

Titan International Announces the Results of First Large Planting Test for LSW Tires

QUINCY, Ill., Oct. 21, 2016 /PRNewswire/ -- Farmers across the country have experienced reduced road lope, decreased power hop and reduced soil compaction with the Goodyear® Farm Tire Low Sidewall (LSW®) Technology™ by Titan. Mark Stallings of Charleston, MO wanted proof that the Goodyear LSW Super Single tires were improving his bottom line so he put them to the test last spring in a corn and soybean plot and the harvest data is rolling in. Recently, Titan's Chairman and CEO, Morry Taylor, and Titan International President, Paul Reitz, met with Mr. Stallings, a farmer and owner of Delta New Holland dealership, to review his findings.

Mr. Stallings tested Goodyear LSW Super Single tires in a head-to-head test with Michelin standard duals. He chose two fields with comparable historical data and planted Pioneer 2089YHR seed corn purchased from Rowling Moxley Ag in Charleston, MO and Bayer Credenz 4878 soybeans purchased from MRM Ag Services in East Prairie, MO. Agronomic oversight for the test was provided by agronomists, Jake Mikels and Brandon Dirnberger, from Wheat Tech Agronomy. Last spring the test plots were planted in alternating rows with two identical New Holland T-8 255 hp tractors and 16-row Kinze 3600 planters. The first tractor was fitted with Michelin duals 380/80R38 on the front set at 20 psi and 480/80R50 rears set at 15 psi. The second tractor was fitted with Goodyear LSW1000/40R32 fronts at 12 psi and Goodyear LSW1100/45R46 rears at 8 psi.

The tire depth measurements taken during the corn planting are shown here, with an average of 1.580 with Goodyear LSW Super Singles vs. 2.550 with Michelin Duals.

Tire Depth – Corn Planting

	Goodyear Farm Tires LSW Super Single Tires	Michelin Dual Tires
Median	1.625	2.625
Min	0.500	1.000
Max	2.875	4.250
Range	2.375	3.250
Std Dev	0.515	0.634
Avg	1.580	2.550

Increased compaction is a result of running standard OEM duals. Additionally, the pressure of the narrow duals causes rutting between the tires. That pinch row effect from narrow duals showed a negative impact on yields, through stunted root growth development and poor seed germination. The following graphic shows the center line of corn rows in reference to the tire track for both tractors. The 20 percent increased footprint of the Goodyear LSW Super Singles reduced ground-bearing pressure. As you see can see in the photo of the corn stalk comparison from the growing season, the LSW-equipped tractor produced taller and healthier corn (the stalks on the right).

In September, results from the corn harvest showed that the test plot with the Goodyear LSW Super Singles yielded 5 bushels more per acre compared to the Michelin duals; on average, 179.01 bushels per acre vs. 174.01 bushels per acre, respectively. That is a \$16 per acre advantage to Mr. Stallings' bottom line, without taking into consideration the 5% savings on fuel cost. The results of the soybean harvest showed that the Goodyear LSW Super Singles yielded 6 bushels more per acre compared to the Michelin duals; on average, 83 bushels per acre vs. 77 bushels per acre, respectively. That yield increase translates to almost \$60 per acre advantage, which is tremendous for a farmer's bottom line. With those corn yield increases alone and the set up that Mr. Stallings uses, a farmer could pay off an LSW upgrade in less than a year.

Titan has another test site in northwest Illinois that is expected to back up the findings from the southeast Missouri trial. Taylor commented, "Titan's entire LSW team is very excited about this news as it's been a priority to get real data on how good these tires are for farmers and confirming Titan's statement that these tires make every piece of equipment perform better. I'm very happy for all of the Titan team and look forward to working with farmers and dealers to increase their yields. The OEMs will realize the benefits of the Goodyear Farm LSW technology and will be shocked that they could have had these LSW tires on their equipment five years ago."

Stallings also commented that area farmers are coming to see the LSW Super Singles and asking him about the yield increase. In fact, Frank Stallings (cousin of Mark), loves the T-8 with Goodyear LSW Super Singles and has shared his success with the tires on Facebook.

This winter Taylor will start attending various FFA meetings talking about the Goodyear LSW Super Singles. Taylor commented, "I'll enjoy talking to them. We support numerous FFA organizations across the country. These kids are the future of ag in America and they need to be aware of the innovations available to their farms."

Titan is also testing benefits of Titan LSW tires on construction and mining equipment and will share results once available.

Titan International, Inc. (NYSE: TWI), a holding company, owns subsidiaries that supply wheels, tires and assemblies for off-highway equipment used in agricultural, earthmoving/construction and consumer (including all terrain vehicles) applications. Titan Tire Corporation is one of North America's largest manufacturers of off-highway tires. Production facilities are located in Freeport, Ill.; Bryan, Ohio; and Des Moines, Iowa; which also serves as the headquarters for the tire group. The company manufactures two distinct brands — Titan and Goodyear Farm Tires — known for their quality craftsmanship, unique tread designs and excellent durability.

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