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Test 1026: Ford 8000 Diesel Dual Power (Also Ford 8000 Diesel Dual Power Row Crop)

Nebraska Tractor Test Lab

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NEBRASKA TRACTOR TEST 1026 – FORD 8000 DIESEL DUAL POWER (ALSO FORD 8000 DIESEL DUAL POWER ROW CROP)

POWER TAKE-OFF PERFORMANCE

Hp	Crank- shaft speed rpm	Fuel Consumption		Temperature Degrees F					
		Gal per hr	Lb per hp-hr	Hp-hr per gal	Cooling medium	Air wet bulb	Air dry bulb	Barometer inches of Mercury	
MAXIMUM POWER AND FUEL CONSUMPTION									
Rated Engine Speed—Two Hours									
105.73	2300	6.756	0.444	15.65	183	58	75	29.248	
Standard Power Take-off Speed (1000 rpm)—One Hour									
94.33	1935	5.638	0.416	16.73	180	53	75	29.270	
VARYING POWER AND FUEL CONSUMPTION—TWO HOURS									
94.26	2408	6.207	0.458	15.19	175	54	76	.....
0.00	2514	2.204	.....	.....	136	52	73	.....
48.36	2471	4.046	0.582	11.95	154	53	75	.....
106.35	2300	6.763	0.442	15.73	183	55	77	.....
24.27	2497	2.998	0.859	8.10	147	53	75	.....
71.34	2436	5.021	0.489	14.21	165	53	74	.....
Av	57.43	2438	4.540	0.550	12.65	160	53	75	29.247

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—8th (5PD) Gear											
92.61	7058	4.92	2301	6.68	6.758	0.508	13.70	163	46	53	29.215
75% of Pull at Maximum Power—Ten Hours—8th (5PD) Gear											
75.99	5400	5.28	2420	4.68	5.974	0.547	12.72	162	55	64	29.061
50% of Pull at Maximum Power—Two Hours—8th (5PD) Gear											
52.54	3633	5.42	2450	3.37	4.796	0.635	10.95	148	48	52	29.050

MAXIMUM POWER WITH BALLAST

79.91	11362	2.64	2390	12.50	4th Gear (2DD)			149	40	46	29.150
88.52	11073	3.00	2299	11.63	5th Gear (3PD)			150	39	45	29.170
89.18	8309	4.03	2300	7.83	6th Gear (3DD)			163	46	53	29.260
93.43	8367	4.19	2301	7.83	7th Gear (4PD)			165	46	53	29.260
93.95	7190	4.90	2295	6.64	8th Gear (5PD)			168	47	56	29.250
88.88	6045	5.51	2300	5.50	9th Gear (4DD)			167	47	56	29.250
90.52	5269	6.44	2299	4.73	10th Gear (5DD)			167	47	55	29.250
94.58	5000	7.09	2302	4.73	11th Gear (6PD)			166	47	54	29.220
87.87	3561	9.25	2303	3.13	12th Gear (6DD)			165	48	56	29.220
89.41	3101	10.81	2297	3.05	13th Gear (7PD)			164	47	56	29.220
79.88	2130	14.06	2300	2.15	14th Gear (7DD)			161	47	55	29.220
83.45	2126	14.72	2313	1.98	15th Gear (8DD)			159	46	54	29.220

MAXIMUM PULL WITHOUT BALLAST

73.39	9003	3.06	2423	14.95	5th Gear (3PD)			142	46	49	28.910
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VARYING DRAWBAR PULL AND TRAVEL SPEED WITH BALLAST 8th (5PD) Gear

Pounds Pull	7190	7486	7804	7944	8018	7726
Horsepower	93.95	87.86	81.09	72.03	62.37	49.98
Crankshaft speed rpm	2295	2068	1836	1609	1380	1145
Miles per hour	4.90	4.40	3.90	3.40	2.92	2.43
Slip of drivers, %	6.64	6.87	7.32	7.61	7.61	7.46

TIRES, BALLAST and WEIGHT

		With Ballast	Without Ballast
Rear tires	—No, size, ply & psi	Two 23.1-34; 8; 16	Two 23.1-34; 8; 16
Ballast	—Liquid	1878 lb each	None
	Cast iron	None	None
Front tires	—No, size, ply & psi	Two 10.00-16; 6; 28	Two 10.00-16; 6; 28
Ballast	—Liquid	None	None
	Cast iron	None	None
Height of drawbar		22 inches	23 inches
Static weight with operator—Rear		11380 lb	7625 lb
	Front	3420 lb	3445 lb
	Total	14800 lb	11070 lb

Department of Agricultural Engineering

Dates of Test: October 21 to October 30, 1969

Manufacturer: FORD MOTOR COMPANY,
FORD TRACTOR OPERATIONS, BIR-
MINGHAM, MICHIGAN

FUEL, OIL and TIME Fuel No 2 diesel Cetane No 52.2 (rating taken from oil company's typical inspection data) Specific gravity converted to 60°/60° 0.8353 Weight per gallon 6.955 lb Oil SAE 10W API service classification MS-DS To motor 2.682 gal Drained from motor 1.983 gal Transmission and final-drive lubricant Ford oil M-2C53-B or ESN-N2C53-A Total time engine was operated 44 hours.

ENGINE Make Ford Diesel Type 6 cylinder vertical Serial No G127084 Crankshaft mounted lengthwise Rated rpm 2300 Bore and stroke 4.4" x 4.4" Compression ratio 16.5 to 1 Displacement 401 cu in Cranking system 12 volt electric Lubrication pressure Air cleaner dry type with replaceable paper element and automatic dust unloader Oil filter dual media full flow with replaceable element Oil cooler engine coolant heat exchanger for engine oil and radiator for transmission and hydraulic oil Fuel filter screen in tank dual replaceable paper elements with water traps Muffler was used Cooling medium temperature control thermostat.

CHASSIS Type standard Serial No G1015M C248889 Tread width rear 68" to 88" front 56" to 84" Wheel base 91.5" Center of gravity (with-out operator or ballast, with minimum tread, with fuel tank filled and tractor serviced for operation) Horizontal distance forward from center-line of rear wheels 28.4" Vertical distance above roadway 38.0" Horizontal distance from center of rear wheel tread 0" to the right/left Hydraulic control system selective gear fixed ratio with partial range operator controlled power shifting Advertised speeds mph first 1.55 second 1.99 third 2.19 fourth 2.81 fifth 3.29 sixth 4.23 seventh 4.40 eighth 5.09 ninth 5.65 tenth 6.55 eleventh 7.20 twelfth 9.26 thirteenth 10.82 fourteenth 13.92 fifteenth 14.48 sixteenth 18.62 reverse 1.93, 2.48, 6.34 and 8.16 Clutch single plate dry disc operated by foot pedal Brakes wet disc hydraulically actuated by two foot pedals which can be locked together Steering hydrostatic Turning radius (on concrete surface with brake applied) right 132" left 132" (on concrete without brake) right 156" left 156" Turning space diameter (on concrete surface with brake applied) right 287" left 287" (on concrete surface without brake) right 322" left 322" Power take-off 540 rpm at 1900 engine rpm and 1000 rpm at 1935 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, second and third gears were not run as it was necessary to limit the pull in fourth gear because of the stability formula. Sixteenth 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 1026.

L. F. LARSEN

Engineer-In-Charge

G. W. STEINBRUEGGE, Chairman

W. E. SPLINTER

D. E. LANE

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, $\frac{1}{2}$ 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.

