



POWER HOP

WHY IT'S IMPORTANT

A recent survey revealed that roughly 22 percent of growers are currently experiencing problems with power hop on their tractors. The bouncing of the machine often occurs in high-draw-bar applications, as the tire gains traction, recoils and lets loose, resulting in uncontrollable bouncing of the tractor. This can negatively affect productivity, is rough on the machine and can be very uncomfortable for the operator.

COMMON CAUSES

Underinflated tires have a tendency to flex in the sidewall when put under high-draw-bar applications. This buckling can cause a recoil effect that increases the intensity of power hop.

Buckling of the tire sidewall in general, is often the culprit behind power hop. As machines continue to grow in size and weight, the standard farm tire design has been expected to keep up. However, the large sidewall of standard farm tires tends to buckle under the increased demands of today's high-powered machinery, thereby causing problems with power hop.

Insufficient weight on the front axle of the machine can throw off its center of gravity, thereby increasing the likelihood of the tires lifting off the ground and causing prolonged power hop.





MAINTENANCE SOLUTIONS

Properly inflate tires based on the overall machine weight, plus the weight of the implement. This may require an adjustment to inflation pressures each time weight is added or reduced, or any time an implement is switched out to complete a new task.

Adjust ballast to the manufacturers' specifications based on application and implement weight.

Field service technicians such as the Titan Grizz Squad can help make adjustments to growers' machines to ensure their setup is optimal for reducing power hop — a service that is free of charge.

TIRE SOLUTIONS

Low Sidewall (LSW) Technology tires feature a larger rim diameter and shorter sidewall than standard farm tires, all while maintaining the same outside diameter, same inflation pressures and same weight load capacities. The larger rim provides greater machine stability and less opportunity for the sidewall to buckle, which greatly improves the tires' ability to dampen the recoil effect associated with high-draw-bar applications, thereby reducing power hop.

LSW combined with IF technology allows for the stability benefits of a larger rim, while still being able to operate at 20 percent lower inflation pressures. Together, the technologies provide the best of both worlds in terms of smooth ride, improved flotation and reduced compaction in the field.



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