

## ADVISORY BULLETIN

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### Agricultural Tyres: preparing your farm vehicle for the season ahead.

Together with the obvious pre-season checks such as oil and coolant, please remember to pay particular attention to your agricultural tyres. Ideally, your checks on tyres and rims should take place at least two months before the peak of the season(s) is likely to happen so as to give you ample time to plan and replace as necessary.

You should be looking for signs of accidental damage such as bulges, tears and cuts anywhere on the surface of the tyre (This includes any lubricants which may have come in contact with the tyres during axle services.)

You should ask yourself to what extent the tyres are worn, are there any signs of a possible impending failure? What type of task are you likely to contend with and is there sufficient residual tread depth to this job? Especially at harvest time, saving on tyres can lead to false economies as overall productivity is in jeopardy if you are stuck in a paddock, perhaps hours away from support. Our general experience is that less than 30% of residual tread depth is likely to lead to problems and loss of productivity

Only after this first inspection, you should re-establish inflation pressure (using an accurate gauge) as per the appropriate loads and other service factors for your expected application. Check the valve stem and fit a good sealing cap. It is vital the pressure should be checked when the tyre is completely cold, before the vehicle is put into service. The wheels should be checked for any signs of fatigue or cracking, and the wheel nut torque should also be re established

It is always a good idea to check the stock levels at your local suppliers two months before the start of the busy season: especially for older machinery, availability of agricultural tyres can be critical.

As good practice, give some thought to the conditions of field where you are operating: what is the load likely to be in the most demanding part of the field? Risk of damage can be minimised by operating with light loads on those parts of the paddocks where rocks or stones are more prevalent and thus more likely to cause a point fracture or impact to the tyre.

Finally: it is a good idea to inflate tyres to their maximum pressure using an accurate pressure gauge at the end of the season, before the vehicle is placed in storage in order to reduce the risk of flat spotting of the tread. However, it is vital to never exceed the maximum pressure recommended by the tyre manufacturer and if in doubt, please consult with your local tyre expert.

This Bulletin should be considered as being of a general advisory nature only. In case of conflict with existing recommendations issued by a vehicle manufacturer, these latter recommendations should apply.

