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January 1973

Test 1124: International 1066 Turbo Diesel 16-Speed (Chassis S/N 2610154U023000 and up)

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NEBRASKA TRACTOR TEST 1124 — INTERNATIONAL 1066 TURBO DIESEL 16 SPEED

CHASSIS SN 2610154U023000* and up

POWER TAKE-OFF PERFORMANCE

Hp	Crankshaft 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 (PTO Speed—1146 rpm)								
125.68	2601	8.419	0.468	14.93	193	63	77	28.743
Standard Power Take-off Speed—(1000 rpm)—One Hour								
119.20	2270	7.283	0.427	16.37	186	63	74	28.735
VARYING POWER AND FUEL CONSUMPTION—Two Hours								
109.85	2672	7.816	0.497	14.05	187	66	76	.....
0.00	2849	3.175	.....	.....	170	63	74	.....
56.79	2762	5.392	0.663	10.53	177	65	75	.....
125.79	2600	8.422	0.467	14.94	187	62	77	.....
28.98	2818	4.413	1.063	6.57	170	62	74	.....
83.86	2717	6.591	0.549	12.72	179	64	74	.....
Av. 67.55	2736	5.968	0.617	11.32	179	64	75	28.733

DRAWBAR PERFORMANCE

Hp	Drawbar pull lbs	Speed miles per hr	Crankshaft speed rpm	Slip of drivers %	Fuel Consumption		Hp-hr per gal	Temp Degrees F			Barometer inches of Mercury
					Gal per hr	Lb per hp-hr		Cooling med	Air wet bulb	Air dry bulb	

VARYING DRAWBAR POWER AND FUEL CONSUMPTION WITH BALLAST

Maximum Available Power—Two Hours—8th Gear (1 Hi TA)											
105.95	7351	5.40	2597	5.16	8.289	0.546	12.78	176	48	56	29.040
75% of Pull at Maximum Power—Ten Hours—8th Gear (1 Hi TA)											
87.02	5721	5.70	2703	3.94	7.268	0.583	11.97	176	59	63	28.720
50% of Pull at Maximum Power—Two Hours—8th Gear (1 Hi TA)											
60.12	3810	5.92	2758	2.28	6.015	0.698	9.99	173	57	63	28.760
50% of Pull at Reduced Engine Speed—Two Hours—12th Gear (2 Hi DD)											
59.40	3786	5.88	1606	2.24	4.153	0.488	14.30	177	59	70	28.770

MAXIMUM POWER WITH BALLAST

84.86	13000	2.45	2680	14.79	4th Gear (2 Lo DD)		183	63	76	28.700
105.04	8700	4.53	2598	6.35	6th Gear (3 Lo DD)		175	48	55	29.040
108.73	7553	5.40	2599	5.46	8th Gear (1 Hi TA)		175	48	55	29.040
105.55	6419	6.17	2601	4.48	9th Gear (4 Lo DD)		176	48	57	29.040
108.87	5805	7.03	2598	3.86	10th Gear (1 Hi DD)		174	49	58	29.040
107.95	5536	7.31	2600	3.63	11th Gear (2 Hi TA)		174	49	58	29.020

VARYING DRAWBAR PULL AND TRAVEL SPEED WITH BALLAST—8th Gear (1 Hi TA)

Pounds Pull	7553	8224	8750	9036	9656	9162
Horsepower	108.73	105.87	99.31	89.60	81.82	64.87
Crankshaft Speed rpm	2599	2336	2070	1814	1562	1298
Miles Per Hour	5.40	4.83	4.26	3.72	3.18	2.66
Slip of Drivers %	5.46	5.91	6.35	6.65	7.52	7.02

TRACTOR SOUND LEVEL WITH CAB

	dB(A)
Maximum Available Power 2 Hours	88.0
75% of Pull at Max. Power 10 Hours	88.5
50% of Pull at Max. Power 2 Hours	88.5
50% of Pull at Reduced Engine Speed 2 Hours	89.5
Bystander 16th (4 Hi DD)	86.5

TIRES, BALLAST AND WEIGHT

	With Ballast	Without Ballast
Rear Tires		
—No, size, ply & psi	Four 18.4-38;8;12	Four 18.4-38;8;12
Ballast	484 lb each	None
—Liquid	None	None
—Cast iron	None	None
Front tires		
—No, size, ply & psi	Two 11L-15;8;28	Two 11L-15;8;28
Ballast	None	None
—Liquid	None	None
—Cast iron	5 lb each	None
Height of drawbar	21½ inches	22½ inches
Static weight with operator—Rear	11770 lb	9835 lb
—Front	3490 lb	3480 lb
—Total	15260 lb	13315 lb

Department of Agricultural Engineering

Dates of Test: April 20 to May 17, 1973

Manufacturer: INTERNATIONAL HARVESTER COMPANY, Chicago, Illinois

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° 0.8386 Weight per gallon 6.982 lb Oil SAE 30 API service classification SC/SE-CA/CD To motor 4.142 gal Drained from motor 3.764 gal Transmission and final drive lubricant IH Hy-Tran fluid Total time engine was operated 54.5 hours**

ENGINE: Make International Diesel Type 6 cylinder vertical with turbo-charger Serial No 414TT2U030194* **Crankshaft mounted lengthwise Rated rpm 2600 Bore and stroke 4.30" × 4.75" Compression ratio 16 to 1 Displacement 414 cu in Cranking system 12 volt electric Lubrication pressure Air cleaner two paper elements Oil filter two full flow pleated paper screw-on cartridges Oil cooler engine coolant heat exchanger for crankcase oil, radiator for transmission and hydraulic oil Fuel filter two paper cartridges Muffler was used Cooling medium temperature control thermostat**

CHASSIS: Type standard with duals Serial No. 2610154U025036* **Tread width rear 66" to 124" front 62" to 86" Wheel base 104.8" 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 27.7" Vertical distance above roadway 41.4" 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 (2) range operator controlled power shifting Advertised speeds mph first 1½ second 2 third 2¼ fourth 2¾ fifth 3¼ sixth 4¾ seventh 5 eighth 5½ ninth 6¼ tenth 7¼ eleventh 7½ twelfth 9½ thirteenth 13 fourteenth 16¼ fifteenth 17¼ sixteenth 22¼ reverse 2¾, 3½, 3¾, 4¾, 6¼, 8¼, 8½, 11 Clutch single plate dry disc operated by foot pedal with hydraulic power assist Brakes dry double disc hydraulically power actuated by two foot pedals that can be locked together with automatic equalizing Steering hydrostatic Turning radius (on concrete surface with brake applied) right 144" left 144" (on concrete surface without brake) right 165" left 165" Turning space diameter (on concrete surface with brake applied) right 295" left 295" (on concrete surface without brake) right 338" left 338" Power take-off 1000 rpm at 2270 engine rpm or 540 rpm at 2306 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. Six gears were chosen between 15% slip and 15 mph.

We, the undersigned, certify that this is a true and correct report of official Tractor Test 1124.

L. F. LARSEN

Engineer-In-Charge

G. W. STEINBRUEGGE, Chairman

W. E. SPLINTER

D. E. LANE

Board of Tractor Test Engineers