

# [University of Nebraska - Nuffield and Leyland Tractor Test Report Links](#)

## **Nuffield Tractors;**

- 1955 Nuffield Universal PM4 - Petrol - [Click Here](#) to download test report
- 1955 Nuffield Universal DM4- Diesel - [Click Here](#) to download test report
- 1958 Nuffield Universal Three - [Click Here](#) to download test report
- 1962 Nuffield 4/60 - [Click Here](#) to download test report
- 1965 Nuffield 10/60 - [Click Here](#) to download test report
- 1965 Nuffield 10/42 - [Click Here](#) to download test report

## **Leyland Tractors;**

- 1975 Leyland 245 10 speed - [Click Here](#) to download test report
- 1975 Leyland 255 10 speed - [Click Here](#) to download test report
- 1975 Leyland 2100 10 speed - [Click Here](#) to download test report
- 1980 Leyland 472/272 Synchro - [Click Here](#) to download test report
- 1980 Leyland 482/282 Synchro - [Click Here](#) to download test report

## **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 tyre loads and the inflation pressures must conform to recommendations in the Tyre Standards published by the Society of Automotive Engineers.

### **PREPARATION FOR PERFORMANCE RUNS**

The engine crank case is drained and refilled with a measured amount of new oil conforming to specifications in the operator's 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 1 hour on drawbar work in accordance with the manufacturers 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 tyre 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 carburettor, 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,  $\frac{1}{2}$  the 85% torque; maximum power;  $\frac{1}{4}$  and  $\frac{3}{4}$  of the 85% torque. Since the 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 transmissions, 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.