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Test 1146: John Deere 830 Diesel

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NEBRASKA TRACTOR TEST 1146 – JOHN DEERE 830 DIESEL

POWER TAKE-OFF PERFORMANCE

Hp	Crank- shaft speed rpm	Fuel Consumption Gal per hr	Lb per hp-hr	Hp-hr per gal	Temperature Degrees F Cooling medium	Air wet bulb	Air dry bulb	Barometer inches of Mercury
MAXIMUM POWER AND FUEL CONSUMPTION								
Rated Engine Speed—Two Hours (PTO Speed—625 rpm)								
35.30	2401	2.472	0.484	14.28	173	63	74	29.090
Standard Power Take-off Speed (540 rpm)—One Hour								
32.62	2076	2.213	0.469	14.74	172	64	75	29.085
VARYING POWER AND FUEL CONSUMPTION—Two Hours								
30.48	2440	2.143	0.486	14.22	171	62	72	.....
0.00	2540	0.854	.....	.....	165	62	73	.....
15.50	2482	1.457	0.650	10.64	168	62	72	.....
35.36	2403	2.503	0.490	14.13	173	62	72	.....
7.92	2536	1.132	0.989	7.00	166	61	71	.....
23.02	2457	1.787	0.537	12.88	169	61	72	.....
Av 18.71	2476	1.646	0.608	11.37	169	62	72	29.090

DRAWBAR PERFORMANCE

Hp	Draw- bar pull lbs	Speed miles per hr	Crank- shaft speed rpm	Slip of drivers %	Fuel Consumption Gal per hr	Lb per hp-hr	Hp-hr per gal	Temp Degrees F Cool- ing med	Air wet bulb	Air dry bulb	Barometer inches of Mercury
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VARYING DRAWBAR POWER AND FUEL CONSUMPTION WITH BALLAST

Maximum Available Power—Two Hours—5th Gear											
28.02	2028	5.18	2398	4.54	2.367	0.584	11.84	185	55	70	29.090
75% of Pull at Maximum Power—Ten Hours—5th Gear											
22.16	1550	5.36	2448	3.26	2.010	0.627	11.03	184	59	64	28.980
50% of Pull at Maximum Power—Two Hours—5th Gear											
15.44	1059	5.47	2469	3.04	1.699	0.761	9.09	186	61	75	28.960
50% of Pull at Reduced Engine Speed—Two Hours—6th Gear											
15.57	1067	5.48	1729	2.10	1.319	0.586	11.80	179	67	73	29.020

MAXIMUM POWER WITH BALLAST

19.56	4252	1.72	2451	14.94	2nd Gear	.....	183	57	71	29.070
27.05	3879	2.61	2401	10.94	3rd Gear	.....	185	57	71	29.080
28.26	2763	3.84	2401	6.59	4th Gear	.....	184	59	71	29.080
28.46	2057	5.19	2401	4.59	5th Gear	.....	184	59	71	29.080
28.02	1396	7.53	2399	3.04	6th Gear	.....	184	59	71	29.080
24.83	822	11.33	2402	1.68	7th Gear	.....	183	59	71	29.080

VARYING DRAWBAR PULL AND TRAVEL SPEED WITH BALLAST 5th Gear

Pounds Pull	2057	2167	2259	2368	2519	2511
Horsepower	28.46	26.89	24.87	22.61	20.58	17.15
Crankshaft Speed rpm	2401	2162	1923	1674	1438	1202
Miles Per Hour	5.19	4.65	4.13	3.58	3.06	2.56
Slip of Drivers %	4.59	4.88	5.21	5.44	5.99	5.88

TRACTOR SOUND LEVEL

	DB (A)
Maximum Available Power 2 Hours	97.0
75% of Pull at Max. Power 10 Hours	97.0
50% of Pull at Max. Power 2 Hours	96.5
50% of Pull at Reduced Engine Speed 2 Hours	92.5
Bystander 8th Gear	85.5

TIRES, BALLAST AND WEIGHT

	With Ballast	Without Ballast
Rear Tires		
Ballast	—No, size, ply & psi	Two 13.6-28;4;14
	—Liquid	509 lb each
	Cast Iron	80 lb each
Front Tires		
Ballast	—No, size, ply & psi	Two 6.50-16;6;28
	—Liquid	None
	Cast Iron	80 lb each
Height of Drawbar		
	13 inches	13½ inches
Static weight with operator—Rear	3896 lb	2718 lb
Front	1818 lb	1658 lb
Total	5714 lb	4376 lb

Department of Agricultural Engineering

Dates of Test: October 13 to October 19, 1973

Manufacturer: JOHN DEERE WERKE MANNHEIM, MANNHEIM, WEST GERMANY

FUEL, OIL AND TIME Fuel No 2 Diesel Cetane No 50.1 (rating taken from oil company's typical inspection data Specific gravity converted to 60°/60° 0.8308 Weight per gallon 6.917 lb Oil SAE 30 API service classification CD CC SD To motor 1.410 gal Drained from motor 1.385 gal Transmission and final drive lubricant John Deere type 303 oil Total time engine was operated 46½ hours.

ENGINE Make John Deere Diesel Type 3 cylinder vertical Serial No 114850CD Crankshaft Mounted lengthwise Rated rpm 2400 Bore and stroke 3.86" x 4.33" Compression ratio 17.2 to 1 Displacement 152 cu in Cranking system 12 volt electric Lubrication pressure Air cleaner Dry type with replaceable pleated paper element Oil filter full flow with replaceable paper screw-on cartridge Fuel filter replaceable two stage paper cartridge Muffler was used Cooling medium temperature control thermostat.

CHASSIS Type standard Serial No 112451L Tread width rear 53" to 73" front 49" to 79" Wheel base 74.4" 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 28.2" Vertical distance above roadway 30.3" 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 1.4 second 2.0 third 2.9 fourth 4.1 fifth 5.4 sixth 7.7 seventh 11.4 eighth 15.9 Reverse 1.6, 2.3, 3.4, 4.7 Clutch single plate dry disc in combination with PTO clutch operated by single foot pedal Brakes wet disc hydraulically operated by two foot pedals which can be locked together Steering mechanical with power assist Turning radius (on concrete surface with brake applied) right 110" left 110" (on concrete surface without brake) right 122" left 122" Turning space diameter (on concrete surface with brake applied) right 244" left 244" (on concrete surface without brake) right 268" left 268" Belt pulley 967 rpm at 2100 engine rpm diam 12" face 8½" Belt speed 3038 fpm Power take-off 546 rpm at 2100 engine rpm.

REPAIRS AND ADJUSTMENTS: No repairs or adjustments.

REMARKS: All test results were determined from observed data obtained in accordance with SAE and ASAE test code or official Nebraska test procedure.

First gear was not run as it was necessary to limit the pull in second gear to avoid excessive wheel slippage.

Eighth gear was not run as test procedure requires only six travel speeds.

We, the undersigned, certify that this is a true and correct report of official Tractor Test 1146.

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

H. W. Ottoson, Director and Acting Dean

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. Prior to the maximum power run the tire tread-bar height must be at least 65% of new tread height.

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 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.

Varying Power and Fuel Consumption With Ballast. The varying power runs are made to show the effects 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 4 different runs 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; (3) 50% of the pull at maximum power; and (4) maintaining the same load and travel speed as in (3) by shifting to a higher gear and reducing the engine rpm.

Maximum Power with Ballast. Maximum power is measured on straight level sections of the test course. Data are shown for not more than 6 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 manufacturer's representative has the option of selecting one gear or speed over eight miles per hour. 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.

Varying Drawbar Pull 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.

SOUND MEASUREMENT

Sound is recorded during each of the Varying Power and Fuel Consumption runs as the tractor travels on a straight section of the test course. The dB(A) sound level is obtained with the microphone located near the right ear of the operator. Bystander sound readings are taken with the microphone placed 25 feet from the line of travel of the tractor.

An increase of 10 dB(A) will approximately double the loudness to the human ear.

For additional information about the Nebraska Tractor Tests write to the Department of Agricultural Engineering, University of Nebraska, Lincoln, Nebraska 68503.



JOHN DEERE 830 DIESEL