

SST – SILENT SPEED TIRE

Fast and impressively quiet tires



Mitas

SST – SILENT SPEED TIRE

SST tires reduce noise for a fast, comfortable and impressively quiet drive on the road



SST	
LOAD CAPACITY	<div><div></div><div></div><div></div><div></div></div>
TRACTION	<div><div></div><div></div><div></div><div></div><div></div></div>
SOIL PROTECTION	<div><div></div><div></div><div></div><div></div></div>
HANDLING ON ROAD	<div><div></div><div></div><div></div><div></div><div></div></div>

Key product features



Noise reduction of up to 6 dB(A) in the cab maximises concentration and minimises stress.



New casing construction ensures a **cost saving through reduced rolling resistance, long tire life and high damage resistance.**

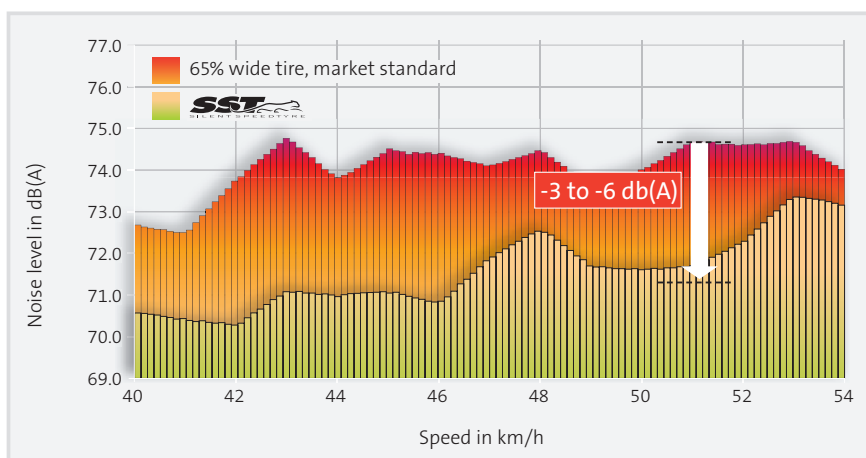


Highest levels of productivity are achieved through the excellent characteristics of the low profile and casing.

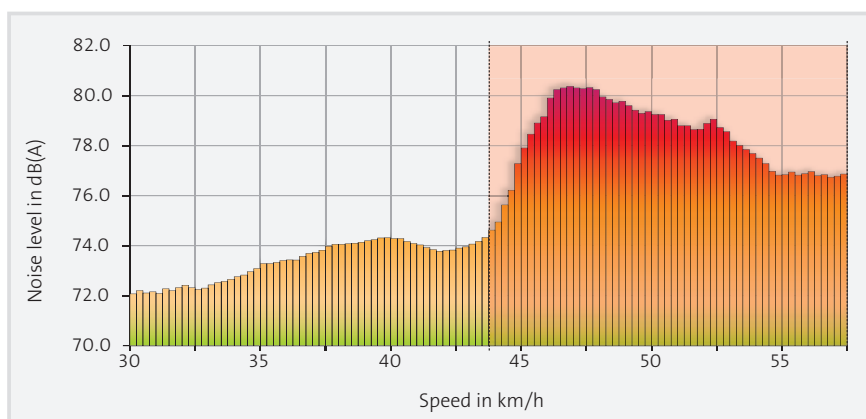


Highest possible sustained speed capability of up to 70 km/h.

Reduced droning noise in the cabin



The Silent Speed Tire SST traction tire prevents the occurrence of the so-called “booming noise effect”. The SST reduces the noise level in the driver’s cab by 3 to 6 dB(A) compared with conventional rear axle tires.



Dependence of a droning noise in the cabin on speed

A tractor, which drives at approx. 47 km/h, makes 2.5 rear wheel rotations per second. The lugs (in this example 44) transmit impulses into the operator’s cab.

At around 110 Hertz (Hz) – in this example at 47 km/h – the air pressure in the cab develops particularly strong oscillations or vibrations. The combination of high levels of vibration noise generated by the tire and the engine, result in resonances and consequently to an enormous rise in the noise level. The driver notices this as unpleasant humming or a droning noise.

**2.5 U/sec. × 44 lug impulses = 110
vibration impulses/sec = 110 Hz**

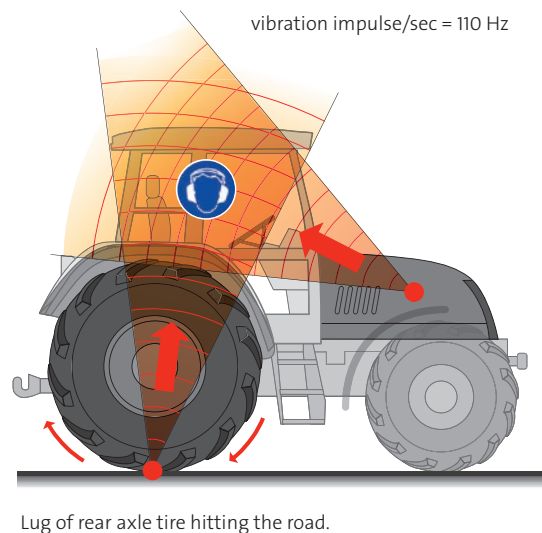
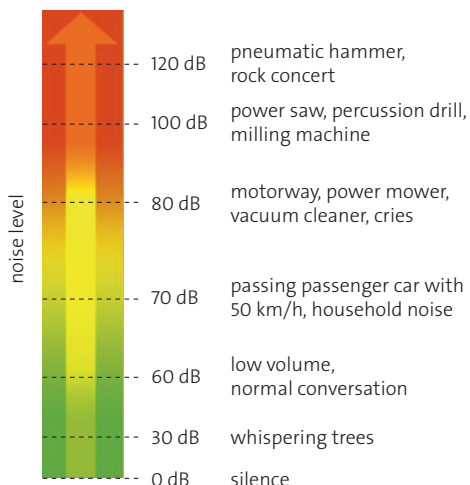
Tire size	Service description LI/SS	Rims* (permitted)	Section width (mm)	Overall diameter (mm)	Loaded static radius (mm)	Rolling circumference (mm)	Speed radius index	Tire pressure (bar)	Tire load capacity (kg)	Speed (km/h)
600/65 R 38	153 D (156 A8)	W 18 L	591	1 746	782	5 215	825	1.6	3 600 4 000	65 40
		DW 18 L	591							
		W 16 L	571							
650/65 R 38	157 D (160 A8)	W 18 L	623	1 822	810	5 420	875	1.6	4 125 4 500	65 40
		DW 20 B	643							
710/70 R 38	171 D (168 E)	DW 23 A	740	1 954	870	5 780	925	2.4	5 600 6 150	70 65
		DW 25 A	750							
650/65 R 42	165 D (168 A8)	W 18 L	616	1 930	870	5 790	925	2.4	5 150 5 600	65 40
		DW 20 B	636							
710/70 R 42	173 D (170 E)	DW 23 A	735	2 056	935	6 150	975	2.4	6 000 6 500	70 65
		DW 25 A	755							
710/75 R 42	175 D (172 E)	DW 23 A	740	2 160	970	6 460	1 000	2.4	6 300 6 900	70 65
		DW 25 A	760							

* Additional permitted rims may be available on request

Full technical data can be found at www.mitas-tires.com or in the Mitas technical catalogue.
Tubeless tires – may be used with a tube.

The generation of a droning noise in the cab

The droning noise in the tractor cab, the so-called “booming noise”, results from the interaction between the road, the rear axle tire and the vehicle. With standard rear tires the continuous impact of tire lugs on the road leads to a vibration impulse which is transmitted into the cab. The predominant noise in the cab comes from the engine and the impact of the lugs on the road as the rear axle tires rotate. The combination of these noise inputs causes a resonance that generates the unpleasant effect “cab drone”. The front axle tire does not have a perceptible influence on “the booming noise” effect.



When does sound become noise?

When does noise become health threatening?

Continuous noise (even below the max. permissible daily noise level of 85 dB(A)) affects:

- ▶ attention span
- ▶ power of concentration
- ▶ response times
- ▶ efficiency



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