



BRIDGESTONE
Your Journey, Our Passion

DISTRIBUTORE ITALIA

OME s.r.l

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THE OMP GROUP was born in Busano (TO) Italy in 1956.

It is one of the protagonists of the industrial rebirth of post-war Italy and today a leading European supplier of mechanical parts in the automotive market.

For the past ten years, the OMP Group with **OME RICAMBI SRL** has specialized in spare parts for Earthmoving Machinery with the TRAXTER brand dedicating itself to the original equipment supply of Rubber Tracks for the manufacturers of tracked machines. OME Ricambi is guaranteeing a product with a quality certified by years of testing and continuous use on hundreds of pieces sold monthly.

OME Srl is constantly present on the market with the platform www.cingoliexpress.it



This path, and this approach to the market, led us in 2020 to become the
Exclusive Italian Distributor of Bridgestone Rubber Tracks
testifying the quality path undertaken now for more than 10 years in the Aftermarket.







OME – EXCLUSIVE DISTRIBUTOR

Ome Ricambi is specialized in supplying **rubber tracks** dedicated to manufacturers of trucked operating machines both in Italy and abroad

- Excavators
- Tracked robots
- Minidumper
- Beach cleaners
- Shredder
- Handler

BRIDGESTONE





Pro-Edge



Problem

Edge-cut is a common type of damage for tracks used on construction sites. When a machine drives against a curb, stump or sharp/solid object, the edge of the track can bend over, shearing the rubber between the edge of the track and the tip of the embedded core metal.



Common cause of edge-cut



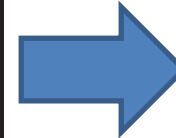
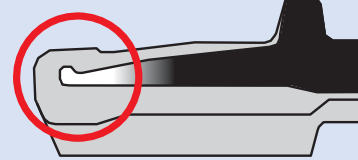
After 1000 hours



After 1900 hours

Solution

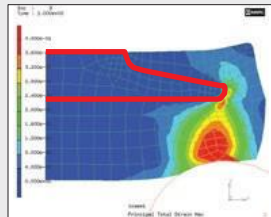
Bridgestone developed innovative Pro-Edge technology to minimize edge-cut damage. Pro-Edge technology is based on the combination of a rounded shape core metal edge design to avoid the build-up of stress concentrations, and additional rubber volume on both the inner and tread sides to make the track edge more durable.



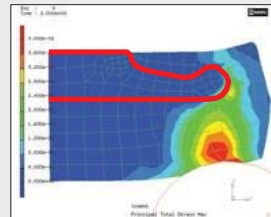
Pro-Edge

Tested and proven

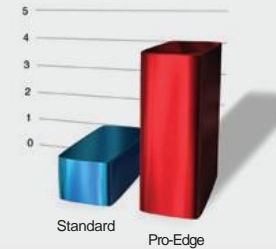
Bridgestone's Pro-Edge technology is now well accepted by many customers and proved in the market. The benefits of Pro-Edge are also proved by Bridgestone's internal testing and by FEM analysis.



Standard core metal



Pro-Edge core metal
47% less stress on the core metal edge compared to a standard core metal.



Pro-Edge 4-fold Improvement

300mm width track testing data on 3.5ton machine. Graph shows the number of trials made before edge cut occurred.

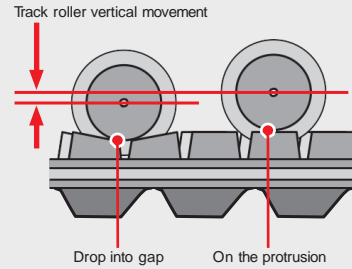


Tapered Core Metal



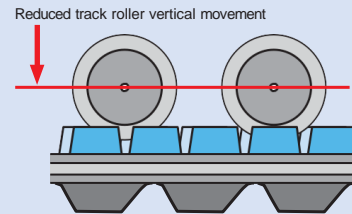
Issue

Good ride comfort is of vital importance to the health and safety of machine operators. Low vibration is a key factor considered when selecting a machine and a rubber track. Some vibration is caused by the vertical movement of track rollers when dropping into the gaps between each core metal protrusion.



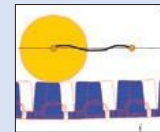
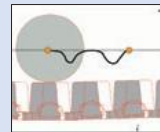
Inserto Interno d'Acciaio Affusolato

Bridgestone ha ridotto il movimento verticale dei rulli grazie all'utilizzo di una "protuberanza" affusolata di avanzata tecnologia, ottenendo in questo modo un maggior comfort di guida senza l'impiego di materiali aggiuntivi.



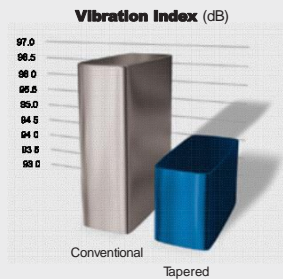
Tapered Core Metal

FEM analysis result: Track roller vertical movement



Tested and proven

Data obtained by FEM analysis and field testing clearly shows a reduction in vibration using tapered core metals. This brings greater ride comfort to the operator.



Testing carried out at Bridgestone's proving ground in Tochigi Japan using 5.3ton machine on asphalt.



Interlocking



Problem

De-tracking is when a track partially removes itself from the undercarriage during operations by disengaging from one of the components such as the sprocket, idler or rollers. This causes down-time and can lead to failure by fatal breakage.



De-tracking at sprocket



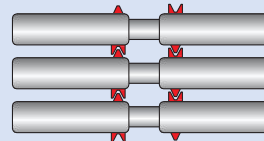
De-tracking at track roller



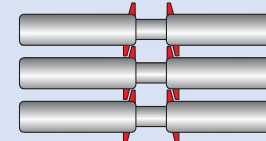
Steel cord breakage caused by de-tracking

Solution

Bridgestone uses an interlocking design to reduce de-tracking. By interlocking adjacent core metals the track benefits from more lateral stiffness. Both single and double interlocking systems are available.



Double engaged interlocking



Single engaged interlocking

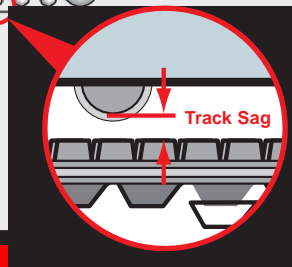


Interlocking

Tested and proven

Interlocking technologies have become common features in Bridgestone short pitch tracks. Positive market feedback, successful supply history and Bridgestone's internal testing all confirm the benefits of interlocking technologies.

The following testing was carried out at Bridgestone's proving ground in Tochigi Japan. Even in loose tension conditions (sag=45mm) interlocking tracks did not de-track.



data from 5.3ton machine, 10 trials against fixed rock.

Tension	Track sag	De-tracking occurrence	
		Interlocking	Non-Interlocking
Normal	15mm	Zero	6
Loose	30mm	Zero	10
Very Loose	45mm	Zero	10

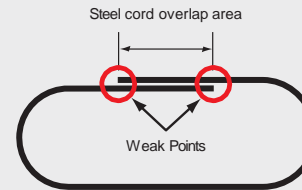


Problem

The majority of Rubber Tracks utilize a traditional overlap type structure of steel cord. When the track is under abnormal stress such as excessive tension, failure often occurs at the ends of the overlap area. This is expected due to the inferior uniformity in the circumferential steel cord structure.

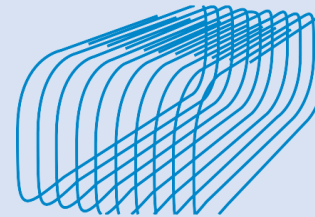


Steel cord breakage at end of overlap



Solution

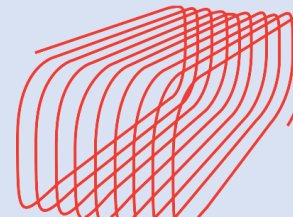
Bridgestone has developed a spiral steel cord structure which is now a technology commonly used in Bridgestone tracks used on Compact Track Loaders. This technology is now being expanded into excavator tracks. Spiral steel cord technology offers complete uniformity of tensile strength around the circumference of the track. In addition to even tension, an even distribution of traction minimizes the risk of track breakage.



Overlap joint structure



Spiral Structure



Spiral structure

Market Feedback

Field survey data collected by Bridgestone engineers indicates that 30-40% of all track failures are linked to steel cord breakage at the overlap area.

In response to this, Bridgestone developed **"Tough Track"** for excavators utilizing spiral steel cord and other technologies pioneered for Compact Track Loader tracks.

Field survey data and market feedback confirms a significant reduction in steel cord breakage of tracks with spiral technology. Therefore spiral tracks offer enhanced reliability, longer life and lower running costs.



Anti-Rust Steel Cord



Problem

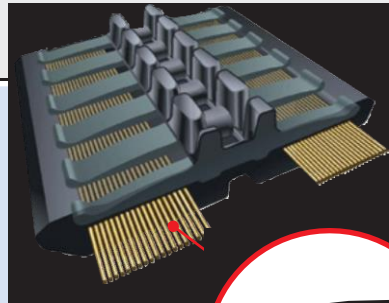
Once deep external cuts, chunking and edge cut have occurred, the danger of water and mud penetrating the rubber track is greatly increased. Moisture attacks the embedded steel cord. Depending on the severity of the damage and working conditions, the tensile strength of rusted steel cords weakens and can lead to breakage.



Steel cord deterioration caused by rust

Solution

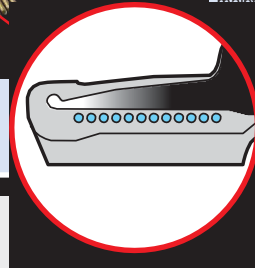
Thanks to Bridgestone's world leading tire technology, our engineers have developed an advanced Anti-Rust Steel cord which minimizes deterioration caused by rust.



Even when moisture/mud penetrates from external cuts, steel cord tensile strength is maintained for longer.

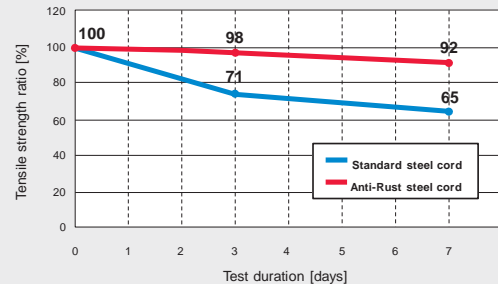


Anti-Rust Steel Cord



Tested and proven

Salt bath testing carried out over 7 days has proved over 41% improvement in performance compared with standard steel cord.



Anti-Rust Steel cord deterioration performance



Anti-Cut Rubber



Problem

Harsh working conditions are normal for excavator operations. Such conditions cause external cuts and chunking to the tread rubber. Moisture and mud can penetrate from external cuts, causing internal steel parts to progressively weaken. This can lead to fatal failure such as steel cord breakage.



External cut



Rubber chunking



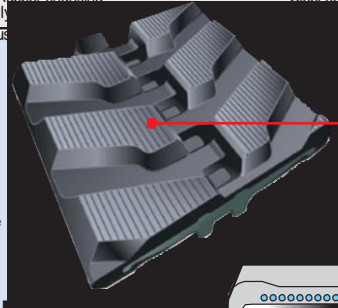
Steel cord breakage caused by rust

Solution

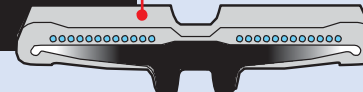
The development of high quality rubber compounds is one of Bridgestone's core competencies. Bridgestone has developed an Anti-Cut Rubber compound which significantly minimizes the cut damage and chunking caused by sharp objects. This increases the life of the track by reducing premature breakage.



Anti-Cut Rubber



Tread side is made of an Anti-Cut Rubber compound.



Tested and proven

Test data shows reduced occurrences of cut damage and chunking. The photos below compare the track condition after 140hrs of continuous tracking using a 3.5ton machine at Bridgestone's proving ground.



Before testing



Conventional rubber compound



Bridgestone Anti-Cut rubber compound



CINGOLI COMPATIBILI



Advanced Natural Lug Side Rubber Compound for Chunk & Tear Resistance

Application Specific Lug Pattern for Significantly Improved Smoother Ride



Heavy Duty Carcass for Maximum Loads



Special Roller Side Rubber Compound for Crack Resistance

- Self-Cleaning ✓
- Improved Traction ✓
- Low Vibration ✓
- High Tensile Strength ✓
- Wear Resistance ✓



- Continuous Steel Cord for Greater Strength
- Steel Cord Belt Constructed with Smaller Diameter Steel Cords for Greater Flexibility
- Coated Steel Cord for Corrosion Resistance

TRAXTER RUBBER TRACKS



Forged and Heat Treated Metal Pieces

Engineered to perform in most demanding conditions.
Wide range of sizes & patterns in conventional, interchangeable short pitch & long pitch to suit over 5000 machine models.



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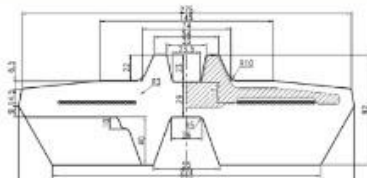
m Tel. +39 0124 / 477112



Cingoli Speciali Alta Scolpitura 40mm



H280X72X47 High pattern rubber track



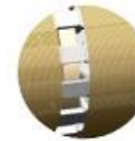
Pattern thickness:
40mm



DROP FORGED STEEL TEETH

Eliminates Detracking

- Greatly minimizes vibration for a smoother, quieter ride
- Extends life of undercarriage components ride and less noise



DUAL CONTINUOUS STEEL WIRES

Prevent Corrosion

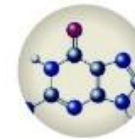
- Improved rubber pond for cut and stretch resistance
- Even cable placement for even tension throughout the track



DESIGNED TREAD PATTERN

Clean out mud

- Increases traction
- Reduces vibration



ADVANCED RUBBER COMPOUND

Reduce overall track wear

- Low-abrasion rubber tread compound
- Maximum cut and tear resistance

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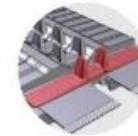
m Tel. +39 0124 / 477112



Cingoli Speciali Inserto acciaio W



W250X72X47 W shape steel teeth rubber track



DROP FORGED STEEL TEETH

Eliminates Detracking

- Greatly minimizes vibration for a smoother, quieter ride
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DUAL CONTINUOUS STEEL WIRES

Prevent Corrosion

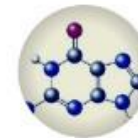
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DESIGNED TREAD PATTERN

Clean out mud

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- Reduces vibration



ADVANCED RUBBER COMPOUND

Reduce overall track wear

- Low-abrasion rubber tread compound
- Maximum cut and tear resistance



UNIQUE W SHAPED STEEL SURFACE

Increase traction with ground

- Protect rubber track from rocky ground

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PUNCTURE-PROOF AND PNEUMATIC TYRES FOR SKID STEER LOADERS



SPECIFICHE TECNICHE GOMME

MISURA	23x8.5-12	30x9-16	30x10-16	30x10-16	30x10-16	30x10-16
SOSTITUISCE PNEUMATICO		10-16.5	10-16.5	10-16.5	10-16.5	10-16.5
PROFONDITA' BATTISTRADA (mm)	42,0	60,0	52,0	64,0	66,0	52
DIAMETRO ESTERNO (mm)	580,0	750,0	745,0	767,0	767,0	745
LARGHEZZA (mm)	190,0	205,0	235,0	251,0	251,0	235
TIPO BATTISTRADA	R4 Traction	Traction	R4 Traction	Traction	L5 Non-Directional	Traction
MODELLO BATTISTRADA	SSK-02	SSK-02	SSK-03	SSK-05	SSK-06	SSK-03
PESO GOMMA (kgs)	34,0	60,0	65,0	74,0	71,0	65
PESO CERCHIO (kgs)	14,0	22,0	22,0	22,0	22,0	22
PESO TOTALE "gomma+cerchio"(kgs)	48,0	82,0	87,0	96,0	93,0	87
PORTATA MASSIMA (kgs) @ 10 kmph	1700	2950	2500	2500	2500	2500
LARGHEZZA CERCHIO (mm)	127,0	152,4	152,4	152,4	152,4	152,4
DIAMETRO CERCHIO (mm)	302,5	406,4	406,4	406,4	406,4	406,4
DIAMETRO CENTRAGGIO (mm)	80,0	152,4	152,4	152,4	152,4	118
INTERASSE FORI (mm)	114,3	203,2	203,2	203,2	203,2	153
NUMERO FORI	5	8	8	8	8	6

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