

CAR DATA GUIDE



OFFICIAL PARTNERS



ON ROAD. ON TRACK. ON AVONS.



1904



1959



1960s



1980s



1990s



2000s



2010s



History

A tradition of success

Avon Tyres made their first motorcycle tyre back in 1911 – but Avon itself goes back even further than that. It was in 1885, when Messrs. Brown and Margetson turned a former cloth mill into a rubber goods factory. And as the century turned, they spotted a new opportunity: pneumatic tyres for motorcars.

A new product for a new era

In 1901 Avon's first pneumatic tyre rolled off the production line and demand quickly grew so by 1911 we had diversified into motorcycle tyres, gaining skills that are later put to good use supporting the war effort. Come 1933 and Avon Tyres is in full stride: Rolls-Royce specifies our tyres as standard equipment and the company successfully floats on the stock exchange.

When World War II breaks out, all 2500 Avon employees work flat-out to ensure troops are well-supplied, then – once peace is declared – growth is rapid. In fact, modernisation sees our output double by 1956 and it's just the beginning of a long line of sporting successes.

Over the years, our tyres have kept racers ahead of the field in everything from grassroots clubman series right up to Formula 1, Le Mans 24-Hour endurance racing, drag racing, rally-cross, even ice racing. In motorcycling Avon riders have won 13 Supersport and four Production class championships, as well as Isle of Man TT victories on both three and two wheels.

Big names

Today, Avon has a separate racing division – Avon Tyres Motorsport – that supplies tyres to over 150 race championships around the world. We supplied Formula 3000 tyres from 1988 until the series finished in 2004 and are honoured to supply the Thoroughbred Grand Prix series – a race for 3-litre, non-turbo Formula 1 veteran machines.

You may be familiar with some of the motorcycle racers who have raced and won on our tyres: Geoff Duke, John Surtees, Mike Hailwood and Barry Sheene have used and won on Avon Tyres. More recently Avon Tyres are the choice in classic motorcycle racing, with riders such as 1987 500cc GP champion Wayne Gardner winning events on our tyres. Car racers who've put our tyres through their paces include legendary names such as Ayrton Senna, Juan Pablo Montoya, Keke Rosberg, Jenson Button and Mika Hakkinen.

Innovative through and through

From new formulas to increased 'cling' in the 1960s, through the creation of some of the World's first radial tyres, innovation is in our DNA. And it continues today, as the innovations in motorcycle radial tyre design of our Storm 2 Ultra and 3D Ultra range attest. We were the first UK tyre maker to be awarded BS5750 (now ISO 9001) certification and with a new European Technical Centre just opened, the innovation is set to carry on.

Local past, international future

Avon remained a solely UK-owned company up until 1997, when we were acquired by Cooper Tire & Rubber Company, from Ohio in the USA. Our name's changed to Cooper Tire & Rubber Company Europe Ltd, though our historic Avon brand remains.

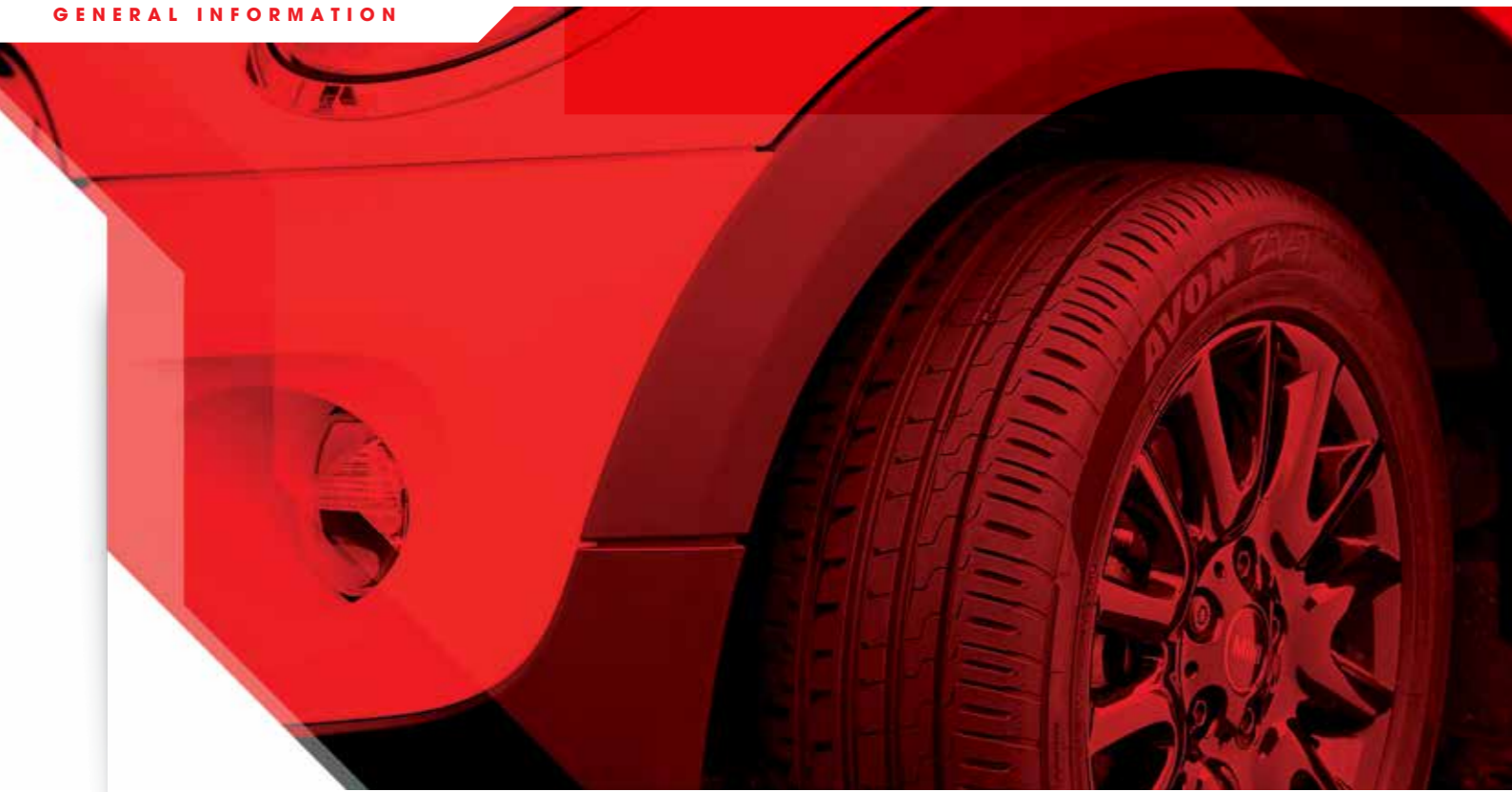
Performance. At every level.

Avon Tyres have shown great support for the UK's favourite sport by sponsoring football clubs who perform at every level of the English Football League.



OFFICIAL PARTNERS

| | |
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| 3 Car Performance | 12 Van & Trailer Van |
| 4 ZZ5 | 12 Avanza AV11 |
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What makes Avon tyres different?

Top-grade materials. High-tech design and manufacturing. More than a century of experience and an unwavering eye for quality. They all play a part in making our tyres a superb choice for your vehicle.

Before any tyre even makes it onto the drawing board, the first consideration is always its end use.

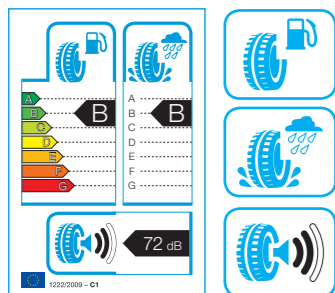
Will it be driven at high speeds, hour after hour?

Does it need to be able to withstand the bumps and scrapes of everyday commercial life?

Will it be put through its paces off-road?

The answers to these questions determine the characteristics of our tyres. So every tyre is different and every one must undergo specialised testing to ensure that it performs as well and for as long as you expect.

European Commission Tyre Labelling



Rolling resistance

Rolling resistance is the main key factor in measuring the energy efficiency of a tyre and has direct influence on the fuel consumption of a vehicle. A set of tyres of the green class "A" compared to a "G" class can reduce fuel consumption by 7,5% of a passenger car; even more for trucks.

Wet grip

Basis for wet grip is the absolute stopping distance when driving 80km per hour. Between each class, there are 3-6 metres difference in braking distance.

Noise emission

The driving by noise is quoted as an absolute value in decibel and as a 3 classes sound wave symbol.

Symbols Key

SD Service Index

Rec Rim

Section Width (mm)

Overall Dia (mm)

Rim Range (inch)

Grip, confidence and comfort – our tyres give you it all

High performance

Ultra-grip isn't the only consideration when you're designing an ultra-high performance tyre. Which is why we've ensured that our specialist performance tyre is also predictable and controllable – giving you more confidence on every journey.

Premium

Premium tyres must deliver premium performance. And ours do just that. Excellent roadholding in wet and dry weather, sharp steering response, faithful handling and quiet running – they're all defining features of our premium range.

Winter

With Avon tyres, winter driving becomes far more of a pleasure and less of a challenge. With tyres specially designed for ice, snow, slush, mud and even deep-standing water, we'll help you tackle whatever the elements throw your way.

ZZ5

Ultra-high performance tyres for driving enthusiasts

ZV7

The premium tyre from Avon

ZT5

Modern pattern for everyday use

Turbosteel 70, Turbospeed, CR227, CR228-D and Turbospeed CR27

For luxury high performance cars

WV7

High performance winter tyre

WT7

Premium winter tyre

Important Note:

While great care has been made to ensure the data contained in this booklet is accurate and up to date, Cooper Tire and Rubber Europe Ltd cannot accept any responsibility for any errors or omissions contained within. We reserve the right to alter specifications at any time and without prior notice. This issue supercedes all previous databooks/fitment guides. Due to the ever changing nature of fitment guides, we strongly recommend checking our website for the most up to date information at www.avon-tyres.co.uk.

ZZ5

ZV7



MANUFACTURED IN THE UK

- Inner shoulder designed to give high contact pressures to promote balanced treadwear and enhanced wet grip
- Continuous central grooves to ensure efficient water clearance
- Wide continuous outer shoulder gives confident handling in both wet and dry conditions

ZZ5

specification

| Size | SD | ⤴ | ⤵ | ⤶ | ⤷ | ⤸ | ⤹ | ⤺ | ⤻ | ⤼ | ⤽ |
|--------------|------|------|-------------|-----|-----|---|---|------|-------------|---|---|
| 30 | | | | | | | | | | | |
| 295/30R19 XL | 100Y | 10.5 | 10.0 - 11.0 | 301 | 661 | F | A | 73dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 35 | | | | | | | | | | | |
| 255/35R18 XL | 94Y | 9.0 | 8.5 - 10.0 | 260 | 635 | E | A | 71dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 265/35R18 XL | 97Y | 9.5 | 9.0 - 10.5 | 271 | 643 | E | A | 71dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 235/35R19 XL | 91Y | 8.5 | 8.0 - 9.5 | 241 | 647 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 245/35R19 XL | 93Y | 8.5 | 8.0 - 9.5 | 248 | 655 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 255/35R19 XL | 96Y | 9.0 | 8.5 - 10.0 | 260 | 661 | E | A | 71dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 255/35R20 XL | 97Y | 9.0 | 8.5 - 10.0 | 260 | 686 | E | A | 71dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 40 | | | | | | | | | | | |
| 205/40R17 XL | 84W | 7.5 | 7.0 - 8.0 | 212 | 596 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/40R18 XL | 92Y | 8.0 | 7.5 - 9.0 | 230 | 637 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 235/40R18 | 91Y | 8.5 | 8.0 - 9.5 | 241 | 645 | E | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 235/40R18 XL | 95Y | 8.5 | 8.0 - 9.5 | 241 | 645 | E | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 245/40R18 | 93Y | 8.5 | 8.0 - 9.5 | 248 | 653 | E | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 245/40R18 XL | 97Y | 8.5 | 8.0 - 9.5 | 248 | 653 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 245/40R19 XL | 98Y | 8.5 | 8.0 - 9.5 | 248 | 679 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 255/40R19 XL | 100Y | 9.0 | 8.5 - 10.0 | 260 | 687 | E | A | 71dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 45 | | | | | | | | | | | |
| 205/45R17 XL | 88W | 7.0 | 6.5 - 7.5 | 206 | 616 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/45R18 XL | 95Y | 7.5 | 7.0 - 8.5 | 225 | 659 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 235/45R18 XL | 98Y | 8.0 | 7.5 - 9.0 | 236 | 669 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 245/45R18 XL | 100W | 8.0 | 7.5 - 9.0 | 243 | 677 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 245/45R18 XL | 100Y | 8.0 | 7.5 - 9.0 | 243 | 677 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 255/45R18 | 99Y | 8.5 | 8.0 - 9.5 | 255 | 687 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 255/45R18 XL | 103Y | 8.5 | 8.0 - 9.5 | 255 | 687 | E | A | 71dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |

XL - Extra Load or Reinforced.

- Functional rim flange protectors to help protect your alloy wheels from damage
- Tri-Arc mould shape for improved contact pressure distribution handling and balanced tread wear*
- Tested throughout Europe on tracks and road: Dynamic high speed durability testing at the Nürburgring Wet and dry performance testing at locations in UK, Spain, Italy and Germany

Ultra-high performance for driving enthusiasts and high end sports cars

- Designed, developed, tested and manufactured in Europe
- IATD Intelligent Asymmetric Tread Design
- Highly loaded silica tread compound combined with state-of-the-art polymer technology for excellent wet & dry traction and handling
- Optinose technology to ensure a quieter ride
- 2 ply rayon casing and a tuned construction for crisp predictable handling



ULTRA HIGH PERFORMANCE

Noise damping structures reduce airborne noise from the tyre/road interaction - passing all known future EU 'pass by noise' legislation

3D Micro-Gauge Siping: Innovative technology keeps the tread blocks stable under load improving both handling and mileage

Rim protection: Extends beyond the rim flange helping to protect against rim damage when a wheel scuffs a kerb

ZV7

specification

| Size | SD | ⤴ | ⤵ | ⤶ | ⤷ | ⤸ | ⤹ | ⤺ | ⤻ | ⤼ | ⤽ |
|--------------|------|-----|-----------|-----|-----|---|---|------|-------------|---|---|
| 40 | | | | | | | | | | | |
| 245/40R17 | 91Y | 8.5 | 8.0 - 9.5 | 248 | 628 | C | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/40R18 XL | 92W | 8.0 | 7.5 - 9.0 | 230 | 637 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 45 | | | | | | | | | | | |
| 195/45R16 XL | 84V | 6.5 | 6.0 - 7.5 | 195 | 582 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/45R16 | 83W | 7.0 | 6.5 - 7.5 | 206 | 590 | E | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/45R16 XL | 87W | 7.0 | 6.5 - 7.5 | 206 | 590 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 215/45R16 XL | 90V | 7.0 | 7.0 - 8.0 | 213 | 600 | C | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/45R17 XL | 88V | 7.0 | 6.5 - 7.5 | 206 | 616 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/45R17 XL | 88W | 7.0 | 6.5 - 7.5 | 206 | 616 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 215/45R17 XL | 91W | 7.0 | 7.0 - 8.0 | 213 | 626 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 215/45R17 XL | 91Y | 7.0 | 7.0 - 8.0 | 213 | 626 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/45R17 XL | 94V | 7.5 | 7.0 - 8.5 | 225 | 634 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/45R17 XL | 94W | 7.5 | 7.0 - 8.5 | 225 | 634 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/45R17 | 91Y | 7.5 | 7.0 - 8.5 | 225 | 634 | E | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/45R17 XL | 94Y | 7.5 | 7.0 - 8.5 | 225 | 634 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 235/45R17 XL | 97W | 8.0 | 7.5 - 9.0 | 236 | 644 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 235/45R17 XL | 97Y | 8.0 | 7.5 - 9.0 | 236 | 644 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 245/45R17 XL | 99Y | 8.0 | 7.5 - 9.0 | 243 | 652 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 50 | | | | | | | | | | | |
| 195/50R15 | 82V | 6.0 | 5.5 - 7.0 | 201 | 577 | E | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 195/50R16 XL | 88V | 6.0 | 5.5 - 7.0 | 201 | 602 | E | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/50R16 | 87V | 6.5 | 5.5 - 7.5 | 214 | 612 | E | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/50R16 | 87W | 6.5 | 5.5 - 7.5 | 214 | 612 | E | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/50R16 | 92W | 7.0 | 6.0 - 8.0 | 233 | 632 | C | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/50R17 XL | 93V | 6.5 | 5.5 - 7.5 | 214 | 638 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/50R17 XL | 93W | 6.5 | 5.5 - 7.5 | 214 | 638 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 215/50R17 XL | 95W | 7.0 | 6.0 - 7.5 | 226 | 648 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/50R17 XL | 98V | 7.0 | 6.0 - 8.0 | 233 | 658 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/50R17 XL | 98W | 7.0 | 6.0 - 8.0 | 233 | 658 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/50R17 XL | 98Y | 7.0 | 6.0 - 8.0 | 233 | 658 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 55 | | | | | | | | | | | |
| 185/55R15 | 82V | 6.0 | 5.0 - 6.5 | 194 | 585 | E | A | 68dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 195/55R15 | 85V | 6.0 | 5.5 - 7.0 | 201 | 595 | E | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 195/55R16 | 87V | 6.0 | 5.5 - 7.0 | 201 | 620 | E | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/55R16 | 91V | 6.5 | 5.5 - 7.5 | 214 | 632 | C | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/55R16 XL | 94V | 6.5 | 5.5 - 7.5 | 214 | 632 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/55R16 | 91W | 6.5 | 5.5 - 7.5 | 214 | 632 | C | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/55R16 XL | 94W | 6.5 | 5.5 - 7.5 | 214 | 632 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 215/55R16 | 93V | 7.0 | 6.0 - 7.5 | 226 | 642 | C | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 215/55R16 XL | 97W | 7.0 | 6.0 - 7.5 | 226 | 642 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/55R16 | 95V | 7.0 | 6.0 - 8.0 | 233 | 654 | C | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/55R16 XL | 99W | 7.0 | 6.0 - 8.0 | 233 | 654 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/55R16 XL | 99Y | 7.0 | 6.0 - 8.0 | 233 | 654 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/55R17 XL | 95V | 6.5 | 5.5 - 7.5 | 214 | 658 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 215/55R17 | 94W | 7.0 | 6.0 - 7.5 | 226 | 668 | C | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 215/55R17 XL | 98W | 7.0 | 6.0 - 7.5 | 226 | 668 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/55R17 XL | 101W | 7.0 | 6.0 - 8.0 | 233 | 680 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 225/55R17 XL | 101Y | 7.0 | 6.0 - 8.0 | 233 | 680 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 60 | | | | | | | | | | | |
| 195/60R15 | 88V | 6c | 5.5 - 7.0 | 201 | 615 | E | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/60R15 | 91V | 6.0 | 5.5 - 7.5 | 209 | 627 | E | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/60R16 | 92V | 6.0 | 5.5 - 7.5 | 209 | 652 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/60R16 XL | 96V | 6.0 | 5.5 - 7.5 | 209 | 652 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 215/60R16 XL | 99V | 6.5 | 6.0 - 7.5 | 221 | 664 | C | A | 70dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 65 | | | | | | | | | | | |
| 195/65R15 | 91V | 6.0 | 5.5 - 7.0 | 201 | 635 | C | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |
| 205/65R15 | 94V | 6.0 | 5.5 - 7.5 | 209 | 647 | E | A | 69dB | ⓐ ⓑ ⓓ ⓔ ⓖ ⓗ | | |

XL - Extra Load or Reinforced.



A high performance tyre with the best combination of performance and safety

- Large circumferential grooves clear water quickly to reduce aquaplaning.
- New tread pattern featuring 3D sipes that help the tyre warm up and optimise wet grip.
- New polymer technology and advanced mixing techniques provide better wet and dry grip, reduced rolling resistance and greater fuel efficiency.
- Rim flange protector helps protect alloys against kerb damage.
- New noise reducing feature - reduces noise from tyre/road interaction.
- Available in a wide range of fitments from 15" to 18" rim diameters with V, W and Y speed ratings.



HIGH PERFORMANCE

ZT5

Premium Specialist



ZT5

specification

| Size | SD | ⤵ | ⤴ | 👂 | 🔄 | 🔧 | 🚗 |
|--------------|-----|-----|-----------|-----|-----|-----|------|
| 55 | | | | | | | |
| 185/55R14 | 80H | 6.0 | 5.0 - 6.5 | 194 | 560 | E C | 70dB |
| 185/55R15 | 82H | 6.0 | 5.0 - 6.5 | 194 | 585 | C C | 70dB |
| 195/55R15 | 85H | 6.0 | 5.5 - 7.0 | 201 | 595 | C C | 71dB |
| 205/55R16 | 91H | 6.5 | 5.5 - 7.5 | 214 | 632 | C C | 71dB |
| 205/55R16 XL | 94H | 6.5 | 5.5 - 7.5 | 214 | 632 | C C | 72dB |
| 60 | | | | | | | |
| 165/60R14 | 75T | 5.0 | 4.5 - 6.0 | 170 | 554 | E C | 70dB |
| 165/60R14 | 75H | 5.0 | 4.5 - 6.0 | 170 | 554 | E C | 70dB |
| 185/60R14 | 82T | 5.5 | 5.0 - 6.5 | 189 | 578 | C C | 70dB |
| 185/60R14 | 82H | 5.5 | 5.0 - 6.5 | 189 | 578 | C C | 70dB |
| 185/60R15 | 84H | 5.5 | 5.0 - 6.5 | 189 | 603 | C C | 70dB |
| 185/60R15 XL | 88H | 5.5 | 5.0 - 6.5 | 189 | 603 | C C | 71dB |
| 195/60R15 | 88H | 6.0 | 5.5 - 7.0 | 201 | 615 | C C | 71dB |
| 205/60R15 | 91H | 6.0 | 5.5 - 7.5 | 209 | 627 | C C | 71dB |
| 205/60R15 XL | 95H | 6.0 | 5.5 - 7.5 | 209 | 627 | C C | 72dB |
| 205/60R16 | 92H | 6.0 | 5.5 - 7.5 | 209 | 652 | C C | 71dB |
| 65 | | | | | | | |
| 155/65R13 | 73T | 4.5 | 4.5 - 5.5 | 157 | 532 | E C | 70dB |
| 165/65R13 | 77T | 5.0 | 4.5 - 6.0 | 170 | 544 | E C | 70dB |
| 175/65R13 | 80T | 5.0 | 5.0 - 6.0 | 177 | 558 | E C | 70dB |
| 155/65R14 | 75T | 4.5 | 4.5 - 5.5 | 157 | 558 | E C | 70dB |
| 165/65R14 | 79T | 5.0 | 4.5 - 6.0 | 170 | 570 | E C | 70dB |
| 175/65R14 | 82T | 5.0 | 5.0 - 6.0 | 177 | 584 | C C | 70dB |
| 175/65R14 XL | 86T | 5.0 | 5.0 - 6.0 | 177 | 584 | C C | 71dB |
| 175/65R14 | 82H | 5.0 | 5.0 - 6.0 | 177 | 584 | C C | 70dB |
| 185/65R14 | 86T | 5.5 | 5.0 - 6.5 | 189 | 596 | C C | 70dB |
| 185/65R14 | 86H | 5.5 | 5.0 - 6.5 | 189 | 596 | C C | 70dB |
| 165/65R15 | 81T | 5.0 | 4.5 - 6.0 | 170 | 595 | E C | 70dB |
| 175/65R15 | 84T | 5.0 | 5.0 - 6.0 | 177 | 609 | C C | 70dB |
| 175/65R15 | 84H | 5.0 | 5.0 - 6.0 | 177 | 609 | C C | 70dB |
| 185/65R15 | 88T | 5.5 | 5.0 - 6.5 | 189 | 621 | C C | 70dB |
| 185/65R15 XL | 92T | 5.5 | 5.0 - 6.5 | 189 | 621 | C C | 70dB |
| 185/65R15 | 88H | 5.5 | 5.0 - 6.5 | 189 | 621 | C C | 70dB |
| 195/65R15 | 91T | 6.0 | 5.5 - 7.0 | 201 | 635 | C C | 71dB |
| 195/65R15 XL | 95T | 6.0 | 5.5 - 7.0 | 201 | 635 | C C | 72dB |
| 195/65R15 | 91H | 6.0 | 5.5 - 7.0 | 201 | 635 | C C | 71dB |
| 195/65R15 XL | 95H | 6.0 | 5.5 - 7.0 | 201 | 635 | C C | 72dB |
| 205/65R15 | 94H | 6.0 | 5.5 - 7.5 | 209 | 647 | C C | 71dB |
| 70 | | | | | | | |
| 155/70R13 | 75T | 4.5 | 4.0 - 5.0 | 157 | 548 | E C | 70dB |
| 165/70R13 | 79T | 5.0 | 4.0 - 5.5 | 170 | 562 | E C | 70dB |
| 175/70R13 | 82T | 5.0 | 4.5 - 6.0 | 177 | 576 | C C | 70dB |
| 165/70R14 | 81T | 5.0 | 4.0 - 5.5 | 170 | 588 | E C | 70dB |
| 165/70R14 XL | 85T | 5.0 | 4.0 - 5.5 | 170 | 588 | C C | 71dB |
| 175/70R14 | 84T | 5.0 | 4.5 - 6.0 | 177 | 602 | C C | 70dB |
| 175/70R14 XL | 88T | 5.0 | 4.5 - 6.0 | 177 | 602 | C C | 71dB |
| 185/70R14 | 88T | 5.5 | 4.5 - 6.0 | 189 | 616 | C C | 70dB |
| 185/70R14 | 88H | 5.5 | 4.5 - 6.0 | 189 | 616 | C C | 70dB |

XL - Extra Load or Reinforced.

Modern pattern for everyday use

- Three wide circumferential grooves combined with open inner shoulders to provide improved aquaplaning performance
- Improved noise control using Avon pitch sequencing technology
- Quiet running
- Wide range of fitments for family cars
- Good steering response



Turbosteel 70

specification

| Size | SD | ⤵ | ⤴ | 👂 | 🔄 | 🔧 | 🚗 |
|------------------------------|------|-----|-----------|-----|-----|---------|---|
| Turbosteel (RR) CR11B | | | | | | | |
| 235/70R15 | 101V | 7.0 | 6.5 - 8.5 | 240 | 711 | Exempt* | |

- For luxury high performance cars, especially Rolls-Royce and Bentley models
- General purpose
- Designed to suit large, high performance luxury saloons
- Also available in white wall

* Intended for use on vehicles first registered before 1st October 1990.

Turbospeed CR227

specification

| Size | SD | ⤵ | ⤴ | 👂 | 🔄 | 🔧 | 🚗 |
|--------------|------|-----|-----------|-----|-----|-----|------|
| CR227 | | | | | | | |
| 235/65R16 | 103V | 7.0 | 6.5 - 8.5 | 240 | 712 | E C | 71dB |

- General purpose
- Ability to cruise quietly and comfortably, ideal for elite marques
- Also available in white wall

CR228-D

specification

| Size | SD | ⤵ | ⤴ | 👂 | 🔄 | 🔧 | 🚗 |
|--------------------------|------|-----|-----------|-----|-----|-----|------|
| Turbospeed CR228D | | | | | | | |
| 255/55R17 | 102W | 8.0 | 7.0 - 9.0 | 265 | 712 | F B | 73dB |

- General purpose
- An ultra-high performance tyre for swift saloons and coupes

Turbospeed CR27

specification

| Size | SD | ⤵ | ⤴ | 👂 | 🔄 | 🔧 | 🚗 |
|------------------------|------|-----|-----------|-----|-----|---------|---|
| Turbospeed CR27 | | | | | | | |
| 255/60R16 | 103W | 7.5 | 7.0 - 9.0 | 260 | 712 | | |
| 255/65R15 | 106V | 7.5 | 7.0 - 9.0 | 260 | 713 | Exempt* | |
| 255/60R17 XL | 110H | 7.5 | 7.0 - 9.0 | 260 | 738 | | |

- General purpose
- The perfect complement to the luxury and comfort of Rolls-Royce and Bentley

* Intended for use on vehicles first registered before 1st October 1990.

WV7

WT7



WV7

specification

| Size | SD | ⌒ | ⌒ | ⌒ | ⌒ | ⌒ | ⌒ | ⌒ |
|--------------|------|-----|-----------|-----|-----|---|---|--------|
| 40 | | | | | | | | |
| 225/40R18 XL | 92V | 8.0 | 7.5 - 9.0 | 230 | 637 | E | B | 70dB » |
| 245/40R18 XL | 97V | 8.5 | 8.0 - 9.5 | 248 | 653 | E | B | 70dB » |
| 45 | | | | | | | | |
| 215/45R17 XL | 91V | 7.0 | 7.0 - 8.0 | 213 | 626 | E | B | 70dB » |
| 225/45R17 | 91H | 7.5 | 7.0 - 8.5 | 225 | 634 | E | B | 69dB » |
| 225/45R17 XL | 94H | 7.5 | 7.0 - 8.5 | 225 | 634 | E | B | 70dB » |
| 225/45R17 XL | 94V | 7.5 | 7.0 - 8.5 | 225 | 634 | E | B | 70dB » |
| 235/45R17 | 94H | 8.0 | 7.5 - 9.0 | 236 | 644 | E | B | 69dB » |
| 235/45R17 XL | 97V | 8.0 | 7.5 - 9.0 | 236 | 644 | E | B | 70dB » |
| 245/45R17 XL | 99V | 8.0 | 7.5 - 9.0 | 243 | 652 | C | B | 70dB » |
| 225/45R18 XL | 95V | 7.5 | 7.0 - 8.5 | 225 | 659 | E | B | 70dB » |
| 245/45R18 XL | 100V | 8.0 | 7.5 - 9.0 | 243 | 677 | C | B | 70dB » |
| 50 | | | | | | | | |
| 195/50R15 | 82H | 6.0 | 5.5 - 7.0 | 201 | 577 | F | B | 69dB » |
| 205/50R17 XL | 93H | 6.5 | 5.5 - 7.5 | 214 | 638 | E | B | 70dB » |
| 205/50R17 XL | 93V | 6.5 | 5.5 - 7.5 | 214 | 638 | E | B | 70dB » |
| 215/50R17 XL | 95V | 7.0 | 6.0 - 7.5 | 226 | 648 | E | B | 70dB » |
| 225/50R17 XL | 98H | 7.0 | 6.0 - 8.0 | 233 | 658 | E | B | 70dB » |
| 225/50R17 XL | 98V | 7.0 | 6.0 - 8.0 | 233 | 658 | E | B | 70dB » |
| 55 | | | | | | | | |
| 185/55R15 XL | 86H | 6.0 | 5.0 - 6.5 | 194 | 585 | E | B | 69dB » |
| 195/55R15 | 85H | 6.0 | 5.5 - 7.0 | 201 | 595 | F | B | 69dB » |
| 195/55R16 | 87H | 6.0 | 5.5 - 7.0 | 201 | 620 | E | B | 69dB » |
| 205/55R16 | 91H | 6.5 | 5.5 - 7.5 | 214 | 632 | E | B | 69dB » |
| 205/55R16 XL | 94H | 6.5 | 5.5 - 7.5 | 214 | 632 | E | B | 70dB » |
| 205/55R16 XL | 94V | 6.5 | 5.5 - 7.5 | 214 | 632 | E | B | 70dB » |
| 215/55R16 | 93H | 7.0 | 6.0 - 7.5 | 226 | 642 | E | B | 69dB » |
| 225/55R16 | 95H | 7.0 | 6.0 - 8.0 | 233 | 654 | E | B | 69dB » |
| 225/55R16 XL | 99H | 7.0 | 6.0 - 8.0 | 233 | 654 | C | B | 70dB » |
| 215/55R17 XL | 98V | 7.0 | 6.0 - 7.5 | 226 | 668 | C | B | 70dB » |
| 225/55R17 | 97H | 7.0 | 6.0 - 8.0 | 233 | 680 | E | B | 69dB » |
| 225/55R17 XL | 101V | 7.0 | 6.0 - 8.0 | 233 | 680 | C | B | 70dB » |
| 235/55R17 XL | 103V | 7.5 | 6.5 - 8.5 | 245 | 690 | C | B | 70dB » |
| 60 | | | | | | | | |
| 205/60R16 XL | 96H | 6.0 | 5.5 - 7.5 | 209 | 652 | E | B | 70dB » |
| 215/60R16 XL | 99H | 6.5 | 6.0 - 7.5 | 221 | 664 | C | B | 70dB » |
| 225/60R16 | 98H | 6.5 | 6.0 - 8.0 | 228 | 676 | E | B | 69dB » |
| 65 | | | | | | | | |
| 195/65R15 | 91H | 6.0 | 5.5 - 7.0 | 201 | 635 | E | B | 69dB » |
| 205/65R15 | 94H | 6.0 | 5.5 - 7.5 | 209 | 647 | E | B | 69dB » |
| 215/65R15 | 96H | 6.5 | 6.0 - 7.5 | 221 | 661 | E | B | 69dB » |
| 215/65R16 | 98H | 6.5 | 6.0 - 7.5 | 221 | 686 | E | B | 69dB » |

A performance winter tyre

- V and H speed rated
- Increased sipe density improves traction in snow, ice, slush and wet
- Forward facing shoulder grooves and V-slots enhance braking. Backward facing centre groove improves traction
- Meets current and future EU tyre regulations for wet grip, clean oil and rolling resistance
- Marked with 'Severe Snow Conditions' symbol
- Sizes to fit popular performance cars



PERFORMANCE WINTER

WT7

specification

| Size | SD | ⌒ | ⌒ | ⌒ | ⌒ | ⌒ | ⌒ | ⌒ |
|--------------|-----|-----|-----------|-----|-----|---|---|--------|
| 55 | | | | | | | | |
| 185/55R15 XL | 86T | 6.0 | 5.0 - 6.5 | 194 | 585 | E | B | 70dB » |
| 205/55R16 | 91T | 6.5 | 5.5 - 7.5 | 214 | 632 | E | B | 71dB » |
| 60 | | | | | | | | |
| 185/60R14 | 82T | 5.5 | 5.0 - 6.5 | 189 | 578 | E | B | 69dB » |
| 185/60R15 | 84T | 5.5 | 5.0 - 6.5 | 189 | 603 | E | B | 70dB » |
| 185/60R15 XL | 88T | 5.5 | 5.0 - 6.5 | 189 | 603 | E | B | 70dB » |
| 195/60R15 | 88T | 6.0 | 5.5 - 7.0 | 201 | 615 | E | B | 70dB » |
| 65 | | | | | | | | |
| 165/65R14 | 79T | 5.0 | 4.5 - 6.0 | 170 | 570 | F | C | 70dB » |
| 175/65R14 | 82T | 5.0 | 5.0 - 6.0 | 177 | 584 | E | C | 69dB » |
| 185/65R14 | 86T | 5.5 | 5.0 - 6.5 | 189 | 596 | E | B | 69dB » |
| 185/65R15 | 88T | 5.5 | 5.0 - 6.5 | 189 | 621 | E | B | 69dB » |
| 185/65R15 XL | 92T | 5.5 | 5.0 - 6.5 | 189 | 621 | E | B | 69dB » |
| 195/65R15 | 91T | 6.0 | 5.5 - 7.0 | 201 | 635 | E | B | 70dB » |
| 195/65R15 XL | 95T | 6.0 | 5.5 - 7.0 | 201 | 635 | E | B | 71dB » |
| 70 | | | | | | | | |
| 155/70R13 | 75T | 4.5 | 4.0 - 5.0 | 157 | 548 | F | C | 70dB » |
| 165/70R13 | 79T | 5.0 | 4.0 - 5.5 | 170 | 562 | F | C | 70dB » |
| 175/70R13 | 82T | 5.0 | 4.5 - 6.0 | 177 | 576 | E | C | 69dB » |
| 165/70R14 | 81T | 5.0 | 4.0 - 5.5 | 170 | 588 | F | C | 70dB » |
| 175/70R14 | 84T | 5.0 | 4.5 - 6.0 | 177 | 602 | E | C | 69dB » |

Premium winter tyre

- T speed rated
- Performance tested in Alpine winter conditions
- Forward facing shoulder grooves and V-slots enhance braking. Backward facing centre groove improves traction
- Meets current and future EU tyre regulations for wet grip, clean oil and rolling resistance
- Marked with 'Severe Snow Conditions' symbol
- Sizes to fit popular performance cars



PREMIUM WINTER

ZX7

Rangemaster



MANUFACTURED IN THE UK



Noise damping structures reduce airborne noise from the tyre/road interaction – passing all known future EU ‘pass by noise’ legislation

3D Micro-Gauge Siping: Innovative technology keeps the tread blocks stable under load improving both handling and mileage

Rim protection: Extends beyond the rim flange helping to protect against rim damage when a wheel scuffs a kerb

ZX7

specification

| Size | SD | | | | | | | | |
|--------------|------|------|-------------|-----|-----|---|---|------|---|
| 35 | | | | | | | | | |
| 295/35R21 XL | 107Y | 10.5 | 10.0 - 11.5 | 301 | 739 | C | A | 73dB | » |
| 40 | | | | | | | | | |
| 275/40R20 XL | 106Y | 9.5 | 9.0 - 11.0 | 278 | 728 | C | A | 71dB | » |
| 45 | | | | | | | | | |
| 285/45R19 | 107V | 9.5 | 9.0 - 10.5 | 285 | 739 | C | A | 73dB | » |
| 285/45R19 XL | 111W | 9.5 | 9.0 - 10.5 | 285 | 739 | C | A | 72dB | » |
| 255/45R20 | 101W | 8.5 | 8.0 - 9.5 | 255 | 738 | C | A | 71dB | » |
| 265/45R20 XL | 108Y | 9.0 | 8.5 - 10.0 | 266 | 746 | C | A | 71dB | » |
| 275/45R20 XL | 110Y | 9.0 | 8.5 - 10.5 | 273 | 756 | C | A | 71dB | » |
| 50 | | | | | | | | | |
| 235/50R18 | 97V | 7.5 | 6.5 - 8.5 | 245 | 693 | C | A | 69dB | » |
| 255/50R19 | 103W | 8.0 | 7.0 - 9.0 | 265 | 739 | C | A | 71dB | » |
| 255/50R19 XL | 107Y | 8.0 | 7.0 - 9.0 | 265 | 739 | C | A | 71dB | » |
| 255/50R20 XL | 109Y | 8.0 | 7.0 - 9.0 | 265 | 764 | C | A | 71dB | » |
| 55 | | | | | | | | | |
| 235/55R17 | 99H | 7.5 | 6.5 - 8.5 | 245 | 690 | C | A | 69dB | » |
| 235/55R17 | 99V | 7.5 | 6.5 - 8.5 | 245 | 690 | C | A | 69dB | » |
| 275/55R17 | 109V | 8.5 | 7.5 - 9.5 | 284 | 734 | C | A | 70dB | » |
| 215/55R18 XL | 99V | 7.0 | 6.0 - 7.5 | 226 | 693 | C | A | 70dB | » |
| 225/55R18 | 98V | 7.0 | 6.0 - 8.0 | 233 | 705 | C | A | 69dB | » |
| 235/55R18 | 100H | 7.5 | 6.5 - 8.5 | 245 | 715 | C | A | 69dB | » |
| 235/55R18 | 100V | 7.5 | 6.5 - 8.5 | 245 | 715 | C | A | 69dB | » |
| 255/55R18 XL | 109V | 8.0 | 7.0 - 9.0 | 265 | 737 | C | A | 71dB | » |
| 255/55R18 XL | 109Y | 8.0 | 7.0 - 9.0 | 265 | 737 | C | A | 71dB | » |
| 235/55R19 XL | 105V | 7.5 | 6.5 - 8.5 | 245 | 741 | C | A | 70dB | » |
| 235/55R19 | 101W | 7.5 | 6.5 - 8.5 | 245 | 741 | C | A | 69dB | » |
| 255/55R19 XL | 111V | 8.0 | 7.0 - 9.0 | 265 | 763 | B | A | 71dB | » |
| 60 | | | | | | | | | |
| 235/60R16 | 100H | 7.0 | 6.5 - 8.5 | 240 | 688 | C | A | 69dB | » |
| 215/60R17 | 96H | 6.5 | 6.0 - 7.5 | 221 | 690 | C | A | 69dB | » |
| 225/60R18 | 100H | 6.5 | 6.0 - 8.0 | 228 | 727 | C | A | 69dB | » |
| 235/60R18 | 103V | 7.0 | 6.5 - 8.5 | 240 | 739 | C | A | 70dB | » |
| 235/60R18 XL | 107V | 7.0 | 6.5 - 8.5 | 240 | 739 | C | A | 70dB | » |
| 235/60R18 | 103W | 7.0 | 6.5 - 8.5 | 240 | 739 | C | A | 69dB | » |
| 255/60R18 XL | 112V | 7.5 | 7.0 - 9.0 | 260 | 763 | C | A | 71dB | » |
| 65 | | | | | | | | | |
| 215/65R16 | 98H | 6.5 | 6.0 - 7.5 | 221 | 686 | C | A | 69dB | » |
| 215/65R16 | 98V | 6.5 | 6.0 - 7.5 | 221 | 686 | C | A | 69dB | » |
| 225/65R17 | 102H | 6.5 | 6.0 - 8.0 | 228 | 724 | C | A | 69dB | » |
| 235/65R17 | 104V | 7.0 | 6.5 - 8.5 | 240 | 738 | C | A | 69dB | » |
| 235/65R17 XL | 108V | 7.0 | 6.5 - 8.5 | 240 | 738 | C | A | 70dB | » |
| 255/65R17 | 110H | 7.5 | 7.0 - 9.0 | 260 | 764 | C | A | 71dB | » |
| 265/65R17 | 112H | 8.0 | 7.5 - 9.5 | 272 | 776 | C | A | 70dB | » |

XL - Extra Load or Reinforced.

Ultra-high performance for SUVs

- Unique asymmetric tread pattern aids wet grip and resists aquaplaning.
- 3D sipes with interlocking three-dimensional points improve handling and tyre wear.
- Coupled silica compound enhances wet grip.
- Spring venting design for a cleaner and higher quality tyre appearance.
- Rim protector – extended flange protects alloy wheels from rim damage and scuffing.
- Available in a range of fitments from 16" to 21" rim diameters with H, V, W and Y speed ratings.



Rangemaster

specification

| Size | SD | | | | | | |
|------------------------------|----------|---|-----------|-----|-----|---------|--|
| High Flotation Series | | | | | | | |
| 7.50R16 C | 112/110N | 6 | 5.5 - 6.5 | 210 | 802 | Exempt* | |

* Intended for use on vehicles first registered before 1st October 1990.

| 50% | 50% |
|----------|---------|
| OFF ROAD | ON ROAD |



4x4 tyre for Land Rover

- Ideal for Land Rover fitment



AV11



Modern high speed van tyres

- Long tyre life
- Robust sidewalls to cope with kerbing damage
- Excellent value
- Reinforced to handle heavy loads
- First-rate wet weather performance
- Available with a speed rating of up to 118mph

AV11

specification

| Size | SD | | | | | | | | |
|--------------|----------|-----|-----------|-----|-----|---------|---|------|---|
| 60 | | | | | | | | | |
| 195/60R16C | 99/97H | 6.0 | 5.5 - 6.5 | 201 | 640 | F | C | 72dB | » |
| 215/60R16C | 103/101T | 6.5 | 6.0 - 7.0 | 221 | 664 | F | B | 72dB | » |
| 65 | | | | | | | | | |
| 205/65R15C | 102/100T | 6.0 | 5.5 - 6.5 | 209 | 647 | F | C | 72dB | » |
| 215/65R15C | 104/102T | 6.5 | 6.0 - 7.0 | 221 | 661 | F | C | 72dB | » |
| 195/65R16C | 104/102R | 6.0 | 5.5 - 6.0 | 201 | 660 | F | C | 72dB | » |
| 195/65R16C | 100/98T | 6.0 | 5.5 - 6.0 | 201 | 660 | F | C | 72dB | » |
| 195/65R16C | 104/102T | 6.0 | 5.5 - 6.0 | 201 | 660 | F | C | 72dB | » |
| 205/65R16C | 107/105T | 6.0 | 5.5 - 6.5 | 209 | 672 | E | B | 72dB | » |
| 215/65R16C | 109/107R | 6.5 | 6.0 - 7.0 | 221 | 686 | E | B | 72dB | » |
| 215/65R16C | 106/104T | 6.5 | 6.0 - 7.0 | 221 | 686 | F | C | 72dB | » |
| 215/65R16C | 109/107T | 6.5 | 6.0 - 7.0 | 221 | 686 | F | C | 72dB | » |
| 225/65R16C | 112/110R | 6.5 | 6.0 - 7.0 | 228 | 698 | F | B | 72dB | » |
| 235/65R16C | 115/113R | 7.0 | 6.5 - 7.5 | 240 | 712 | E | B | 72dB | » |
| 70 | | | | | | | | | |
| 195/70R15C | 104/102R | 6.0 | 5.0 - 6.0 | 201 | 655 | F | C | 72dB | » |
| 215/70R15C | 109/107R | 6.5 | 5.5 - 7.0 | 221 | 683 | E | C | 72dB | » |
| 215/70R15C | 109/107S | 6.5 | 5.5 - 7.0 | 221 | 683 | E | C | 72dB | » |
| 225/70R15C | 112/110R | 6.5 | 6.0 - 7.0 | 228 | 697 | E | C | 72dB | » |
| 225/70R15C | 112/110S | 6.5 | 6.0 - 7.0 | 228 | 697 | E | C | 72dB | » |
| 75 | | | | | | | | | |
| 185/75R16C | 104/102R | 5.0 | 5.0 - 6.0 | 184 | 684 | F | C | 72dB | » |
| 195/75R16C | 107/105R | 5.5 | 5.0 - 6.0 | 196 | 698 | E | C | 72dB | » |
| 205/75R16C | 113/111R | 5.5 | 5.5 - 6.5 | 203 | 714 | E | C | 72dB | » |
| 215/75R16C | 116/114R | 6.0 | 5.5 - 7.0 | 216 | 728 | E | C | 72dB | » |
| 215/75R16C | 113/111R | 6.0 | 5.5 - 7.0 | 216 | 728 | E | C | 72dB | » |
| 225/75R16C | 121/120R | 6.0 | 6.0 - 7.0 | 223 | 744 | F | B | 72dB | » |
| 82 | | | | | | | | | |
| 185R14C | 102/100R | 5.5 | 5.0 - 6.0 | 188 | 650 | F | C | 72dB | » |
| 185R14C | 102/100Q | 5.5 | 5.0 - 6.0 | 188 | 650 | F | C | 72dB | » |
| AV 4 | | | | | | | | | |
| 185R14C | 102/100P | 5.5 | 5.0 - 6.0 | 188 | 650 | Exempt* | | | |
| 195R14C | 106/104N | 5.5 | 5.0 - 6.0 | 198 | 666 | Exempt* | | | |
| AV 10 | | | | | | | | | |
| 165/70R13C | 88/86R | 5.0 | 4.5 - 5.0 | 170 | 562 | F | B | 71dB | » |
| 165/70R14C | 89/87R | 5.0 | 4.5 - 5.0 | 170 | 588 | F | B | 71dB | » |
| 175/65R14C | 90/88T | 5.0 | 5.0 - 5.5 | 177 | 584 | F | B | 71dB | » |

* Intended for use on vehicles first registered before 1st October 1990.



WM Van



Premium winter tyre

- Excellent traction in winter conditions – snow, ice, slush, mud and wet
- Superb road holding in all winter conditions thanks to special rubber formulation
- First-rate braking performance on slippery surfaces
- Ideally suited to rural drivers who need to stay mobile
- Broad range of sizes to fit many types of car
- Marked with 'Severe Snow Conditions' symbol
- High silica content for extra traction in the wet and cold
- Features Avon's patented 'Snow Groove' for grip in the snow

specification

| Size | SD | | | | | | | | |
|------------|----------|-----|-----------|-----|-----|---|---|------|---|
| 60 | | | | | | | | | |
| 195/60R16C | 99/97T | 6.0 | 5.5 - 6.5 | 201 | 640 | F | B | 72dB | » |
| 215/60R16C | 103/101T | 6.5 | 6.0 - 7.5 | 221 | 664 | F | B | 72dB | » |
| 65 | | | | | | | | | |
| 195/65R16C | 104/102R | 6.0 | 5.5 - 6.0 | 201 | 660 | F | B | 72dB | » |
| 195/65R16C | 104/102T | 6.0 | 5.5 - 6.0 | 201 | 660 | F | B | 72dB | » |
| 205/65R16C | 107/105T | 6.0 | 5.5 - 6.5 | 209 | 672 | F | B | 72dB | » |
| 215/65R16C | 109/107R | 6.5 | 6.0 - 7.0 | 221 | 686 | E | B | 72dB | » |
| 215/65R16C | 106/104T | 6.5 | 6.0 - 7.0 | 221 | 686 | F | B | 72dB | » |
| 225/65R16C | 112/110R | 6.5 | 6.0 - 7.0 | 228 | 698 | E | B | 72dB | » |
| 235/65R16C | 115/113R | 7.0 | 6.5 - 7.5 | 240 | 712 | E | B | 72dB | » |
| 70 | | | | | | | | | |
| 195/70R15C | 104/102R | 6.0 | 5.0 - 6.0 | 201 | 655 | F | B | 72dB | » |
| 215/70R15C | 109/107R | 6.5 | 5.5 - 7.0 | 221 | 683 | E | B | 72dB | » |
| 225/70R15C | 112/110R | 6.5 | 6.0 - 7.0 | 228 | 697 | E | B | 72dB | » |
| 75 | | | | | | | | | |
| 195/75R16C | 107/105R | 5.5 | 5.0 - 6.0 | 196 | 698 | F | B | 72dB | » |
| 205/75R16C | 110/108R | 5.5 | 5.5 - 6.5 | 203 | 714 | E | B | 72dB | » |
| 215/75R16C | 113/111R | 6.0 | 5.5 - 7.0 | 216 | 728 | E | B | 72dB | » |



Trailer



Trailer 950

specification

| Size | SD | | | | | |
|--------------------|----------|-----|-----------|-----|-----|------------|
| Trailer 950 | | | | | | |
| 185/70R13C | 106/104J | 5.5 | 5.5 - 6.0 | 189 | 590 | E C 75dB » |

The trailer tyre for road and mud

- Trailer 950 an able performer on the road and in the mud



Trailer 13-50

specification

| Size | SD | | | | | |
|----------------------|--------------------|-----|-----------|-----|-----|------------|
| Trailer 13-50 | | | | | | |
| 195/50R13 C | 104/101J (100/98N) | 5.5 | 5.5 - 6.5 | 201 | 526 | F B 71dB » |

Ideal for non-driven wheels

- Trailer 13-50 is perfect for non-driven wheels, especially those of low-loaders, livestock and delivery trailers



Technical data



General Recommendations on Passenger Car Tyres

Care and Maintenance

Tyre Fitting and Removal. In addition to the Technical Standards published by the European Tyre and Rim Technical Organisation (E.T.R.T.O) their Standards Manual and the instructions given by tyre, rim and valve manufacturers in their technical publications, Cooper Tire & Rubber Company Europe Ltd recommend the following:

Fitting

- Ensure that the rim is correct for the tyre size being fitted.
 - Clean the wheel thoroughly to remove all contamination (dirt, grease, rust, fitting lubricant, etc). Inspect the wheel carefully. If it is cracked or deformed, it must be replaced. Check carefully the condition of the valve hole. The edge of the valve hole on the tyre side of the rim must be rounded and smooth, while on the weather side the edge must be free from any burrs that can damage the valve stem.
 - Lubricate the tyre beads with an approved proprietary tyre lubricant only. This applies especially to tubeless tyres which are mounted on rims with safety humps. If this recommendation is not followed, bead damage or fracture during fitting could occur.
- Note: The use of hydrocarbons is prohibited.
- With the tyre on the rim, start the inflation making certain that the beads are seating correctly on the rim seat. After inflation ensure that the beads are correctly located against the rim flange. Noncompliance with this procedure can result in tyre failure in service.
 - Ensure that the air line between the tyre valve and the pressure gauge is long enough to enable the fitter to stand clear of any danger from flying fragments in the event of a tyre or wheel burst.
 - Always fit an inner tube with spoked wheels because this type of wheel is rarely completely airtight.
 - For safety reasons always use a new tube when fitting a new tubed type tyre and a new tubeless valve when fitting a new tubeless tyre.
 - All tubeless tyres must be fitted on air-tight rims. Tubeless radial tyres must be fitted only on rims with profiles designed for bead retention.
 - As practice varies widely from country to country with regard to the fitting of an inner tube in tubeless tyres, and the precautions to be taken when fitted. In all cases the tyre manufacturer must be consulted.

Removal

- Before starting to remove a tyre, check that there is no danger of the tyre bursting due to damage (cuts, bulges, exposed cords, etc.).
- To avoid danger when separating the beads from the rim, unscrew and remove the valve insert before removing the tyre in order to ensure complete deflation. Fitting and removal of tyres must be entrusted only to specialists who should scrupulously follow the instructions given by the tyre and vehicle manufacturers.

Inflation Pressure. It is dangerous to drive with under-inflated tyres since this results in reduced road holding and structural degradation of the tyre due to excessive heat generation etc. The effects of under-inflation are not necessarily immediate. It may be a considerable time before they occur. The pressures (cold) recommended by tyre manufacturers in their technical documents should be regarded as minima.

Cooper Tire & Rubber Company Europe Ltd recommends that:

- Pressure checks, including the spare tyre, must be made every two weeks using an accurate pressure gauge.
- Tyre pressures should be checked when the tyres are cold. Pressure increase during running, which may reach or even exceed 20%, is normal and is allowed for in the design of the tyres.
- For sustained high speed driving an increase in cold pressure of 0.3 bar (4 psi) is recommended, but for special cases higher pressures may be recommended by car or tyre manufacturers in their technical publications.
- Where different pressures are recommended for the axles of a car (the tyres on a given axle should always have the same pressure), the pressure of the spare tyre, if of the same type, should be at least 0.3 bar (4 psi) greater than the higher recommended pressure and be readjusted to the correct pressure when fitted on the car. For spare tyre/wheel assemblies of a different type to those already mounted on the car, consult the tyre manufacturer.
- The air-tightness of the tyre or tube can only be assured if a valve cap of the sealing type is fitted.
- When a passenger car is towing a trailer or a caravan the inflation pressure of the rear axle tyres must be increased in accordance with the tyre manufacturer's recommendation for this service in view of the load from the towing hook.

Storage of Tyres, Tubes and Flaps

Introduction. In view of the harmful influence of temperature, humidity and light, inside storage is essential. Whether fitted on rims or not, tyres must be stored in clean conditions free from exposure to sunlight or strong artificial light, heat, ozone (electrical machines) and hydrocarbons.

Humidity. The store room should be cool, dry and moderately ventilated. Moist conditions should be avoided. Care must be taken to ensure no condensation occurs. Tyres destined for retreading/repairing must be thoroughly dried out beforehand. If tyres are stored outdoors, they should be covered. An opaque, waterproof tarpaulin is a good cover. Water and moisture should be kept out of the tyre. If possible, mount on wheels and inflate to approximately 1 bar. Store vertically. Cover with a tarpaulin.

Light. There should be protection from sunlight and strong artificial light with a high ultra-violet content. Room lighting with ordinary incandescent lamps is preferable to fluorescent tubes.

Temperature. The storage temperature should be below 35°C and preferably below 25°C. At temperatures exceeding 50°C, particularly in the absence of proper rotation of stocks, certain forms of deterioration may be accelerated sufficiently to affect the ultimate service life. Direct contact with pipes and radiators must be avoided. The effects of low temperature are not permanently deleterious, but can cause the products to stiffen. Care should be taken therefore to avoid distorting them during handling at that temperature. When they are taken from low temperature storage for immediate use, their temperature should be raised to approximately 20°C throughout before they are put into service.

Oxygen, Ozone and Chemical Agents. As ozone is particularly harmful, storage rooms should not contain any equipment generating ozone such as fluorescent lighting, mercury vapour lamps, electrical machines or other equipment which may produce sparks or other electrical discharges. Combustion gases and vapours which may produce ozone via photo-chemical processes should also be excluded. Solvents, fuels, lubricants, chemicals, acids, disinfectants and the like should not be kept in the store rooms. Rubber solutions should be stored in a separate room and the administrative regulations on the storage and handling of inflammable liquids must be observed.

Deformation. Products should be stored in a relaxed condition free from tension, compression or other deformation since these may cause cracking or permanent distortion.

Rotation of Stocks. To avoid deterioration, storage time must be minimised. Stocks should be issued from the stores in rotation so that those remaining in storage are of the latest manufacture or delivery.

Short-Term Storage. For short-term storage (up to 4 weeks) tyres can be stacked horizontally, one on top of another, on wooden gratings but the height of the stacks should not exceed 1.20 metres. After 4 weeks the tyres should be restacked, reversing the order of the tyres. When fitted on rims, tyres should be stored inflated in an upright position or in a single layer on shelf racks.

Long-Term Storage. For long-term storage tyres should be stored upright in a single layer on shelf racks with at least 10 cm clearance above the floor. To avoid deformation it is advisable to rotate them slightly once a month.

Tubes. Tyre tubes should either be slightly inflated, dusted with talcum and placed in the tyres, or stored in a deflated condition in small stacks max. height 50cm – in the compartments of shelf racks with a level bottom. Slatted pallets are not suitable since they might apply pressure at particular points.

If tubes are supplied by the manufacturers in cartons or wrapped in film, they should be left in these because the packing provides some degree of protection against contamination, oxygen and the effects of light.

Passenger Car Tyres

Wheels. The condition of the wheels should be checked regularly, particularly for distortion of flanges and the wheel disc. In the event of wear/damage to rim flanges, it is recommended that all sharp edges be removed in order to avoid tyre damage during fitting and use.

Wheels damaged or distorted, or having stud hole seatings cracked or deformed, must not be repaired or used in service.

Tyre Damage. It is dangerous to neglect tyre damage. If damage such as a blister, rupture, or cut exposing the casing is visible on a tyre, or it has suffered a violent impact (for example against a kerb) such that there has been risk of internal damage, it must be removed and examined by a tyre specialist as soon as possible to determine whether it is repairable even though it appears to be sound.

If a repair to a tyre is necessary and possible, it must be made as soon as possible after the damage occurs in order to avoid further deterioration of the tyre structure. All tyre repairs must be entrusted to an expert who must then take full responsibility for them.

Tyre Minimum Tread Depth. The tread of a tyre is provided with a raised pattern, or sculpture, the main purpose of which is to ensure maximum tyre grip on wet or slippery roads.

In addition to the features of the pattern itself, tyre construction, the chemical composition of the tread, road surface, weather conditions, mechanical features of the car, driving style and particularly speed are all important factors affecting tyre/road adhesion. Tread depth is not the principal factor in tyre adhesion.

All these factors, particularly the factors not dependent on the tyre itself, make it practically impossible to define precisely the minimum tread depth compatible with safety. For instance, in pouring rain, on a smooth 'heavy traffic' road, the fast car driver should drive with the utmost care even if his car is fitted with new tyres. All that can be stated is that for a particular tyre under given conditions, road grip progressively decreases with tyre wear. The driver should allow for this fact and reduce speed on wet roads accordingly. There is no exact time during the life of a tyre when the driver has to face skidding dangers which did not exist a moment before.

Cooper Tire & Rubber Company Europe Ltd considers that it is impossible to specify a minimum tread depth which would be valid for all types of tyres beyond which further use becomes dangerous. Modern tyres have tread wear indicators (minimum 1.6 mm) to warn the user that the tyre is approaching the limit of wear.

It would be dangerous for drivers to assume that they can drive safely in wet conditions without reducing speed merely because the tyres have not yet reached a stage where they should be changed. In particular, drivers of sports cars should take care to replace their tyres in good time bearing in mind the car's performance capability.

Tyre Grooving and Siping

Supplementary Grooving or Siping. This operation consists of cutting additional grooves or knife cuts (sipes) in a tyre tread, usually in a transverse or diagonal sense, to give additional grip in slippery conditions. Such grooves or sipes may be acceptable provided they are not deeper than the original tread pattern, but the tyre manufacturer's approval must be obtained first. This operation must be carried out by specialists on their own responsibility taking into account the instructions given by tyre manufacturers in their technical publications.

Regrooving or Recutting. regrooving or recutting consists of cutting a pattern in the base of the tread, deeper than the original pattern, to prolong mileage performance.

Regrooving of Passenger Car Tyres is not permitted.

Note should be taken of national legislation.

Tyre Repair. In the course of its life a tyre is subjected to an enormous amount of abuse and can be damaged in many ways. It is imperative that the work of repairing them is entrusted only to competent companies. After a careful examination by a specialist to decide whether repair or retreading is possible, these companies must take total responsibility for the examination and the work carried-out on the tyre.

Tyre Ageing. Tyres age even if they have not been used or have only been used occasionally. Cracking of the tread and sidewall rubber, sometimes accompanied by carcass deformation, is evidence of ageing. Old and aged tyres must be checked by a tyre specialist to ascertain their suitability for further use.

Tyres fitted to vehicles such as caravans and boat trailers which are parked for long periods will tend to age and crack more quickly than those which are used and run frequently. In such circumstances it is important to jack the weight off the tyres and to cover them so that they are protected from direct light.

Particular attention must be paid to spare tyres which may be old or aged in which case they should be used with caution and be replaced as soon as possible.

Tyre/Rim Combinations. For approved tyre/rim combinations, consult the product tables. For other tyre/rim combinations, for existing vehicles, consult the tyre and rim manufacturers concerned. Consult the rim and wheel manufacturers for confirmation of the strength of the rim/wheel for the intended service.

Selection of Replacement Tyres

General. Every car has well defined mechanical and load/speed characteristics and the choice of tyres for it is governed largely by these factors.

Only car and tyre manufacturers are competent technically to make this choice. In particular, tyre manufacturers have extensive facilities, in both equipment and personnel, for carrying out their research and development over the full range of operating conditions.

Therefore, when replacing tyres, it is essential to fit either the size and type identical to those fitted on the car originally, or the alternatives recommended by tyre manufacturers in their official literature. In all cases the load index and speed symbol must be equal or greater than the original equipment recommended by the vehicle manufacturer.

Mixed Fitments. All movements of the steering wheel when driving a vehicle produce lateral forces which the tyres have to withstand. The reaction of a tyre to these lateral forces varies according to its structure. Therefore, for interchangeability of tyres without modification of the handling characteristics of the vehicle, it is necessary to take into account their type of construction – radial, diagonal or bias belted. Consequently, where tyres of different construction are fitted, Cooper-Avon Tyres recommends that the following rules be applied:

On Passenger cars and their trailers;

DO NOT FIT:

- Tyres of different construction on the same axle.
- DIAGONAL or BIAS-BELTED tyres on the rear axle if RADIAL tyres are fitted on the front axle.
- DIAGONAL tyres on the rear axle if BIAS-BELTED tyres are fitted on the front axle.

However, the above can be waived temporarily when a special spare wheel is used, in which case driving will have to be modified according to the conditions arising. It should be clearly understood that, notwithstanding the technical recommendations above, users must also comply with their national legislation.

M+S Tyres. Taking into account the whole range of conditions encountered in winter, the user's choice of tyres is based on many factors – geographical location, length and frequency of journeys, etc. – in the knowledge that optimum vehicle handling is obtained from the fitment of four tyres of the same type. Tyre manufacturers provide tyres marked M+S for every condition, but they can be classified broadly into two main types, namely with studs and without.

1. M+S Tyres

These tyres (without studs) are effective in most conditions (mud, snow, low temperature ice etc.). However, they do not always reach the standard of studded tyres on melting ice. In general, the design of these tyres (structure, tread pattern and compounds) gives excellent performance on snow and ice and they are not subject to the legal constraints of studded tyres as they can also be used in normal (non-winter) conditions.

The fitment of four M+S Tyres is recommended.

Sidewall Symbol for Severe Snow Use Tyres.

Minimum 15 mm base and 15 mm height, placed adjacent to the M+S type designation.

For the equipment of cars having maximum speed higher than 210 km/h (130 mph) with 'V' rated Tyres, consult the tyre manufacturers on the applicable maximum speed. The tyre manufacturer's advice on fitment should be followed and the same direction or rotation should be maintained from one winter to the next. In addition, tyres should be run-in at reduced speed for about 100km (60 miles). The maximum speed corresponding to the Speed Symbol on the tyre should not be exceeded even if the vehicle is capable of a higher speed.

2. Studded M+S Tyres

The studs are inserted into holes provided for them in the tread. Some countries regulate their use legally, particularly with regard to the period of use, speed limits and the disposition of studs (number, position and protrusion).

Cooper Tire & Rubber Company Europe Ltd recommends that:

- New studded tyres should be run in for approximately 300 km (200 miles) at a moderate speed.
- When a car is equipped with studded tyres, all running wheels should be fitted. In fact, studded tyres on only one axle can cause instability – for example on braking when decelerating on icy roads – particularly on front-driven cars with studded tyres on the front axle only. Similarly instability, particularly on bends, can occur on rear driven cars equipped with studded tyres on the rear axle only.
- Heavy braking and rapid acceleration should be avoided on studded tyres.
- Studded tyres, when re-fitted after a period of disuse, should be mounted so as to turn in the same direction as when previously fitted. At the end of the Winter season therefore, the direction of rotation or the wheel position should be marked on each tyre.
- In absence of national legislation, a speed of 100 km/h (62 mph) should not be exceeded on roads free of snow and ice because of reduced road grip of studs being considerably affected by speed, acceleration and sharp braking.



Cooper Tire & Rubber Company Europe Ltd

www.avon-tyres.co.uk

Tel: +44 (0) 1225 703 101



Cooper Tire & Rubber Company Deutschland GmbH

www.avonreifen.com

Tel: + 49 (0) 6103 96 07 6-0



Cooper Tire & Rubber Company España SL

www.avontyres.es

Tel: +34 (0) 917 462 300



Cooper Tire & Rubber Company Suisse SA

www.avontyres.ch

Tel: +41 (0) 44 852 80 00

www.avon-tyres.co.uk



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