Tractors come in such a huge variety of shapes and sizes these days it is easier than ever to buy a unit that is just right for a range of jobs. A concern, however, can be the tyres. Are the ones fitted as versatile as the tractor?

Not so long ago you had a limited choice of cleat agricultural, diamond pattern industrial or a block pattern turf tyre. Now tractor suppliers are offering an increasingly broad range of standard tyre, with factory fit options often including specialist turf designs. Sometimes, however, you may still want something else.

This need not be a problem. Tractor dealers can often work with you to come up with a new tyre package to suit a very specific need. But this can also be the point where you start to compromise the tractor. Opt for nice fat flotation rubber, and the tractor will possibly be compromised when it comes to working on a hard surface. Fat tyres can also make it difficult to access some sites. And do you want to risk these tyres on jobs better suited to narrow, harder rubber?

There is an answer to saving costly flotation rubber, but it is an added expense; investing in two sets of wheels and tyres. This idea is hardly new, with numerous golf courses and contractors having become accustomed to swapping over tractor tyres as necessary. The trick is to make the job as straightforward as possible.

A decent trolley jack, level firm ground, axle stands and powerful air wrench can make a wheel swap pretty simple. A torque wrench is also needed to ensure the wheel nuts are evenly tightened.

The snag can be when it comes to actually working with larger and heavier wheels. For one person, this can make wheel swapping a real chore.

The answer is a wheel changing unit. These slide under the raised wheel and then use an integral jack to raise a set of support rolls onto the wheel to allow its easy removal. The same unit can then be used to securely move the removed wheel to where it will be stored and then used to pick up the replacement.

When fitting the replacement wheel, the support rolls allow the wheel to be rotated so
Standard agricultural pattern tyres can quickly destroy turf, but this type of tyre is often the best choice for general purpose duties...

...turf tyres opening up another set of applications for the tractor. Two sets of wheels and tyres can make a great deal of sense.

Even the front tyres on a large tractor can be difficult to fit and remove. A wheel carrier, such as this unit from Sam Moneton & Sons (Farmers Tyre), makes the job not only easier but safer too.

It is correctly lined up with the hub. This can be a problem when ‘manually’ refitting a wheel, particularly if the swapped wheel is of a different diameter.

As an aside, wheel changing needs to be included as part of your standard risk assessment. Although it is common practice to leave a tractor supported only by a jack, axle stands or suitable blocks should also be used to ensure the tractor cannot fall should the jack be accidentally released.

It is also important to check the wheel nuts are correctly tightened and it is well worth re-checking these nuts after the tractor has been in use for a few hours. A torque wrench should always be used to tighten nuts evenly.

Where do you go for advice?

It is all too easy to assume that a tyre wholesale company or fitting outlet is also a tyre specialist. The reality is that it can take some shopping around to find someone who really understands your needs and can source the right tyres. When looking for alternative tyres, first determine what existing tyre and wheel rim are fitted. If these are not doing what is asked of them, identify what the problem is.

In most cases it will be that the tyres footprint and inflation pressures are incompatible with what you wish to achieve. At this stage, the solution will seem to be obvious. Fit as large a set of tyres as possible onto the existing rims. As long as the diameter of the tyres matches those of the originals, the axle ratios on 4WD equipment should remain the same. The problem is that this is actually more difficult to achieve than may at first be appreciated. This can be due to low inflation pressures or the fact that some tyre diameters will vary according to how much air is in them.

Do not be afraid to mix and match different brands or patterns of tyre between axles. As long as the rolling diameters marry up on 4WD axles to prevent torque wind up, there will not be a problem. A specialist will be able to offer advice and come up with tyres to meet specific needs.
Some older tyre types are often inflated to needlessly high pressures. Try letting out some air, but mark the tyre and rim to check for tyre creep and look for any excess bulging. If the tractor has to carry a heavy load you may need to up the inflation pressure.

紧缩的预算可能使转换到更柔软的橡胶变得困难，但是一个轮胎专家可能保存一些半磨损的轮胎，有时装在一个条。一个轮胎已经过了在高速公路上使用的最佳时期，如果受到限制在草坪或低速工作在硬表面上，可能也能很好地使用。

当考虑替代标准拖拉机轮胎提供时，记住一个轮缘可以改变中央‘盘’的位置来允许一个更宽的胎面被安装在没有危险刮到拖拉机的车身。

当考虑替大型浮力橡胶到拖拉机，寻求建议。脂肪轮胎可能刮到挡泥板，如果它们有不同滚动直径的标准，改变拖拉机的齿轮比。前轮和后轮需要匹配在4WD模型上。

牵引设备，包括中耕机，通常提供的轮胎尺寸的选择以及两种或四种后轮的后部的单位。如果牵引在地面上的重量被转移到地面的瘦弱的拖拉机轮胎，所有这些会浪费。

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在米其林试验工厂在法国，这张图片经常被用来说明轮胎可以对土壤压实的影响。虽然对于草坪来说太极端，但关键点是轮胎与浮力相比更不容易压实土壤，以防空气渗透到根区。

当考虑替大型浮力橡胶到拖拉机，寻求建议。脂肪轮胎可能刮到挡泥板，如果它们有不同滚动直径的标准，改变拖拉机的齿轮比。前轮和后轮需要匹配在4WD模型上。

一些较旧的轮胎类型经常被充气到不必要的高压。尝试放掉一些空气，但是标记轮胎和轮缘以检查轮胎的蠕变，并寻找任何多余的鼓胀。如果拖拉机必须携带重物，您可能需要提高充气压力。

当考虑替大型浮力橡胶到拖拉机，寻求建议。脂肪轮胎可能刮到挡泥板，如果它们有不同滚动直径的标准，改变拖拉机的齿轮比。前轮和后轮需要匹配在4WD模型上。