

This document is extensive. Bear this in mind before printing it out!

**ADAC**

## ADAC test

### Summer tyres in the dimension 205/55 R16 91 V

**For the anniversary, there is a big extra test: 50 summer tyres in the best-selling dimension 205/55 R16 V - for the first time and with immediate effect with test criteria that also evaluate the tyres' environmental performance.**

#### 1973: The first ADAC tyre test

This is where it all began in 1973: The ADAC testers on the Pirelli proving ground in Vizola Ticino (Italy) © ADAC Archiv

Germany was in an uproar in 1973: The studded tyres that had been common until then were to be finally pulled out because of the unmistakable damage to the road surface. But how can you get through the winter without studded tyres? Should you buy one of the new road-friendly special tyres for ice and snow? Or will a good belted tyre do for the whole year? A **"large-scale test" by the ADAC with 25 radial tyres** had to provide the answer - in the snow of the Valais Alps, on an ice rink in Geneva and on the Pirelli test track in summery Italy. The first ADAC tyre test.



There have never been so many: 50 tyres in the ADAC comparative test © ADAC/Marc Wittkowski

50 years later, ADAC and its European partners are still testing tyres - and to celebrate the anniversary, even 50 summer tyres. The special feature: This time almost all tyres in all price categories that can be bought or ordered in Germany are included. So is the cheap tyre from the Far East as good as the expensive brand-name product from France? And can't you safely save a lot of money by fitting discount tyres instead of the premium product from Hanover?

#### New test criterion: the environmental balance

The ADAC tyre test provides the answer. And just as tyre and vehicle technology has changed over the past 50 years, the test has also evolved. The ADAC remains true to the evaluation principle of balance in the final score and the transparent presentation of the individual properties, but sorts and supplements the evaluation criteria in a new way. The final score is now formed from the two individual scores in the main criteria of driving safety and environmental balance.

The most important element, with 70 percent weighting, remains driving safety on dry and wet roads with the usual test criteria. Wear, fuel consumption and noise are now part of the new main criterion, environmental balance (30 per cent), supplemented by tyre weight and wear as well as sustainable aspects such as pollutants or certification of production.



Fuel consumption is determined during constant runs on the oval track © ADAC/Marc Wittkowski

## Overview of the different assessments

The two-part table of results for the 50 tyres starting on the next page shows ADAC ratings from "good" to "poor". Here are the details in the various assessment groups.

### Very well balanced: The ten good models

The relatively expensive premium products **from Goodyear, Michelin, Bridgestone and Continental** are also at the top of the list in the big anniversary test - Conti even has a second model with its new **UltraContact** low rolling resistance tyre. Besides **Nokian Tyres** from Finland and **Falken** from Japan, the Korean manufacturers **Kumho, Hankook** and **Nexen** currently complete the top group. Right at the top with the top score of 2.0: the enormously balanced Goodyear Efficient Grip Performance 2 and the **Continental PremiumContact 6**, which sets the standard in driving safety.

### Satisfactory: The broad midfield

21 models - including many second brands of premium manufacturers - achieve a satisfactory overall rating on our **VW Golf 8 test vehicle**. They are usually only downgraded because of a specific weakness, so depending on personal operating conditions or preferences, they may well be a slightly **cheaper alternative**. **As a rule**, it is **minor weaknesses on wet** roads that lead to a downgrading in driving safety, more rarely deficits on dry roads. There are also downgrades in the environmental balance - mostly due to **higher wear**.

An example: The overall satisfactory **Apollo Alnac** receives a score of 3.5 for mileage, could only be driven just under 30,000 kilometres to the absolute wear limit of 1.6 mm. For comparison: The **low rolling resistance Michelin e.Primacy** (overall rating: sufficient) manages almost 72,000 kilometres.

### Only sufficient: The balance is missing

The **Michelin e.Primacy, which is** only sufficient, proves that the classic conflicting goals in tyre construction cannot always be solved, even at present. The e.Primacy, which Michelin recommends for electric cars, shines in the environmental balance sheet with **convincing performance in wear**, tyre abrasion and efficiency. However, the e.Primacy does **not** perform well on **wet roads**: on wet asphalt it only comes to a stop after 43.7 metres from 80 km/h - the Conti PremiumContact 6 already stops at 34.4 metres! Despite sustainability bonus only sufficient overall: The only retread **King Meiler Sport1**. (continued on page 5)



Transverse aquaplaning: The car with the worse tyres floats up in the bend and goes straight © ADAC/Marc Wittkowski

### Faulty tyres are not an alternative

The seven defective tyres failed completely because of the conflicting targets: they fail with disastrous performance on wet surfaces - even if they manage to show top performance in other sub-disciplines. The best example: With the extremely wear-resistant DoubleCoin DC99 tyre from China, you may get almost 65,000 kilometres, but hopefully by then you will never be forced to make a hazard stop on the wet: 59.3 metres of braking distance from 80 km/h is a fire hazard for the driver and all other road users!

Or to put it another way: At the point where the test vehicle with the Continental PremiumContact 6 is already standing, you still pass by at around 52 km/h with the DoubleCoin DC99. Accidents at such speeds can have dramatic consequences - so: Hands off these tyres!

## The results in the overview

Manufacturer/ Model	Label information	Price in Euro	ADAC verdict	Overall grade	Driving safety (70%)			Environmental balance (30%)			Sustainability (10%)		
					Dry road (40%)	Wet road (60%)	Mileage (40%)	Tyre wear (20%)	Efficiency (20%)	Noise (10%)	Sustainability (10%)		
<b>Goodyear</b> Efficient Grip Performance 2	B/A/69	110	good	2,0	2,1	2,2	2,0	1,7	0,6	1,9	2,1	2,7	3,4
<b>Continental</b> PremiumContact 6	C/A/71	115	good	2,0	1,8	1,8	1,8	2,6	1,6	2,2	2,6	3,2	3,2
<b>Michelin</b> Primacy 4+	C/A/69	120	good	2,1	2,3	2,4	2,2	1,6	0,6	1,6	2,4	2,8	3,0
<b>Bridgestone</b> Turanza Too5	B/A/71	111	good	2,3	2,2	2,0	2,3	2,4	2,5	2,3	1,5	3,4	3,1
<b>Nokian Tyres</b> Wetproof	C/A/68	87	good	2,3	2,0	1,8	2,2	2,9	2,9	2,9	2,2	2,9	3,5
<b>Falken</b> ZIEX ZE310 ECORUN	C/A/67	89	good	2,3	2,1	1,6	2,4	2,7	2,4	2,4	2,7	3,0	4,1
<b>Continental</b> UltraContact	B/A/69	113	good	2,3	2,6	2,4	2,6	1,7	1,0	1,6	2,0	2,8	3,2
<b>Kumho</b> Ecsta HS52	C/A/71	82	good	2,4	2,3	2,4	2,3	2,7	2,2	2,5	2,7	3,0	3,9
<b>Hankook</b> Ventus Prime4	C/A/69	89	good	2,5	2,4	2,4	2,4	2,7	2,3	2,1	2,7	2,9	3,1
<b>Nexen</b> N'Fera Primus	D/A/71	86	good	2,5	2,3	2,3	2,3	3,1	3,1	2,8	2,2	2,6	3,5
<b>Kenda</b> Kenetica Pro KR210	C/B/69	79*	satisfactory	2,6	2,4	2,2	2,5	3,0	3,0 <sup>1)</sup>	2,8	2,4	3,0	4,2
<b>Kleber</b> Dynaxer HP4	C/A/68	88	satisfactory	2,6	2,8	2,6	2,8 <sup>1)</sup>	2,1	1,8	2,0	2,3	2,4	3,0
<b>Fulda</b> EcoControl HP2	C/B/70	90	satisfactory	2,6	2,8	2,5	2,8 <sup>1)</sup>	2,2	1,8	2,2	1,9	2,8	3,3
<b>Toyo Tires</b> Proxes Comfort	C/A/70	84	satisfactory	2,6	2,7	2,5	2,7 <sup>1)</sup>	2,5	2,3	2,4	2,2	2,5	4,1
<b>Debica</b> Presto HP 2	D/B/70	81	satisfactory	2,7	2,8 <sup>1)</sup>	2,8	2,8	2,3	2,0	2,3	2,2	2,8	3,3
<b>Dunlop</b> Sport BluResponse	B/A/68	110	satisfactory	2,7	2,6	2,3	2,6 <sup>1)</sup>	2,8	2,8 <sup>1)</sup>	2,5	1,7	3,2	3,3
<b>Pirelli</b> Cinturato P7 C2	C/A/69	107	satisfactory	2,7	2,7	2,2	2,7	2,6	2,5	2,6 <sup>1)</sup>	2,3	2,7	3,0
<b>Sava</b> Intensa HP2	C/B/70	86	satisfactory	2,7	2,8	2,7	2,8 <sup>1)</sup>	2,6	2,6	2,6 <sup>1)</sup>	1,9	3,1	3,3
<b>Semperit</b> SPEED-LIFE 3	C/B/71	91	satisfactory	2,7	2,8	2,8 <sup>1)</sup>	2,2	2,6	2,5	2,5	2,3	2,7	3,2
<b>Firestone</b> Roadhawk	C/A/70	88	satisfactory	2,8	2,8	2,2	2,8 <sup>1)</sup>	2,7	2,7 <sup>1)</sup>	2,1	1,9	3,0	3,1
<b>BF Goodrich</b> Advantage	C/A/70	96	satisfactory	2,9	2,9	2,1	2,9 <sup>1)</sup>	2,8	2,8 <sup>1)</sup>	2,2	2,3	3,1	3,0
<b>GT Radial</b> FE2	C/A/69	70	satisfactory	2,9	2,9	2,1	2,9 <sup>1)</sup>	3,0	3,0 <sup>1)</sup>	2,6	2,4	3,0	4,1
<b>ESA+TECAR</b> SPIRIT PRO	C/A/71	67	satisfactory	3,1	3,4	3,4 <sup>1)</sup>	2,1	2,3	2,0	2,3	2,1	2,8	3,2
<b>Barum</b> Bravuris 5HM	C/B/71	86	satisfactory	3,1	3,2	3,1	3,2 <sup>1)</sup>	2,9	2,9 <sup>1)</sup>	2,6	1,9	3,0	3,2
<b>Viking</b> ProTech NewGen	C/B/71	80	satisfactory	3,1	3,4	3,0	3,4 <sup>1)</sup>	2,5	2,5	2,5	2,1	2,7	3,2
<b>Norauto</b> Prevensys 4	C/A/71	65*	satisfactory	3,1	3,2	3,2 <sup>1)</sup>	2,3	3,0	2,9	3,0 <sup>1)</sup>	2,4	2,3	3,1

Manufacturer/ Model	Label information	Price in Euro	ADAC verdict	Overall grade	Driving safety (70%)			Environmental balance (30%)			Sustainability (10%)		
					Dry road (40%)	Wet road (60%)	Mileage (40%)	Tyre wear (20 %)	Efficiency (20%)	Noise (10%)	Sustainability (10%)		
Apollo Alnac 4G	C/C/70	90	satisfactory	3,2	3,0	2,9	3,0 <sup>1)</sup>	3,5	3,5 <sup>1)</sup>	2,8	2,2	2,7	4,0
General Tire Altimax One S	C/B/71	64*	satisfactory	3,2	3,5	3,2	3,5 <sup>1)</sup>	2,4	2,4	2,4	2,0	2,7	3,1
Giti GitiSynergy H2	C/A/71	75*	satisfactory	3,2	3,4	2,1	3,4 <sup>1)</sup>	2,8	2,6	2,5	2,5	3,2	4,1
Petlas Empire PT515	C/B/71	74	satisfactory	3,3	3,5	3,5 <sup>1)</sup>	3,2	2,8	1,8	2,3	2,8	3,0	4,2
Uniroyal RainSport 5	C/A/71	92	satisfactory	3,3	3,4	3,4 <sup>1)</sup>	2,0	3,1	3,1	3,0	2,5	3,0	3,2
Hifly HF 201	D/C/71	64	Sufficient	3,6	3,6	3,1	3,6 <sup>1)</sup>	2,6	2,6	2,3	2,4	2,4	4,2
Cooper ZEON CS8	D/A/70	83	Sufficient	3,6	3,6	3,6 <sup>1)</sup>	2,4	3,3	3,3	3,1	3,1	2,4	3,9
Westlake Z-107	D/B/71	107	Sufficient	3,7	2,7	2,5	2,7 <sup>1)</sup>	3,7	3,7	2,9	2,4	3,4	4,2
Minerva F 209	C/B/70	74	Sufficient	3,7	3,7	3,7	3,7 <sup>1)</sup>	3,0	3,0	2,3	2,1	2,9	4,2
King Meiler Sport1	R**)	75	Sufficient	3,8	3,8	3,8 <sup>1)</sup>	3,5	2,8	2,8	2,5	2,1	3,4	3,0
Tomket Sport	C/B/69	67*	Sufficient	3,8	3,8	3,3	3,8 <sup>1)</sup>	3,3	3,3	2,4	1,6	3,1	4,3
Michelin e.Primacy	A/B/69	124	Sufficient	3,9	3,9	2,8	3,9 <sup>1)</sup>	1,3	0,6	1,0	1,5	2,6	2,6
Laufenn S Fit EQ+	C/B/71	75	Sufficient	3,9	2,9	2,7	2,9 <sup>1)</sup>	3,9	3,9	3,1	2,1	2,6	3,1
Delinte DH 2	B/B/71	70	Sufficient	4,0	4,0	4,0 <sup>1)</sup>	3,0	3,7	3,7	3,1	2,2	2,1	4,2
Zeetex ZT 1000	E/C/71	76*	Sufficient	4,1	3,8	3,8 <sup>1)</sup>	3,1	4,1	4,1	3,6	2,3	2,1	4,5
Avon ZV7	D/A/70	90	Sufficient	4,1	3,9	3,9 <sup>1)</sup>	2,6	4,1	4,0	4,1	2,8	3,7	3,4
Radar RPX 800	C/A/71	67	Sufficient	4,1	4,1	4,1 <sup>1)</sup>	3,1	3,7	3,7	3,2	2,5	2,5	4,2
Rotalla RH 01	C/B/69	72*	Sufficient	4,7	4,7 <sup>1)</sup>	3,5	4,7 <sup>1)</sup>	3,2	3,2	2,3	2,1	2,6	4,5
Berlin Tires Summer UHP 1 G2	D/B/71	52*	deficient	5,3	5,3 <sup>1)</sup>	3,4	5,3 <sup>1)</sup>	3,1	3,1	2,5	2,6	3,1	4,2
Lassa Driveways	B/B/71	98*	deficient	5,3	5,3 <sup>1)</sup>	4,0	5,3 <sup>1)</sup>	3,1	3,1	2,4	2,4	3,1	3,7
Evergreen EH 226	D/C/68	102*	deficient	5,4	5,4 <sup>1)</sup>	3,6	5,4 <sup>1)</sup>	2,7	2,5	2,3	2,7	2,4	4,5
Riken Road Performance	C/C/71	76	deficient	5,4	5,4 <sup>1)</sup>	3,8	5,4 <sup>1)</sup>	3,1	3,1	2,1	2,0	3,0	3,0
DoubleCoin DC99	C/C/70	67	deficient	5,5	5,5 <sup>1)</sup>	2,9	5,5 <sup>1)</sup>	1,7	0,6	1,4	2,4	2,7	4,5
Premiorri Solazo	D/B/70	45*	deficient	5,5	5,5 <sup>1)</sup>	4,1	5,5 <sup>1)</sup>	3,2	2,8	2,3	3,2	3,9	4,0

ADAC verdict: ■ 0.6 - 1.5 = very good | ■ 1.6 - 2.5 = good | ■ 2.6 - 3.5 = satisfactory | ■ 3.6 - 4.5 = sufficient | ■ 4.6 - 5.5 = deficient  
\*) Low accuracy due to narrow survey base \*\*) Retreaded tyre 1) Leads to devaluation in the overall rating

**Rounding:** In principle, all grades are rounded mathematically: 1.54 (very good); 1.55 is rounded up to 1.6 (good).

**Order:** Sorting is done according to the total grade shown, in case of the same total grade according to the calculated total grade (second decimal place) and finally alphabetically.

**Devaluation / knock-through effect:**

The following applies to the two main evaluation pillars "driving safety" and "environmental balance": If at least one of the scores in these supercriteria is 3.6 or worse, the worst score forms the final judgement.

In the main criterion "driving safety" the following applies: If one or both scores in these criteria "dry" and "wet" are 2.6 or worse, the worse score applies to the supercriterion "driving safety".

The following applies to the criteria "Dry" and "Wet": If one or more of the scores in one of the individual criteria is 4.6 or worse, i.e. poor, the worst score is adopted for the respective higher-level criterion (i.e. "Dry" or "Wet"). This means that the grade for "driving safety" is also affected.

In the main criterion "Life Cycle Assessment", the following applies to the criteria "mileage", "tyre wear" and "efficiency": If one or more scores in these criteria are 2.6 or lower, i.e. satisfactory, the lower score applies to the super-criterion "Life Cycle Assessment".

## Vehicle overview for tyre size 205/55 R16 91V

The following vehicle models (and numerous others) can be fitted with the tyre size tested here, depending on the engine and equipment.

Manufacturer	Model
Alfa Romeo	Giulietta
Audi	A3
BMW	1-series, 2-series, 3-series
Chevrolet	Aveo
Citroën	C3, C4, C4 Cactus
Dacia	Logan, Sandero
Fiat	500L, Tipo
Ford	C-Max, Grand C-Max, EcoSport, Focus
Honda	Civic
Hyundai	i30, IONIQ, ix20
KIA	Carens, Ceed, Soul, Venga
Lancia	Delta
Lexus	CT, IS
Mazda	3, 5
Mercedes	A-Class, B-Class, C-Class, CLA, SLC, SLK
MINI	MINI, MINI Clubman
Nissan	Leaf
Opel	Astra, Meriva, Zafira
Peugeot	2008, 207, 308, Partner
Renault	Fluence Z.E., Mégane, Scénic
SEAT	Altea, Altea XL, Exeo, Leon
Škoda	Octavia, Superb
Subaru	BRZ, Impreza
Toyota	Auris, Corolla, GT86
Volvo	C30, S40, V40, V50
VW	Caddy, Golf, Golf Sportsvan, Jetta, New Beetle, Passat, Touran

### Not finding the tyre size you are looking for?

With restrictions, the test results can also be transferred to "neighbouring" dimensions within a vehicle class. This applies to deviations of +10 / -10 millimetres in the tyre width, i.e. in the case of the dimension 205/55 R 16 91V tested here, this would be the same tyre models of the dimensions 195/55 R 16 V and 215/55 R 16 V respectively.

### No transferability of ADAC tyre test results to run-flat tyres

To the best of our knowledge, some models are offered as run-flat tyres in the 205/55 R 16 V dimension. The following applies to these: Even if they bear the same or similar model designations, it must be stated that the ADAC tyre test results are not transferable to these runflat versions.

## Braking distances on dry roads:

On dry roads, the Falken ZIEX ZE310 ECORUN performs best. It offers the driver very good feedback at the steering wheel, the test vehicle can be steered precisely and relaxed according to the driver's wishes, the tyre is absolutely stable at the limit and also offers a short braking distance from 100 km/h. On the other side of the scale are the Radar RPX 800 and the Premiorri Solazo. Both fail to give the driver a good feeling at the steering wheel, respond delayed to steering commands and tend to oversteer strongly during sudden evasive manoeuvres. This behaviour is not only unpleasant for the driver, for example on the motorway, but can become a real danger if the vehicle does not behave as the driver would expect in an emergency. In addition, the Premiorri Solazo has the longest braking distance from 100 km/h.

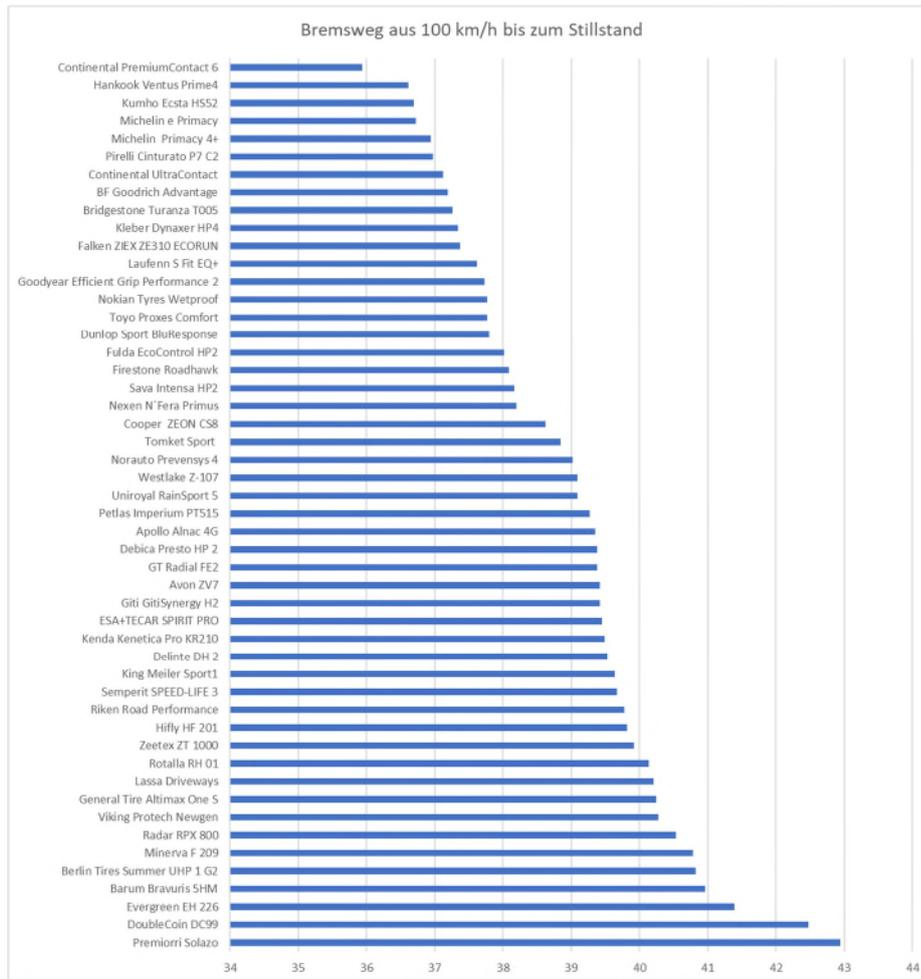


Diagram 1: Braking distances on dry asphalt

If you look at the diagram from a different angle and ask yourself the question of residual speeds, then it becomes clear that at the point where you come to a stop with the **Continental**, you are still passing or tailgating the car in front at over 40 km/h with the **Premiorri**.

## Wet road surface:

On wet roads, the differences between the best and worst in the test are even more dramatic. Here, the **Continental Premium Contact 6** delivers the best group rating in the test. The tyre has a very good grip and the test car can be driven very safely on wet roads - only the aquaplaning behaviour of the tyre still has some potential for improvement. Bringing up the rear on wet roads are the **Rotalla RH 01**, the **Berlin Tires Summer UHP 1 G2**, the **Lassa Driveways**, the **Evergreen EH 226**, the **Riken Road Performance**, the **DoubleCoin DC99** and the **Premiorri Solazo**. The performance of all seven tyres is rated poor on wet roads. How dramatic the differences are in the test field of the 50 tyres in this test is illustrated by the braking distance on wet asphalt.

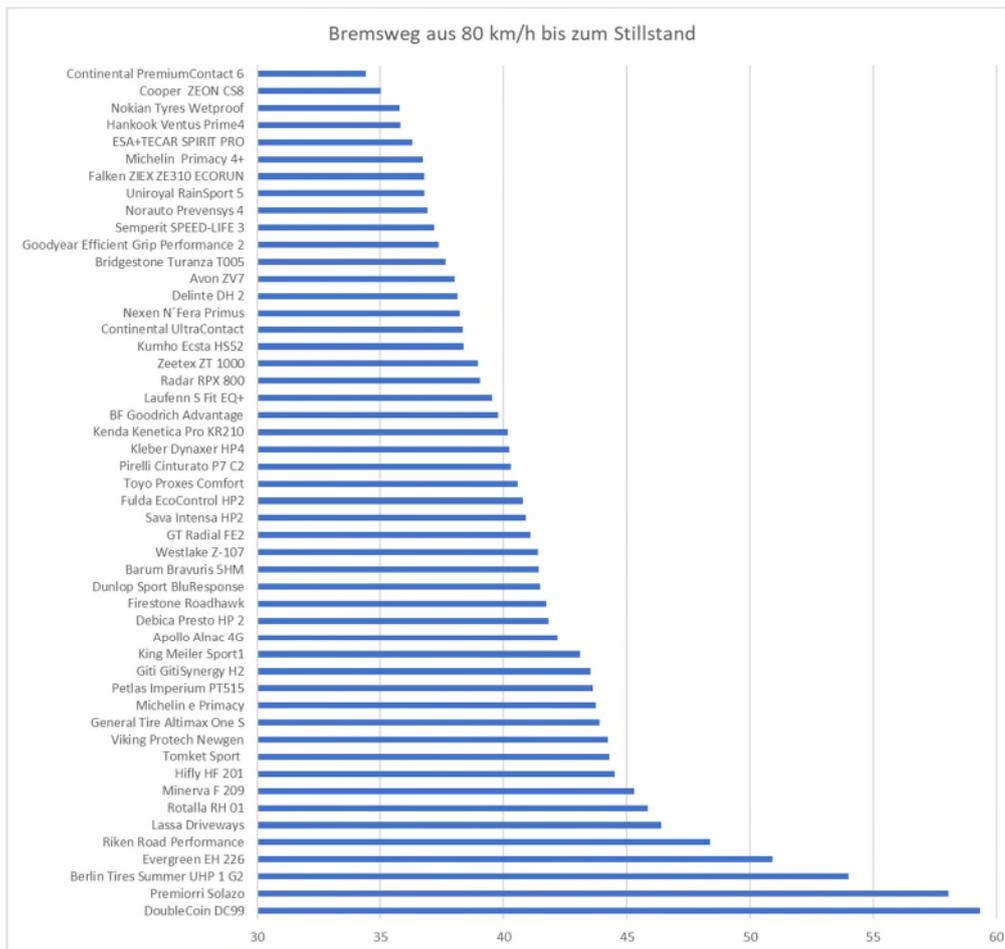


Diagram 1: Braking distances on wet asphalt

When looking at the residual speed of the worst brakeman in comparison to the best, one is shocked to find that at the point where the test vehicle with the **Continental Premium Contact 6** is already standing, the **DoubleCoin DC99** is still driving past or onto it at around 52 km/h. This can have dramatic consequences. Accidents at such speeds can have dramatic consequences.

## ADAC recommendations

- Do not rely on the label when buying - the tests show that even tyres with a B or C wet label are rated as poor in the test
- When buying tyres, make sure that all four wheels have the same production date, if possible, and thus also the same technical status
- Do not buy new tyres that are more than three years old. Information about the age of the tyres can be found in the DOT specification.
- If possible, buy new tyre models to benefit from technical developments and improvements made by tyre manufacturers.
- Always use four tyres of the same model and type
- The tread depth of summer tyres should be at least 3 mm so that you still have a safety reserve in case of aquaplaning
- If the tread depth is different, fit the better tyres on the rear axle, as this determines the driving stability, especially when cornering, due to its lateral guidance potential.
- Check the tyre pressure regularly
- For heavy loads, increase the tyre pressure according to the vehicle manufacturer's specifications in the operating instructions

## ADAC tyre test: Weighting, test criteria, methodology

In the meantime, all aspects of mobility are coming into the focus of environmental protection. Thus, for passenger car tyres, it is not only driving safety and economy that count, but also the other sustainability aspects. For this reason, the ADAC has **reorganised and supplemented** its **assessment criteria on the** occasion of the 2023 summer tyre test. The details of the new evaluation scheme for summer tyres are explained in the flap elements at [www.adac.de/reifentest](http://www.adac.de/reifentest).

## Consideration of sustainability aspects in the ADAC tyre test

"We take responsibility" is one of our brand values. By offering help, advice and protection and by committing ourselves to the common good. And by standing up for issues that move society. One of these issues: Sustainability. How the ADAC tyre test pays off in terms of sustainability is explained below.

### Economic sustainability

In addition to fuel consumption, the ADAC tyre test evaluates the mileage of a tyre as a central criterion for economic sustainability. For this purpose, the possible mileage of a tyre is determined in a complex tyre wear test and evaluated as a criterion in the "Life Cycle Assessment" pillar. When considering the economic sustainability of a tyre, it is not fundamentally the tyre price that plays a role, but how long it lasts. The results of the test show the advantage of eco-tires. The Michelin e.Primacy lasts about 71,500 km until it reaches the wear limit - the budget tyre Zeetex ZT 1000, on the other hand, has to be replaced after only 23,100 km. The supposedly cheaper purchase price literally vanishes into thin air when three sets of tyres are needed in the same period compared to a Michelin.



### Ecological sustainability

The ecological sustainability of a tyre is fundamentally covered in the "Life Cycle Assessment" pillar. Not only the tyre wear that is released into the environment during operation is considered here, but also the tyre weight (material input) as well as the noise level of a tyre. There are clear differences in the results in all three criteria. The Michelin e.Primacy generates particularly little abrasion (34.8 mg/km/t). In comparison, the Avon ZV7 is 126 g/km/t. In terms of noise level, there is a gap of 4.5 dB(A) between the quietest tyre (Delinte DH2; 69.1 dB(A)) and the loudest tyre in the test (Petlas Imperium PT515; 73.6 dB(A)). The unnecessary environmental impact of such a loud tyre should not be underestimated. Significant differences are also noticeable in tyre weight. Here it becomes clear that the topic of "lightweight construction" is also relevant for tyres. Because lightweight tyres not only require fewer resources due to the lower use of materials, but also have a positive effect on fuel consumption. Between the lightest tyres in the test (Firestone Roadhawk and Tomket Sport with 7.6 kg each) and the Premiorri Solazo with 9.9 kg, there is a difference of 2.3 kg. That's a weight saving of around 10 kg per set of tyres.

### Social responsibility

Primarily, the ADAC tyre test pays attention to road safety and thus addresses a central aspect when considering social sustainability. Safe tyres dramatically reduce the risk of accidents and thus the risk of being injured or killed in road traffic. At the same time, thanks to the new sustainability rating in the "Environmental Balance Sheet" pillar, the ADAC Tyre Test awards tyre manufacturers who strive for fair and good working conditions in their companies and production sites. For this purpose, sustainability ratings and certifications of the manufacturers are considered and evaluated, among other things.

Publisher/Imprint

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## ANNEX 1 Individual characteristics of the products

### Goodyear Efficient Grip Performance 2

ADAC verdict: good



#### Conclusion Driving safety:

The **Goodyear Efficient Grip Performance 2** secures a good overall rating for driving safety.

It offers the driver decent feedback at the steering wheel on dry roads, is safe at the limits and has an above-average braking distance on dry roads.

On wet roads, the **Goodyear Efficient Grip Performance 2** shines in the braking distance measurements and in wet handling with good grip and safe driveability. Only in aquaplaning behaviour does it not go beyond a satisfactory rating.

#### Conclusion Environmental balance:

In terms of environmental performance, the **Goodyear Efficient Grip Performance 2** scores with above-average mileage in the wear test and low abrasion. Efficiency is also impressive, thanks to the tyre's low weight and fuel consumption. In terms of noise, the **Goodyear scores** satisfactory.

- ✓ balanced tyre
- ✓ Safe properties on dry road surfaces
- ✓ Safe properties on wet road surfaces
- ✓ Very high predicted mileage
- ✓ Low weight and fuel consumption

! Slight weaknesses in aquaplaning behaviour

Goodyear Efficient Grip Performance 2				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	B/A/69		
Produktionsland Testreifen	Country of production test tyre	Deutschland, Polen		
		Wert	besten im Test	schlechtesten im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	37,7 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	37,4 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	36,0 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	80,3 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,5 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,6 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,3 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	65.700 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	61,3 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Continental PremiumContact 6

ADAC verdict: good



### Conclusion Driving safety:

The **Continental PremiumContact 6** convinces all along the line and thus secures the top mark in the test for driving safety.

It offers the driver good feedback at the steering wheel on dry roads, is safe at the limits and claims the shortest braking distance in the test. Thus, its performance on dry roads is clearly rated as good.

But the **Continental PremiumContact 6** also shines with its performance on wet roads and also secures the top mark in the test here. It delivers the shortest braking distances in the test and can be driven absolutely safely and easily over the wet handling course. Only in aquaplaning does it not get beyond a satisfactory rating.

### Conclusion Environmental balance:

In the Life Cycle Assessment, the **PremiumContact 6** just misses a good rating. It delivers a good predicted mileage in the wear test and its abrasion is also low; in efficiency it just misses a good rating due to the tyre's weight. In terms of noise, it also scores satisfactorily.

- ✓ balanced tyre
- ✓ Safe driving characteristics on dry road surfaces
- ✓ Best properties on wet roads in the test
- ✓ High predicted mileage
- ✓ Low fuel consumption
- ! Slight weaknesses in aquaplaning behaviour
- ! Slightly higher tyre weight

Continental PremiumContact 6				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/71		
Produktionsland Testreifen	Country of production test tyre	Tschechien		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	35,9 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	34,4 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	35,2 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	80,3 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,3 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,4 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,9 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	49.700 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	69,5 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Michelin Primacy 4+

ADAC verdict: good



### Conclusion Driving safety:

The **Michelin Primacy 4+** secures a good overall rating for driving safety.

On dry roads, the **Michelin** offers the driver only satisfactory feedback at the steering wheel, but is still safe at the limits. Its braking distance is rated as good compared to the test field.

On wet roads, the **Michelin achieves** good ratings for braking distance, aquaplaning behaviour and handling. This makes it very balanced on wet roads. It offers good grip and safe driving characteristics.

### Conclusion Environmental balance:

In terms of environmental performance, the **Primacy 4+ is the** second best in the test (best: Michelin e.Primacy). Its predicted mileage is rated as very good and its abrasion is also low. Thanks to its low weight and fuel consumption, it also achieves a good efficiency rating.

- ✓ balanced tyre
- ✓ Safe properties at the limit on dry road surfaces
- ✓ Safe properties on wet road surfaces
- ✓ Very high predicted mileage
- ✓ Low weight and fuel consumption

! Slight weaknesses in ride comfort on dry roads

Michelin Primacy 4+				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/69		
Produktionsland Testreifen	Country of production test tyre	Italien, Spanien		
		Wert	besten im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	36,9 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	36,7 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	37,7 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	83,5 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,6 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,5 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,6 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	61.300 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	53,7 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Bridgestone Turanza To05

ADAC verdict: good



### Conclusion Driving safety:

The **Bridgestone Turanza To05** secures a good overall rating for driving safety.

The **Bridgestone Turanza To05** offers the driver decent feedback at the steering wheel on dry roads, is safe at the limits and has a short braking distance on dry roads.

On wet roads, the **Bridgestone Turanza To05** shines in the braking distance measurements, in longitudinal aquaplaning and in wet handling with good grip and safe driveability. Only in transverse aquaplaning does it not get beyond a satisfactory rating.

### Conclusion Environmental balance:

In terms of environmental performance, the **Bridgestone Turanza To05** still achieves a good result. It shines in efficiency thanks to its low weight and fuel consumption, but its predicted mileage is rated just good.

- ✓ balanced tyre
- ✓ Safe properties on dry road surfaces
- ✓ Safe properties on wet road surfaces
- ✓ still good predicted mileage
- ✓ Very low weight and fuel consumption
- ! Slight weaknesses in transverse aquaplaning
- ! Slightly higher rolling noise

Bridgestone Turanza T005				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	B/A/71		
Produktionsland Testreifen	Country of production test tyre	Polen, Spanien, Ungarn		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	37,3 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	37,7 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	39,1 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	82,8 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,5 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	72,3 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	7,7 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,6 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	40.400 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	73,3 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **Nokian Tyres Wetproof** convinces with its driving characteristics and thus secures a good score for driving safety.

It offers the driver good feedback at the steering wheel on dry roads, is absolutely safe at the limits and also convinces with short braking distances on dry roads. Overall, its performance on dry roads is clearly rated as good.

But the **Nokian Tyres Wetproof** also offers good properties on wet roads. It scores good marks for braking distance, longitudinal aquaplaning and handling. Only in transverse aquaplaning does it not get more than a satisfactory rating.

### Conclusion Environmental balance:

In terms of environmental performance, the **Nokian Tyres Wetproof does** not achieve more than a satisfactory rating. Both its predicted mileage and its abrasion are only rated as satisfactory in relation to the test field. Thanks to low tyre weight and low fuel consumption, however, it achieves a good efficiency rating.

- ✓ balanced tyre
- ✓ Safe properties on dry road surfaces
- ✓ Safe properties on wet road surfaces
- ✓ Low weight and fuel consumption
- ! Slight weaknesses in transverse aquaplaning
- ! Average predicted mileage
- ! medium abrasion

Nokian Tyres Wetproof				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/68		
Produktionsland Testreifen	Country of production test tyre	Finnland, Rußland		
		Wert	besten im Test	schlechtesten im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	37,8 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	35,8 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	37,3 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	84,6 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,5 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,6 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,3 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	35.500 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	90,9 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **Falken ZIEX ZE310 ECORUN** sets the bar high on dry roads and also secures a good rating on wet roads, resulting in a good driving safety rating.

On dry roads, the **Falken ZIEX ZE310 ECORUN** secured the top score in the test. It offers the driver exemplary feedback at the steering wheel, is absolutely safe at the limits and also convinces with a short braking distance.

But the **Falken ZIEX ZE310 ECORUN** also achieves a good rating on wet roads. It achieves good ratings for braking distance, aquaplaning and wet handling. The test car is safe and easy to control on the course. Only in transverse aquaplaning does it not get more than a satisfactory rating.

### Conclusion Environmental balance:

In terms of environmental performance, the **Falken ZIEX ZE310 ECORUN does** not achieve more than a satisfactory result. It achieves good ratings for its predicted mileage as well as for its wear, but since it is quite heavy in comparison, it does not get beyond a satisfactory rating for efficiency. In terms of sustainability, the tyre, which is produced in Turkey, does not achieve more than a sufficient rating.

- ✓ balanced tyre
- ✓ Very safe properties on dry road surfaces
- ✓ Safe properties on wet road surfaces
- ✓ Good predicted mileage
- ✓ Even lower fuel consumption
- ! Slight weaknesses in aquaplaning transverse
- ! higher tyre weight

Falken ZIEX ZE310 ECORUN				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/67		
Produktionsland Testreifen	Country of production test tyre	Türkei		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	37,4 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	36,8 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	35,8 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	79,7 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,5 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,9 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	9,0 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,9 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	40.800 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	75,7 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Continental UltraContact

ADAC verdict: good



### Conclusion Driving safety:

The **Continental UltraContact** is rated just satisfactory for driving safety.

The **Continental UltraContact** offers the driver satisfactory feedback at the steering wheel on dry roads, but still shows itself safe at the limit. Thanks to its short braking distance, it can still secure a good overall rating on dry roads.

On wet roads, however, the **UltraContact does** not get more than a satisfactory rating. Although it scores well in the braking distance measurements and also in handling with good grip and safe driving characteristics, it loses ground in aquaplaning. In longitudinal aquaplaning, the result is not more than satisfactory, and in lateral aquaplaning it is not even sufficient.

### Conclusion Environmental balance:

In terms of environmental balance, the **UltraContact** secures one of the best results in the test. Its predicted mileage is rated as very good, and in terms of abrasion it only just misses a very good rating. The tyre also scores points for its low weight and fuel consumption.

- ✓ balanced tyre
  - ✓ Still good properties on dry road surfaces
  - ✓ Very good predicted mileage
  - ✓ low abrasion
  - ✓ Low weight and fuel consumption
- ! Slight weaknesses in aquaplaning longitudinally
  - ! Weaknesses in aquaplaning transverse

Continental UltraContact				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	B/A/69		
Produktionsland Testreifen	Country of production test tyre	Frankreich, Tschechien		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100- 0 km/h)	Braking distance dry asphalt (100- 0 km/h)	37,1 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80- 0 km/h)	Braking distance wet asphalt (80- 0 km/h)	38,3 m	34,4 m	59,3 m
Bremsweg nasser Beton (80- 0 km/h)	Braking distance wet concrete (80- 0 km/h)	38,7 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	76,5 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	2,9 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,0 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,2 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	55.900 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	52,5 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Kumho Ecsta HS52

ADAC verdict: good



### Conclusion Driving safety:

The **Kumho Ecsta HS52** secures a good overall rating for driving safety.

The **Kumho Ecsta HS52** offers the driver only satisfactory feedback at the steering wheel on dry roads, but is still safe at the limits. Its braking distance is rated as good compared to the test field.

On wet roads, the **Kumho Ecsta HS52** scores well in braking distance measurements, longitudinal aquaplaning and wet handling with good grip and safe driveability. However, its transverse aquaplaning behaviour is only rated as satisfactory. Overall, however, the **Kumho** secures a good wet performance rating.

### Conclusion Environmental balance:

In terms of environmental performance, the **Kumho does** not achieve more than a satisfactory result. Although it scores well in terms of predicted mileage and abrasion, it only offers satisfactory efficiency due to a higher tyre weight. In terms of sustainability, the tyre produced in China is rated as sufficient.

- ✓ balanced tyre
- ✓ still safe properties in the limit range on dry road surfaces
- ✓ Safe properties on wet road surfaces
- ✓ Good predicted mileage
- ✓ still good abrasion
- ✓ Even lower fuel consumption
- ! Slight weaknesses in ride comfort on dry roads
- ! Slight weaknesses in aquaplaning transverse
- ! higher tyre weight

Kumho Ecsta HS52				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/71		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	36,7 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	38,4 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	37,6 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	81,9 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,3 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,0 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	9,1 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,9 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	43.500 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	79,3 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Hankook Ventus Prime4

ADAC verdict: good



### Conclusion Driving safety:

The **Hankook Ventus Prime4** secures a good overall driving safety rating.

The **Ventus Prime4** offers the driver satisfactory feedback at the steering wheel on dry roads, but still shows itself to be safe at the limits. Its braking distance is rated as good compared to the test field.

On wet roads, the **Hankook Ventus Prime4** scores in the braking distance measurements and in wet handling with good grip and safe driveability. However, its aquaplaning behaviour is only rated as satisfactory. Overall, however, the **Hankook** secures a good rating for wet performance.

### Conclusion Environmental balance:

In terms of environmental performance, the **Ventus Prime4** gets a good rating for its predicted mileage and for its abrasion. In terms of efficiency, however, it loses ground due to its relatively high weight. Overall, it does not achieve more than a satisfactory result in the environmental balance.

- ✓ balanced tyre
- ✓ still safe properties in the limit range on dry road surfaces
- ✓ Safe properties on wet road surfaces
- ✓ Good predicted mileage
- ✓ good abrasion
- ✓ Low fuel consumption
- ! Slight weaknesses in ride comfort on dry roads
- ! Slight weaknesses in aquaplaning behaviour
- ! higher tyre weight

Hankook Ventus Prime4				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/69		
Produktionsland Testreifen	Country of production test tyre	Ungarn		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	36,6 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	35,8 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	35,5 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	77,6 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,2 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,7 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	9,1 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	42.200 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	67,6 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Nexen N'Fera Primus

ADAC verdict: good



### Conclusion Driving safety:

The **Nexen N'Fera Primus** secures a good overall driving safety rating.

The **Nexen** offers the driver good feedback at the steering wheel on dry roads and is still safe at the limits. In addition, its braking distance is also rated as good compared to the test field.

On wet roads, the **N'Fera Primus** gets good ratings both in braking distance measurements and in aquaplaning behaviour. In handling, however, the **Nexen** just misses a good rating. All in all, it is still good enough for a good wet performance rating.

### Conclusion Environmental balance:

In terms of environmental performance, the **Nexen does** not achieve more than a satisfactory result. Both its predicted mileage and its abrasion are rated as satisfactory. At least it can still achieve a good result in efficiency.

- ✓ balanced tyre
- ✓ Safe properties on dry road surfaces
- ✓ Safe properties on wet road surfaces
- ✓ Low tyre weight and fuel consumption
- ! Slight weaknesses in wet handling
- ! Average predicted mileage
- ! Slightly increased abrasion

Nexen N'Fera Primus				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	D/A/71		
Produktionsland Testreifen	Country of production test tyre	Tschechien		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	38,2 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	38,2 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	37,9 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	84,5 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,7 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,7 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,4 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	33.300 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	88,1 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



**Conclusion Driving safety:**

The **Kenda Kenetica Pro KR210** secures a good overall rating for riding safety.

The **Kenda** offers the driver good feedback on the steering wheel on dry roads and is also safe at the limits. In addition, its braking distance is also rated as good compared to the test field.

On wet roads, the **Kenetica Pro KR210** misses out on a good rating in the braking distance measurements, but is able to secure good marks in aquaplaning behaviour and handling. Overall, it is enough for a still good assessment of wet performance.

**Conclusion Environmental balance:**

In terms of environmental performance, the **Kenda does** not achieve more than a satisfactory result. Both its predicted mileage and its abrasion are rated as satisfactory. At least it can still achieve a good result in efficiency. In terms of sustainability, the tyre produced in Taiwan is rated as sufficient.

- ✓ Safe properties on dry road surfaces
- ✓ Still good properties on wet roads
- ✓ Low fuel consumption
- ! Average predicted mileage
- ! Slightly increased abrasion

Kenda Kenetica Pro KR210				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/B/69		
Produktionsland Testreifen	Country of production test tyre	Taiwan		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,5 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	40,2 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	40,1 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	84,1 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,7 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,0 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,9 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	35.100 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	87,0 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **Kleber Dynaxer HP4** does not achieve more than a satisfactory rating for driving safety.

It offers the driver only average feedback at the steering wheel on dry roads and could also be a bit more stable during dynamic evasive manoeuvres. Its braking distance is still rated as good, but overall it just misses a good rating on dry roads.

On wet roads, the **Kleber Dynaxer HP4** also does not get more than a satisfactory rating. Although it scores well in the aquaplaning tests, it only performs satisfactorily in the braking distance measurements and in handling. Grip and precision are somewhat lacking for a better rating.

### Conclusion Environmental balance:

In terms of environmental balance, the **Dynaxer HP4** secures a good result in the test. Both its predicted mileage and its abrasion are rated as good. The tyre also scores points for its low fuel consumption, but just misses out on a good rating for weight.

- ✓ Good predicted mileage
- ✓ low abrasion
- ✓ Low fuel consumption

- ! Slight weaknesses on dry roads
- ! Slight weaknesses on wet roads
- ! Slightly increased tyre weight

Kleber Dynaxer HP4				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/68		
Produktionsland Testreifen	Country of production test tyre	Polen		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	37,3 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	40,2 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	39,5 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	81,3 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,7 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,3 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,8 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	48.000 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	63,5 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Fulda EcoControl HP2

ADAC verdict: satisfactory



### Conclusion Driving safety:

The **Fulda EcoControl HP2** can achieve a good rating on dry roads, but in the wet, and thus also overall in terms of driving safety, it does not go beyond a satisfactory rating.

On dry roads, the **Fulda** still achieves a good rating overall. Although it offers the driver only satisfactory feedback at the steering wheel, it is still safe at the limits. Its braking distance is also rated as clearly good compared to the test field.

On wet roads, the **EcoControl HP2** misses a good rating. Although it performs well in aquaplaning, it does not go beyond a satisfactory rating in wet braking and handling. It offers a medium grip level and can only combine longitudinal and lateral forces satisfactorily.

### Conclusion Environmental balance:

In terms of environmental balance, the **EcoControl HP2** secures a good result in the test. Both its predicted mileage and its abrasion are rated as good. In addition, its low fuel consumption and low weight give it a good result in terms of efficiency.

- ✓ Still safe driving characteristics on dry road surfaces
- ✓ Good predicted mileage
- ✓ low abrasion
- ✓ Low tyre weight and fuel consumption
- ! Slight weaknesses in ride comfort on dry roads
- ! Slight weaknesses on wet roads

Fulda EcoControl HP2				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/B/70		
Produktionsland Testreifen	Country of production test tyre	Slowenien		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	38,0 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	40,8 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	41,1 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	80,8 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,8 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,2 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	7,9 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	47.500 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	70,1 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Toyo Proxes Comfort

ADAC verdict: satisfactory



### Conclusion Driving safety:

The **Toyo Proxes Comfort** just misses a good result in driving safety.

The **Toyo Proxes Comfort** offers the driver only average feedback at the steering wheel on dry roads, but is still safe at the limits. Thanks to its short braking distance, the **Toyo Proxes Comfort** just about secures a good dry performance rating in the end.

On wet roads, the **Toyo Proxes Comfort** just misses a good rating. Its performance is rated satisfactory in both the braking distance and aquaplaning measurements. In wet handling, the tyre just manages to get good ratings, but in total this is not enough to achieve a good wet result.

### Conclusion Environmental balance:

In terms of environmental balance, the **Proxes Comfort** still secures a good result in the test. Both its predicted mileage and its abrasion are rated as good. In addition, its low fuel consumption and low weight give it a good result in terms of efficiency. In terms of sustainability, the tyre produced in Japan does not achieve more than a sufficient result.

- ✓ Still safe driving characteristics on dry road surfaces
- ✓ Good predicted mileage
- ✓ low abrasion
- ✓ Low tyre weight and fuel consumption
- ! Slight weaknesses in ride comfort on dry roads
- ! Slight weaknesses on wet roads

Toyo Proxes Comfort				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/70		
Produktionsland Testreifen	Country of production test tyre	Japan		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	37,8 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	40,6 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	38,8 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	78,3 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,5 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,4 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,3 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	41.700 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	75,9 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Debica Presto HP 2

ADAC verdict: satisfactory



### Conclusion Driving safety:

The **Debica Presto HP 2** does not get more than a satisfactory rating either in the dry or in the wet and thus also overall in terms of driving safety.

The **Debica** offers the driver only satisfactory feedback on the steering wheel on dry roads, so that it is difficult for the driver to immediately set the steering angle required for the bend. But also its handling at the limit is only rated as satisfactory. In terms of braking distance, it can at least get a good rating.

On wet roads, the **Debica Presto HP 2** also does not get more than a satisfactory rating. Although the tyre receives good ratings for its aquaplaning behaviour, its properties are only rated as satisfactory in the braking tests and in handling. It offers a medium level of grip and can only combine longitudinal and lateral forces satisfactorily.

### Conclusion Environmental balance:

In terms of environmental balance, the **Presto HP 2** secures a good result in the test. Both its predicted mileage and its abrasion are rated as good. In addition, its fuel consumption and low weight give it a good result in terms of efficiency.

- ✓ Good predicted mileage
- ✓ low abrasion
- ✓ Low tyre weight and fuel consumption
- ! Slight weaknesses on dry roads
- ! Slight weaknesses on wet roads

Debica Presto HP 2				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	D/B/70		
Produktionsland Testreifen	Country of production test tyre	Frankreich, Slowenien		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,4 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	41,8 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	41,7 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	82,1 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,9 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,1 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,1 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,9 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	45.700 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	74,0 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Dunlop Sport BluResponse

ADAC verdict: satisfactory



### Conclusion Driving safety:

The **Dunlop Sport BluResponse** is rated just satisfactory for driving safety.

The **Dunlop Sport BluResponse** offers the driver good feedback at the steering wheel on dry roads, can be steered precisely and is also safe at the limits. In addition, it scores with its short braking distance and thus secures a good dry performance rating.

On wet roads, however, the **Sport BluResponse does** not get more than a satisfactory rating. Although it scores well in the aquaplaning tests and secures good ratings here, it only performs satisfactorily in the braking distance measurements and in wet handling. It offers a medium level of grip and can only combine longitudinal and lateral forces satisfactorily.

### Conclusion Environmental balance:

In terms of environmental performance, the **Dunlop Sport BluResponse** also misses out on a good result. Its predicted mileage is only rated as satisfactory, which leads to a downgrading of the environmental balance. It does not help that its abrasion and fuel consumption are rated as good, and its weight as very good.

- ✓ Safe properties on dry road surfaces
- ✓ still good abrasion
- ✓ Very low tyre weight and fuel consumption
- ! Slight weaknesses on wet roads
- ! Average predicted mileage

Dunlop Sport BluResponse				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	B/A/68		
Produktionsland Testreifen	Country of production test tyre	Deutschland		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	37,8 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	41,5 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	40,2 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	82,5 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,8 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,8 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	7,7 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	36.900 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	80,2 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Pirelli Cinturato P7 C2

ADAC verdict: satisfactory



### Conclusion Driving safety:

The **Pirelli Cinturato P7 C2** is rated just satisfactory for driving safety due to its wet characteristics.

The **Pirelli Cinturato P7 C2** offers the driver good feedback at the steering wheel on dry roads, can be steered precisely and is also safe at the limits. In addition, it scores with its short braking distance and thus secures a good dry performance rating.

On wet roads, however, the **Pirelli Cinturato P7 C2** does not get more than a satisfactory rating. Although it scores well in the aquaplaning tests and secures good ratings, it only performs satisfactorily in the braking distance measurements and in handling. It offers a medium level of grip and can only combine longitudinal and lateral forces satisfactorily.

### Conclusion Environmental balance:

In terms of environmental performance, the **Cinturato P7 C2** also misses out on a good result. Its predicted mileage is still rated as good, but in terms of abrasion it does not get beyond a satisfactory result. It does not help that its fuel consumption and weight are rated as good.

- ✓ Safe properties on dry road surfaces
- ✓ still good predicted mileage
- ✓ Low fuel consumption
- ! Slight weaknesses on wet roads
- ! Slightly increased abrasion

Pirelli Cinturato P7 C2				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/69		
Produktionsland Testreifen	Country of production test tyre	Rumänien		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	37,0 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	40,3 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	39,1 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	81,8 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,7 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,5 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,7 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	39.500 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	82,1 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Sava Intensa HP2

ADAC verdict: satisfactory



### Conclusion Driving safety:

The **Sava Intensa HP2** does not get beyond a satisfactory rating in either the dry or the wet, and thus also overall in terms of driving safety.

The **Sava Intensa HP2** offers the driver only satisfactory feedback at the steering wheel on dry roads and its handling at the limit is also rated as only satisfactory. In terms of braking distance, it can get a good rating, but in the end it is not enough for a good dry performance result.

On wet roads, the **Sava Intensa HP2** also does not get more than a satisfactory rating. Although the tyre receives good ratings for its aquaplaning behaviour, its properties are only rated as satisfactory in the braking tests and in handling. It offers a medium level of grip and can only combine longitudinal and lateral forces satisfactorily.

### Conclusion Environmental balance:

In terms of environmental performance, the **Intensa HP2** also misses out on a good result. Both its predicted mileage and its abrasion are rated as satisfactory, which also leads to a downgrading of the environmental performance rating. Not even its low fuel consumption and low tyre weight can save it.

- ✓ still good predicted mileage
- ✓ Low weight and fuel consumption
- ! Slight weaknesses on dry roads
- ! Slight weaknesses on wet roads
- ! Average predicted mileage
- ! Slightly increased abrasion

Sava Intensa HP2				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/B/70		
Produktionsland Testreifen	Country of production test tyre	Slowenien		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	38,2 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	40,9 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	40,9 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	81,3 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,8 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,5 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,0 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	38.600 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	81,4 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Semperit SPEED-LIFE 3

ADAC verdict: satisfactory



### Conclusion Driving safety:

The **Semperit SPEED-LIFE 3** is rated satisfactory in terms of its overall driving safety characteristics.

The **Semperit SPEED-LIFE 3** offers the driver satisfactory feedback at the steering wheel on dry roads and does not go beyond a satisfactory rating for handling at the limit. Therefore, the test car tends to oversteer a little too much during sudden evasive manoeuvres. In terms of braking distance, however, the **Semperit SPEED-LIFE 3** can achieve a good rating. In the end, however, it is not enough for a good dry performance rating.

On wet roads, the **Semperit SPEED-LIFE 3 receives** good ratings in braking distance measurements, aquaplaning behaviour and wet handling, thanks to good grip and safe driveability. Thus, the overall wet performance is also rated as good.

### Conclusion Environmental balance:

In terms of environmental performance, the **SPEED-LIFE 3** only just misses a good result. Both its predicted mileage, abrasion and efficiency are rated as good, but with the satisfactory noise and sustainability rating it does not go beyond a satisfactory result.

- ✓ Safe properties on wet road surfaces
- ✓ still good predicted mileage
- ✓ still good abrasion
- ✓ Low weight and fuel consumption
- ! Slight weaknesses on dry roads
- ! Slightly increased rolling noise

Semperit SPEED-LIFE 3				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/B/71		
Produktionsland Testreifen	Country of production test tyre	Portugal		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,7 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	37,2 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	35,7 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	81,8 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,8 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,7 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,5 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	40.000 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	79,3 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Firestone Roadhawk

ADAC verdict: satisfactory



### Conclusion Driving safety:

The **Firestone Roadhawk** is rated satisfactory for driving safety due to its wet performance.

The **Firestone Roadhawk** offers the driver good feedback on the steering wheel on dry roads, can be steered precisely and is also safe at the limits. It also scores with its short braking distance and thus secures a good dry performance rating.

On wet roads, however, the **Firestone Roadhawk does** not get more than a satisfactory rating. Although it scores well in the aquaplaning tests and secures good ratings, it only performs satisfactorily in the braking distance measurements and in handling. It offers a medium level of grip and can only combine longitudinal and lateral forces satisfactorily.

### Conclusion Environmental balance:

**The Roadhawk** also misses out on a good result in the environmental balance. Its predicted mileage is rated as satisfactory, which also leads to a downgrading of the environmental balance. It does not help that its abrasion and fuel consumption are rated as good, and its weight as very good.

- ✓ Safe properties on dry road surfaces
- ✓ low abrasion
- ✓ Lowest weight in the test
- ✓ Low fuel consumption
- ! Slight weaknesses on wet roads
- ! Average predicted mileage
- ! high rolling noise

Firestone Roadhawk				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/70		
Produktionsland Testreifen	Country of production test tyre	Polen, Spanien, Ungarn		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	38,1 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	41,7 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	40,6 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	83,6 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,8 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	72,4 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	7,6 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,9 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	38.200 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	68,7 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## BF Goodrich Advantage

ADAC verdict: satisfactory



### Conclusion Driving safety:

The **BF Goodrich Advantage** does not get more than a satisfactory rating for driving safety, which is due to its wet performance.

The **BF Goodrich Advantage** offers the driver good feedback at the steering wheel on dry roads and is also absolutely safe at the limits. In addition, it scores with its short braking distance on dry roads. Thus, its dry performance is deservedly rated as good.

On wet roads, the **BF Goodrich Advantage's** longitudinal aquaplaning behaviour is rated as good, but it does not exceed a satisfactory rating either in the braking distance measurements, in aquaplaning lateral or in wet handling. This results in only a satisfactory rating for wet performance.

### Conclusion Environmental balance:

In terms of environmental performance, the **BF Goodrich Advantage is** also clearly rated as satisfactory, as its predicted mileage is rated accordingly, which also leads to a downgrading of the environmental performance grade. It does not help that its abrasion, fuel consumption and weight are rated as good.

- ✓ Safe properties on dry road surfaces
- ✓ low abrasion
- ✓ Low fuel consumption
- ! Weaknesses on wet roads
- ! Average predicted mileage
- ! high rolling noise

BF Goodrich Advantage				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/70		
Produktionsland Testreifen	Country of production test tyre	Polen		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	37,2 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	39,8 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	39,0 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	81,3 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,5 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	72,3 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,7 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	37.300 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	71,2 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

**Conclusion Driving safety:**

The **GT Radial FE2** is rated satisfactory for driving safety due to its wet performance.

The **FE2** offers the driver good feedback at the steering wheel on dry roads, can be steered precisely and is also safe at the limits. In addition, it scores with its braking distance and thus secures a good rating for dry performance.

On wet roads, however, the **GT Radial does** not get more than a satisfactory rating. Although it scores well in longitudinal aquaplaning and secures a good rating, it only scores satisfactorily in braking distance measurements, in transverse aquaplaning and in handling. It offers a medium level of grip and can only combine longitudinal and lateral forces satisfactorily.

**Conclusion Environmental balance:**

In terms of environmental balance, the **GT Radial is** also clearly rated satisfactory, as its predicted mileage is classified accordingly, which also leads to a downgrading of the environmental balance grade. But it also (just) misses a good rating in the abrasion and tyre weight assessment. It does not help that its fuel consumption is rated as good. In the sustainability assessment, the tyre, which is produced in China, does not get more than a sufficient rating.

✓ Safe properties on dry road surfaces

! Weaknesses on wet roads

✓ Low fuel consumption

! Average predicted mileage

GT Radial FE2				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/69		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,4 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	41,1 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	41,3 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	81,5 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,5 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,6 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,7 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	35.100 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	83,8 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

**Conclusion Driving safety:**

The **ESA+TECAR SPIRIT PRO** is rated just satisfactory in the sum of its properties due to its dry performance in driving safety.

The **ESA+TECAR SPIRIT PRO** provides the driver with only sufficient feedback on the steering wheel on dry roads and does not achieve more than a sufficient rating for handling at the limit. Its handling is too imprecise for a better rating: the driver finds it quite difficult to immediately set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to over-steer during evasive manoeuvres and is therefore somewhat more difficult to control. However, its braking distance is still rated as good, which leads to a satisfactory dry performance rating overall.

On wet roads, the **SPIRIT PRO** scores well in all test criteria. It shows itself to be precise and safe in wet handling thanks to good grip and the ability to combine longitudinal and lateral forces.

**Conclusion Environmental balance:**

In terms of environmental performance, the **SPIRIT PRO** also secures a good environmental performance rating thanks to its good predicted mileage, low wear and good efficiency.

- ✓ Safe properties on wet road surfaces
  - ✓ Good predicted mileage
  - ✓ low abrasion
  - ✓ Low weight and fuel consumption
- ! Weaknesses on dry roads

ESA+TECAR SPIRIT PRO				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/71		
Produktionsland Testreifen	Country of production test tyre	Deutschland		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,5 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	36,3 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	36,2 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	81,5 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,6 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,0 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,4 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,6 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	45.700 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	74,3 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **Barum Bravuris 5HM** shows weaknesses on both dry and wet roads, which is why it does not go beyond a satisfactory rating for driving safety.

The **Barum Bravuris 5HM** receives only a satisfactory rating for both feedback at the steering wheel and behaviour at the limit. Its behaviour is too imprecise for a better rating. Its braking distance on dry roads is rated just good.

On wet roads, the **Barum Bravuris 5HM** also does not get more than a satisfactory rating. Although it can still earn a good rating for transverse aquaplaning, it only performs satisfactorily in the braking distance measurements, in longitudinal aquaplaning and in wet handling. It offers a medium level of grip and can only combine longitudinal and lateral forces satisfactorily.

### Conclusion Environmental balance:

In terms of environmental balance, the **Bravuris 5HM** is also clearly rated as satisfactory, as its predicted mileage is classified accordingly, which also leads to a downgrading of the environmental balance grade. But it also just misses a good score in the abrasion assessment. It does not help that its fuel consumption and weight are rated as good.

✓ Low weight and fuel consumption

! Weaknesses on dry roads

! Weaknesses on wet roads

! Average predicted mileage

! loud rolling noise

Barum Bravuris 5HM				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/B/71		
Produktionsland Testreifen	Country of production test tyre	Deutschland, Portugal		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	41,0 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	41,4 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	41,9 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	80,4 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,5 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	72,4 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,3 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,6 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	36.000 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	81,7 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **Viking Protech Newgen** shows weaknesses on both dry and wet roads, which is why it does not go beyond a satisfactory rating for driving safety.

The **Protech Newgen** receives only a satisfactory rating for both feedback at the steering wheel and behaviour at the limits. Its behaviour is too imprecise for a better rating. However, its braking distance on dry roads is still rated as good.

On wet roads, the **Viking** also does not get more than a satisfactory rating. Although it can still earn a good rating for transverse aquaplaning, it only performs satisfactorily in the braking distance measurements and in longitudinal aquaplaning. In wet handling, it does not even get beyond a sufficient rating. It has a weak grip level and lacks the ability to combine longitudinal and lateral forces.

### Conclusion Environmental balance:

In terms of environmental performance, the **Viking Protech Newgen** does just fine. Both its predicted mileage and abrasion are rated as still good. The fuel consumption and its weight are clearly rated good.

- ✓ still good predicted mileage
- ✓ still good abrasion
- ✓ Low weight and fuel consumption

- ! Weaknesses on dry roads
- ! Weaknesses on wet roads

Viking Protech Newgen				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/B/71		
Produktionsland Testreifen	Country of production test tyre	Portugal		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	40,3 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	44,2 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	41,5 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	80,0 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,6 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,6 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,3 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	40.000 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	78,2 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **Norauto Prevensys 4** is rated only satisfactory for driving safety due to its dry characteristics.

The **Norauto Prevensys 4** offers the driver just about satisfactory feedback at the steering wheel on dry roads and also receives just about a satisfactory rating for its handling at the limit - in sudden evasive manoeuvres, the test car tends to oversteer strongly with the tyre, but skidding can be prevented with skilful steering manoeuvres. In terms of braking distance, the **Norauto** can convince with a short braking distance and thus secures a still satisfactory rating for dry properties.

On wet roads, the **Norauto Prevensys 4** scores well in all individual criteria, except for aquaplaning, thanks to good grip and safe and precise handling. Thus, the overall wet performance is also rated as good.

### Conclusion Environmental balance:

In terms of environmental performance, the **Prevensys 4** is also clearly rated satisfactory. Both its predicted mileage and abrasion are rated as satisfactory, the latter also leading to the downgrading of the environmental performance rating. Efficiency is still rated as good thanks to fairly low fuel consumption and weight.

- ✓ Safe on wet roads
- ✓ Low weight and fuel consumption
- ! Weaknesses on dry roads
- ! Average predicted mileage
- ! medium abrasion

Norauto Prevensys 4				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/71		
Produktionsland Testreifen	Country of production test tyre	Slowakei		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,0 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	36,9 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	37,9 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	80,3 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,7 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,1 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,5 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	35.500 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	94,3 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Apollo Alnac 4G

ADAC verdict: satisfactory



### Conclusion Driving safety:

The **Apollo Alnac 4G** does not get beyond a satisfactory rating in either the dry or the wet, and thus also overall in terms of driving safety.

The **Apollo** offers the driver only satisfactory feedback on the steering wheel on dry roads, so that it is difficult for the driver to immediately set the steering angle required for the curve. But also its handling at the limit is only rated as satisfactory. In terms of braking distance, it can at least get a good rating.

On wet roads, the **Alnac 4G** also does not get more than a satisfactory rating. Although the tyre receives a good rating for its longitudinal aquaplaning behaviour, its transverse aquaplaning behaviour, braking tests and handling are only rated as satisfactory. It offers a medium level of grip and can only combine longitudinal and lateral forces satisfactorily.

### Conclusion Environmental balance:

In terms of environmental performance, the **Alnac 4G** is just rated satisfactory. Its predicted mileage is quite low in relation to the test field, which also leads to a downgrading of the environmental performance rating. But its abrasion is also rated as satisfactory. Thanks to its low weight and fuel consumption, it can at least secure a good score for efficiency. In terms of sustainability, the tyre produced in India is rated as sufficient.

✓ Low weight and fuel consumption

! Weaknesses on dry roads

! Weaknesses on wet roads

! somewhat low predicted mileage

! medium abrasion

Apollo Alnac 4G				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/C/70		
Produktionsland Testreifen	Country of production test tyre	Indien		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,3 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	42,2 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	40,6 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	81,9 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,5 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,2 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,4 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	29.700 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	87,3 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## General Tire Altimax One S

ADAC verdict: satisfactory



### Conclusion Driving safety:

The **General Tire Altimax One S** shows slight weaknesses on both dry and wet roads. Overall, it is just enough for a satisfactory rating for driving safety.

The **General Tire** receives a (just about) satisfactory rating for both feedback at the steering wheel and behaviour at the limit. Its handling is too imprecise for a better rating: the driver finds it quite difficult to immediately set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore somewhat more difficult to control. Its braking distance is above average in relation to the test field, but is still rated as good in absolute terms.

On wet roads, the **Altimax One S** just receives a satisfactory rating. Its braking performance and handling are rated only sufficient due to its weak grip level and a too pronounced tendency to understeer and oversteer - the tyre can only sufficiently combine longitudinal and lateral forces. Its aquaplaning behaviour is rated as satisfactory.

### Conclusion Environmental balance:

In terms of environmental balance, the **Altimax One S** still performs well. Both its predicted mileage and its abrasion are rated as still good. The fuel consumption and its weight are clearly rated as good.

- ✓ Good predicted mileage
- ✓ still good abrasion
- ✓ Low weight and fuel consumption
- ! Weaknesses on dry roads
- ! Weaknesses on wet roads

General Tire Altimax One S				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/B/71		
Produktionsland Testreifen	Country of production test tyre	Portugal		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	40,2 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	43,9 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	43,3 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	78,1 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,5 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,4 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,3 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	40.800 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	75,7 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **Giti GitiSynergy H2** does not exceed a satisfactory rating for driving safety due to its wet performance.

The **Giti GitiSynergy H2** offers the driver good feedback at the steering wheel on dry roads and is also absolutely safe at the limits. In addition, it scores with its braking distance on dry roads. Thus, its dry performance is deservedly rated as good.

On wet roads, the aquaplaning behaviour of the **Giti GitiSynergy H2** is rated as good, but it does not exceed a satisfactory rating in the braking distance measurements and even a sufficient rating in handling. Its grip level is too weak and its tendency to understeer and oversteer too pronounced - the tyre can only sufficiently combine longitudinal and lateral forces. This results in an overall only satisfactory wet performance rating.

### Conclusion Environmental balance:

In terms of environmental performance, the **GitiSynergy H2** misses out on a good rating. While its predicted mileage is already rated satisfactory, it still receives good ratings for its abrasion and efficiency. In terms of sustainability, the tyre produced in China is rated as sufficient.

- ✓ Safe properties on dry road surfaces
- ✓ still good abrasion
- ✓ Low fuel consumption
- ! Weaknesses on wet roads
- ! Average predicted mileage
- ! Medium tyre weight

Giti GitiSynergy H2				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/71		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,4 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	43,5 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	43,3 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	82,4 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,6 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,8 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,9 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	38.600 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	80,6 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



**Conclusion Driving safety:**

The **Petlas Imperium PT515** is rated just satisfactory in the sum of its characteristics in driving safety due to its dry performance, but also shows weaknesses in wet performance.

The **Petlas** offers the driver only sufficient feedback on the steering wheel on dry roads and also does not exceed a sufficient rating for handling at the limit. Its handling is too imprecise for a better rating: the driver finds it difficult to immediately set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore quite difficult to control. The braking distance is average in relation to the test field and is rated as good, which overall leads to a just satisfactory rating for dry performance.

On wet roads, the **Imperium PT515** also does not get more than a satisfactory rating. While it still receives satisfactory ratings for its aquaplaning behaviour and wet handling, its braking performance is already rated as sufficient.

**Conclusion Environmental balance:**

In terms of environmental performance, the **Imperium PT515** misses out on a good rating. While its predicted mileage and abrasion are rated good, it achieves only a satisfactory rating for efficiency due to its increased weight. In terms of sustainability, the tyre produced in Turkey is rated as sufficient.

- ✓ Good predicted mileage
- ✓ low abrasion
- ✓ still good fuel consumption

- ! Weaknesses on dry roads
- ! Weaknesses on wet roads
- ! Medium tyre weight
- ! loud rolling noise

Petlas Imperium PT515				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/B/71		
Produktionsland Testreifen	Country of production test tyre	Türkei		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,3 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	43,6 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	43,1 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	79,3 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,3 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	73,6 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	9,2 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,9 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	47.500 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	72,6 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **Uniroyal RainSport 5** is rated only satisfactory for driving safety due to its dry characteristics.

The **RainSport 5** offers the driver only sufficient feedback at the steering wheel on dry roads and also receives a sufficient rating for its handling at the limit - in sudden evasive manoeuvres, the test car with the tyre tends to oversteer strongly, but skidding can be prevented with skilful steering manoeuvres. In terms of braking distance, the **Uniroyal** can secure a good score with a short value. Overall, its dry properties are rated as satisfactory.

On wet roads, the **Uniroyal RainSport 5** receives very good ratings for its aquaplaning behaviour and good ratings for its braking performance and wet handling, thanks to good grip and safe and precise driveability. Overall, the entire wet performance is rated as good.

### Conclusion Environmental balance:

In terms of environmental performance, the **Uniroyal RainSport 5** is also clearly rated satisfactory. Both its predicted mileage and abrasion are rated as satisfactory. Efficiency is still rated as good thanks to fairly low fuel consumption and weight.

- ✓ Safe on wet roads
- ✓ still good weight and fuel consumption

- ! Weaknesses on dry roads
- ! Average predicted mileage

Uniroyal RainSport 5				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/71		
Produktionsland Testreifen	Country of production test tyre	Frankreich, Portugal		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,1 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	36,8 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	36,3 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	86,7 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	4,0 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,9 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,5 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,9 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	33.300 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	93,2 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **Hifly HF 201** shows weaknesses on both dry and wet roads, which is why it does not go beyond a sufficient rating for driving safety due to its wet performance.

The **Hifly** receives only a satisfactory rating for both feedback at the steering wheel and behaviour at the limit. Its handling is a little too imprecise for a better rating: the driver finds it a little more difficult to set the steering angle required for the curve on the steering wheel straight away, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore somewhat more difficult to control. Its braking distance is rated as good in relation to the test field.

On wet roads, the **HF 201** does not get beyond a sufficient verdict. Both its braking performance and its wet handling behaviour are rated as sufficient due to its weak grip level and an overly pronounced tendency to understeer and oversteer - the tyre can only sufficiently combine longitudinal and lateral forces. For its aquaplaning behaviour it gets a satisfactory rating.

### Conclusion Environmental balance:

In terms of environmental performance, the **Hifly HF 201** just misses a good rating. While its predicted mileage is rated as satisfactory, it secures good marks for abrasion as well as tyre weight and fuel consumption. In the sustainability assessment, the tyre, which is produced in China, does not get more than a sufficient rating.

- ✓ quite low abrasion
- ✓ still good weight and fuel consumption

- ! Weaknesses on dry roads
- ! Weak on wet roads
- ! Average predicted mileage

Hifly HF 201				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	D/C/71		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,8 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	44,5 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	42,9 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	79,2 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,1 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,3 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,6 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,9 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	39.100 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	73,6 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Cooper ZEON CS8

ADAC verdict: sufficient



### Conclusion Driving safety:

The **Cooper ZEON CS8** is already rated sufficient in the sum of its characteristics in driving safety due to its dry performance.

The **Cooper** offers the driver only sufficient feedback at the steering wheel on dry roads and also does not exceed a sufficient rating for handling at the limits. Its handling is too imprecise for a better rating: the driver finds it difficult to immediately set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore quite difficult to control. The braking distance is rated as good.

On wet roads, the **ZEON CS8** scores good marks for braking distance, longitudinal aquaplaning and handling. The test car can be driven precisely and safely over the course. In aquaplaning crosswise, however, the tyre does not achieve more than a satisfactory result. Overall, however, it is enough for a good wet performance rating.

### Conclusion Environmental balance:

In terms of environmental performance, the **Cooper ZEON CS8** is clearly rated satisfactory. Both its predicted mileage and its wear and efficiency are rated as satisfactory. However, while the tyre still scores well in fuel consumption, its high tyre weight is only rated as sufficient. In the sustainability rating, the tyre, which is produced in China, does not get more than a sufficient rating.

✓ Safe on wet roads

✓ still good fuel consumption

! Weak on dry roads

! Average predicted mileage

! medium abrasion

! high tyre weight

Cooper ZEON CS8				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	D/A/70		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	38,6 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	35,0 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	37,6 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	80,9 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,3 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,2 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	9,6 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,9 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	31.500 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	97,7 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

**Conclusion Driving safety:**

The **Westlake Z-107** does not get beyond a satisfactory driving safety rating.

On dry roads, the **Westlake Z-107** still achieves a good rating overall. Although it offers the driver only satisfactory feedback at the steering wheel, it is still safe at the limits. Its braking distance is also rated as good compared to the test field.

On wet roads, the **Westlake Z-107** misses a good rating. Although it has good aquaplaning results, it does not go beyond a satisfactory rating in wet braking and handling. Its grip level is rated medium and a too pronounced tendency to understeer and oversteer - the tyre can only sufficiently combine longitudinal and lateral forces - as sufficient.

**Conclusion Environmental balance:**

In terms of environmental performance, the **Westlake** is already only rated as sufficient, which is due to its low predicted mileage, which leads to the downgrading of the environmental performance grade. However, its abrasion is also rated as only satisfactory. In terms of efficiency, it achieves a good result, but the sustainability of the tyre, which is produced in China, is also rated as only sufficient.

- ✓ Still good properties on dry road surfaces
- ✓ still good tyre weight and fuel consumption

- ! Slight weaknesses on wet roads
- ! Low predicted mileage
- ! medium abrasion

Westlake Z-107				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	D/B/71		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,1 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	41,4 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	38,4 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	84,6 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,7 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,5 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,6 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	27.100 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	92,2 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **Minerva F 209** is rated sufficient in the sum of its characteristics in driving safety due to its dry and wet performance.

The **Minerva F 209** offers the driver only sufficient feedback at the steering wheel on dry roads and also does not exceed a sufficient rating for handling at the limit. Its handling is too imprecise for a better rating: the driver finds it difficult to immediately set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore quite difficult to control. The braking distance is rated as just good.

On wet roads, the **Minerva F 209 is** rated sufficient. In wet handling, however, it is weak and receives just a sufficient rating. It has only a sufficient grip level and tends to understeer or oversteer early as well as long - the tyre can combine longitudinal and lateral forces only slightly. But also in the braking tests its performance is rated as only sufficient. In aquaplaning behaviour, too, it does not get beyond satisfactory results.

### Conclusion Environmental balance:

In terms of environmental performance, the **Minerva F 209 is** rated satisfactory due to the predicted mileage, which leads to the downgrading. In terms of abrasion and efficiency, the tyre is rated good thanks to its low weight and fuel consumption. In terms of sustainability, the tyre, which is produced in China, is rated as only sufficient.

- ✓ low abrasion
- ✓ Good tyre weight and fuel consumption
- ! Weak on dry roads
- ! Weak on wet roads
- ! Average predicted mileage

Minerva F 209				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/B/70		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	40,8 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	45,3 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	44,8 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	80,1 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,4 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,2 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,3 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	34.600 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	73,6 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The retread **King Meiler Sport1** is rated sufficient in the sum of its characteristics in driving safety due to its dry performance.

The **King Meiler** offers the driver only sufficient feedback on the steering wheel on dry roads and also does not exceed a sufficient rating for handling at the limit. Its handling is too imprecise for a better assessment: the driver finds it difficult to immediately set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore quite difficult to control. The braking distance is slightly worse than average for the test field, but is still rated as good.

On wet roads, the **Sport1**'s performance is rated satisfactory. Although its performance in longitudinal aquaplaning is still rated as satisfactory, neither in the braking tests nor in transverse aquaplaning and handling does the tyre get beyond a purely adequate rating. The tyre can only combine longitudinal and lateral forces moderately, which makes the test car imprecise and quite difficult to control at the limits. Overall, however, the wet performance is rated just satisfactory.

### Conclusion Environmental balance:

In terms of environmental balance, the **King Meiler** scores with still good abrasion, even if it only receives a satisfactory rating for the predicted mileage. Thanks to very low fuel consumption, the somewhat heavier tyre nevertheless achieves a good rating for efficiency. In terms of sustainability, the **King Meiler** scores over all other test participants with the fact that it is a retread tyre.

- ✓ retread
- ✓ still good abrasion
- ✓ Very low fuel consumption
- ! Weak on dry roads
- ! Weaknesses on wet roads
- ! Average predicted mileage
- ! Medium tyre weight

King Meiler Sport1				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	Runderneuerter Reifen		
Produktionsland Testreifen	Country of production test tyre	Deutschland		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,6 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	43,1 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	43,4 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	79,9 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,1 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,1 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,8 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,5 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	36.900 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	78,9 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Tomket Sport

ADAC verdict: sufficient



### Conclusion Driving safety:

The **Tomket Sport** is rated sufficient for its wet performance in driving safety.

On dry roads, the **Tomket** offers the driver only sufficient feedback at the steering wheel and also does not exceed a just satisfactory rating for handling at the limit. In terms of braking distance, however, the tyre scores a good rating. Overall, however, the tyre's dry performance does not exceed a satisfactory result.

On wet roads, the **Tomket Sport** shows clear weaknesses compared to the test field. Its performance is rated as only sufficient both in braking and handling. The tyre can only combine longitudinal and lateral forces moderately, which means that the test car can only be controlled imprecisely and with difficulty at the limits. But also in aquaplaning behaviour and in the wet circle, its performance is rated only satisfactory. All in all, it is enough for only an adequate wet performance rating.

### Conclusion Environmental balance:

In terms of environmental performance, the **Tomket Sport is rated** satisfactory due to the predicted mileage, which leads to the downgrading. In terms of abrasion, the tyre still manages to get a good rating, and in terms of efficiency, thanks to its low weight and fuel consumption, it only just misses out on a very good rating. In terms of sustainability, however, the tyre, which is produced in China, does not get more than a sufficient rating.

- ✓ still good abrasion
- ✓ Lowest weight in the test
- ✓ Low fuel consumption

- ! Weaknesses on dry roads
- ! Weak on wet roads
- ! Average predicted mileage

Tomket Sport				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/B/69		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	38,8 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	44,3 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	44,4 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	77,3 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,1 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,6 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	7,6 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,6 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	31.500 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	75,7 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



**Conclusion Driving safety:**

The **Michelin e.Primacy** is rated sufficient for its wet performance in driving safety.

The **Michelin e.Primacy** offers the driver satisfactory feedback on the steering wheel on dry roads and also does not exceed a satisfactory rating for handling at the limit. In terms of braking distance, however, the tyre scores well and even gets a good rating. Overall, however, the tyre's dry performance does not exceed a satisfactory result.

On wet roads, the **e.Primacy** shows clear weaknesses compared to the test field. Its performance is rated as only sufficient in braking, aquaplaning behaviour and handling. The tyre can only combine longitudinal and lateral forces moderately, which means that the test car is only imprecise and quite difficult to control at the limits. Overall, the wet performance is rated as sufficient.

**Conclusion Environmental balance:**

In terms of environmental performance, however, the **e.Primacy** sets the standard in the test field. It offers a very high predicted mileage, gets a very good rating for the lowest abrasion and also scores in efficiency with very low fuel consumption and a low tyre weight. The **Michelin e.Primacy** also sets the bar high for sustainability and is the only tyre to just miss a good rating.

- ✓ Best in environmental balance
  - ✓ Highest predicted mileage in the test
  - ✓ Lowest abrasion in the test
  - ✓ Low weight and very low fuel consumption
- ! Weaknesses on dry roads
  - ! Weak on wet roads

Michelin e Primacy				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	A/B/69		
Produktionsland Testreifen	Country of production test tyre	Italien, Spanien		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	36,7 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	43,7 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	43,8 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	72,8 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	2,8 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	69,8 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,0 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,5 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	71.500 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	34,8 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



**Conclusion Driving safety:**

The **Laufenn S Fit EQ+ is** rated satisfactory in the sum of its driving safety characteristics.

On dry roads, the tyre provides the driver with satisfactory feedback at the steering wheel and does not achieve more than a satisfactory rating for handling at the limit. The **S Fit EQ+** scores a good value for braking distance, but in the end it is not enough for a good dry performance rating.

On wet roads, the **Laufenn S Fit EQ+** also does not get more than a satisfactory rating. The tyre cannot achieve a good rating in any individual criterion. It offers a medium grip level and can only combine longitudinal and lateral forces satisfactorily.

**Conclusion Environmental balance:**

In the life cycle assessment, the **S Fit EQ+ is** rated as sufficient due to the predicted mileage, which leads to the downgrade. But the tyre also receives only a satisfactory result for abrasion. Only in efficiency does it score well, thanks to its low weight and fuel consumption.

✓ Low weight and fuel consumption

! Slight weaknesses on dry roads

! Weaknesses on wet roads

! Low predicted mileage

! medium abrasion

Laufenn S Fit EQ+				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/B/71		
Produktionsland Testreifen	Country of production test tyre	Ungarn		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	37,6 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	39,5 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	39,3 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	78,1 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,4 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,0 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,2 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	25.300 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	96,8 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

**Conclusion Driving safety:**

The **Delinte DH 2** is rated sufficient in the sum of its characteristics in driving safety due to its dry performance.

The **Delinte DH 2** provides the driver with just sufficient feedback on the steering wheel on dry roads and also only receives a just sufficient rating for its handling at the limit. Its handling is too imprecise for a better rating: the driver finds it difficult to set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore difficult to control. However, the braking distance is rated as good.

On wet roads, the **Delinte DH 2 achieves** a satisfactory result. Although it scores a good mark in the braking tests, it performs satisfactorily in longitudinal aquaplaning and wet handling. Its grip level is rated as medium, the tyre tends to understeer and oversteer a bit - it can combine longitudinal and lateral forces satisfactorily. In the case of transverse aquaplaning, it does not achieve more than a sufficient result. Overall, the wet performance is rated satisfactory.

**Conclusion Environmental balance:**

In terms of environmental balance, the **Delinte DH 2 is** rated as sufficient due to the predicted mileage, which leads to the downgrade. But the tyre also receives only a satisfactory result for abrasion. Only in efficiency does it score well, thanks to its medium weight and low fuel consumption. In terms of sustainability, the tyre, which is produced in China, is only rated as sufficient.

✓ Low weight and fuel consumption

! Weak on dry roads

! Weaknesses on wet roads

! Low predicted mileage

! medium abrasion

Delinte DH 2				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	B/B/71		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,5 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	38,1 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	38,0 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	77,2 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	2,7 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	69,1 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,7 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,6 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	27.500 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	96,1 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Zeetex ZT 1000

ADAC verdict: sufficient



### Conclusion Driving safety:

The **Zeetex ZT 1000** is rated sufficient in the sum of its characteristics in driving safety due to its dry performance.

The **Zeetex** offers the driver only sufficient feedback on the steering wheel on dry roads and also does not exceed a sufficient rating for handling at the limit. Its handling is too imprecise for a better rating: the driver finds it difficult to immediately set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore quite difficult to control. The braking distance is slightly worse than average for the test field, but is still rated as good.

On wet roads, the **ZT 1000 does** not get beyond a satisfactory rating. Both in the braking tests, in aquaplaning and in the wet circle, its performance is rated as satisfactory. In wet handling, it just misses a satisfactory grade. Its grip level is too weak and its tendency to understeer and oversteer too pronounced - the tyre can only combine longitudinal and lateral forces satisfactorily. This results in an overall only satisfactory wet performance rating.

### Conclusion Environmental balance:

In terms of environmental performance, the **Zeetex ZT 1000 is** rated as sufficient due to the predicted mileage, which leads to the downgrade. But the tyre also receives only a sufficient result for abrasion. Only in efficiency does it score well, thanks to its reasonable weight and low fuel consumption. In terms of sustainability, the tyre, which is produced in China, is only rated as sufficient.

✓ Low fuel consumption

! Weak on dry roads

! Weaknesses on wet roads

! Low predicted mileage

! high abrasion

Zeetex ZT 1000				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	E/C/71		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,9 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	39,0 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	39,3 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	79,3 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,1 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	69,8 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,7 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	23.100 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	112,6 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

## Avon ZV7

ADAC verdict: sufficient



### Conclusion Driving safety:

The **Avon ZV7** is rated sufficient in the sum of its characteristics in driving safety due to its dry performance.

The **Avon** offers the driver only sufficient feedback at the steering wheel on dry roads and does not exceed a sufficient rating for handling at the limit. Its handling is too imprecise for a better assessment: the driver finds it difficult to immediately set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore quite difficult to control. The braking distance is rated as good in relation to the test field.

On wet roads, the **Avon ZV7** just misses a good rating. Its performance is rated good in both braking distance and longitudinal aquaplaning measurements. In aquaplaning lateral and wet handling, it achieves satisfactory results. It offers a medium level of grip and tends to understeer or oversteer a little - the tyre can combine longitudinal and lateral forces satisfactorily.

### Conclusion Environmental balance:

In terms of environmental performance, the **Avon ZV7** is rated as sufficient due to its high abrasion, which leads to a downgrade. However, the tyre also receives only a sufficient result for the predicted mileage. In terms of efficiency, the tyre also scores satisfactory due to its increased weight, despite quite low fuel consumption.

✓ Low fuel consumption

! Weak on dry roads

! Slight weaknesses on wet roads

! Low predicted mileage

! high abrasion

! Medium tyre weight

Avon ZV7				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	D/A/70		
Produktionsland Testreifen	Country of production test tyre	Serbien		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,4 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	38,0 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	39,3 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	82,4 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,4 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	71,8 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	9,3 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	24.000 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	126,0 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **Radarr RPX 800** is rated sufficient in the sum of its characteristics in driving safety due to its dry performance.

The **Radarr RPX 800** offers the driver just sufficient feedback on the steering wheel on dry roads and also only receives a just sufficient rating for its handling at the limit. Its handling is too imprecise for a better rating: the driver finds it difficult to set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore difficult to control. However, the braking distance is rated as good.

On wet roads, the **RPX 800 achieves** a satisfactory result. It is rated satisfactory in the braking tests, in aquaplaning behaviour as well as in wet handling. Its grip level is rated as medium, the tyre tends to understeer and oversteer a little - it can combine longitudinal and lateral forces satisfactorily.

### Conclusion Environmental balance:

In terms of environmental performance, the **Radarr RPX 800 is** rated as sufficient due to the predicted mileage, which leads to the downgrade. But the tyre also receives only a satisfactory result for abrasion. Only in terms of efficiency does the tyre score well, thanks to its medium weight and low fuel consumption. In terms of sustainability, the tyre, which is produced in China, is only rated as sufficient.

✓ Low fuel consumption

! Weak on dry roads

! Weaknesses on wet roads

! Low predicted mileage

! Medium abrasion

! Medium tyre weight

Radar RPX 800				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/A/71		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	40,5 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	39,1 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	40,5 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	79,0 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,0 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	69,9 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,9 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	27.100 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	101,0 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

**Conclusion Driving safety:**

The **Rotalla RH 01** is rated poor in the sum of its characteristics in driving safety due to its wet performance.

The **Rotalla RH 01** offers the driver only sufficient feedback on the steering wheel on dry roads and also does not exceed a sufficient rating for handling at the limit. Its handling is too imprecise for a better rating: the driver finds it quite difficult to immediately set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore quite difficult to control. The braking distance is still rated as good.

On wet roads, the performance of the **Rotalla RH 01** is rated poor. In wet handling it is very weak, this rating also leads to a downgrading of the "wet road" grade. It has a moderate grip level and tends to understeer or oversteer early and for a long time - the tyre can hardly combine longitudinal and lateral forces. But also in the braking tests its performance is rated as only sufficient. At least it performs well in longitudinal aquaplaning, but in transverse aquaplaning it does not get beyond a satisfactory result.

**Conclusion Environmental balance:**

In terms of environmental performance, the **Rotalla RH 01** is rated satisfactory due to the predicted mileage, which leads to the downgrading. In terms of abrasion and efficiency, the tyre is rated good thanks to its low weight and fuel consumption. In terms of sustainability, the tyre produced in China is rated as only sufficient.

- ✓ good abrasion
- ✓ Low weight and fuel consumption

- ! Weaknesses on dry roads
- ! Very weak on wet roads
- ! Average predicted mileage

Rotalla RH 01				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/B/69		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	40,1 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	45,9 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	44,2 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	80,8 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,3 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,7 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,5 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	32.900 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	73,3 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **Berlin Tires Summer UHP 1 G2** is rated poor in overall driving safety characteristics due to its wet performance.

The **Berlin Tires Summer UHP 1 G2** offers the driver only sufficient feedback at the steering wheel on dry roads, and is rated just satisfactory for its handling at the limit. Its handling is too imprecise for a better rating: the driver finds it somewhat difficult to immediately set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore somewhat more difficult to control. The braking distance is still rated as good.

On wet roads, the performance of the **Summer UHP 1 G2** is rated poor. In wet handling, it is very weak, this rating also leads to a downgrading of the "wet road" grade. It has a very weak grip level and tends to understeer or oversteer early and for a long time - the tyre can only combine longitudinal and lateral forces moderately. But also in the braking tests, its performance is rated as only poor. For its aquaplaning behaviour, it still gets satisfactory ratings.

### Conclusion Environmental balance:

In terms of environmental performance, the **Berlin Tires Summer UHP 1 G2** is rated satisfactory due to the predicted mileage, which leads to a downgrade. In terms of abrasion, it can still score a good mark, but in terms of efficiency it misses out on a good rating due to the higher tyre weight compared to the test field. In terms of sustainability, the tyre, which is produced in China, is only rated as sufficient.

- ✓ still good abrasion
- ✓ Low fuel consumption

- ! Weaknesses on dry roads
- ! Very weak on wet roads
- ! Average predicted mileage
- ! Medium weight

Berlin Tires Summer UHP 1 G2				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	D/B/71		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	40,8 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	54,0 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	49,0 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	75,0 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,1 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,8 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	9,1 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	33.300 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	80,0 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **Lassa Driveways** is rated poor in the sum of its characteristics in driving safety due to its wet performance.

The **Lassa Driveways** offers the driver only just sufficient feedback on the steering wheel on dry roads, and is also rated only sufficient for its handling at the limit. Its handling is too imprecise for a better rating: the driver finds it difficult to immediately set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore somewhat more difficult to control. The braking distance is rated as good.

On wet roads, the performance of the **Lassa Driveway** is rated poor. In wet handling, it shows itself to be very weak, this rating also leads to the downgrading of the grade "wet road". It has a moderate grip level and tends to understeer or oversteer early as well as long - the tyre can only combine longitudinal and lateral forces moderately. But also in the braking tests, its performance is rated as only sufficient. For its longitudinal aquaplaning behaviour it gets a still good rating and for its transverse aquaplaning behaviour a satisfactory rating.

### Conclusion Environmental balance:

In terms of environmental performance, the **Lassa Driveways** is rated satisfactory due to the predicted mileage, which leads to the downgrading. In terms of abrasion, it can still score a good mark. Efficiency is also rated just good, as it narrowly misses a very good result for fuel consumption, thus compensating for the only satisfactory rating for weight. In the sustainability rating, the tyre produced in Turkey misses a satisfactory rating.

- ✓ good abrasion
- ✓ Low fuel consumption

- ! Weak on dry roads
- ! Very weak on wet roads
- ! Average predicted mileage
- ! Medium weight
- ! loud rolling noise

Lassa Driveways				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	B/B/71		
Produktionsland Testreifen	Country of production test tyre	Türkei		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	40,2 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	46,4 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	44,1 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	80,7 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,3 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	72,3 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	9,1 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,6 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	33.700 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	76,1 mg/km/t	34,8 mg/km/t	126,0 mg/km/t

**Conclusion Driving safety:**

The **Evergreen EH 226** is rated poor in overall driving safety characteristics due to its wet performance.

The **Evergreen EH 226** offers the driver sufficient feedback on the steering wheel on dry roads, and is also rated only sufficient for its handling at the limit. Its handling is too imprecise for a better rating: the driver finds it difficult to immediately set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore somewhat more difficult to control. The braking distance of the **EH 226** is only rated as satisfactory compared to the test field.

On wet roads, the **Evergreen's** performance is rated poor. In wet handling, it is very weak, which also leads to a downgrading of the "wet road" rating. It has a very weak grip level and tends to understeer or oversteer early and for a long time - the tyre can only combine longitudinal and lateral forces moderately. But also in the braking tests, its performance is rated as only poor. For its aquaplaning behaviour, it gets satisfactory ratings.

**Conclusion Environmental balance:**

In terms of environmental performance, the **Evergreen EH 226** is rated satisfactory due to its efficiency, which leads to a downgrade. While its fuel consumption is still rated as good, the weight rating is only satisfactory due to its heaviness compared to the test field. The predicted mileage is still rated as good. In terms of sustainability, the tyre, which is produced in China, is only rated as sufficient.

✓ still good predicted mileage

✓ good abrasion

✓ Low fuel consumption

! Weak on dry roads

! Very weak on wet roads

! Medium weight

Evergreen EH 226				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	D/C/68		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	41,4 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	50,9 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	49,7 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	79,2 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,5 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,5 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	9,1 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	40.000 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	72,2 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **Riken Road Performance** is rated poor in the sum of its characteristics in driving safety due to its wet performance.

The **Riken Road Performance** offers the driver only sufficient feedback at the steering wheel on dry roads, and is also rated only sufficient for its handling at the limit. Its handling is too imprecise for a better rating: the driver finds it difficult to immediately set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore somewhat more difficult to control. The braking distance is rated as good.

On wet roads, the performance of the **Riken Road Performance** is rated poor. In wet handling, the tyre is very weak, which also leads to a downgrading of the "wet road" rating. It has a moderate grip level and tends to understeer or oversteer early as well as long - the tyre can only combine longitudinal and lateral forces moderately. But even in the braking tests, its performance is rated as just adequate. It gets a satisfactory rating for its longitudinal aquaplaning behaviour and a still good rating for its lateral aquaplaning behaviour.

### Conclusion Environmental balance:

In terms of environmental performance, the **Riken Road Performance** is rated satisfactory due to the predicted mileage, which leads to the downgrading. In terms of abrasion, it can still score a good mark. Efficiency is also clearly rated as good.

- ✓ good abrasion
- ✓ Low weight and fuel consumption
- ! Weak on dry roads
- ! Very weak on wet roads
- ! Average predicted mileage
- ! loud rolling noise

Riken Road Performance				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/C/71		
Produktionsland Testreifen	Country of production test tyre	Serbien		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	39,8 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	48,4 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	45,7 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	79,6 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	3,6 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	72,1 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	8,3 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,7 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	33.700 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	67,0 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



### Conclusion Driving safety:

The **DoubleCoin DC99** is rated poor in the sum of its characteristics in driving safety due to its wet performance.

The **DoubleCoin DC99** offers the driver satisfactory feedback at the steering wheel on dry roads and does not exceed a satisfactory rating for handling at the limit. Its braking distance is also rated as satisfactory compared to the test field.

On wet roads, however, the performance of the **DoubleCoin DC99** is rated poor. In wet handling, it shows itself to be very weak, this rating also leads to the downgrading of the "wet road" grade. It has a very weak grip level and tends to understeer or oversteer early and for a long time - the tyre can only poorly combine longitudinal and lateral forces. But also in the braking tests its performance is rated as poor. In terms of aquaplaning behaviour, the tyre is also not rated above sufficient.

### Conclusion Environmental balance:

In terms of environmental performance, the **DoubleCoin DC99** achieves a good result, mainly due to its high predicted mileage and low wear. The good efficiency rating also contributes to this. Here the heavy tyre, compared to the test field, scores especially with its low fuel consumption. In terms of sustainability, the tyre produced in China is rated as sufficient.

- ✓ Very high predicted mileage
- ✓ Very low abrasion
- ✓ Very low fuel consumption

- ! Weaknesses on dry roads
- ! Very weak on wet roads
- ! Longest wet braking distances in the test
- ! Medium tyre weight

DoubleCoin DC99				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	C/C/70		
Produktionsland Testreifen	Country of production test tyre	China		
		Wert	bester im Test	schlechtester im Test
		Value	best in test	worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	42,5 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	59,3 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	58,4 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	70,3 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	2,7 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	70,0 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	9,3 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,6 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	64.800 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	45,9 mg/km/t	34,8 mg/km/t	126,0 mg/km/t



**Conclusion Driving safety:**

The **Premiorri Solazo** is rated poor in overall driving safety characteristics due to its wet performance.

The **Premiorri Solazo** offers the driver only sufficient feedback at the steering wheel on dry roads, and is rated just about sufficient for its handling at the limits. Its handling is too imprecise for a better rating: the driver finds it difficult to immediately set the steering angle required for the curve on the steering wheel, which is why it has to be corrected more often during the course of the curve. In addition, the test vehicle tends to oversteer during evasive manoeuvres and is therefore difficult to control. The braking distance is rated satisfactory compared to the test field.

On wet roads, the **Premiorri Solazo's** performance is rated poor. In wet handling it is very weak, this rating also leads to a downgrading of the "wet road" grade. It has a very weak grip level and tends to understeer or oversteer early and for a long time - the tyre can only poorly combine longitudinal and lateral forces. But also in the braking tests its performance is rated as poor. In terms of aquaplaning behaviour, the tyre is also not rated above sufficient.

**Conclusion Environmental balance:**

In terms of environmental performance, the **Premiorri Solazo is** rated satisfactory due to efficiency, which leads to the downgrade. Since the tyre is very heavy, even the good performance does not help to improve the efficiency score. While the tyre is also rated satisfactory for predicted mileage, it receives a good rating for abrasion. In terms of sustainability, the tyre, which is produced in Ukraine, scores only sufficient.

- ✓ low abrasion
- ✓ Low fuel consumption

- ! Weak on dry roads
- ! Very weak on wet roads
- ! Average predicted mileage
- ! Heaviest tyre in the test

Premiorri Solazo				
Allgemeine Daten				
Label (RR/W/N)	Label details (RR/W/N)	D/B/70		
Produktionsland Testreifen	Country of production test tyre	Ukraine		
		Wert Value	bester im Test best in test	schlechtester im Test worst in test
Bremsweg trockener Asphalt (100 - 0 km/h)	Braking distance dry asphalt (100 - 0 km/h)	42,9 m	35,9 m	42,9 m
Bremsweg nasser Asphalt (80 - 0 km/h)	Braking distance wet asphalt (80 - 0 km/h)	58,1 m	34,4 m	59,3 m
Bremsweg nasser Beton (80 - 0 km/h)	Braking distance wet concrete (80 - 0 km/h)	57,1 m	35,2 m	58,4 m
Aquaplaning längs	Hydroplaning longitudinal	71,3 km/h	86,7 km/h	70,3 km/h
Aquaplaning quer	Hydroplaning lateral	2,8 m/s <sup>2</sup>	4,0 m/s <sup>2</sup>	2,7 m/s <sup>2</sup>
Vorbeifahrgeräusch nach ISO	Pass-by noise according to ISO	72,5 dB(A)	69,1 dB(A)	73,6 dB(A)
Testreifengewicht	Test tyre weight	9,9 kg	7,6 kg	9,9 kg
Kraftstoffverbrauch (bei 100 km/h)	Fuel consumption (at 100 km/h)	5,8 l/100 km	5,5 l/100 km	5,9 l/100 km
Prognostizierte Laufleistung	Predicted mileage	37.300 km	71.500 km	23.100 km
Reifenabrieb	Tyre abrasion	74,0 mg/km/t	34,8 mg/km/t	126,0 mg/km/t