

BRIDGESTONE

VT-TRACTOR

Larger footprint for higher yield.



Better farming with Bridgestone



Bridgestone premium VT-TRACTOR tyres are ideal for intense field operations.

VT-TRACTOR tyres raise the bar on soil protection. Their unique S-LINE bead profile allows greater flexing at lower pressure, thus minimising soil compaction.

VT-TRACTOR tyres boost your productivity in all conditions thanks to superior traction and the ability to carry heavier loads, while protecting your most valuable resource, fertile soil.



Superior traction

Bridgestone VT-TRACTOR tyres offer superior traction allowing farmers to work faster.



Faster working

When you use Bridgestone VT-TRACTOR tyres you can cover **almost 1 ha. more in a day with the same equipment** compared with current key players in the market.¹

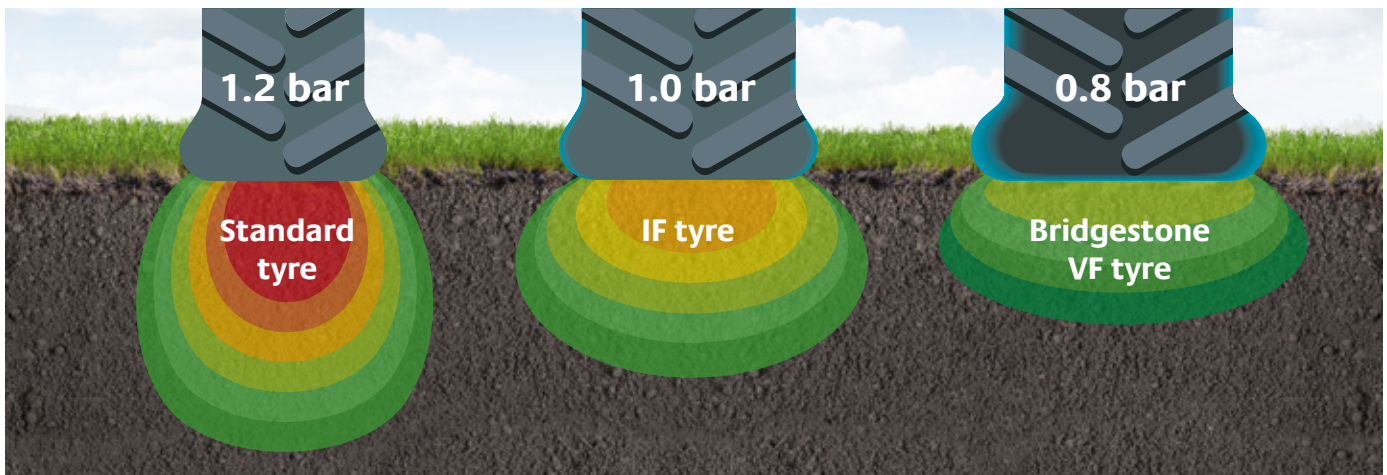


Optimised lug/soil interaction

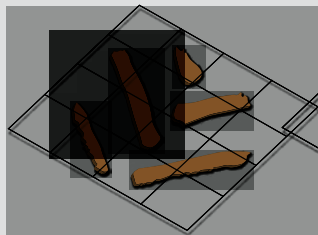
The patented **involute lug design** minimises slip and soil disturbance, and provides superior traction.

Low soil compaction

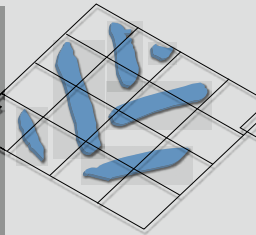
Because of their larger footprint, VT-TRACTOR tyres reduce soil compaction, thus contributing to a higher yield.



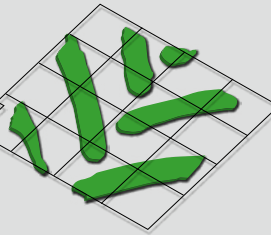
Low soil compaction



IF tyre Competitor A



IF tyre Competitor B



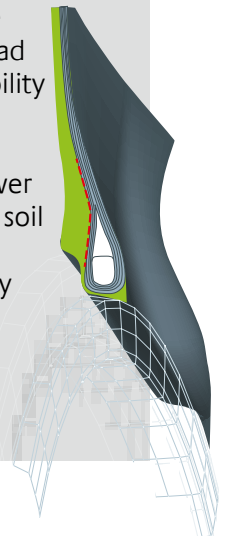
Bridgestone VT-TRACTOR

Compared with its competitors, Bridgestone VT-TRACTOR tyres **have a lug contact area up to 26% larger** than current key players in the market.¹

S-LINE bead profile enables great flexing at low pressure

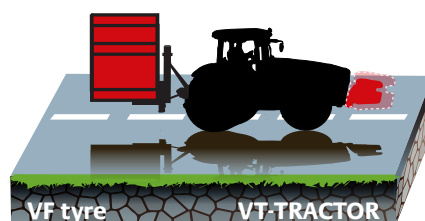
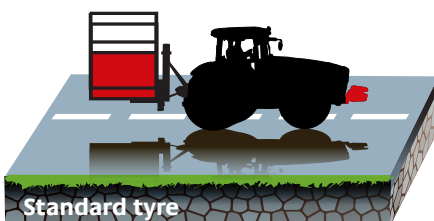
Bridgestone's unique and robust S-LINE bead profile ensures durability under extreme conditions:

- Great flexing at lower pressure to reduce soil compaction
- High and constantly changing loads



Lower operation costs

Bridgestone VT-TRACTOR tyres reduce your operating costs further through greater efficiency on the road.



Fewer transport cycles on the road

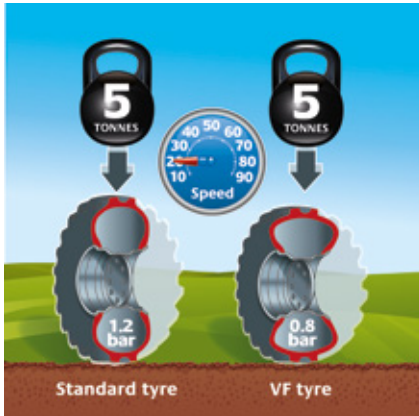
The Bridgestone VF tyre can carry **a load up to 40% heavier** compared with a standard tyre. The advantages? Fewer transport cycles on the road, lower costs.

(1) Based on Bridgestone's internal testing conducted in Bernburg (Saxony-Anhalt, Germany) in March 2014 with IF 600/70 R30 and IF 710/70 R42 tyres (inflated to 1.2 and 1.0 bar) and VF 600/70 R30 and VF 710/70 R42 tyres (inflated to 1.0 and 0.8 bar) using XSENSOR™ pressure imaging technology.



VF- Very High Flexion Tyre

“Very High Flexion Tyre” (VF) describes a pneumatic tyre structure in which the carcass has a higher flexing capability than that of the corresponding standard tyre.¹
What are the benefits?

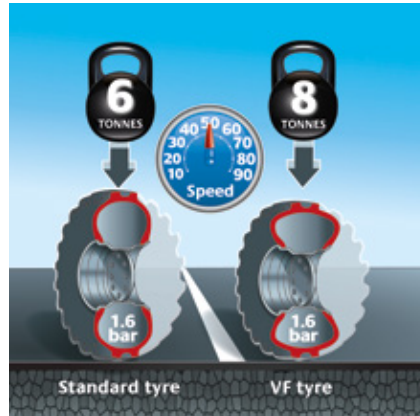


IN FIELDS (low speed)

- Similar load
- Same speed
- **Lower inflation**

YOUR BENEFIT:

Operating at lower inflation reduces soil compaction and thus delivers a greater yield.

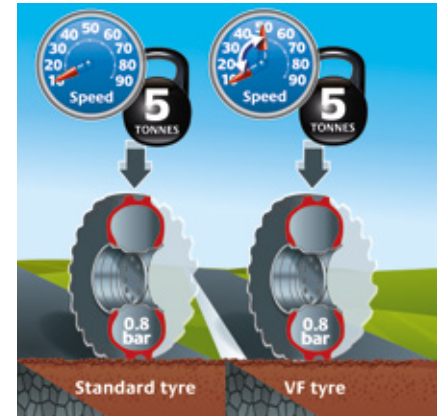


ON THE ROAD (high speed)

- Same speed
- Same pressure
- **40% more load**

YOUR BENEFIT:

Carrying bigger loads means fewer transport cycles on the road. You save time and reduce your operating costs.



MIXED

- Similar load
- Same pressure
- **Higher speed**

YOUR BENEFIT:

The load capacity is independent of speed, so there's no need to change pressure when moving from the field to the road. You save time and improve efficiency.

VT-TRACTOR tyre range

RIM	TYRE SIZE	LOAD INDEX/SPEED INDEX
28		
	VF480/65 R28	148D 145E
	VF540/65 R28	154D 151E
	VF600/70 R28	164D 160E
	VF600/65 R28	159D 156E
30		
	VF540/65 R30	155D 152E
	VF600/70 R30	165D 161E
	VF620/75 R30	169D 166E
	VF710/60 R30	167D 164E
	VF710/55 R30	165D 161E
34		
	VF540/65 R34	157D 154E
	VF600/70 R34	167D 164E
	VF600/65 R34	163D 159E
	VF650/65 R34	167D 164E
	VF650/60 R34	165D 162E
	VF710/60 R34	169D 166E

RIM	TYRE SIZE	LOAD INDEX/SPEED INDEX
38		
	VF600/65 R38	164D 160E
	VF650/85 R38	179D 176E
	VF650/75 R38	175D 172E
	VF650/65 R38	169D 166E
	VF710/70 R38	178D 175E
	VF800/70 R38	184D 181E
	VF900/60 R38	183D 180E
42		
	VF620/70 R42	172D 169E
	VF650/65 R42	170D 167E
	VF710/75 R42	181D 178E
	VF710/70 R42	179D 176E
	VF900/60 R42	185D 182E
	VF900/50 R42	180D 177E

Find out more on www.bridgestone-agriculture.eu



You should never exceed either the vehicle manufacturer's recommendations or the legal limits for axle load or speed.
 (1) According to ECE R106 para 2.20.1

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