

STRAUSSLER "LYPSOID"

British PATENT No. 691001

OTHER PATENTS PENDING

TYRE

REG. TRADE MARK

PATENTED IN ALL COUNTRIES



THE **TYRE** WITH THE
TRACK PERFORMANCE

THE STRAUSSLER-"LYPSOID" TYRE

The fundamental of cross-country traction is the provision of large contact areas with consequently low ground pressures.

The Track vehicle provides a solution at a great sacrifice. A considerable proportion of the horse power is lost by friction in the track mechanism, the life of which is short and the first cost and maintenance high, and wheeled transport has to be provided for road journeys.

The large diameter tyres produced in the United States for earth moving equipment give reasonable contact areas, but the weight of the tyres is such that mechanical handling is required and the increase of torque requires costly and heavy driving mechanism.

THE STRAUSSLER-"LYPSOID" TYRE HAS THE COMPLETE SOLUTION ON AN ENTIRELY NEW PRINCIPLE.

The cross-section of the "Lypsoïd" tyre is that of a large arc, the crown of which, under load bends inwardly, into an inverted pan shape.

THE RIMS POSITIVELY GRIP THE TYRE BEADS, AN ESSENTIAL IN LOW PRESSURE TYRES.

In soft terrain the inward deformation of the tyre compacts the soil and considerably increases its sheer resistance.

On hard ground the contact area of the "Lypsoïd" is a circle of considerably larger area than the narrow ellipse of an ordinary tyre, and much lower inflation pressure is needed for the same load rating.

WHEN THE "LYPSOID" TYRE SINKS INTO SOFT GROUND, ITS CONTACT AREA RAPIDLY INCREASES.

THE RESULTING LIGHT GROUND PRESSURE GIVES IT A PERFORMANCE COMPARABLE TO THAT OF TRACKS.

WITH THE "LYPSOID" TYRE THE SINKAGE IS SMALL, THE CLIMBING OUT ANGLE IS LOW AND THERE IS NO WEDGING ON THE SIDES OF THE TYRES AND NO PERIPHERAL SPEED DIFFERENCE.

In soft ground the inflation pressure bears no relation to the ground pressure.

Any design of tread can be supplied to suit different purposes.

The depth of the treads is such that on normal roads, when steering, there is considerable distortion within the treads themselves and the vehicle steers without tyre scrub.

In soft ground the ordinary tyre heavily grooves the ground and steering is difficult, the "Lypsoïd" tyre does not sink in and steering remains easy.

The "Lypsoïd" tyre, owing to its arcuate cross-sectional shape, does not roll, at even very low air pressures.

The rim diameter is such that very large diameter brakes can be accommodated, and the tyre itself can be removed without removing the rim and wheel.

The following sizes are now available :—

Overall diameter	Overall Width	Contact area in soft ground	Load capacity up to	Diameter inside of Rim	Average weight of Tyre
32" ×	16"	318 sq. in.	1½ Tons	16½"	75 lbs.
41" ×	26"	742 sq. in.	3½ Tons	19"	145 lbs.
44" ×	28"	870 sq. in.	5 Tons	22½"	236 lbs.
52" ×	28"	1028 sq. in.	7 Tons	26"	312 lbs.
66" ×	33"	1452 sq. in.	12 Tons	38"	425 lbs.

Inflation pressure according to number of plies, loading and speed.

For further information and Specifications apply to the Manufacturers :—

NICHOLAS STRAUSSLER & CO. LTD.,

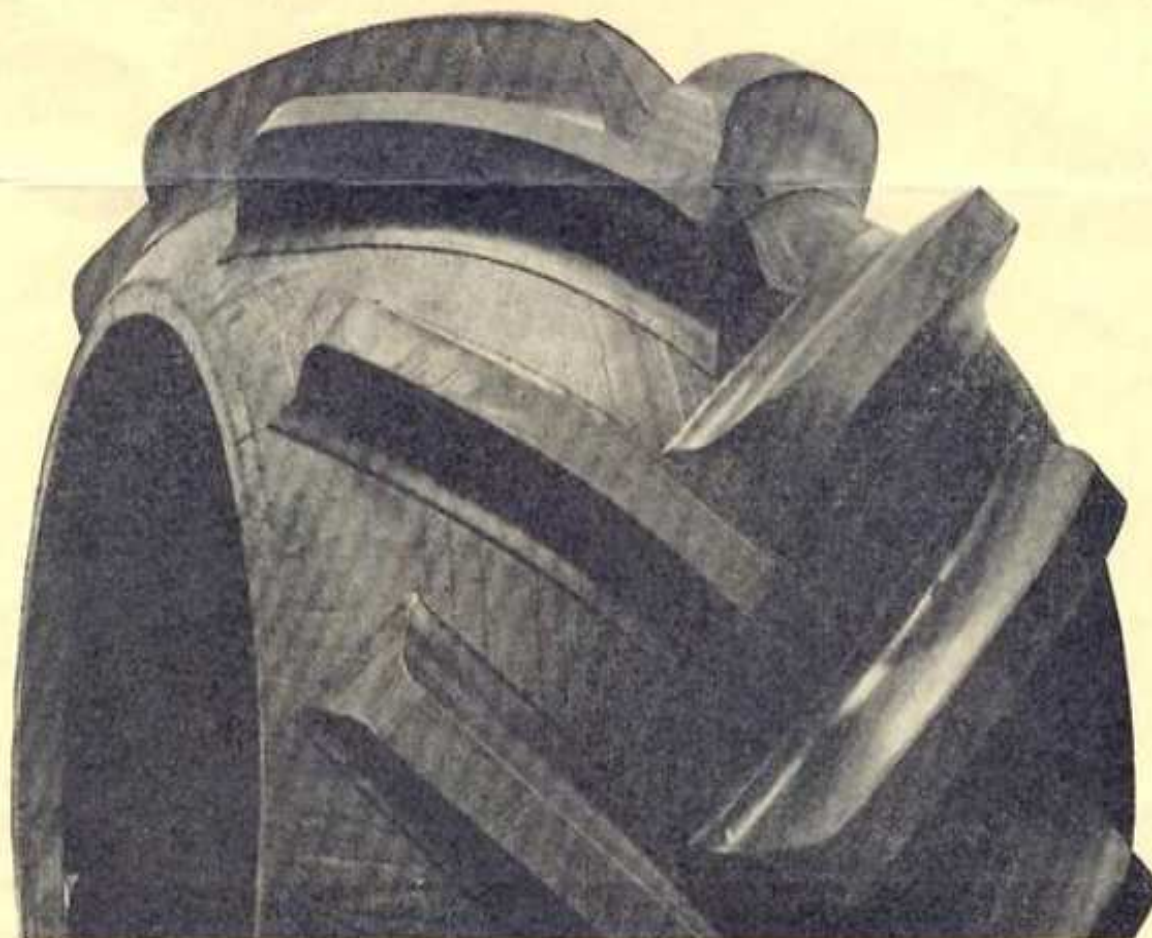
Head Office : 5, CLARGES STREET, LONDON, W.1.

Telephone : Grosvenor 4653 (3 lines).

Cables : Mekkantrac, London.

Works :

Frampton Road,
Hounslow, Middlesex



CROSS-SECTION LYPSOID TYRE (TUBELESS TYPE)

