Agricultural Tires
Technical Databook
Preface
This data book contains comprehensive information on our tire range. We recommend checking the inflation pressure of every tire and adjusting it regularly. Lower inflation pressure, greater loads or higher speeds than those recommended by the vehicle or tire manufacturer shorten the service life of the tire. These instructions must be followed if vehicle safety – and that of the safety of those fitting the tires – is to be guaranteed. For further information, please see our safety instructions.

Continental’s agricultural tires conform to internationally accepted standards that are established by ETRTO (European tire and Rim Technical Organisation), TRA (Tire and Rim Association), JATMA (Japan Automobile Tire Manufacturers Association) and/or ISO (International Standards Organisation). The standards include load capacity, inflation pressure, overall diameter, overall width, and related valves and rims, etc. In case of differences between these standards, Continental refers to the most appropriate one.

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Introduction

Agricultural tires from Continental - products that stem from innovation, expertise and tradition. In 1928, Continental launched the very first pneumatic tractor tire in Europe. Almost 90 years later, the technology company reentered the business after an absence of 13 years in 2017. A brand-new portfolio of agricultural tires and a new production site in Lousado, Portugal mark a new decade of agricultural tire technology at Continental.

The products
Starting off the product offensive in 2017, we have continuously expanded our tire portfolio: The firstborns Tractor70 and Tractor85 were soon complemented by the advanced TractorMaster and CombineMaster tires. In 2019, the superior tires become part of the portfolio by launching the VF TractorMaster, VF TractorMaster Hybrid and VF CombineMaster. The newest kids on the block are CompactMaster AG and CompactMaster EM for specialized vehicles since 2021. What they all have in common - a high level of technologies. The patented N.f lex carcass and the single wire bead technology make the tires most robust and flexible while D.f ine lug technology ensure traction and mileage. This is why all tires bear the label “Engineered for Efficiency”. It combines Continental’s commitment to improving the performance of the vehicle and the quality of its work while at the same time reducing the resources needed - in line with the specific requirements of the various agricultural machines, customers and applications in question.

The production site
The state-of-the-art production facility in Lousado was set up in less than two years. It is equipped with state-of-the-art production technologies that enable precise tire production. Innovative winding machines ensure that materials are distributed evenly to create a tire that is as round as possible. They also exploit bead technology that has been developed especially for the agricultural tires to ensure robustness and optimize mounting and the rim fit of the tire. ASIC technology is used to ensure consistently low temperature distribution both inside and outside the tire during curing, which has a positive effect on both the efficiency of the plant and the rolling resistance of the tire. In addition, the production facility has been built according to ergonomic guidelines, whereby automated guided vehicles (AGVs) and lifting devices are used to transport the agricultural tires.

In addition, a test center has been built adjacent to the production hall, where the local R&D team, in close cooperation with the core team in Hanover, test the quality of the tires being produced and work on optimizing and further developing the agricultural products.

The databook
This technical data book is designed to provide the most important information, technical references and recommendations needed to help achieve the maximum service life of Continental tires for both end users and manufacturers. Or in other words: to get the best out of your tire! Whether driver, fleet manager, maintenance team or operator. If the instructions and recommendations are followed correctly, nearly every person in contact with our products can do something to significantly improve the performance while at the same time reducing overall operational costs and protecting the environment.
## Tire Usage Matrix

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<th>VF Tractor-Master</th>
<th>VF Tractor-Master Hybrid</th>
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Dimensions in yellow: Continental tire range

**This table is based on the SRI (Speed Radius Index).**

The base of this table is the SRI (Speed Radius Index). The SRI is inside the European Union by convention a parameter of the theoretical speed of vehicles for a possible interchange of different tire sizes.

The SRI is not corresponding with the rolling circumference and not guarantee for practical using. In case of changing the tire size, it’s very important to check the compatibility of rim parameters and also measurements, technical parameters and regulations of the vehicle producer for individual use.
Bringing home the harvest together.
With tires you can trust.
Engineered for Efficiency - The Agricultural Tire Seal

As a premium tire and solution provider with a long heritage, Engineered for Efficiency describes the core of our agricultural tires: Depending on the specific needs of the various vehicles, customers and applications, our tires enhance the performance of the vehicle and improve the quality of its work while reducing the resources deployed.

Our tires are manufactured with state-of-the-art technology in our most modern production site in Lousado and were developed based upon in-depth research as well as the long-term expertise and inventiveness of our engineers.
Agricultural tires have to be all-rounders that deliver top performance on various soils and when carrying differing loads at varying speeds. Our VF technology (very high flexion technology) enables tires to do precisely that - and be gentle on the soil thanks to their broader footprint.

All this is possible thanks to an optimized size ratio between apex and bead that improves the tire deflection and reduces the compression on the outer surface of the rubber. The broader belt and shoulder area also optimize the distribution of forces to make the tires highly durable. The benefits are huge: VF tires provide enhanced efficiency when switching between road and field, and can carry approx. 40% higher load than standard tires at the same tire pressure, or the same load at around 40% lower tire pressure.
The lugs – specifically developed to stand their ground
Our new lugs refuse to give way: they firmly grip the ground beneath the tire to keep driving the tractor forward without slipping. A large surface area and additional special touches make the high performance and extremely robust tires adaptable to each specific location.

1. **Deep lug overlap**
   - Benefits on the road: Comfortable drive, less vibration

2. **5% more lug surface compared to standard tires**
   - Benefits in the field: High traction
   - Benefits on the road: Better mileage

3. **Smooth linkage between block and base**
   - Benefits:
     - Stress resistant, damage resistant
     - Optimum self-cleaning
     - Traction

4. **Sturdy blocks**
   - Benefits in the field: Stability

**Significant VF details for stronger results all around.**

1. **Belt geometry**
   - The broader and stronger belt and more robust shoulder area enhance the sturdiness and durability of a VF tire.

2. **Bead geometry**
   - The optimized bead geometry improves the bead area and sidewall deflection.

3. **N.flex technology**
   - The N.flex technology’s nylon material gives the bead area and sidewall their flexibility.

* d.fine is available in all advanced and superior tire lines
N.flex technology – for tires that never tire

Smooth roads, rocky lanes, muddy fields – with our new N.flex nylon technology, our tires can take one hell of a beating. At our high-tech plant in Lousado, we’ve developed a new type of nylon carcass that makes our tires more robust and round. Faced with rocky lanes and fields, they roll with the punches and absorb the impact by spreading it over a large area. But just like a farmer, nothing and no-one will bend them: they take their knocks and then quickly bounce back to their usual round shape for a smooth, comfortable ride.

After a gruelling day in the heat, our tires are ready for long drives and hard work the next morning: they retain their uniform shape for a comfortable ride with virtually no flat spots.

Unique N.flex carcass technology

- High impact resistance due to high elongation of nylon
- High robustness: carcass structure absorbs impact energy without breaking
The bead – where our world meets yours

Right from the word go, tractor tires are put through a test of strength and durability. Huge forces are applied to the bead when it is stretched over the rim, and it needs to snap right back into its original shape. This moment of truth is the next step in a partnership between our passion for engineering and the farmer’s drive to harness the power of nature.

We leave nothing to chance during this crucial moment: each bead is made from a single piece of steel wire, and the hard-rubber rim strip covers the whole bead for easier mounting and enhanced durability. Our hexa bead technology is specially adapted for the front wheels of combine harvesters. With unmatched robustness and a constant shape, every Continental tire rolls as smoothly along the road as it did off the production line.

The bead is essential to a tire, because it’s what keeps it on the rim. Made of a single piece of wire, our beads are sturdy, compact, and keep their shape.

Rectangular bead core

The rectangular bead core design is optimized for the high torques of tractor tires, and for the rear axle tires on combine harvesters during all-wheel-drive.

- The optimized contours of the apex enable a high degree of sidewall deflection.

Hexa bead core

The hexa bead core has been especially designed for the front tires of combine harvesters.

- The carcass material wraps around the core better for better power transmission. Higher core strength and a compact construction.

The bead technology

The bead technology is the next step in a partnership between our passion for engineering and the farmer’s drive to harness the power of nature. Each bead is made from a single piece of steel wire, and the hard-rubber rim strip covers the whole bead for easier mounting and enhanced durability. With unmatched robustness and a constant shape, every Continental tire rolls as smoothly along the road as it did off the production line.
The technologies at the heart of our stable, robust tires.

Innovative technologies embrace every part of our tires, extending its life and making your investment go further. Whether on the road or in the field, they will enable you to work for longer in safety and comfort.

TURTLE SHIELD TECHNOLOGY

Turtle Shield – deflects sharp objects, protects the carcass

Inspired by nature, the Turtle Shield base tread line mimics the shape of a turtle’s shell, making the shoulder area extremely robust by deflecting foreign objects before they can do any damage. The unique shape offers additional protection by ensuring that the rubber over the carcass is reinforced and tough.

Turtle Shield

- Increases robustness of tires
- Thick rubber and wide tread deflect objects from shoulder area
- Inspired by nature: turtle-shell shape deflects debris
STEEL BELT

Twisted Steel Cords - tough and tensile

Two belt layers made of twisted steel cords provide high lateral stiffness for excellent tilting stability and exceptional protection of the central area of the tire – ideal for applications that involve reaching, picking and moving heavy loads. The open cord structure ensures that the entire surface of the steel is covered in rubber to protect against corrosion.

Steel Belt

- Protects central area against penetration and cuts from debris
- Crossed-steel layers, specifically designed for each tire size
- High tensile cords with a unique twist can withstand greater elongation, for increased robustness
ContiConnect
New Sensor & On-Site App
Maintaining full fleet control at any time and any place.*

Ensuring efficient performance of your fleet requires smooth and reliable vehicle operations. By applying ContiConnect you are not only able to digitally manage your tire but you will always stay up-to-date on your fleet’s tire condition. It will minimize your maintenance cost and fuel consumption, while maximizing uptime, tire lifetime as well as the overall efficiency and safety of your fleet.

In addition to the newest sensor generation of ContiConnect, Continental also introduces the newly developed On-Site app. With only a few finger taps, you can receive all important data about your fleet’s tire condition on your smart device.

* Analysis of the total fleet statistics are not possible in the app version.
Transforming the unexpected into certainty with unseen features.

**Monitor from any place with the new On-Site App.**
Connect from your pocket to your fleet with your iOS or Android mobile device.

**Receive more data for better planning.**
Be up to date on all tire data, including tire pressure and temperature, as well as sensor battery status.

**Access information directly due to Bluetooth Connection.**
Enjoy wireless communication and auto-activation with a battery lifetime of 4 years.

Discover all possibilities of the On-Site App.

**Exceptional compatibility**
You decide whether you connect fleet maintenance with your tablet or your smartphone. The On-Site App works with both iOS and Android.

**Up-to-date 24/7**
Always stay in control and never miss important data.

**Smart data connection**
Save time by reading out sensor data digitally via Bluetooth and immediately transmitting it to the ContiConnect IoT platform.

**Hands-on fleet overview**
Create, configure and manage your fleet’s vehicles with ease to exploit even more potential in reducing costs and increasing lifetime.

**Comfortable check-ups**
Speed up your vehicle and tire checks while gaining more data-based certainty in your decisions about tire inspection.
## Pneumatic Radial vs. X-ply Construction

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<th>X-ply Tires</th>
<th>Radial (Belt) Tire</th>
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<tr>
<td>- Carcass consisting of defined number of layers, each layer</td>
<td>- Carcass consisting of defined numbers of</td>
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<tr>
<td>with crossing orientation of carcass cords (≈ high stiffness)</td>
<td>layers, but layers all in radial orientation</td>
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<td>- Sidewall carcass material as stiff as tread carcass material (high rolling</td>
<td>(more flexible)</td>
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<tr>
<td>resistance)</td>
<td>- Outer carcass radius covered by stiffer belt</td>
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<tr>
<td>- Round cut section shape of carcass</td>
<td>- Belt consisting of defined number of layers in</td>
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<tr>
<td>- (small) Elliptic footprint area</td>
<td>crossing directions</td>
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<tr>
<td>- Sometimes additional belt as tread area protection</td>
<td>- Cut section shape more edgy than bias type</td>
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<tr>
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<td>- More rectangular (= bigger) footprint area</td>
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<td>- High flexible sidewall carcass allows belt to</td>
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<tr>
<td></td>
<td>act like a track (lower force needed to create</td>
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<tr>
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<td>footprint = less rolling resistance)</td>
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Sidewall Designation

Description

1. Manufacturer: Continental
2. Product name: TractorMaster
3. Prefix: VF, IF
4. Size designation: 710/70 R 42 (if applicable prefix and suffix are part of the size designation)
5. Suffix: CHO, CFO, MPT, IND, NRO
6. Load Index and Speed Symbol: 173D (176 A8)
7. Construction: Radial construction
8. Tube type Information: Tubetype, tubeless
9. Tread code: R-1, R-1W
10. Engineered for Efficiency: Technology claim
11. Safety warning
12. Seating pressure: Defines the maximum pressure for proper seating after fitment
13. Manufacturing location: Made in Portugal
14. Compatible imperial size designation: Only 85 ratio tires
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<tr>
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## Speed Index

### Speed symbol

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<th>A3</th>
<th>A4</th>
<th>A5</th>
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<td>65</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
</tr>
</tbody>
</table>

### Speed conversion table

| psi | 6 | 9 | 12 | 15 | 17 | 20 | 23 | 26 | 29 | 35 | 41 | 46 | 52 | 58 | 64 | 65 | 70 | 73 | 80 | 87 |
|-----|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| kPa | 40| 60| 80 | 100| 120| 140| 160| 180| 200| 240| 280| 320| 360| 400| 440| 450| 480| 500| 550| 600 |
| bar | 0.4| 0.6| 0.8 | 1.0 | 1.2 | 1.4 | 1.6 | 1.8 | 2.0 | 2.4 | 2.8 | 3.2 | 3.6 | 4.0 | 4.4 | 4.5 | 4.8 | 5.0 | 5.5 | 6.0 |
### Tire Markings and Standards

#### Metric unit to Imperial unit

<table>
<thead>
<tr>
<th>Metric unit</th>
<th>Imperial unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 millimeter (mm) = 0.03937 inches</td>
<td>1 inch (”) = 25.4 millimeters</td>
</tr>
<tr>
<td>1 meter (m)      = 1.09361 yards</td>
<td>1 yard = 0.9144 meters</td>
</tr>
<tr>
<td>1 kilometer (km) = 0.62137 miles</td>
<td>1 mile (mi) = 1.609344 kilometers</td>
</tr>
<tr>
<td>1 liter (l)      = 0.21997 gallons (UK)</td>
<td>1 gallon (UK) = 4.5461 litres</td>
</tr>
<tr>
<td>1 liter (l)      = 0.26417 gallons (USA)</td>
<td>1 gallon (USA) = 3.7854 litres</td>
</tr>
<tr>
<td>1 gram (g)       = 0.035274 ounces</td>
<td>1 ounce (oz) = 28.34952 grams</td>
</tr>
<tr>
<td>1 kilogram (kg)  = 2.205 pounds</td>
<td>1 pound (lb) = 0.45359 kilograms</td>
</tr>
</tbody>
</table>

#### Tire pressure information

**All tires**

- **Intensive road and/or front-loader use:** Inflation pressure to be increased by 0.4 bar.
- **Field application with high sustained torque:** Inflation pressure min. 0.8 bar with limited load and 30 km/h.

**Dual use:**
The table load for the individual tire must be reduced by 12%.

**Triple use:**
The table load for the individual tire must be reduced by 18%.

**Tire pressure of 0.4 bar and 0.6 bar:**
Only for applications with low torque and load capacity.

**Vehicle specific restrictions:**
Please follow the specifications provided by the vehicle manufacturer.

**Special operations:**
For any special operations contact your Continental sales representative.

**VF TractorMaster**
- **TractorMaster**
- **Tractor70**
- **Tractor85**

**Hillside use:**
Inflation pressure must be increased by 0.4 bar.

**VF CombineMaster**
- **CombineMaster**

**Hillside use:**
The values are valid for an inclination up to max. 11° (20%). For higher inclinations contact your Continental sales representative.

**Harvester operation in cyclical service:**
Field operation only. The maximum load is limited to a distance of 1.5 km.
Identification Markings:
IF, VF, CHO, CFO, MPT, IND, NRO

IF
Improved Flexion structure
makes it possible to operate the tire with 20% more load at the same inflation pressure/speed compared to standard tire at max. speed. When used with the same load /speed as a standard tire the IF tire may be used with lower inflation pressure.

VF
Very High Flexion structure
makes it possible to operate the tire with 40% more load at the same inflation pressure/speed compared to standard tire at max. speed. When used with the same load /speed as a standard tire the VF tire may be used with lower inflation pressure.

CHO
Cyclic Harvest Operation
tire that can operate with significant higher load, but only on the field operation with changing cyclic load conditions (for example, harvester with filling up and de loading the internal grain storage). Load, speed and pressure conditions should be defined by tire manufacturer for this kind of operation.

CFO
Cyclic Field Operation
an IF or VF tires primarily designed for Agro machines used on cyclic field operations (cyclic load change, like CHO tire).
Identification Markings: CHO, CFO, IF, VF, MPT, IND, NRO

**NRO**
Narrow Rim Option
is a new ETRTO experimental standard to be approved. It allows for the use of a narrower rim width than normally permitted by ETRTO for IF and VF tires.

**IND**
Industrial Application
a tire for traction wheels of vehicles for construction applications with load capacities and inflations pressures which differ from those of tires with the same size designation for use on Agro tractors. (due to the stronger carcass, flexibility and ability to operate with low pressures is less).

**MPT**
Multi Purpose Tire
a special-use tire designed for multipurpose trucks (or other vehicles) for on- and off-road and agricultural service.

**IMP**
Implement Tire
a tire designed primarily for interchangeable towed equipment or for Agro trailers. It may also equip either front steering wheels and drive wheels of Agro and forestry tractors, but is not suitable for sustained high torque service.
Tire Markings and Standards

Tread Codes

<table>
<thead>
<tr>
<th>Code</th>
<th>Application and tread type</th>
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<tbody>
<tr>
<td>R – 1</td>
<td>Agricultural tractor drive wheel tires: Regular tread</td>
</tr>
<tr>
<td>R – 1 W</td>
<td>Agricultural tractor drive wheel tires: Regular tread</td>
</tr>
<tr>
<td>R – 2</td>
<td>Agricultural tractor drive wheel tires: Cane and rice service (deep tread)</td>
</tr>
<tr>
<td>R – 3</td>
<td>Agricultural tractor drive wheel tires: Flotation service (Shallow tread)</td>
</tr>
<tr>
<td>R – 4</td>
<td>Drive wheel tires: Industrial service (construction application)</td>
</tr>
<tr>
<td>F – 1</td>
<td>Agricultural tractor steering wheel tires: Single rib tread</td>
</tr>
<tr>
<td>F – 2</td>
<td>Agricultural tractor steering wheel tires: Multiple rib tread</td>
</tr>
<tr>
<td>F – 3</td>
<td>Steering wheel tires: Industrial service (construction application)</td>
</tr>
<tr>
<td>I – 1</td>
<td>Agricultural Implement tires: Multi-rib tread</td>
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<tr>
<td>I – 2</td>
<td>Agricultural Implement tires: Moderate traction service</td>
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<tr>
<td>I – 3</td>
<td>Agricultural Implement tires: Traction tread</td>
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<tr>
<td>I – 4</td>
<td>Agricultural Implement tires: Plough tail wheel service</td>
</tr>
<tr>
<td>I – 5</td>
<td>Agricultural Implement tires: Steering service</td>
</tr>
<tr>
<td>I – 6</td>
<td>Agricultural Implement tires: Smooth tread</td>
</tr>
<tr>
<td>G – 1</td>
<td>Garden tractor tires (implement tires): Traction service</td>
</tr>
<tr>
<td>G – 2</td>
<td>Garden tractor tires (implement tires): Flotation traction service</td>
</tr>
<tr>
<td>G – 3</td>
<td>Garden tractor tires (implement tires): Maximum flotation service</td>
</tr>
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</table>

High Torque and Low Torque

Low torque
The condition that applies when the primary torque involved is to propel the vehicle. Vehicles towing trailers are considered to be operating in a low torque mode when operating on slopes up to 11° (20%).

High and sustained torque
The condition that occurs when high continuous tractive effort is applied to the drawbar or hitch. Vehicles equipped with injectors, or any other ground engaging attachment (e.g. ploughs) or dragging objects are considered to be operating in a high torque mode. Vehicles towing trailers are also considered to be operating in a high torque mode when operating on slopes greater than 11° (20%).

Front loader
A power operated lifting mechanism mounted on the tractor chassis with a bucket or similar container located at the front of the tractor. Cyclic service with front end loader means an intermittent load on a short distance. The load on the tire must cycle between the maximum allowable and the load given by the unloaded vehicle. This maximum load must not be carried more than 1 km, involving minimum torque. Unloaded, the load on the tire must not exceed the load capacity of the tire. For transport, the vehicle must be unloaded.
Tractor Transmission Ratio and the Correct Lead

As most tractors are using tires with different rolling circumferences between front and rear axle, the four-wheel-drive system has an internal ratio. By replacing the tires it must be ensured that the tire rolling circumference values meet the requirements of the system.

We recommend reading the information in the tractor operators manual first, as the requirements for each tractor model might be individual. We also recommend checking the correct lead, if tires were replaced by the same tire size, because rolling circumferences are not always identical between different tire brands and even different tire lines of the same brand may have different values.

If you don’t find the required information in the tractor handbook, you can use the general recommendation: 0-5% lead is acceptable, optimum is 1.5-3.5%. The calculation can be done with the formula on the next page.

Please ask your Continental Agro sales representative or tire dealer for help to calculate the correct lead.

Why do I need lead?

Lead means the front wheel speed is a little faster than the rear wheel speed when MFWD (= Mechanical Front Wheel Drive) is engaged. Thus, the tractor is always pulled in the driving direction.

Negative lead would mean the rear axle pushes the vehicle against the slower moving front axle, the vehicle is no longer running perfectly straight, bad driving behavior is the result. So negative lead is not acceptable.

- Lead >5% can cause excessive tire wear or damage of transmission components.
- Lead from 2.5-5% supports small turning radius on field end with engaged MFWD, but while braking on-road, the switch-on of the MFWD can be recognized very significantly.
- Lead from 0-2.5% is optimum for operators with much road work, because the MFWD switch-on during brake events is less hard. But on field end, the turning radius gets bigger with engaged MFWD.
Lead Calculation

\[
\text{Lead in } \% = \frac{(\text{RC Front Tire} \times R) - \text{RC Rear Tire}}{\text{RC Rear Tire}} \times 100
\]

If "R" is not defined, because the tractor is available in many different ratio combinations, it can be calculated with the values shown in the picture, if this information is available in tractor handbook or on ID plates of transmission and front axle.

\[
R = \frac{\text{Ratio SBG} \times \text{Ratio Final Drive}}{\text{Ratio Front axle} \times \text{Ratio MFWD-Gear}} \times 100
\]
Explantion of Technical Data Tables

On the following pages you will find technical data tables for the Continental Agricultural tire lines. Please consider the following remarks when using the corresponding data tables.

**Tractor85**

- **Other rims**: For other rims contact your Continental specialist.
- **Intensive road use**: Inflation pressure to be increased by 0.4 bar.
- **Field application with high sustained torque**: Inflation pressure min. 0.8 bar and the load is limited to the values at 30 km/h.
- **Hillside use**: Inflation pressure to be increased by 0.4 bar.
- **Dual use**: The table load for the individual tire to be reduced by 12%.
- **Triple use**: The table load for the individual tire to be reduced by 18%.
- **0.4 bar and 0.6 bar pressure**: Suitable for application with low torque only.
- **Vehicle specific restrictions**: Please follow the specifications of the vehicle manufacturer.
- **Special operations**: For any special operations contact your Continental specialist.

**TractorMaster**

- **DW-B rims replace DW-A rims**: and can be used with full interchangeability. **DHB rims replace DH rims**: and can be used with full interchangeability.
- **Other rims**: For other rims contact your Continental specialist.
- **Intensive road use**: Inflation pressure to be increased by 0.4 bar.
- **Field application with high sustained torque**: Inflation pressure min. 0.8 bar and the load is limited to the values at 30 km/h.
- **Hillside use**: Inflation pressure to be increased by 0.4 bar.
- **Dual use**: The table load for the individual tire to be reduced by 12%.
- **Triple use**: The table load for the individual tire to be reduced by 18%.
- **0.4 bar and 0.6 bar pressure**: Suitable for application with low torque only.
- **Vehicle specific restrictions**: Please follow the specifications of the vehicle manufacturer.
- **Special operations**: For any special operations contact your Continental specialist.

**Tractor70**

- **Other rims**: For other rims contact your Continental specialist.
- **Intensive road use**: Inflation pressure to be increased by 0.4 bar.
- **Field application with high sustained torque**: Inflation pressure min. 0.8 bar and the load is limited to the values at 30 km/h.
- **Hillside use**: Inflation pressure to be increased by 0.4 bar.
- **Dual use**: The table load for the individual tire to be reduced by 12%.
- **Triple use**: The table load for the individual tire to be reduced by 18%.
- **0.4 bar and 0.6 bar pressure**: Suitable for application with low torque only.
- **Vehicle specific restrictions**: Please follow the specifications of the vehicle manufacturer.
- **Special operations**: For any special operations contact your Continental specialist.

**CombineMaster CHO**

- **DW-B rims replace DW-A rims**: and can be used with full interchangeability. **DHB rims replace DH rims**: and can be used with full interchangeability.
- **Other rims**: For other rims contact your Continental specialist.
- **Intensive road use**: Inflation pressure to be increased by 0.4 bar.
- **Field application with high sustained torque**: Inflation pressure min. 0.8 bar and the load is limited to the values at 30 km/h.
- **Hillside use**: Inflation pressure to be increased by 0.4 bar.
- **Dual use**: The table load for the individual tire to be reduced by 12%.
- **Triple use**: The table load for the individual tire to be reduced by 18%.
- **0.4 bar and 0.6 bar pressure**: Suitable for application with low torque only.
- **Vehicle specific restrictions**: Please follow the specifications of the vehicle manufacturer.
- **Special operations**: For any special operations contact your Continental specialist.

**Harvester operation in cyclic service**: Field operation only. The maximum load is limited to a distance of 1.5 km.

**Special operations**: For any special operations contact your Continental specialist.
Explanation of Technical Data Tables

**VF TractorMaster Hybrid**

- **DW-B rims replace DW-A rims** and can be used with full interchangeability. **DHB rims replace DH rims** and can be used with full interchangeability.
- **Intensive road use** : Inflation pressure to be increased by 0.4 bar.
- **Field application with high sustained torque** : Inflation pressure min. 0.8 bar and the load is limited to the values at 30 km/h.
- **Hillside use** : Inflation pressure to be increased by 0.4 bar.
- **Dual use** : The table load for the individual tire to be reduced by 12%.
- **Triple use** : The table load for the individual tire to be reduce by 18%.
- **0.4 bar and 0.6 bar pressure** : Suitable for application with low torque only.

**VF TractorMaster**

- **DW-B rims replace DW-A rims** and can be used with full interchangeability. **DHB rims replace DH rims** and can be used with full interchangeability.
- **Intensive road use** : Inflation pressure to be increased by 0.4 bar.
- **Field application with high sustained torque** : Inflation pressure min. 0.8 bar and the load is limited to the values at 30 km/h.
- **Hillside use** : Inflation pressure to be increased by 0.4 bar.
- **Dual use** : The table load for the individual tire to be reduced by 12%.
- **Triple use** : The table load for the individual tire to be reduce by 18%.
- **0.4 bar and 0.6 bar pressure** : Suitable for application with low torque only.

**VF CombineMaster CFO**

- **DW-B rims replace DW-A rims** and can be used with full interchangeability. **DHB rims replace DH rims** and can be used with full interchangeability.
- **Intensive road use** : Inflation pressure to be increased by 0.4 bar.
- **Field application with high sustained torque** : Inflation pressure min. 0.8 bar and the load is limited to the values at 30 km/h.
- **Hillside use** : The values are valid for an inclination up to max. 11° (20%). For higher inclination ask the Continental specialist.
- **0.4 bar and 0.6 bar pressure** : Suitable for application with low torque only.
- **Harvester operation in cyclic service** : Field operation only. The maximum load is limited to a distance of 1.5 km.

**CompactMaster AG**

- **DW-B rims replace DW-A rims** and can be used with full interchangeability. **DHB rims replace DH rims** and can be used with full interchangeability.
- **Other rims** : For other rims contact your Continental-Specialist.
- **Cyclic application** : Max. one way driving distance 600 m.
- **Intensive road use** : Inflation pressure to be increased by 0.4 bar.
- **Hillside use** : Inflation pressure to be increased by 0.4 bar.
- **Vehicle specific restrictions** : Please follow the specifications of the vehicle manufacturer.
- **Special operations** : For any special operations contact your Continental-Specialist.

**CompactMaster EM**

- **DW-B rims replace DW-A rims** and can be used with full interchangeability. **DHB rims replace DH rims** and can be used with full interchangeability.
- **Other rims** : For other rims contact your Continental-Specialist.
- **Cyclic application** : Max. one way driving distance 600 m.
- **Intensive road use** : Inflation pressure to be increased by 0.4 bar.
- **Hillside use** : Inflation pressure to be increased by 0.4 bar.
- **Vehicle specific restrictions** : Please follow the specifications of the vehicle manufacturer.
- **Special operations** : For any special operations contact your Continental-Specialist.
**Tractor85**

**Extreme robustness and comfort**

- Driving stability on streets
- Flexible carcass for high driving comfort
- High damping and reduced flat spots
- Strong and robust due to bead technology

**Application**

- The true all-rounder for street and field applications

---

**N.flex Technology**

Flexibility of nylon carcass ensures better damping in all applications

Low-shrinkage nylon reduces flat spots for a more comfortable ride

**Innovative Bead Design**

Bead core made of a single piece of steel for better bead endurance and better mountability
## Tractor85

85% Standard Tire

<table>
<thead>
<tr>
<th>Tire size</th>
<th>Rim width</th>
<th>Section width (mm)</th>
<th>Overall diameter (mm)</th>
<th>Loaded static radius (mm)</th>
<th>Rolling circumference (mm)</th>
<th>Speed Index</th>
<th>Tire load capacity (kg) at tire pressure (bar)</th>
<th>Speed (km/h)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>20 inch</strong></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>320/85 R 20</td>
<td>9</td>
<td>312</td>
<td>1046</td>
<td>462*</td>
<td>3093*</td>
<td>500</td>
<td>995</td>
<td>1100</td>
</tr>
<tr>
<td>119A/119B</td>
<td>10</td>
<td>322</td>
<td>1087</td>
<td>489*</td>
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* Loaded static radius and rolling circumferences are calculated.

Specifications are subject to change without notice.

For other rims contact your Continental specialist.

* Specifications are subject to change without notice.

For other rims contact your Continental specialist.
# Products and Technical Data

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* Loaded static radius and rolling circumferences are calculated. Specifications are subject to change without notice. For other rims contact your Continental specialist.
### Tractor85

85% Standard Tire

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<tr>
<th>Tire Size</th>
<th>Rim Width</th>
<th>Section Width (mm)</th>
<th>Overall Diameter (mm)</th>
<th>Loaded Static Radius (mm)</th>
<th>Rolling Circumference (mm)</th>
<th>Speed Index</th>
<th>Tire Load Capacity (kg) at Tire Pressure (bar)</th>
<th>Speed (km/h)</th>
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* Loaded static radius and rolling circumferences are calculated. Specifications are subject to change without notice. For other rims contact your Continental specialist.
Tractor70
Maximum traction and gentle to the ground

- Wide footprint for gentle ground handling
- Excellent self-cleaning due to smooth interlug design
- Maximum traction

N.flex Technology
Wide footprint for more traction and less soil compaction

Innovative Bead Design
0.2 bar less pressure possible due to bead design
Short medium-rubber apex for greater bead endurance and high deflection performance of the sidewall
# Tractor70

## 70% Standard Tire

### 20 inch

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<tr>
<th>Tire size</th>
<th>Rim width</th>
<th>Section width (mm)</th>
<th>Overall diameter (mm)</th>
<th>Loaded static radius (mm)</th>
<th>Rolling circumference (mm)</th>
<th>Speed Index</th>
<th>Tire load capacity (kg) at tire pressure (bar)</th>
<th>Speed (km/h)</th>
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Tractor 70

70% Standard Tire

<table>
<thead>
<tr>
<th>Tire size</th>
<th>Rim width</th>
<th>Section width (mm)</th>
<th>Overall diameter (mm)</th>
<th>Loaded static radius (mm)</th>
<th>Rolling circumference (mm)</th>
<th>Speed Radius Index</th>
<th>Tire load capacity (kg) at tire pressure (bar)</th>
<th>Speed (km/h)</th>
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* Loaded static radius and rolling circumferences are calculated.

Specifications are subject to change without notice.

For other rims contact your Continental specialist.
## Products and Technical Data

**Tractor70**

70% Standard Tire

<table>
<thead>
<tr>
<th>Tire Size</th>
<th>Rim</th>
<th>Section Width (mm)</th>
<th>Overall Diameter (mm)</th>
<th>Loaded Static Radius (mm)</th>
<th>Rolling Circumference (mm)</th>
<th>Speed Index</th>
<th>Tire Load Capacity (kg) at Tire Pressure (bar)</th>
</tr>
</thead>
<tbody>
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</tr>
</tbody>
</table>

* Loaded static radius and rolling circumferences are calculated.

Specifications are subject to change without notice.

For other rims contact your Continental specialist.
TractorMaster

- D.fine lug technology ensuring high mileage
- N.flex technology delivers robustness
- Bead technology for low soil compaction

Application

- The right choice for high demanding applications in the field and on the road

D.fine lug technology

5% more lug surface results in higher mileage compared to standard tires.
The overlap of lugs leads to a comfortable and smooth drive

N.flex Technology

Flexibility of nylon carcass ensures great impact resistance
Low-shrinkage nylon reduces flat spots for a more comfortable ride

Rectangular Bead Design

Short medium-rubber apex delivers great bead endurance and high deflection performance of the sidewall
High deflection of the sidewall ensures low soil compaction
## Products and Technical Data

### Advanced Tire

#### TractorMaster

<table>
<thead>
<tr>
<th>Tire size</th>
<th>Rim width</th>
<th>Section width (mm)</th>
<th>Overall diameter (mm)</th>
<th>Loaded static radius (mm)</th>
<th>Rolling circumference (mm)</th>
<th>Speed Radius Index</th>
<th>Tire load capacity (kg) at tire pressure (bar)</th>
<th>Speed (km/h)</th>
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<td>3125*</td>
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* Loaded static radius and rolling circumferences are calculated. Specifications are subject to change without notice.

For other rims contact your Continental specialist.
**TractorMaster**

**Advanced Tire**

### Products and Technical Data

- Loaded static radius and rolling circumferences are calculated.
- Specifications are subject to change without notice.
- For other rims contact your Continental specialist.

#### 30 inch

<table>
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#### 34 inch

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<th>Speed (km/h)</th>
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* Loaded static radius and rolling circumferences are calculated.

*Specifications are subject to change without notice.*

*For other rims contact your Continental specialist.*
## Advanced Tire Products and Technical Data

For other rims contact your Continental specialist. Specifications are subject to change without notice.

### 38 inch

<table>
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<th>Rolling circumference</th>
<th>Speed Radius Index</th>
<th>Tire Load capacity (kg) at tire pressure (bar)</th>
<th>Speed (km/h)</th>
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<td>6070**</td>
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</tbody>
</table>

* Loaded static radius and rolling circumferences are calculated. Specifications are subject to change without notice. For other rims contact your Continental specialist.
# TractorMaster

## Advanced Tire

### Tire size

<table>
<thead>
<tr>
<th>Tire size</th>
<th>Rim width</th>
<th>Section width</th>
<th>Overall diameter</th>
<th>Loaded static radius</th>
<th>Rolling circumference</th>
<th>Speed</th>
<th>Tire load capacity (kg) at tire pressure (bar)</th>
<th>Speed (km/h)</th>
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<tbody>
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</table>

### Products and Technical Data

**Advanced Tire**

**TractorMaster**

**Tire size**

- **LI/SSY**
- **Rim width**
- **Section width**
- **Overall diameter**
- **Loaded static radius**
- **Rolling circumference**
- **Speed**
- **Radius Index**
- **Tire load capacity (kg) at tire pressure (bar)**
- **Speed (km/h)**

**42 inch**

<table>
<thead>
<tr>
<th>Tire size</th>
<th>Rim width</th>
<th>Section width</th>
<th>Overall diameter</th>
<th>Loaded static radius</th>
<th>Rolling circumference</th>
<th>Speed</th>
<th>Tire load capacity (kg) at tire pressure (bar)</th>
<th>Speed (km/h)</th>
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</thead>
<tbody>
<tr>
<td>620/70 R 42</td>
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<td>645</td>
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<td>5780*</td>
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<td>650</td>
<td>1947</td>
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<td>925</td>
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</tr>
</tbody>
</table>

**Note:**

- * indicates approximate values due to rounding.
- Speed values are based on tire pressure and diameter.
- Tire load capacity is dependent on tire pressure and tire size.

# Table 1

<table>
<thead>
<tr>
<th>Tire size</th>
<th>Rim width</th>
<th>Section width</th>
<th>Overall diameter</th>
<th>Loaded static radius</th>
<th>Rolling circumference</th>
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<th>Tire load capacity (kg) at tire pressure (bar)</th>
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</table>

**Note:**

- * indicates approximate values due to rounding.
- Speed values are based on tire pressure and diameter.
- Tire load capacity is dependent on tire pressure and tire size.
VF TractorMaster

VF Technology allows for driving with approx. 40% lower tire air pressure or approx. 40% higher load

D.fine lug technology ensuring high mileage

N.flex technology delivers robustness

Application

The right choice for flexibility for works that require frequent moves from road to field and field to road

VF Technology

More gripping edges in contact with soil for increased traction

Lower tire pressure and wider footprint reduce soil compaction

D.fine lug technology

5% more lug surface results in higher mileage compared to standard tires.

The overlap of lugs leads to a comfortable and smooth drive

VF Technology

Belt and bead geometry enhance sturdiness and durability

N.flex technology delivers flexibility for bead area and sidewall
VF TractorMaster
Advanced Tire

<table>
<thead>
<tr>
<th>Tire size</th>
<th>Rim width</th>
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<tr>
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<th>Tire load capacity (kg) at tire pressure (bar)</th>
<th>Speed (km/h)</th>
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VF TractorMaster Hybrid

- VF Technology for about 40 percent more load at the same inflation pressure or 40 percent less inflation pressure for the same load than standard tires
- Integrated tire sensor informs constantly on inflation pressure and tire temperature and ensures maximum tire life with the right pressure
- Innovative tread design ensures highest mileage and comfort on the road, and high traction and fuel efficiency in the field

Application

The VF TractorMaster Hybrid was developed to especially help with agriculture contracting work. With its special tread design, it is especially suitable for on-road use. In addition, it also reduces damage in grassland applications.

Tread with large lug surface
Innovative tread design with 30 percent larger lug surface than conventional patterns for high mileage on the road and good traction on hard and normal soil

Central block band
Central block band with dissected blocks ensures good surface adaptability, and reduces noise and vibration which is especially useful for long drives on roads

Rounded lugs
Rounded lugs reduce cutting of roots in grassland applications and minimize slippage on sandy soil – for lower fuel consumption
VF TractorMaster Hybrid
Advanced Tire

<table>
<thead>
<tr>
<th>Tire size</th>
<th>Rim width</th>
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</tbody>
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For other rims contact your Continental specialist.
CombineMaster

- Hexa-bead technology delivers high traction and stability
- Carcass technology N.flex provides high flexibility and comfort
- D.fine lug technology ensures durability and stress resistance

Application

- For high performance tractors and harvesters and demanding applications

HexaBead made from a single wire

- No slippage on the rim and thus more traction and higher efficiency.
- The bead technology increases the comfort, even on roads.

N.flex Technology

- Flexibility of nylon carcass ensures better damping in all applications
- Low-shrinkage nylon reduces flat spots for a more comfortable ride

D.fine lug technology

- Smooth linkage between lugs and base results in high stress resistance
- Lug design provides high durability
**CombineMaster**

**Advanced Tire**

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VF CombineMaster

- VF technology allows for driving with approx. 40% lower tire air pressure or approx. 40% higher load
- Rectangular bead for high torque from rim to tire for traction optimization
- N.flex technology delivers robustness

Application

- The ideal solution for cyclical loading on the field and great weight and fast speeds on the road
- VF CombineMaster for rear axle with rectangular bead delivers the best combination in terms of load capacity and traction

VF Construction

- Belt and bead geometry enhance sturdiness and durability
- N.flex technology delivers flexibility for bead area and sidewall

Rectangular bead

- High torque from rim to tire for good traction
# VF CombineMaster

**Advanced Tire**

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</table>

* Loaded static radius and rolling circumferences are calculated.
Specifications are subject to change without notice.
For other rims contact your Continental specialist.
CompactMaster AG

- Loading and collecting of farm goods on field and grass land
- Tire construction with focus on tilting stability
- Maximum speed up to 50 km/h

Application

- For agricultural work with telescopic handlers and compact loaders as universal vehicles on farms

---

**Turtle Shield Shaped Tread Base Line**
Protection of the shoulder area against penetration and cuts by foreign objects

**Twisted Steel Belt**
High stiffness of tire in lateral direction
Protection in center area against foreign objects

**Wide lugs and wide lug base**
High traction on muddy grounds
Good self-cleaning behavior
## CompactMaster AG

**Advanced Tire**

<table>
<thead>
<tr>
<th>Tire size Li/SSY</th>
<th>Rim width</th>
<th>Section width (mm)</th>
<th>Overall diameter (mm)</th>
<th>Loaded static radius (mm)</th>
<th>Rolling circumference (mm)</th>
<th>Speed Radius Index</th>
<th>Tire load capacity (kg) at tire pressure (bar)</th>
<th>Speed (km/h)</th>
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<tbody>
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<td>1244</td>
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<td>3860*</td>
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</tbody>
</table>

* Loaded static radius and rolling circumferences are calculated.
Specifications are subject to change without notice.
For other rims contact your Continental specialist.
CompactMaster EM

- Material handling at construction sites on paved grounds, gravel and sand
- Optimized design for easy turning on the spot on paved grounds and gravel leads to extensive lifetime
- Maximum speed up to 50 km/h

Application

- Focus on telehandler and compact loader applications with various intense and demanding rough operations.

**Turtle Shield Shaped Tread Base Line**
Protection of the shoulder area against penetration and cuts by foreign objects

**Twisted Steel Belt**
High stiffness of tire in lateral direction
Protection in center area against foreign objects

**High Tread Positive And Flexible Blocks**
High amount of rubber volume
Finely structured blocks for easy turning on the spot
## CompactMaster EM

**Advanced Tire**

<table>
<thead>
<tr>
<th>Tire size Li/SSY</th>
<th>Rim width</th>
<th>Section width (mm)</th>
<th>Overall diameter (mm)</th>
<th>Loaded static radius (mm)</th>
<th>Rolling circumference (mm)</th>
<th>Speed Radius Index</th>
<th>Tire load capacity (kg) at tire pressure (bar)</th>
<th>Speed (km/h)</th>
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<td>556</td>
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<td>16</td>
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</table>

* Loaded static radius and rolling circumferences are calculated. Specifications are subject to change without notice. For other rims contact your Continental specialist.
MPT81

The MPT81 tire is designed for mixed on-/off-road use with a strong emphasis on tough conditions. The MPT81 is suitable on various ground surfaces and especially on snow.

Applications

- Rescue services
- Forestry
- Construction sites
- Municipal application
- Winter road service

The MPT81 can be fitted on municipal vehicles, pickup trucks, mobile homes, offroad trucks, compact wheel loaders and telehandlers.

Multi functional tread design

- Three variations in tread depths
- High performance on any surface

Turtle Shield Design

- Protection of upper sidewall and shoulder area
- Robustness and puncture resistance

Special tread design with multiple block geometries

- Excellent self cleaning capabilities
- High traction abilities
### MPT 81

**Multi Purpose Tire**

<table>
<thead>
<tr>
<th>Tire size</th>
<th>Rim width</th>
<th>Section width (mm)</th>
<th>Overall diameter (mm)</th>
<th>Loaded static radius (mm)</th>
<th>Rolling circumference (mm)</th>
<th>Tire load capacity (kg) at tire pressure (bar)</th>
<th>Speed (km/h)</th>
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<td>1200</td>
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<td>990</td>
<td>1185</td>
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<td>3610</td>
<td>4325</td>
</tr>
</tbody>
</table>

* Loaded static radius and rolling circumferences are calculated.

Specifications are subject to change without notice.

For other rims contact your Continental specialist.
The 70E tire is designed for tough off-road and construction-site usage on small construction vehicles.

**Applications**

- Construction sites
- Forestry
- Agriculture
- All terrain

The 70E can be fitted on small wheel loaders and telehandlers.

**70E**

- **Two-fold pattern design**: High work efficiency and low fuel consumption due to dense block configuration with open outer tread design.

- **Symmetric pattern design**: High traction capability in forward and backward direction ensures high work efficiency.

- **Tight rim fit**: Bead protection of sidewall reduces risk of flat tire.
### MPT 70E

**Multi Purpose Tire**

<table>
<thead>
<tr>
<th>Tire size Li/SSY</th>
<th>Rim width</th>
<th>Section width (mm)</th>
<th>Overall diameter (mm)</th>
<th>Loaded static radius (mm)</th>
<th>Rolling circumference (mm)</th>
<th>Tire load capacity (kg) at tire pressure (bar)</th>
<th>Speed (km/h)</th>
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<td>428</td>
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<td>50 Transport</td>
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<td>12x18</td>
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<td>1225 (1.5 bar) 1550 (2.0 bar) 1850 (2.5 bar) 2125 (3.0 bar) 2425 (3.5 bar) 2590 (3.75 bar)</td>
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<td></td>
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<td>1450 (1.5 bar) 1825 (2.0 bar) 2175 (2.5 bar) 2500 (3.0 bar) 2850 (3.5 bar) 3000 (3.75 bar)</td>
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<td></td>
<td>2300 (1.5 bar) 2900 (2.0 bar) 3475 (2.5 bar) 4025 (3.0 bar) 4550 (3.5 bar) 4800 (3.75 bar)</td>
<td>0 Loader</td>
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<tr>
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<td>11x20</td>
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<td>50 Transport</td>
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<tr>
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<td>25 Transport</td>
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<tr>
<td></td>
<td>12x20</td>
<td>334</td>
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<td></td>
<td></td>
<td>1475 (1.5 bar) 1850 (2.0 bar) 2225 (2.5 bar) 2575 (3.0 bar) 2900 (3.5 bar) 3075 (3.75 bar)</td>
<td>10 Loader</td>
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<td>12-20</td>
<td>334</td>
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<td></td>
<td></td>
<td>2375 (1.5 bar) 2975 (2.0 bar) 3575 (2.5 bar) 4125 (3.0 bar) 4650 (3.5 bar) 4925 (3.75 bar)</td>
<td>0 Loader</td>
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<td>500</td>
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<tr>
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* Loaded static radius and rolling circumferences are calculated.
Specifications are subject to change without notice.
For other rims contact your Continental specialist.
Mounting and Demounting

The mounting and the dismounting of agricultural tires has to be performed by trained and qualified professionals with appropriate tools and procedures.

With the usage of a pressure limiter it has to be ensured that the tire is not inflated to a pressure which is above the allowed mounting pressure until both beads have reached the correct position on the rim. Only once this is done successfully can the tire be inflated or deflated to the intended inflation pressure.

Not following these instruction and procedures may cause a burst of the tire on the rim. This can lead to a serious injury or even the death of people in the immediate surrounding.

Preparing for tire mounting tire, rim and the tube (if required) have to be compatible.

- Tire, rim and the tube (if required) have to be compatible.
- The tires have to be suitable for the vehicle and the rim has to be approved by the tire manufacturer for this tire size.
- Use always tools which are suitable for this operation.
- The rim has to be cleaned and show no signs of damage. Don’t use rims with cracks, deformations or repair weldings.
- Check the inside and the outside of the tire with care to ensure there is no damage, especially the condition of the beads and their rubber surface. If damages to the tire cannot be repaired in a professional manner, the tire has to be scrapped.
- In case of mounting with tube and/or flap use the right size.
- Always use a new valve for a tubeless mounting.
- The rim and the tire beads have to be lubricated with an appropriate lubricant as shown in the sketch. Don’t use oil or products which contains silicone.
- The upright way of mounting is the preferred method, because the seating of both beads can be monitored easily.
- To simplify the seating of the beads when mounting tubeless, the valve insert should be out until the tire keeps air.
- During the inflation of the tire a safety distance to the tire has to be ensured (see sketch). In the orange marked hazard zone no people are allowed. It is an express recommendation to use a mounting cage.
- The inflation pressure has to be increased until the correct seating of the beads is reached, but only to a maximum pressure of 250 kPa. If the beads have still not reached their final position, the pressure has to be released, the beads have to be lubricated again and the mounting procedure has to be repeated.
Water-Filling

In general, water filling for ballasting is possible with all Continental Agro tires. But from technical standpoint there have to be listed some disadvantages that come together with water ballasting: Damping comfort of tires goes down significantly due to the reduced air volume:

- Ability to drive with low inflation pressures and maximum footprint is not possible
- Flexible ballasting and de-ballasting for specific works is not quickly possible
- Anti-frost chemicals are needed
- Water and Anti-Frost-Liquid can push rust on rims (recommended to use tube for water filling)
- Water ballasting in tires means high load on outer tire radius: high rotational energy means significantly higher stress for tractor brake and axle bearings.
- Water and anti-frost liquid may destroy sensors placed in the tire or the valve.
- Complete removal of the water is only possible by demounting the tire
Principles of Ballasting

The basic rule for ballast is: as little as possible, as much as necessary, because (too) much ballast can cause problems. Drivers and owners not only have to reckon with increased energy consumption when accelerating, braking and driving uphill, but also with increased wear and tear on driving and braking parts. Increased wear and tear on the vehicle’s driving and braking parts. Soil compaction in the field can also increase. In some cases, ballasting is necessary for operational reasons to ensure driving safety and traction.

With any form of ballasting it is essential to consider the total weight of the vehicle.

Ballast target

Basically, there are three main reasons for the use of ballast:

- More traction
- Less slippage
- More efficiency

<table>
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<tr>
<th>Ballast</th>
<th>Advantages</th>
<th>Disadvantages</th>
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<tr>
<td>Ballast weights for three-point hydraulics</td>
<td>Easy to fit and remove and can be used on front and rear hydraulics</td>
<td>Weights usually have a fixed total mass and have no removable plates</td>
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<tr>
<td>suitcase weights</td>
<td>Possibility of precise ballasting</td>
<td>Handling more uncomfortable than with three-point hydraulics</td>
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<tr>
<td>Wheel weights</td>
<td>Fixed ballast for the whole vehicle</td>
<td>Assembly and disassembly are very cumbersome and involve a certain safety risk</td>
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<tr>
<td>Water filling</td>
<td>Affordable</td>
<td>Reduced damping comfort, driving with low tyre pressure and maximum contact area not possible, use of antifreeze necessary, etc.</td>
</tr>
</tbody>
</table>


**Principles of Ballasting**

Axle load calculation:

\[ VA = \frac{G_{VA} + G_{Heck} + G_{Front} + G_{Heck} \cdot HA}{DAchs} \]

\[ HA = \frac{VA - G_{Front}}{DAchs} \]

Example calculation:

A tractor with a front axle load of 3,000 kg and a rear axle load of 4,000 kg (empty) with a 1,000 kg front weight and a 2,500 kg seed drill at the rear. From the centre of gravity of the front weight to the front axle is 1.5 m, from the front axle to the rear axle is 3.5 m and from the rear axle to the centre of gravity of the implement 2 m.

\[ HA = \frac{4,000 \cdot 3,5 + 2,500 \cdot (3,5 + 2) - 1,000 \cdot 1,5}{3,5} \]

\[ VA = 3,000 + 4,000 + 1,000 + 2,500 - 7,500 \ kg \]

\[ HA = \frac{3,000 \cdot 3,5 + 2,500 \cdot (3,5 + 2) - 1,000 \cdot 1,5}{3,5} \]

\[ VA = 3,000 \ kg \]

The resulting axle loads are 3,000 kg at the front (VA) and 7,500 kg at the rear (RA). As the axle loads are distributed over two wheels, the wheel loads are 1,500 kg at the front and 3,750 kg at the rear.

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You can also use the professional section of our free app to get help with custom ballasting.
Handling and Storage

Storage of agricultural tires
For a professional storage the agricultural tires have to be clean, dry and moderately ventilated.

Avoid direct sunlight and keep distance to sources of ozon (electric motors, transformers, welding arc, etc.) and all chemical substances, liquids and organic matters, which could degrade the rubber condition of the tires.

Sharp-edged parts may not be in contact with the tires. Keep distance to flames and other heat sources. The tires and the accessories have to be stored in such a way that they will not become deformed under stress or pressure.

Small tires can be stacked up to 6 pieces horizontally on top of each other. The lugs have to be positioned directly on top of each other. Big tires should be stored individually and can be stabilized with a slightly inflated tube.
Multiple tyres

Definition
Multiple tyres are a combination of two or more tyres of the same type and size and with approximately the same H/B ratio.

Target
Increasing the traction and load capacity of the tyres in use

Rules and regulations
- Same dimensions
- All tyres of the same design
- All tyres have the same inflation pressure
- Same wear
- Axle load is divided according to the number of tyres (e.g. by three for twin tyres)

According to ETRTO specifications, a load capacity of 0.88 bar per wheel can be expected with twin tyres. A pair of twins is allowed 1.76 times that of a single tyre with the same inflation pressure of a single wheel with the same inflation pressure. The inflation pressure of the maintenance tyres is the same as that of the standard tyres, but at least 1 bar.

To protect the soil, the air pressure should be reduced according to the extended carrying capacity.

In the case of multiple tyres, the inner wheel is often not strong enough to absorb the forces. If necessary, the pitch circle of the rim should be reinforced. The connecting material must be able to withstand high tensile and torsional forces. It is also important to ensure that there is sufficient space between the tyres to avoid damage to the sidewalls (see graphic).

Good to know
With twin tyres, it is not allowed to carry the double load, as roads and tracks are slightly curved, mostly convex (red). Thus, the inner dual tires would carry more than the outer ones. To ensure that these are not overloaded, the ETRTO has defined a reduction of 12% as a reserve. For concave roads and tracks (green), the same applies to the load on the outer tyres.
**Inflation Pressure**

“The air volume carries the load.” This is one of the most important statements of tire experts. You always should keep this in mind when you change the air pressure of your tires.

It tells you that the tire dimension and the used inflation pressure are the 2 main factors to carry a certain load for each tire. This means in reality: a bigger tire can carry the same load with less air pressure, a smaller tire needs more air pressure.

**Example: 100L at 2 bar can carry the same load as 200L at 1 bar**

So saving money by using smaller tires and inflating them up to the max permissible pressure?

Not for Agro tires, because the inflation pressure is roughly the same as the surface pressure in the footprint, which causes harm to soil. So try to use a tire dimension that keeps the footprint compression (= soil compression = inflation pressure) in acceptable dimensions.

**Example: An adequately dimensioned Agro tire with low inflation pressure is flexible enough to increase the footprint area for example ~25%, if you add 25% more load.**

The footprint surface pressure stays nearly constant, as the inflation pressure is also nearly constant.

But this only works if the tire has enough capacity to compensate the increasing load by higher deflection, to create a bigger footprint. But the principle works also in the other direction: if the load is low and tire still has enough capacity, you can decrease the inflation pressure.

**Example: if you decrease the inflation pressure by 25%, this means the footprint is also increasing by ~25%, which means ~25% less surface pressure/soil compaction to the ground.**

Additional benefits of lower inflation pressure in the field: due to the lower surface pressure, the track depth decreases and the rolling resistance goes down. This means less fuel consumption and more power left for creating traction. And furthermore, the traction can better be transferred to the soil, because with the bigger footprint, more lugs are gripping to the soil.

But talking about all the positive effects of using the lowest possible inflation pressure, we also have to keep in mind that we need to balance the system, so a certain inflation pressure is needed.

So here are some points that limit us to always using the lowest air pressure:

- **Speed:** With increasing speed, the number of flexing and de-flexing cycles per minute of a tire section goes up significantly. This means more stress and more heat generation for the tire. To not reach a harmful level of stress and overheating, with increasing speed the flexing rate of the tire needs to be lowered, which can be reached by lowering the load or by higher inflation pressure. So always ensure that you are below the limitations defined in the compensation table available for each tire in the data sheet.

- **Tire-Rim-Connection.** The inflation pressure also has the task to hold the bead of the tire on the slight conical bead seating area of the rim. Steeper inclination or dynamic steering forces can drive the bead to jump off and loosen the air pressure suddenly. To prevent this, the tire pressure must be increased for operation on steeper inclination or when high dynamic steering forces can occur.

But not only side forces can harm the bead seating. With increasing pulling torque, the connection between rim and bead can also be lost: tire-to-rim-slippage occurs, with the danger of losing air pressure and/or destroying the rubber layer between steel bead and rim. Again, more inflation pressure is needed to press the bead section to the rim seating and ensuring a proper force distribution between tire and rim.

If you’re not sure which pressure you need, dimension specific information can be found in the data sheet for each tire size individual. If you are still not sure and need help, get in touch with your local Continental tire dealer or contact directly the Continental sales representative for your Country.
Maintenance and Care

To optimize the lifetime of your Continental Agro tires, some points needs to be considered:

1. Ride the tire always at the right inflation pressure (see recommendations in chapter “The Correct Inflation Air Pressure”). Air pressure that is too low supports rapid wear. If the sidewall deflection is too high, there is the risk of losing the connection between tire and rim. Also the heat generation can go up a lot. Overinflated tires reduce traction and increase wheel slippage and on-road it may support center wear.

2. Keep the tire clean from chemicals like oil, fat or acid pesticides. This chemicals can harm the tire surface directly or can remove aging protection substances from of the tire rubber compounds, which will push early aging of the surface of the tire. So if the tire is contaminated, please clean the tire as soon as possible.

3. If you recognize indications of uneven tread wear, check if the tire pressure is okay. But not only pressure that is too low can cause abnormal wear. Also inflation pressure that is too high can cause center wear.

4. If the tires seem to wear out only on one side, check the correct setting of the steering geometry. But keep in mind: due to the round shape of the roads, the steering continuously works against the gravity forces to hold the tractor on the correct curse. So uneven wear is sometimes also a result of the road and load conditions.
W-Contour

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<th>Specified Width A [mm]</th>
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<th>Flange Width B_{min} [mm]</th>
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## DW-Contour

**Diagram:**
- **A** represents the specified width.
- **B<sub>min</sub>** represents the minimum flange height.
- **G** represents the flange width.
- **P<sub>min</sub>** represents the bead seat width.

### Table

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<tr>
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<th>Rim Contour</th>
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* DW-B rims replace DW-A rims and can be used with full interchangeability (ETRTO)*
*Wherever DW rims are specified, the optional TW contour is also allowed.* (ETRTO)

<table>
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<tr>
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<th>Rim Contour</th>
<th>Specified Width A [mm]</th>
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**TW-Contour**
## MW-Contour

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** Tire and rim
## DD-Contour

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<th>Specified Width A [mm]</th>
<th>Flange Height G [mm]</th>
<th>Flange Width B_{min} [mm]</th>
<th>Bead Seat Width P_{min} [mm]</th>
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### DH-Contour

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<th>Bead Seat Width P&lt;sub&gt;min&lt;/sub&gt; (mm)</th>
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* DHB rim replace DH rim and can be used with full interchangeability (ETRTO)
** Tire and rim
5° Drop-Center Symmetric

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**5° Drop-Center Asymmetric**

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* DHB rim replaces DH rim and can be used with full interchangeability (ETRTO)

** Tire and Rim
### 5° Semi-Drop-Center (SDC)

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** Tire and Rim
## AG-Contour 15° Drop-Center

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<th>Rim Contour</th>
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** Tire and Rim