Degrees F		Barom- eter inches of Mercury
					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—Speed Setting—4.0 MPH—Lo Range											
40.33	3727	4.06	2401	5.18	5.530	0.830	7.29	185	48	56	28.985
75% of Pull at Maximum Power—Ten Hours—Speed Setting 4.0 MPH—Lo Range											
33.60	2834	4.45	2543	3.71	5.332	0.960	6.30	187	60	72	28.635
50% of Pull at Maximum Power—Two Hours—Speed Setting 4.0 MPH—Lo Range											
23.40	1939	4.53	2607	2.69	4.536	1.173	5.16	175	42	47	29.000

MAXIMUM POWER WITH BALLAST

39.52	6518	2.27	2401	10.31	The	Lo Range	183	47	58	29.060
40.69	5637	2.71	2400	8.69	infinitely	Lo Range	185	46	55	29.060
41.33	4804	3.23	2396	6.95	variable	Lo Range	185	46	56	29.060
42.00	4229	3.72	2402	5.82	drive	Lo Range	185	44	54	29.110
40.89	3786	4.05	2394	5.48	control	Lo Range	185	47	57	29.050
40.60	3541	4.30	2402	5.00	was set to	Lo Range	185	42	52	29.030
40.21	3114	4.84	2404	4.38	give the	Lo Range	185	47	55	29.040
40.72	2830	5.40	2401	3.96	travel	Hi Range	185	48	58	29.050
41.41	2595	5.98	2403	3.75	speeds	Hi Range	185	48	59	29.030
41.52	2339	6.66	2402	3.26	shown	Hi Range	185	47	58	29.020
41.01	2015	7.63	2399	3.12	by the man-	Hi Range	185	46	56	29.020
34.34	902	14.28	2399	1.37	ufacturer	Hi Range	185	47	57	29.020

MAXIMUM PULL WITHOUT BALLAST

36.57	5676	2.42	2442	14.87	Speed 2.42 MPH	Lo-Rge	185	67	75	28.800
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VARYING DRAWBAR PULL AND TRAVEL SPEED WITH BALLAST Speed 4.0 MPH—Lo Range

Pounds pull	3786	4112	4362	4626	4881	4731
Horsepower	40.89	39.71	37.05	33.84	30.11	24.39
Crankshaft speed rpm	2394	2157	1914	1673	1437	1196
Miles per hour	4.05	3.62	3.19	2.74	2.31	1.93
Slip of drivers %	5.48	5.95	6.35	6.88	7.28	6.75

TIRES, BALLAST and WEIGHT

		With Ballast	Without Ballast
Rear tires	—No, size, ply & psi	Two 14.9-38; 6; 18	Two 14.9-38; 6; 14
Ballast	—Liquid	835 lb each	None
	Cast iron	560 lb each	None
Front tires	—No, size, ply & psi	Two 6.00-16; 6; 36	Two 6.00-16; 6; 36
Ballast	—Liquid	None	None
	Cast iron	22 lb each	None
Height of drawbar		22 inches	22½ inches
Static weight with operator—Rear		7720 lb	4930 lb
Front		1990 lb	1945 lb
Total		9710 lb	6875 lb

Department of Agricultural Engineering

Date of Test: April 23 to May 5, 1969

Manufacturer: INTERNATIONAL HARVESTER COMPANY, CHICAGO, ILLINOIS

FUEL, OIL and TIME Fuel Regular gasoline Octane No Motor 85.2 Research 92.6 (rating taken from oil company's typical inspection data) Specific gravity converted to 60°/60° 0.7270 Weight per gallon 6.052 lb Oil SAE 30 API service classification MS-DM To motor 1.478 gal Drained from motor 1.374 gal Transmission and final-drive lubricant IH Hy-Tran Fluid Total time engine was operated 56 hours.

ENGINE Make International Harvester Type 4 cylinder vertical Serial No C200-13429 Crankshaft mounted lengthwise Rated rpm 2400 Bore and stroke 3³/₁₀" x 4.390" Compression ratio 7.33 to 1 Displacement 200.3 cu in Carburetor size 1¼" Ignition system Battery Cranking system 12 volt electric Lubrication Pressure Air cleaner Dry type 2 stage, with replaceable paper element Oil filter Full flow, spin-on paper cartridge Oil cooler Radiator for hydraulic system and Hydrostatic drive Fuel filter sediment bowl with strainer Muffler was used Cooling medium temperature control thermostat.

CHASSIS Type Tricycle Serial No F 544 HS 12785 Tread width rear 54" to 96" front 8" to 16" Wheel base 90.5" 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 26.6" Vertical distance above roadway 37.5" Horizontal distance from center of rear wheel tread 0" to the right/left Hydraulic control system direct engine drive Transmission infinitely variable hydrostatic using variable displacement pump and motor Sliding gears give high and low ranges Advertised speeds mph forward 0 to 8 low range, 0 to 21½ high range; reverse 0 to 3½ low range, 0 to 10 high range Clutch none—hydrostatic drive can be controlled by foot pedal Brakes dry, mechanical double disc operated by two foot pedals which can be locked together Steering Hydrostatic Turning radius (on concrete surface with brake applied) right 104" left 104" (on concrete surface without brake) right 108½" left 108½" Turning space diameter (on concrete surface with brake applied) right 223" left 223" (on concrete surface without brake) right 231" left 231" Belt pulley 1263 rpm at 2400 engine rpm diam 11" face 7½" Belt speed 3637 fpm Power take-off 543 rpm at 2000 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. The slower travel speeds were not run as the maximum drawbar pull was limited by the stability formula. Travel speeds above 15 mph were not run.

We, the undersigned, certify that this is a true and correct report of official Tractor Test 1007.

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

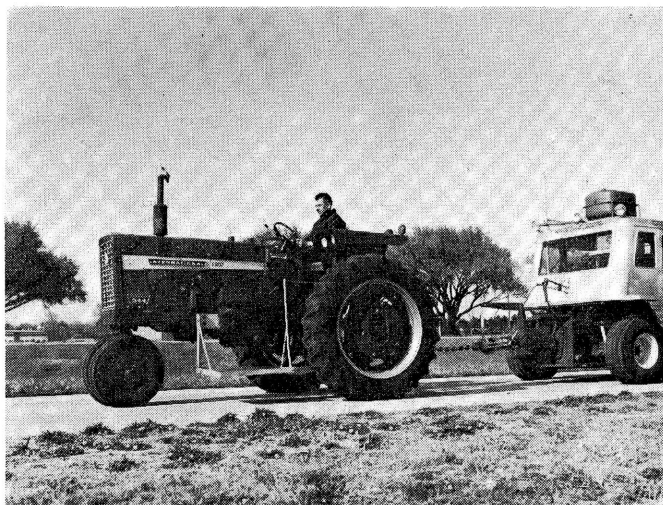
speed-control devices (engine, governor, automatic transmission, etc.) on horsepower, speed and fuel consumption. These runs are made around the entire test course which has two 180 degree turns with a minimum radius of 50 feet. The drawbar pull is set at 3 different levels as follows: (1) as near to 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.



INTERNATIONAL FARMALL 544 HYDROSTATIC GASOLINE