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Twelve

Gas, gas, gas! Stop. Reverse. Too late: The Duster got stuck tight as deep as the sills. We called the attendant at the test site and asked him to send us a UAZ with a towing cable to rescue us...

We tested twelve tire models for crossovers!

The 215/65 R16 is the most popular size for crossover tires, and many manufacturers offer two or even three models with varying degrees of off-road capabilities. Just so we didn't get bogged down with this variety, we showed our test program to tire manufacturers and let them choose. Their approaches were different. For example, Pirelli thought their Scorpion Verde on-road tires would be best, although Pirelli's model line includes the more "sharp-toothed" Scorpion STR tires. Continental took almost the same approach and suggested their CrossContact UHP on-road tires for the tests. Michelin offered the Latitude Cross with off-road traction. Yokohama suggested the new all-season Geolandar SUV tires, while Bridgestone and Dunlop declined our offer, which didn't stop us from including these popular brands in our tests: we bought Bridgestone Dueler H/T 689 and Dunlop Grandtreck AT3 tires.

We also had Korean (Hankook DynaPro HP and Kumho Solus KH17) and Russian (Viatti Bosco A/T, Amtel Cruise 4X4 and Cordiant All-Terrain) tires, and the twelfth set was Continental CrossContact LX tires, which were installed on the Renault Duster on the assembly line.

We installed the tires on light alloy wheels and balanced them... And here are the first results! The Hankook, Kumho, Yokohama and Amtel tires needed the least amount of lead for balancing, while the Dunlops, and especially the Cordiants, needed the most — just short of half a kilo of weights in the set! This is an indicator of the so-called mass non-uniformity of the tires. Obviously, the fewer the weights needed for balancing, the higher the tire quality.



Dyadya Vanya had to change tires more than a hundred times during the tests.

We put together a sprinkler system from hoses and garden sprinklers and started laps on wet pavement. First was braking from 80 km/h, at least six times for each set by stepping as hard as possible on the pedal (the Duster is equipped with ABS). We measured the stopping distance, averaged the results, and found that the Pirelli tires performed best in this kind of test, stopping the car within 26.5 meters, while the Dunlops took nearly ten meters more.

The same wet pavement, but a different challenge: determine the highest speed at which the test driver could hold the car in a marked passage simulating a turning arc with a radius of 35 meters. Whereas in the previous exercise we evaluated the tires' longitudinal grip properties on wet pavement, this time we test their ability to withstand lateral loads. The outcome was the same: Pirelli was the best and Dunlop was the worst.

The last "wet" exercise was a simulation of avoiding an unexpected obstacle. The results also showed the tires' response to lateral loads, but this time the load changed dynamically in both direction and absolute value. The challenge was to discover the maximum speed of clean performance of the maneuver. Whereas the Pirellis allowed the test driver to avoid the obstacle at 71.8 km/h, on the Dunlops the car started to tip at the edges of the marked passage at speeds greater than 66.5 km/h.

Next was emergency braking and lane changing, but on dry pavement. The outcome was the same, except that the Russian Cordiant All-Terrain came close to the foreign-made Dunlops in braking.

But we won't forget about origins. When the first air-filled tires (invented by John Dunlop) appeared more than 120 years ago, comfort was considered their main advantage! What about comfort in present-day air-filled tires? Unfortunately, the tires with the best traction were also the hardest ones, i.e., the Pirelli Scorpion Verde and Continental CrossContact UHP. Michelin Latitude Cross tires are much better for driving on bad roads. They're also less noisy than the others. The Continental CrossContact LX, Cordiant All-Terrain and Yokohama Geolandar SUV tires were quite comfortable. However, even the Continental CrossContact UHP and Pirelli Scorpion Verde, the noisiest tires in our test, weren't aggravating.



The speed was too high on entering the turn and the car skidded and knocked over a cone. But we changed the tires and the Duster easily made the turn at the same speed.

Next was an assessment of rolling resistance. We accelerated to 110 km/h, shifted to neutral and waited until the car stopped. The longer the stopping distance, the lower the rolling resistance, and thus the less energy needed to overcome it. The result is a win for fuel economy. The Kumho and Bridgestone tires performed best of all in this exercise, and the Cordiant All-Terrain was the worst. In practice, this can mean a difference of five to six percent in fuel consumption.

Finally we tested road holding. We set out on the same dirt track at the test site where we raced a Renault Duster during our accelerated durability test (AR No. 22, 2012). Remember the joke that the better the flotation ability, the farther you run for a rescue tractor? The "tractor" was a UAZ, and the most "passable" tires were the Yokohama Geolander SUV. The Duster climbed confidently out of a deep rut, and nimbly scrambled up steep slopes. They're great tires for muddy roads in the fall! The Dunlop tires also performed fairly well off road. But the Pirellis sat in a puddle; the "smooth" tread works great on pavement, but is helpless in dirt.

Now let's turn to the results. We assumed that the "average" owner of a car like the Renault Duster would drive off-road a maximum of 20 % of the time, and this is how we calculated the proportion of "Off-road" ratings in the total score. The remaining 80 % was on asphalt, and we paid more attention to safety on wet pavement. Using these priorities, the Pirelli Scorpion Verde and Continental CrossContact LX were the test winners. While we recommend the first ones for those who very rarely go off paved roads, the second are more all-purpose. The best tires for those who often wade through mud are the Yokohama Geolander SUVs. By the way, the Viatti Bosco A\T tires from Nizhnekamsk were a pleasant surprise, and given their price, they are a great alternative!

There's more. Most of the tires involved in the test had M+S (Mud + Snow) markings, meaning they can be used all year round. But we deliberately excluded tests on winter roads from the test program, because we're convinced that in most Russian regions it's better to drive on real winter tires.



On some tires during the "elk test", the driver had to correct a skid by quickly steering through a large angle.

CONTINENTAL CROSSCONTACT LX

- + • Handling on wet and dry pavement
- Ride comfort
- Noise comfort
- • High price



Overall score: 8.50

There's a good reason why these tires were chosen as the initial set for the Renault Duster! Good grip on both dry and wet pavement combine with noise comfort and ride comfort. These tires drive fairly well in dirt too. The Duster performed the "elk test" maneuver confidently on both dry and wet pavements, even reaching a higher speed than the "premium" Continental CrossContact UHP tires.

These all-season tires are just what most owners of similar vehicles need.

Size	215/65 R16 (67 standard sizes are available — from 195/60 R16 to 275/45 R20)
Speed rating	H (210 km/h)
Load index	98 (750 kg)
Design	radial with asymmetric tread pattern
Weight, kg	10.7
Shore rubber hardness, un.	65
Tread pattern depth, mm	8.8
Average load weight for balancing, g/wheel	86
Country of manufacture	Romania

PIRELLI SCORPION VERDE

- +
 - Grip on wet and dry pavement
 - Handling on wet and dry pavement
- - Road holding
 - Ride comfort
 - Noise



Overall score: 8.50

The best tires in terms of safety! However, comfort is sacrificed for exceptional grip. On a rough surface, the rumbling of the tires drowns out all other noise. Rolling resistance is quite high — they don't live up to their beautiful name Verde, which means "green" in Italian. However, a Duster owner should also be wary of another thing: he isn't likely to reach the car's impressive off-road potential on these tires.

Size	215/65 R16 (14 standard sizes are available — from 215/65 R16 to 265/50 R19)
Speed rating	H (210 km/h)
Load index	102 (850 kg)
Design	radial with asymmetric tread pattern
Weight, kg	12.1
Shore rubber hardness, un.	62
Tread pattern depth, mm	8.5
Average load weight for balancing, g/wheel	45
Country of manufacture	Great Britain



We recorded the speed during the turn and elk tests with a V-Box Mini GPS data logger.

YOKOHAMA GEOLANDAR SUV

- +
 - Road holding
 - Ride comfort
 - Noise comfort
- - Lateral grip on wet pavement



Overall score: 8.45

The tread on the new Yokohama tires reminds you of a disk cutter — in principle, the serrated walls of the longitudinal grooves should work well off-road. And they do! The Duster rode confidently on the washed-out track and got out of a deep rut without any trouble. Even without enabling the rear wheel drive!

It's encouraging that the tires give a comfortable ride on pavement — their soft, nearly noiseless rolling is pleasing.

However, they don't give any pleasure during extreme maneuvers. The Duster changed lanes at a pretty good speed, but it went into a skid had to be intercepted with the steering wheel. And you need to be on your guard when going into a turn on wet pavement, because skidding starts much earlier than on Pirelli or Continental tires.

A good option for those who don't mind swerving off the pavement.

Size	215/65 R16 (20 standard sizes are available — from 205/70 R15 to 245/50 R20)
Speed rating	H (210 km/h)
Load index	98 (750 kg)
Design	radial with symmetric tread pattern
Weight, kg	10.9
Shore rubber hardness, un.	66
Tread pattern depth, mm	9.0
Average load weight for balancing, g/wheel	39
Country of manufacture	Thailand

VIATTI BOSCO A/T V-237

- +
 - Grip on wet pavement
 - Handling on dry and wet pavement
- - Average comfort and road holding parameters



Overall score: 8.35

Viatti tires are made in Russia using off-take technology. An engineering firm set up by a former vice president of Continental AG, Wolfgang Holzbach, developed the tread structure and design.

Handling on wet pavement is similar to Pirelli and Continental tires, but on dry pavement and off-road these tires are average. Overall, a fairly good balance of consumer qualities and the price/quality ratio makes them almost the best tires in our test.

Size	215/65 R16 (5 standard sizes are available — from 205/70 R15 to 235/55 R17)
Speed rating	H (210 km/h)
Load index	98 (750 kg)
Design	radial with symmetric tread pattern
Weight, kg	11.2
Shore rubber hardness, un.	67
Tread pattern depth, mm	8.2
Average load weight for balancing, g/wheel	61
Country of manufacture	Russia (Nizhnekamskshina)



"Toothed" tires transformed the Duster from a crossover to a serious off-road vehicle.

The Duster after a trophy raid? No, just after a comparative off-road tire test.

PR News

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PR News

CONTINENTAL CROSSCONTACT UHP

- +
 - Grip on wet and dry pavement
 - Handling on wet pavement
- - Comfort
 - Road holding
 - Price



Overall score: 8.25

These tires were designed for high-powered, fast cars. This is obvious from the size range, which even has 23-inch tires allowing acceleration up to 270 km/h! However, at "earth" speeds, these tires have excellent grip on wet and dry pavement. They rarely break into a skid.

The most noticeable shortcoming is increased hardness and noise level: driving on bad roads is unpleasant, and driving off-road is sometimes impossible. Especially in a straight line — time and again the wheels spun uselessly.

Good tires for good roads.

Size	215/65 R16 (61 standard sizes are available — from 215/65 R16 to 305/30 R23)
Speed rating	H (210 km/h)
Load index	98 (750 kg)
Design	radial with asymmetric tread pattern
Weight, kg	9.9
Shore rubber hardness, un.	60
Tread pattern depth, mm	8.5
Average load weight for balancing, g/wheel	43
Country of manufacture	France



Garden sprayers helped wet the asphalt evenly for the braking distance test.

KUMHO SOLUS KH17

- +
 - Braking properties on wet and dry pavement
 - Low rolling resistance
- - Road holding



Overall score: 7.95

The model is hardly new, but now it's facing competition. Braking distance on wet pavement is only slightly greater than on the Pirelli or Continental tires. The maximum speed when making turns and lane changes is above average, but there's a feeling of excessive weight — it's difficult to run the car into a turn or switch to the next lane. No real complaints about comfort, but road holding is a disaster: even in 4-wheel drive, the Duster floundered helplessly in a rut and couldn't get out. On the other hand, these tires have the lowest rolling resistance.

Size	215/65 R16 (54 standard sizes are available — from 155/65 R13 to 235/45 R18)
Speed rating	H (210 km/h)
Load index	98 (750 kg)
Design	radial with symmetric tread pattern
Weight, kg	11.3
Shore rubber hardness, un.	63
Tread pattern depth, mm	7.5
Average load weight for balancing, g/wheel	36
Country of manufacture	South Korea

AMTEL CRUISE 4X4

- +
 - Ride comfort
 - Balanced behavior of the car on wet pavement
 - Price
- - Increased rolling resistance



Overall score: 7.90

After Amtel-Vredestein went bankrupt in 2009, Russian tire plants in Kirov and Voronezh kept on producing old models of Amtel tires out of inertia. A new owner, the Italian company Pirelli, appeared at the end of 2011, and new Amtel Cruise 4X4 tires with an asymmetric tread were designed under its supervision.

They behave fairly well on wet and dry asphalt. During cornering and lane changing on wet pavement, the Duster went into a slight controlled skid, although the speed was low during the maneuver.

Decent economy class tires that are installed on all Russian-made Dusters.

Size	215/65 R16 (available only in this size)
Speed rating	T (190 km/h)
Load index	98 (750 kg)
Design	radial with asymmetric tread pattern
Weight, kg	11.4
Shore rubber hardness, un.	64
Tread pattern depth, mm	9.0
Average load weight for balancing, g/wheel	34
Country of manufacture	Russia (Kirov Tire Plant)

HANKOOK DYNAPRO HP

- + • Braking properties on dry pavement
- • Grip on wet pavement



Overall score: 7.85

The Hankook tires seemed more presentable in AvtoRevu's tests and have occupied winning spots, (AR No. 6, 7, 2012), but innovative technologies seem to have bypassed the DynaPro HP. The tires start to skid early on wet pavement. These skids are prolonged, and in a real situation, they may cause panic.

Braking is good on dry pavement, but there are problems with avoiding obstacles — sluggish responses to turns of the wheel and prolonged skids interfere with the maneuver. Just round black tires.

Size	215/65 R16 (26 standard sizes are available — from 195/80 R15 to 255/55 R18)
Speed rating	H (210 km/h)
Load index	98 (750 kg)

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Design	radial with symmetric tread pattern
Weight, kg	11.8
Shore rubber hardness, un.	64
Tread pattern depth, mm	8.5
Average load weight for balancing, g/wheel	39
Country of manufacture	Hungary

MICHELIN LATITUDE CROSS

- +
 - Ride comfort
 - Noise comfort
- - Handling on wet pavement
 - Braking properties on dry pavement



Overall score: **7.85**

The aggressive tread pattern wasn't much help on wet pavement. Prolonged skidding during lane changes. Dry pavement was better — skids started smoothly, and it was easier to control them. But there's not enough longitudinal grip; braking distance on dry pavement was six meters longer than on the Pirellis.

Despite the wide grooves in the center of the tread and well developed dirt grips in the shoulder, these tires perform worse in dirt than the Yokohamas. The name "off-road king" is lost. However, Michelin tires are unequalled for comfort.

Size	215/65 R16 (26 standard sizes are available — from 195/80 R15 to 255/55 R18)
Speed rating	T (190 km/h)
Load index	98 (750 kg)
Design	radial with asymmetric tread pattern
Weight, kg	11.2
Shore rubber hardness, un.	60
Tread pattern depth, mm	9.3
Average load weight for balancing, g/wheel	74
Country of manufacture	France

CORDIANT ALL-TERRAIN

- +
 - Ride comfort
 - Noise comfort
- - Grip and handling on dry pavement
 - High rolling resistance



Overall score: **7.70**

Even before the road tests started, these tires set a record — they needed more than half a kilogram of lead weights to balance a set of four tires. It's a clear sign poor quality manufacturing. We hope these are just initial production faults, since we bought the tires for the test even before their official premiere (AR No. 1, 2013).

The tires showed average results on wet pavement, and were behind most competitors on dry pavement. They were worst of all in the test during emergency braking.

But they performed well on the track and drove confidently in a straight line and with spinning. We were pleasantly surprised by the comfort of these tires.

Size	215/65 R16 (4 standard sizes are available — from 205/70 R15 to 225/70 R16)
Speed rating	H (210 km/h)
Load index	98 (750 kg)
Design	radial with symmetric tread pattern
Weight, kg	12.3
Shore rubber hardness, un.	61
Tread pattern depth, mm	10.0
Average load weight for balancing, g/wheel	138
Country of manufacture	Russia (Yaroslavl Tire Plant)

BRIDGESTONE DUELER H/T 689

- +
 - Ride comfort
 - Low rolling resistance
- - Poor grip on wet and dry pavement
 - Handling on wet and dry pavement



Overall score: 7.10

Why did we use the old Dueler H/T 689 instead of the new Dueler A/T 697 model? Because the new ones didn't come in "our" size! But the 689 model is still enormously popular. Buyers are most likely attracted by the "Made in Japan" label. It's not worth it! They have poor grip on wet and dry pavement. If we yanked the wheel a bit more sharply, the front wheels went into a prolonged skid. Off-road, these tires started spinning early and had a hard time getting out of ruts. Still, we're pleased by the good ride comfort and low rolling resistance.

Size	215/65 R16 (9 standard sizes are available — from 235/75 R15 to 275/70 R16)
Speed rating	S (180 km/h)
Load index	98 (750 kg)
Design	radial with symmetric tread pattern
Weight, kg	11.2
Shore rubber hardness, un.	61
Tread pattern depth, mm	8.1
Average load weight for balancing, g/wheel	49
Country of manufacture	Japan

DUNLOP GRANDTREK AT3

- + • Road holding
- • Very poor grip on wet and dry pavement
- Handling on wet and dry pavement



Overall score: **6.85**

Braking distance on wet pavement is ten meters more than on the Pirellis. They're slightly better on dry pavement.

These tires are only good off-road — they drive confidently on the edge of spinning, and if you overdo the thrust, the slipping wheels work well.

But on regular hard-surfaced roads, especially in heavy traffic, it's better not to drive out on these tires.

Size	215/65 R16 (28 standard sizes are available — from 215/75 R15 to 285/60 R18)
Speed rating	H (210 km/h)
Load index	98 (750 kg)
Design	radial with symmetric tread pattern
Weight, kg	12.6
Shore rubber hardness, un.	58
Tread pattern depth, mm	9.1
Average load weight for balancing, g/wheel	95
Country of manufacture	Thailand

Braking distance on wet pavement from 80 km/h (using ABS), m

Speed of entering a turn of radius 35 meters on wet pavement, km/h

Speed of performing the "elk test" on wet pavement, km/h

	26.5	Pirelli Scorpion Verde	66.7	Pirelli Scorpion Verde	71.8
Continental CrossContact UHP	28.3	Continental CrossContact UHP	65.9	Continental CrossContact LX	70.6
Kumho Solus KH17	28.7	Viatti Bosco A/T	64.1	Continental CrossContact UHP	70.5
Viatti Bosco A/T	29.5	Cordiant All-Terrain	63.8	Viatti Bosco A/T	69.8
Continental CrossContact LX	30.3	Continental CrossContact LX	62.5	Kumho Solus KH17	69.7
Amtel Cruise 4x4	30.5	Michelin Latitude Cross	62.3	Hankook DynaPro HP	69.0
Michelin Latitude Cross	30.5	Kumho Solus KH17	62.2	Yokohama Geolander SUV	69.0
Yokohama Geolander SUV	30.9	Amtel Cruise 4x4	61.7	Cordiant All-Terrain	68.8
Cordiant All-Terrain	31.0	Hankook DynaPro HP	61.0	Amtel Cruise 4x4	68.3
Hankook DynaPro HP	32.2	Yokohama Geolander SUV	60.4	Michelin Latitude Cross	68.0
Bridgestone Dueler H/T 689	32.9	Bridgestone Dueler H/T 689	59.7	Bridgestone Dueler H/T 689	67.0
Dunlop Grandtrek AT3	36.1	Dunlop Grandtrek AT3	58.8	Dunlop Grandtrek AT3	66.5

Braking distance on dry pavement from 100 km/h (using ABS), m

Pirelli Scorpion Verde	40.5
Continental CrossContact UHP	40.7
Continental CrossContact LX	42.4
Hankook DynaPro HP	42.6
Kumho Solus KH17	43.5
Amtel Cruise 4x4	45.1
Yokohama Geolander SUV	45.1
Viatti Bosco A/T	45.3
Michelin Latitude Cross	46.6
Bridgestone Dueler H/T 689	46.7
Dunlop Grandtrek AT3	46.8
Cordiant All-Terrain	47.1

Speed of performing the "elk test" on dry pavement, km/h

Pirelli Scorpion Verde	75.8
Continental CrossContact LX	75.0
Viatti Bosco A/T	74.3
Amtel Cruise 4x4	74.2
Continental CrossContact UHP	74.0
Kumho Solus KH17	74.0
Michelin Latitude Cross	73.7
Hankook DynaPro HP	73.6
Yokohama Geolander SUV	73.6
Cordiant All-Terrain	73.1
Bridgestone Dueler H/T 689	71.4
Dunlop Grandtrek AT3	69.5

Subjective ratings of road holding, points*

Yokohama Geolander SUV	10
Dunlop Grandtrek AT3	9
Amtel Cruise 4x4	8
Continental CrossContact LX	8
Cordiant All-Terrain	8
Hankook DynaPro HP	8
Michelin Latitude Cross	8
Viatti Bosco A/T	8
Bridgestone Dueler H/T 689	7
Continental CrossContact UHP	6
Kumho Solus KH17	5
Pirelli Scorpion Verde	5

Subjective ratings of ride comfort, points*

Michelin Latitude Cross	10
Amtel Cruise 4x4	9
Bridgestone Dueler H/T 689	9
Continental CrossContact LX	9
Cordiant All-Terrain	9
Yokohama Geolander SUV	9
Dunlop Grandtrek AT3	8
Hankook DynaPro HP	8
Kumho Solus KH17	8
Viatti Bosco A/T	8
Continental CrossContact UHP	7
Pirelli Scorpion Verde	6

* On the 10-point scale, a higher value means a better result.

Subjective ratings of noise comfort, points*

Continental CrossContact LX	9
Cordiant All-Terrain	9
Michelin Latitude Cross	9
Yokohama Geolander SUV	9
Amtel Cruise 4x4	8
Bridgestone Dueler H/T 689	8
Dunlop Grandtrek AT3	8
Hankook DynaPro HP	8
Kumho Solus KH17	8
Viatti Bosco A/T	8
Continental CrossContact UHP	7
Pirelli Scorpion Verde	7

Subjective ratings of stopping distance from 100 km/h, m

Kumho Solus KH17	1482
Bridgestone Dueler H/T 689	1480
Yokohama Geolander SUV	1453
Continental CrossContact LX	1431
Hankook DynaPro HP	1370
Dunlop Grandtrek AT3	1370
Michelin Latitude Cross	1334
Viatti Bosco A/T	1325
Continental CrossContact UHP	1316
Pirelli Scorpion Verde	1312
Amtel Cruise 4x4	1300
Cordiant All-Terrain	1233

Approximate retail prices for 215/65R16 tires in Moscow online stores, rubles

Amtel Cruise 4x4	3300
Viatti Bosco A/T	3800
Cordiant All-Terrain	3900
Hankook DynaPro HP	4100
Kumho Solus KH17	4100
Dunlop Grandtrek AT3	4300
Yokohama Geolander SUV	4950
Pirelli Scorpion Verde	5000
Michelin Latitude Cross	5200
Bridgestone Dueler H/T 689	5300
Continental CrossContact LX	5750
Continental CrossContact UHP	5800

* On the 10-point scale, a higher value means a better result.

Test results

	Effect on overall score, %	Tire model											
		Amtel	Bridgestone	Continental LX	Continental UHP	Cordiant	Dunlop	Hankook	Kumho	Michelin	Pirelli	Viatti	Yokohama
Wet pavement	40 %												
Braking with ABS	20 %	8	7	8	9	8	5	7	9	8	10	9	8
Lateral grip ("turn" maneuver)	10 %	8	7	8	10	9	6	7	8	8	10	9	7
Handling ("elk test")	10 %	7	6	9	9	8	6	8	9	7	10	9	8
Dry pavement	25 %												
Braking with ABS	15 %	8	7	9	10	6	7	9	9	7	10	8	8
Handling ("elk test")	10 %	8	6	9	8	7	6	8	8	8	10	8	8
Comfort and economy	15 %												
Noise	5 %	8	8	9	7	9	8	8	8	9	7	8	9
Ride comfort	5 %	9	9	9	7	9	8	8	8	10	6	8	9
Rolling resistance	5 %	7	10	9	7	6	8	8	10	7	7	7	9
Road holding	20 %	8	7	8	6	8	9	8	5	8	5	8	10
Overall score	100 %	7.90	7.10	8.50	8.25	7.70	6.85	7.85	7.95	7.85	8.50	8.35	8.45

