



The Ag Tyre & Wheel Specialists



EMPLOYEE PROFILE:

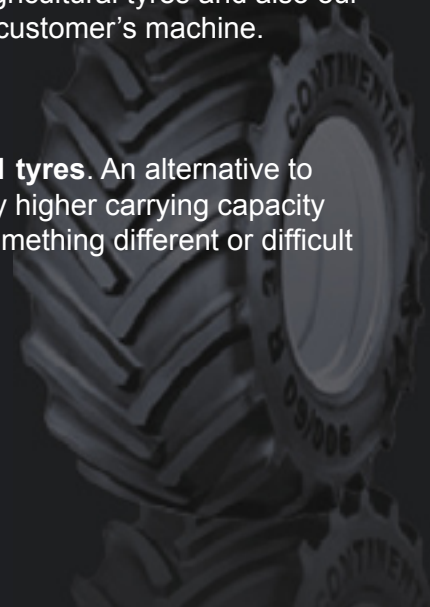
Name:	Rob (Roy) Rojewski
Role:	Sales & Technical Advice (Wheel & Tyre Specialist)
Favourite teams:	Mount Pleasant Football Club
Hobbies:	Football & his chainsaw
Industry service:	15 years

Rob is our longest serving employee with 15 years at Armstrong Tyres. Away from work, Rob is a dotting husband and father of two boys, multiple premiership player with the Mount Pleasant Football Club and no doubt will enjoy a rest up forward in the 2nds next year!!! Apart from tyres, Rob loves a power tool - whether it be a drill, chainsaw or nailgun, he owns them all and finds great pleasure being the real Bob the Builder. For all your tyre & D.I.Y needs, please do not hesitate to contact Rob.

Have you ever had an enquiry about a tyre size and gone through your price lists and couldn't find it? At Armstrong Tyres, we have a large range of new exchange tyres off original equipment, including most popular brands and sizes. With the Pirelli and Continental range of agricultural tyres and also our selection of exchange tyres, we are bound to have a tyre solution for your customer's machine.

To give you examples:

For a machine fitted with **11LR16 R1 tyres**, an alternative is **285/80R16 R1 tyres**. An alternative to **12.4R20 R1 tyres** is **335/80R20 R1 tyres**. These tyres have a significantly higher carrying capacity and are well suited to front-end loader work. So if your customer is after something different or difficult to obtain, give the guys at Armstrong's a call on 1800 037 091.



Contact us with your questions, or to find a dealer close to you:

Armstrong Tyres
83-85 Midland Highway, Epsom, Victoria 3551

Phone: 03 5448 4822
Fax: 03 5448 4785

Website: www.armstrongtyres.com.au
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FREE PHONE 1800 037 091

FIXED vs ADJUSTABLE



Fixed



Adjustable

One of the more noticeable trends in wheel design recently has been the increased use of wheel centres welded to a fixed position, rather than the adjustable, bolt-in style wheels. The increased popularity of higher speed machines, high load linkage capacities, along with the increasing number of machines being fitted with front-end loaders has seen manufacturers stipulate the mandatory fitting of fixed centre, fully welded wheels for some models. The reasons for this move in design preference are fairly self-evident, but often overlooked.

The only advantage of an adjustable centre wheel over a fixed centre is that the tracking width can be modified. The overwhelming majority of operators do not at any time modify the machines' original track, meaning that the extra cost of these wheels is an unnecessary expense.

The advantages of a fixed centre wheel over an adjustable centre wheel are significant, particularly where safety is concerned. A fixed centre wheel is significantly stronger. And destructive tests have found a standard fixed centre wheel to be capable of withstanding over three times the forces and punishments of an adjustable centre wheel.

This is extremely important given the increase in loads placed on wheels by greater lift capacities of linkages, larger front-end loaders and fork lifts. The higher dynamic loads placed on wheels by increased operating speeds cannot be ignored, especially given the results of a failure at these higher speeds. Cornering in 10,000kg of machine at 50km/h places significantly more stress on a wheel than 40km/h, a fact not lost on manufacturers. To this point, owing to these significant dynamic forces, manufacturers have been specifying that all high speed machinery is supplied on fixed centre wheels. As speeds increase (JCB 8250 65km/h, Fendt 900 series 60km/h) this trend will continue.

A fixed centre wheel can be made to more exact tolerances, allowing it to run to a true revolution. Fixed in one position, the faces can be machined to exact tolerances. An adjustable wheel usually has a set of eight or more positions that need to be positioned and machined to tolerance individually. This does not account for the potential of variations through damage to wheels in the disassembly/assembly process.

With a fixed centre wheel, there are no wearing parts and there is not an opportunity for bolts to come loose, or to have insufficient torque applied, resulting in damage to the wheels or potentially failure of the wheel with harsh consequences. Another advantage is the significant cost savings. A fixed centre wheel is cheaper to manufacture, using less materials and requiring less fabrication time. This helps to keep the cost of new machinery down, and where after-market wheels are being sought, the fixed centre wheel is cheaper to purchase.

One of the reasons consumers will often go to an adjustable centre wheel is “what if?”. What if you need to change the tracking for any reason? You may wish to sell the tractor and reuse the wheels on a new machine - you may be utilising the machine in a new application that demands a different track setting. The repositioning of a fixed centre wheel within a rim is a simple enough process with a local engineer usually being more than capable of completing any repositioning works. Even with one or two repositioning jobs, the cost of the fixed centre wheel is often favourable to that of the adjustable.

So, when looking at purchasing or selling a set of wheels for agricultural applications, keep in mind the suitability of the product to the application and ensure that the wheel is capable of meeting the demands placed on it by any implements, loaders and operating speeds.

For further information on suitability of wheels for applications, contact the knowledgeable team at Armstrong Tyres.

WIN A SLAB OF PREMIUM BEER!

PREVIOUS MONTH'S WINNER: Brett - Beaurepaires, Scottsdale, Tasmania.

Be the first to email us the correct answer to this question:

Q: How much stronger is a fixed wheel compared to an adjustable wheel?

Winner will be notified immediately, with name printed in next edition.



THE NEW OFFICE MEETS THE WORLD TOUR!!

The idea of driving out the gate and disappearing onto the horizon has probably crossed the minds of more than one tractor driver working up paddocks, hour after hour.

But for a German agriculture mechanic who pondered an even bigger idea, curiosity got the better of him. And while some might laugh it off as bizarre, the thought of travelling around the world on a tractor is a dream come true for 26 year-old Matthias Lause.

“I thought it was possibly the best way to see the world - you’d see so much going so slowly,” he said.

Armed with a swag of international sponsors, some heavy machinery and trusty Continental tyres, Matthias hit the ground as fast as a tractor can go to conquer 17 countries on five continents on a 10-month trip of a lifetime.

Just over a month into his journey and half way through the Australia leg, Matthias made a pit-stop at Armstrong Tyres’ brand new office in Bendigo for a well deserved break and a check up on his Continental tractor tyres.



Farmers, tradesmen and agricultural industry leaders alike have been watching with great interest how machinery, not designed for prolonged bitumen use, is handling the wear and tear of such a demanding journey.

And without exception, the team at Armstrong Tyres was keen to measure up the Continental **650/65R38 & 540/65R28 SVT** tyres helping Matthias conquer his 25,000 kilometre hike.

Tyre specialists, Rob Rojewski and Mick Carbone, sized up the tyres to see how much they had worn. And both were pleasantly surprised with how well they had performed.

“They’ve travelled 15,000 kilometres so far, most of which has been on bitumen highways in all weather conditions and they’ve only lost around 20 per cent of their tread,” Rob said.

“At this rate he could probably do the entire trip again which is exceptional.”

Mick said the front tyres still had 35mm of tread remaining while the back maintained 45mm.

“The tyres have lost less than a quarter of their tread and they’ve already done more than 60 percent of the entire journey,” Mick said.

Enjoying every minute of his 40 kilometre an hour trip, Matthias, who grew up on the family dairy farm in Bad Driburg, Germany, said he wasn't surprised at how well his chosen method of transport, a CLAAS ARES 697 ATZ together with the Continental agricultural tyres were holding up.

"Continental tyres are one of the top four tyres in Germany," Matthias said. "They're good quality and they're well priced in Germany."

As Australia's Continental agricultural tyre distributor, Armstrong Tyres will continue to monitor Matthias' journey, together with the wear of the Continental tyres, and provide feedback to Continental headquarters.

While most people ask him why he's doing such an unconventional trip, Matthias says there is method to his madness. Aside from the obvious reason to see the world at slow-pace, Matthias in conjunction with 52 international sponsors, including Continental and Claas, is using the quest to raise money for needy children in Africa.

Matthias said he wanted his journey to also make a difference to others, so teaming up with Care, money donated during the world tour will be used to help orphaned children in Lesotho. It will also help to provide care and financial support to children and parents suffering from AIDS.

"My goal is to tour the world in a farm tractor and help improve the education and living situation of children in Lesotho, Africa."

And perhaps this caring young bachelor might even meet a nice Aussie girl along the way. During his breaks from driving, Matthias said he's enjoyed being a tourist in Australia.

"I got to play with a kangaroo and a koala which was fun," he said. "All I need to see here now is a Red Back spider."

Matthias said he'd also savoured the range of beer during his Australian stop-overs but was intrigued that Aussie women hadn't yet caught on to the latest craze in Germany called a 'beer shot' - beer mixed with Coke.

"It's actually quite nice."

From Bendigo, the intrepid traveller is heading to Melbourne where he'll board another ship bound for Singapore and South Africa before returning to Germany.

Matthias is aiming to raise 15,000 Euro for Care during his world-wide adventure. To donate, please visit www.tractor-world-tour.com



WATER BALLASTING OF AG RADIAL TYRES?

There is not a week that goes by that an enquiry regarding the suitability of placing water in radial tractor tyres as ballast doesn't come across the desks at Armstrong Tyres.

Years ago when radial technology was not used in tractor tyres and the only tyres available were bias / cross ply, this was not an issue. The answer was simply "yes". But today the answer is more complicated due to the wide-spread use of radial tyres in agriculture and their unsuitability to handle water ballast.

The reasons why radial tyre manufactures don't recommend water as an internal ballast is due to both performance and safety. The radial tyres ability to far outperform a bias / cross ply tyre is due to its ability to flex, hence giving a softer footprint, more traction and longer life expectancy. By placing water in a radial tyre, an operator will largely take away the tyres' ability to flex and thus greatly reduce the capability and performance of the tractor. If ballast is required to set a tractor up, it is always recommended that this be done with cast weights as supplied by the manufacturer/dealer.

The second reason based on safety is important especially these days when a greater understanding of Workcover issues is vital to protect business owners and employees. Water ballast increases the braking distances of a tractor due to the inertia effect of the water in the tyre during braking. It is possible that this effect could contribute to an accident. With the industry's preference for higher speed tractors, this is an issue that should not be overlooked.

Please don't hesitate to contact Armstrong Tyres if any further information is required on this important subject.

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