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SURFACE VEHICLE INFORMATION REPORT

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Agricultural Tractor Tire Dynamic Indices

1. ***Scope***—The purpose of this information report is to establish dynamic indices which are to be used only for calculating the travel speed of the agricultural tractor during worldwide homologation procedures.

1.1 **Rationale**—This standard is obsolete and/or out of date. We have not been able to populate a committee responsible for updating it, so we are cancelling it.

2. ***References***

2.1 **Applicable Publications**—The following publications form a part of the specification to the extent specified herein. Unless otherwise indicated the latest revision of SAE publications shall apply.

2.1.1 SAE PUBLICATION—Available from 400 Commonwealth Drive, Warrendale, PA 15096.

SAE J709d—Agricultural Tractor Tire Loadings, Torque Factors, and Inflation Pressures

2.1.2 ASAE PUBLICATION—Available from the American Society of Agricultural Engineers, 2950 Niles Road, St. Joseph, MI 49085-9659.

ASAE S296.2

2.1.3 ISO PUBLICATION—Available from ANSI, 11 West 42nd Street, New York, NY 10036-8002.

ISO/DIS 4251

2.1.4 OTHER PUBLICATION

Wirtschaft verband Der Dentschen Dautschukindustrial E.V.—154

3. ***Definitions***

3.1 Dynamic index is the value when multiplied by 2π that indicates the theoretical distance the tire would have traveled without slip in one revolution.

3.2 **Bias-ply Tire Construction**—Construction of the tire in which the cords of the body plies run diagonally from bead to bead.

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3.3 **Radial Ply Tire Construction—**Construction of the tire in which the cords of the body plies run radially from bead to bead.

3.4 The maximum dynamic index is based on new tire dimensions with maximum in-service growth included.

4. General Principles

4.1 The dynamic index values are for R-1 type tires inflated to the recommended inflation pressures as shown in SAE Standard J709d (Tables 1, 2, and 3), or furnished by Tire and Rim Association, but under a load 50% of maximum load capacity of the respective tire size, inflation pressure, and construction at 32 km/h (20 mph) travel speed.

4.2 Dynamic index should not be used or converted into an effective measurable value.

TABLE 1—DYNAMIC INDICES TABLE(1)

Tire Size		Dynamic Index (mm)	
Diagonal	Radial	Minimum mm (in)	Maximum mm (in)
8.3—24	8.3R—24	470 (18.50)	500 (19.69)
9.5—16	9.5R—16	390 (15.35)	425 (16.73)
9.5—24	9.5R—24	495 (19.49)	525 (20.67)
32	32	595 (23.43)	630 (24.80)
36	36	645 (25.39)	685 (26.97)
11.2—24	11.2R—24	515 (20.28)	550 (21.65)
28	28	565 (22.24)	605 (23.82)
12.4—16	12.4R—16	440 (17.32)	480 (18.90)
24	24	540 (21.26)	580 (22.83)
28	28	590 (23.23)	630 (24.80)
32	32	640 (25.20)	680 (26.77)
36	36	690 (27.17)	730 (28.74)
38	38	720 (28.35)	755 (29.72)
42	42	765 (30.12)	805 (31.69)
13.6—24	13.6R—24	560 (22.05)	605 (23.82)
28	28	610 (24.02)	655 (25.79)
36	36	715 (28.15)	760 (29.92)
38	38	740 (29.13)	785 (30.91)
14.9—24	14.9R—24	590 (23.23)	635 (25.0)
26	26	615 (24.21)	660 (25.98)
28	28	640 (25.20)	685 (26.97)
30	30	665 (26.18)	710 (27.95)
38	38	765 (30.12)	810 (31.89)
15.5—38	15.5R—38	745 (29.33)	785 (30.91)
16.9—24	16.9R—24	620 (24.41)	665 (26.18)
26	26	645 (25.39)	690 (27.17)
28	28	670 (26.38)	715 (28.15)
30	30	695 (27.36)	740 (29.13)
34	34	745 (29.33)	795 (31.30)
38	38	795 (31.30)	845 (33.27)
18.4—16.1		520 (20.47)	570 (22.44)
24	18.4R—24	645 (25.39)	700 (27.56)
26	26	670 (26.38)	725 (28.54)
28	28	695 (27.36)	750 (29.53)

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