

# ZA RULEM №4

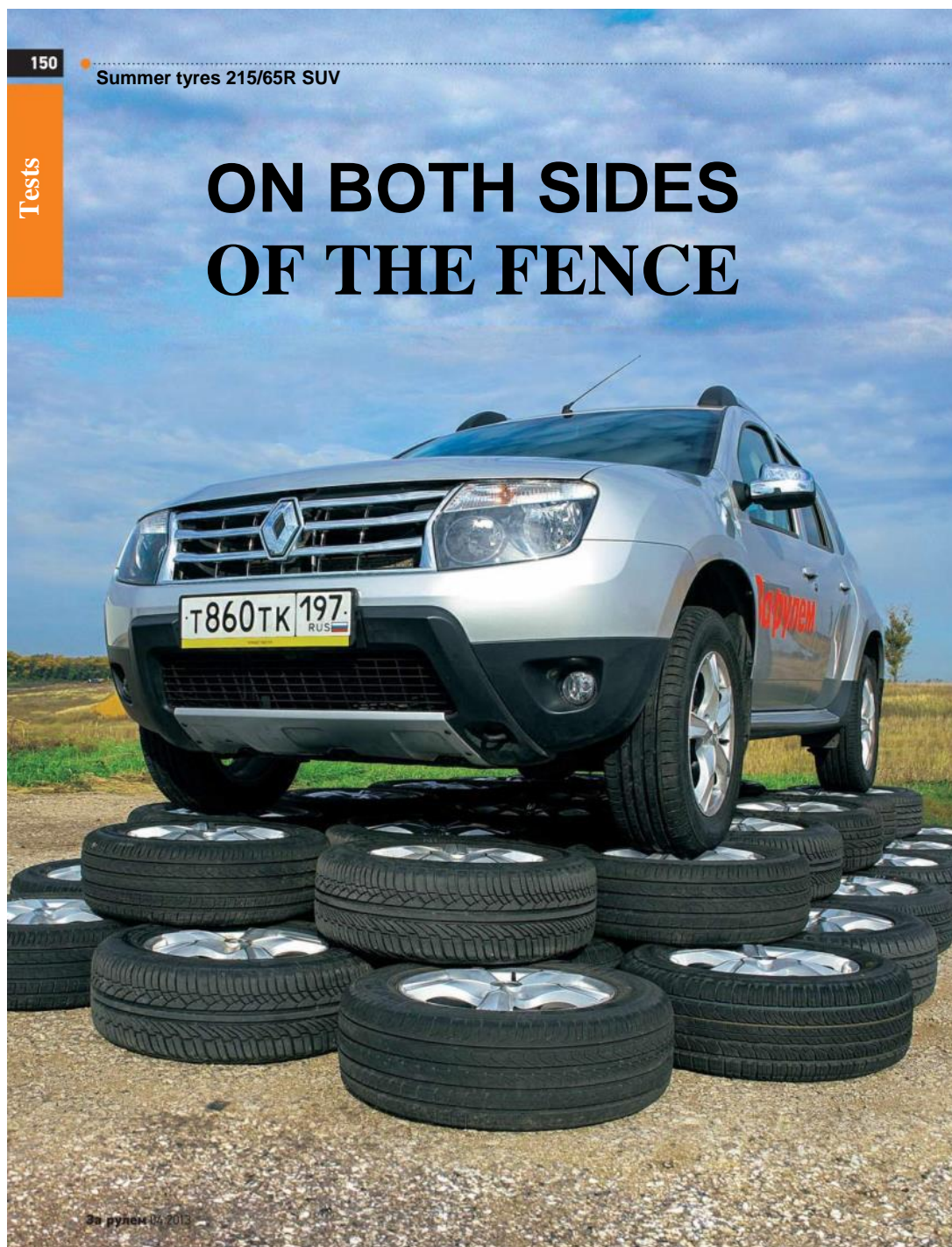
Date: 01.04.2013 (p. 150)

Media Type: automobile magazine (Monthly)

Circulation: 400000

Distribution: Russia, CIS

## Test of summer tyres





*Crossover — even though it's small but it is an SUV and needs special kinds of tyres. Sergey Mishin's team tested twelve of the most popular models on the market.*

The most popular size in this segment is **215/65R16**. These are the shoes worn by the massively popular "Chevy-Niva", the rather expensive "Volkswagen-Tiguan" and the bestseller "Renault-Duster" — we used it as our reference model. Being aware of the fact that most of the time SUVs pound asphalt pavement, we limited our test to comparing competitors in these conditions only, having left primary coating optional — outside our test.

At the head of the column, with 936 points, is "Nokian" — the Hakka Sport Utility model. The leader has the highest evasive manoeuvre test speed among participants.

The price, on the other hand, is not a record high at all — 5000 rubles, this provides an affordable price/quality ratio — 5.3.

Markedly more expensive is Michelin's Latitude Diamaris, which gained 926 points and stands in the runner up position. We consider this tyre to be the most balanced and free of faults. One exception is its price: it's the most expensive. That's why it has the corresponding price/quality ratio — 6.3.

At the bottom of the podium is "Pirelli"



## WORD AND ACTION



The tyres designed for SUVs, unlike those designed for passenger cars, work in more complex road as well as off-road conditions. They differ not only in their specific size and extra load lift. They have a more sturdy design owing to a stronger carcass and enhanced tyre shoulders and walls. Sometimes these tyres are marked with the abbreviation SUV, more often — by their designation code. Here are the more widespread (but not compulsory) categories.

**M/T (MT) - Mud Terrain** - tyres with a sharp-edged tread for mud. These tyres are, as a rule, not meant for driving on asphalt pavement. Here they make more noise than their asphalt-only counterparts. Traction quality is low because owing to the wide grooves the area where the rubber comes into contact with asphalt pavement is minimal. And they wear out quickly.

**A/T (AT) - All Terrain** - universal tyres that combine all terrain features with satisfactory behaviour on asphalt pavement. Nevertheless, on hard-surface roads they demonstrate the same faults that the M/T tyres do, but to a smaller degree.

**H/T (HT) - Highway (Terrain)** - highway tyres for hard-surface roads. Are more comfortable than the two previous categories, with better traction on asphalt pavement. Naturally, with regard to all terrain features, they fall behind A/T and to a bigger extent M/T.

**S/T (ST) - Sport (Terrain)** - as a rule, differ from the H/T category by a higher speed index. Tread pattern is less aggressive and is not meant for travelling on primary coating. If you're not planning to speed, there's no point in overpaying for them.

Tyres with the same size as SUV, designed for passenger cars (PC — Passenger Car), are often available for sale. They can be used instead of SUV provided the right speed index and load lift have been chosen, but only if you drive on even roads. You can forget about curbs, rails, holes and other obstructions which put a load on and strain tyre walls.



12<sup>th</sup>  
place**Dunlop Grandtrek PT2 98S**

Country of manufacture Japan  
Tread pattern symmetrical  
Tread depth 7.1–7.4 mm  
Shore rubber hardness 61 points  
Tyre weight 10.7 kg  
Average price in internet stores 4400 rubles  
Price/quality ratio 5.5

The poorest braking performance on a dry and wet surface. Fall behind the test leader by 7.5 m on a wet road and 7 m on a dry one.

At high speed are susceptible to the crosswind effect. Adjustment of direction is complicated by vague steering, a significant delay in reaction. You can forget about extreme manoeuvres, they can only be performed at the lowest speed. The vehicle starts to skid unexpectedly and early on too, at around 60 km/h. On a wet road the tyres drift heavily at the start of the manoeuvre and skid upon exit from the manoeuvre, and again at a modest speed.

Comfort level isn't great. Make a loud noise at a speed from 20 to 65 km/h. Start to squeak early during turns and when braking. Make kicks from cambered surfaces felt.

Roll the best: at a speed of 60 km/h cannot be beat by the others, at 90 km/h — in the leading group.

↑ The lowest fuel consumption, satisfactory travelling comfort.

↓ Poor braking performance on a dry and wet surface, problematic steering when performing extreme manoeuvres on a wet surface, difficult behaviour at high speed and steering on a dry road when performing extreme manoeuvres, noisy.

**804 points**

Will allow you to save fuel in any travelling mode.

11<sup>th</sup>  
place**Cordiant All Terrain 98H**

Country of manufacture Russia  
Tread pattern symmetrical  
Tread depth 9.1–9.4 mm  
Shore rubber hardness 64 points  
Tyre weight 11.9 kg  
Average price in internet stores 3100 rubles  
Quality/price ratio 3.7

This universal tyre with a sharp-edged tread has a naturally poor braking performance, even though it's better than the "asphalt" "Dunlop": on a wet road the braking distance is 3 m less.

At high speed the tyres pool the vehicle lightly from side to side, without the need for steering. An attempt to change lanes smoothly generates a sluggish reaction, followed by fast rear axle skidding.

Evasive manoeuvre test speed is average, difficult steering. Steep turning angles and fast skidding upon exit from the manoeuvre. On wet asphalt pavement drifting at the start of the manoeuvre and skidding upon exit from the manoeuvre, a lack of steering responsiveness.

Make a loud humming noise with their sharp-edged tread, especially within the speed range 45–80 km/h. Jump on medium-size rough patches.

Increased rolling resistance at any speed, in this category are comparable to "Amtel".

↑ The lowest fuel consumption, satisfactory travelling comfort. All-terrain, evasive manoeuvre test speed is average, satisfactory travelling comfort.

↓ Poor braking performance on a dry and wet surface, excessive fuel consumption, show difficulty in holding the road and steering when changing lanes abruptly, noisy.

**834 points**

Will demonstrate their strengths on roads without coating.

10<sup>th</sup>  
place**Amtel Cruise 4x4 98T**

Country of manufacture Russia  
Tread pattern asymmetrical  
Tread depth 8.3–8.5 mm  
Shore rubber hardness 65 points  
Tyre weight 11.5 kg  
Average price in internet stores 3000 rubles  
Price/quality ratio 3.6

Braking performance on a dry and wet road is average.

On a straight road the vehicle wobbles slightly from side to side. Adjustment of direction is complicated by steep steering turning angles and a delay in reaction.

Evasive manoeuvre test speed is average. Becomes problematic on a dry surface: steep steering turning angles and vehicle roll lead to fast, unpredictable skidding. On a wet surface it's a bit better but the behaviour remains difficult owing to steep steering turning angles and a complete lack of steering responsiveness.

Make a heavy noise at a speed from 25 to 65 km/h. Make the vehicle jump on middle-size rough patches.

Rolling resistance is higher than average at any speed.

↑ Average braking performance, satisfactory noise level, all-terrain.

↓ Excessive fuel consumption, problematic steering when performing extreme manoeuvres on a dry road, difficult behaviour at high speed and steering on a wet road.

**841 points**

Universal tyres for city streets and earth roads.

(Scorpion Verde model), having let "Michelin" pass ahead by one point in overall standings. Owing to its much more modest price the price/quality ratio, equal to 5.3, is the most attractive in the leading group.

"Continental", presented by the model ContiCrossContact UHP, is a little bit behind the top three. It has come right up to the 900 point mark (898 points to be exact), which draws a line between great tyres and simply good tyres.

These tyres are expensive (5700 rubles) and thus compete with "Michelin" in the price/quality ratio (6.3) category.

Dynapno HP, of the aggressive "Hankook" brand, the latter constantly improving

04/2013 Za rulem



**9<sup>th</sup>  
place** **Yokohama Geolandar SUV 98H**

**Country of manufacture** Thailand  
**Tread pattern** symmetrical  
**Tread depth** 8.0–8.4 mm  
**Shore rubber hardness** 66 points  
**Tyre weight** 11.1 kg  
**Average price in internet stores** 5000 rubles  
**Price/quality ratio** 5.9

Poor braking performance: the results on a dry and wet road are comparable to the ones demonstrated by the more SUV "Cordiant".

The vehicle runs smoothly at high speed, but the reaction to adjustment of direction is slow.

The speed with which extreme manoeuvres can be performed is low. Difficult steering — unexpected skidding leads to an offset of trajectory. We recommend handling the steering wheel softly. On a wet surface the speed is limited by heavy, progressive skidding.

Make an especially loud humming noise at a speed of 40–45 km/h. Push the vehicle a lot on medium-size rough patches.

Rolling resistance is small at any speed.

↑ Economical at any speed, the behaviour at high speed and comfort level are satisfactory, all-terrain.

↓ Poor braking performance, difficult steering when performing extreme manoeuvres.

**842 points**

Universal broad spectrum tyres — for country, city and earth roads, will help save fuel.

its product features, closes the top 5 with 886 points. With regard to price/quality ratio (5.0), the tyre is equal to "Pirelli". This being said, even though it was only by one point, but it beat Bridgestone's Dueler H/P Sport, which gained 885 points.



**8<sup>th</sup>  
place** **Goodyear EfficientGrip SUV 98V**

**Country of manufacture** Germany  
**Tread pattern** symmetrical  
**Tread depth** 8.3–8.6 mm  
**Shore rubber hardness** 71 points  
**Tyre weight** 12.4 kg  
**Average price in internet stores** 5100 rubles  
**Price/quality ratio** 5.9

Braking performance is average on a dry and wet surface.

At high speed make the vehicle swing slightly but within the lane. When adjusting direction, light rear axle steering takes place.

Evasive manoeuvre test speed is average. Poor steering responsiveness, back impact skidding upon exit from the manoeuvre. On a wet surface rear axle steering which turns to fast, heavy skidding.

Satisfactory level of comfort. Translate big rough patches to the vehicle's trunk, buzz lightly on small ones. Voice joints and a change in road coating.

Increased rolling resistance at 90 km/h and average at 60 km/h.

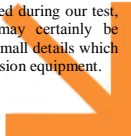
↑ Average braking performance.

↓ Excessive fuel consumption at 90 km/h, difficult steering on a wet road.

**866 points**

Will show their strengths in country travelling mode, will not fail on primary coating.

Based on the features outlined during our test, "Hankook" and "Bridgestone" may certainly be called twins: these tyres differ in small details which can only be captured by high-precision equipment.





<b>7<sup>th</sup></b> place	<b>Viatti Bosco A/T 98H</b>
<b>Country of manufacture</b> Russia <b>Tread pattern</b> asymmetrical <b>Tread depth</b> 7.3–7.6 mm <b>Shore rubber hardness</b> 74 points <b>Tyre weight</b> 11.4 kg <b>Average price in internet stores</b> 3700 rubles <b>Price/quality ratio</b> 4.3	
<p>Average braking performance on a dry surface and wet one.</p> <p>Make the vehicle run smoothly it seems but during soft changing of lanes lag behind significantly, then, as if from a sling, shoot fast to the side.</p> <p>Evasive manoeuvre test speed is above average, — as if the tyres were designed especially for "Duster". On a dry road there is a small delay in reaction, on a wet one — light passive skidding without the need for compensation.</p> <p>The humming noise reaches its peak at a speed of around 45 km/h. On small rough patches make the vehicle's interior door lining and dashboard "talk". Push the trunk stiffly on medium-size and large rough patches.</p> <p>Rolling resistance is average at any speed.</p>	
<p>↑ High speed when performing extreme manoeuvres, stable behaviour when performing extreme manoeuvres on a dry and wet surface.</p> <p>↓ Road-holding ability leaves much to be desired, rigid.</p>	
<b>868 points</b>	
Will be good in city travelling mode, on streets with high-quality road coating.	

There's a significant difference only in price. And if that's the case, why pay more? 5.0 against 5.9 leaves no room for doubt as to which purchase is a better bargain.



<b>6<sup>th</sup></b> place	<b>Bridgestone Dueler HP Sport 98H</b>
<b>Country of manufacture</b> Japan <b>Tread pattern</b> symmetrical <b>Tread depth</b> 7.0–8.1 mm <b>Shore rubber hardness</b> 69 points <b>Tyre weight</b> 11.2 kg <b>Average price in internet stores</b> 5200 rubles <b>Price/quality ratio</b> 5.9	
<p>Braking performance is better than average on a wet surface, close to average on a dry one.</p> <p>At high speed pool the vehicle slightly from the direction set under the effect of a small side-slope and crosswind.</p> <p>Evasive manoeuvre test speed is average. Fast turning of the steering wheel leads to fast skidding, slow turning — to rear axle skidding. On a wet surface the speed is limited by fast skidding. Steep steering turning angles impede the driver's actions.</p> <p>Make a loud humming noise within the speed range 30–60 km/h.</p> <p>Push the vehicle on medium-size rough patches, dampen big and small rough patches well.</p> <p>Rolling resistance is average at any speed.</p>	
<p>↑ All features can be described as stable.</p> <p>↓ Small remarks to road-holding ability, steering and comfort.</p>	
<b>885 points</b>	
For city and country trips on hard-surface roads.	

"Viatti" with its Bosco A/T model holds 7<sup>th</sup> rank — 868 points with a price tag of 3700 rubles give a price/quality ratio of 4.3.

Quite a bargain purchase, though domestic competitors have a price/quality ratio of less than 4.



<b>5<sup>th</sup></b> place	<b>Hankook Dynapro HP 98H</b>
<b>Country of manufacture</b> Hungary <b>Tread pattern</b> symmetrical <b>Tread depth</b> 7.0–8.1 mm <b>Shore rubber hardness</b> 71 points <b>Tyre weight</b> 11.7 kg <b>Average price in internet stores</b> 4400 rubles <b>Price/quality ratio</b> 5.0	
<p>Braking performance is a little better than average on a dry road, average on a wet one.</p> <p>On a straight road make the vehicle snake when coming across rough patches. Small delay in reaction when adjusting direction.</p> <p>Evasive manoeuvre test speed is high on a dry road, average on a wet one.</p> <p>Satisfactory steering. On a dry road skidding with a high amplitude. On a wet road a delay in reaction and steep steering turning angles.</p> <p>Voice rough asphalt pavement and all rough patches. Pass light vibrations from rough asphalt pavement, make kicks from cambered surfaces felt.</p> <p>Rolling resistance is low at a speed of 60 km/h, average at 90 km/h.</p>	
<p>↑ Economical at a speed of 60 km/h, all features can be described as stable.</p> <p>↓ Small remarks to road-holding ability, steering and comfort.</p>	
<b>886 points</b>	
For city and country travelling mode, are not bad on primary coating.	

8<sup>th</sup> place with 866 points belongs to "Good-year" (Efficient-Grip SUV model) with an unreasonably high price. This could be partly justified by the highest speed index (240 km/h), — but where will you drive so fast in Russia?



4<sup>th</sup>  
place

**Continental ContiCrossContact UHP 98H**

Country of manufacture France  
Tread pattern asymmetrical  
Tread depth 7.7–8.4 mm  
Shore rubber hardness 71 points  
Tyre weight 10.1 kg  
Average price in internet stores 5700 rubles  
Price/quality ratio 6.3

Brake well on a dry surface (came in fourth) and great on a wet one. Let "Pirelli" take first place in braking performance.

At high speed road-holding ability is good, no deviations. Accurate, highly-responsive steering helps when performing manoeuvres smoothly.

Evasive manoeuvre test speed is average. Good reaction on a dry road, but when turning the steering wheel steering responsiveness decreases. Fast, heavy skidding upon exit from the manoeuvre. If you fail to dampen it, the vehicle will be thrown outside the second corridor. On a wet surface the remarks are the same-skidding. But not as fast as on a dry surface.

Comfortable. General background noise level is high but the tyres don't voice rough patches. Make the kicks and vibrations from all the rough road patches felt.

Rolling resistance is low at any speed.

↑ Great braking performance on a wet road, good on a dry road, low fuel consumption, good road-holding ability at high speed.

↓ Difficult steering when performing extreme manoeuvres on a dry road, rigid.

**898 points**

For city and country travelling mode on good quality hard-surface roads, will help save fuel.

If only to soothe your soul. With regard to price/quality ratio (5.9), "Bridgestone" and "Yokohama" fall into the same "soul-soothing" category.

Speaking of which, the latter, with 842 points, has fallen behind the main competitor,



3<sup>th</sup>  
place

**Pirelli Scorpion Verde 102H**

Country of manufacture Great Britain  
Tread pattern asymmetrical  
Tread depth 7.2–8.5 mm  
Shore rubber hardness 65 points  
Tyre weight 12.1 kg  
Average price in internet stores 4600 rubles  
Price/quality ratio 5.0

The best braking performance: beat "Continental" which usually takes the lead in these categories, and left the outsider in the test behind by 1.5 of a vehicle body — 7.3 m on a dry road and 7.6 m on a wet one.

Good road-holding ability. Good reaction to adjustment of direction.

High evasive manoeuvre test speed on a dry road, on a wet one — average. When moving on a dry surface the speed is limited by light, easily adjustable skidding. On a wet road steep steering turning angles and a decrease in steering responsiveness when turning the steering wheel have been noted. Speed is limited by smooth and soft skidding.

The comfort level is equal to that of "Continental": light swishing noise, hollow voicing of rough patches. Make kicks and vibrations from rough road patches felt.

Rolling resistance is average at any speed.

↑ The best braking performance on a dry and wet road, good road-holding ability at high speed, comprehensible steering when performing extreme manoeuvres on a dry road.

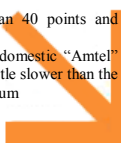
↓ Rigid, small remarks to steering on a wet surface.

**925 points**

Will show their strengths in country travelling mode on good hard-surface roads.

"Bridgestone", by more than 40 points and holds 9<sup>th</sup> place only.

Stepping on its toes is the domestic "Amtel" with its Cruise 4x4 model. It's a little slower than the majority of participants, its maximum





2<sup>th</sup>  
place**Michelin Latitude Diamaris 98H**

Country of manufacture Poland  
Tread pattern asymmetrical  
Tread depth 7.2–8.5 mm  
Shore rubber hardness 66 points  
Tyre weight 11.6 kg  
Average price in internet stores 5800 rubles  
Price/quality ratio 6.3

Good braking performance on a dry surface, even better than "Continental". On a wet one — in the first four.

At high speed make the vehicle run smoothly. Accurate steering, good reaction and small steering turning angles help when performing manoeuvres smoothly.

Evasive manoeuvre test speed is high. Comprehensive behaviour, steering without remarks. On a dry road the most accurate reaction and the best steering. On a wet surface the speed is limited by light skidding, which is easily stabilized.

The best in terms of comfort. Pass all rough patches smoothly. Quiet, make a light background noise on rough and coarse-textured asphalt pavement.

↑ Good braking performance, economical at 60 km/h, stable steering and road-holding ability, high level of comfort, all-terrain.  
↓ No faults have been identified.

**926 points**

Tyres designed for every occasion: stable in all travelling modes on different roads, will not fail on primary coating.

"is only" 190 km/h, but this didn't prevent it from gaining 841 points and coming in 10<sup>th</sup>. In terms of price/quality ratio (3.6) — it's the best bargain purchase.

Very close to it is the All Terrain ("Cordiant") with a semi-all terrain tread.

1<sup>th</sup>  
place**Nokian Hakka SU 102H**

Country of manufacture Russia  
Tread pattern asymmetrical  
Tread depth 7.2–7.7 mm  
Shore rubber hardness 67 points  
Tyre weight 11.3 kg  
Average price in internet stores 5000 rubles  
Price/quality ratio 5.3

Very good braking performance on a dry road, great on a wet one.

Good road-holding ability. Small delay in reaction to adjustment of direction and insufficient steering responsiveness at steering angles up to 20 degrees.

The highest evasive manoeuvre test speed, comprehensible and stable behaviour. On a dry road keep to the trajectory chosen with the help of a good balance. Steering responsiveness is a little lower both on a dry road and wet one.

Comfort level — not ideal. General background noise without voicing rough patches. Push the vehicle on cambered surfaces.

Roll smoothly at any speed, will help save fuel.

↑ Good traction, stable steering, economical.  
↓ Small remarks to road-holding ability and comfort.

**936 points**

Will be good on good quality hard-surface roads, will allow you to save fuel.

For a tyre like this 834 points and 11<sup>th</sup> rank in a dispute with its asphalt colleagues — is a rather good result.

The Japanese "Dunlop" with its Grandtrek PT2 model, quite unexpectedly for us, came in 12<sup>th</sup>, having gained a mere 804 points.

**7 UNDER LOAD**

In ordinary operating mode everyone's favourite "Renault-Duster" most likely pleases its owners. But in stringent tests it demonstrated some weaknesses.

Sluggish, vague steering makes it difficult to evaluate the vehicle's road-holding ability and reaction when performing manoeuvres smoothly (with small steering turning angles). "Duster" does not like performing extreme manoeuvres, i.e. evasive manoeuvre test speed was low. The tyres, with their poor traction quality, lead to heavy drifting of the vehicle front in the very beginning of the test, and then to skidding upon exit from the manoeuvre. Tyres with good traction ability and reaction to steering make the vehicle pass the trajectory set but when doing this, the vehicle rolls heavily... and lifts its inner "hind leg". The external supporting wheel cannot hold the car's rear under strong skid force, and the vehicle naturally starts to skid. Those who are thinking about showing off on the "Duster" should remember these particular features of its suspension and not engage in extreme manoeuvres.



It appears as though the lowest speed index (180 km/h) had nothing to do with it. However, it's not a fan of rough Russian asphalt pavement. With regard to price/quality ratio (5.5), this tenderfoot is somewhere in the middle between "Nokian", "Pirelli", "Hankook" on the one hand and "Bridgestone", "Yokohama", "Goodyear" on the other.



All tyres were assembled using LS disks.

Tyres 215/65R16 SUV		Braking distance on dry asphalt pavement with ABS (100–5 km/h)		Braking distance on wet asphalt pavement with ABS (80–5 km/h)		Evasive manoeuvre test speed on dry asphalt pavement		Evasive manoeuvre test speed on wet asphalt pavement		Fuel consumption at 90 km/h		Fuel consumption at 60 km/h														
		m	Points	m	Points	km/h	Points	km/h	Points	l/100 km	Points	l/100 km	Points													
1	Nokian Hakka Sport Utility	38,5	158,3	25,9	179,3	71,2	140,0	68,7	160,0	7,4	60,0	6,0	49,2													
2	Michelin Latitude Diamaris	39,7	153,6	26,7	173,9	68,4	134,5	66,8	155,6	7,5	59,2	6,0	49,2													
3	Pirelli Scorpion Verde	38,1	160,0	25,8	180,0	70,0	137,6	67,4	157,0	7,5	59,2	6,1	48,4													
4	Continental ContiCrossContact UHP	40,1	152,0	25,9	179,3	67,3	132,3	66,2	154,2	7,4	60,0	6,0	49,2													
5	Hankook Dynapro HP	41,6	146,5	27,7	167,7	68,1	133,9	66,3	154,4	7,5	59,2	6,0	49,2													
6	Bridgestone Dueler H/P Sport	42,1	144,8	27,1	171,1	67,3	132,3	66,4	154,6	7,5	59,2	6,1	48,4													
7	Viatti Bosco A/T	43,8	139,2	28,6	162,4	69,8	137,2	67,0	156,0	7,5	59,2	6,1	48,4													
8	Goodyear EfficientGrip SUV	43,2	141,1	28,5	162,9	68,0	133,7	66,3	154,4	7,6	58,4	6,1	48,4													
9	Yokohama Geolander SUV	44,4	138,5	30,2	153,8	66,2	130,2	64,5	150,2	7,4	60,0	6,0	49,2													
10	Amtel Cruise 4x4	43,7	139,5	29,0	160,1	66,7	131,3	66,2	154,2	7,6	58,4	6,2	47,6													
11	Cordiant All Terrain	44,8	136,1	30,3	153,3	67,2	132,1	66,1	153,9	7,6	58,4	6,2	47,6													
12	Dunlop Grandtrek PT2	45,4	134,3	33,4	139,0	65,5	128,8	63,1	147,0	7,4	60,0	5,9	50,0													
Share in overall standings		16%		18%		14%		16%		6%		5%														
Note:		39	41	43	45	25	27	29	31	33	66	67	68	69	70	71	64	65	66	67	68	69	7	8	6	6,5

Tyres		Steering during evasive manoeuvre test				Road-holding ability and adjustment of direction at high speed		Comfort				Hill climbing on an earth road	Total
		on wet asphalt pavement		on dry asphalt pavement				Internal noise		Travelling comfort			
		Grade	Points	Grade	Points			Grade	Points	Grade	Points		
1	Nokian Hakka Sport Utility	8	64	8	48	7	35	7	21	7	21	7	936
2	Michelin Latitude Diamaris	8	64	8	48	8	40	8	24	8	24	8	927
3	Pirelli Scorpion Verde	7	56	8	48	8	40	7	21	6	18	6	926
4	Continental ContiCrossContact UHP	7	56	6	36	8	40	7	21	6	18	6	898
5	Hankook Dynapro HP	7	56	7	42	7	35	7	21	7	21	7	886
6	Bridgestone Dueler H/P Sport	7	56	7	42	7	35	7	21	7	21	6	885
7	Viatti Bosco A/T	7	56	7	42	6	30	7	21	6	18	6	868
8	Goodyear EfficientGrip SUV	6	48	7	42	7	35	7	21	7	21	7	866
9	Yokohama Geolander SUV	6	48	6	36	7	35	7	21	7	21	8	842
10	Amtel Cruise 4x4	6	48	5	30	6	30	7	21	7	21	8	841
11	Cordiant All Terrain	6	48	6	36	6	30	6	18	7	21	9	834
12	Dunlop Grandtrek PT2	5	40	6	36	6	30	6	18	7	21	7	804
Share in overall standings		8 %		6 %		5 %		3 %		3 %			

The editorial staff would like to thank the tyre companies that presented their products for the test, AVTOVAZ and “Volgashintorg”, Tolyatti company, employees for technical support.

Our special thanks goes to the enterprise “Avtoframos” for the test vehicle “Renault-Duster” and the company Slik, which provided LS disks for our test.

When testing tyres Sergey MISHIN was assisted by the team:

Anton ANANYEV,  
Vadim KORABLEV,  
Yury KUROCHKIN, Yevgeny LARIN,  
Anton MISHIN  
Andrey OBRAZUMOV, Valery PAVLOV and Dmitry TESTOV.



*Crossover — even though it's small but it is an SUV and needs special kinds of tyres. **Sergey Mishin's** team tested twelve of the most popular models on the market.*

The most popular size in this segment is **215/65R16**. These are the shoes worn by the massively popular "Chevy-Niva", the rather expensive "Volkswagen-Tiguan" and the best-seller "Renault-Duster" — we used it as our reference model. Being aware of the fact that most of the time SUVs pound asphalt pavement, we limited our test to comparing competitors in these conditions only, having left primary coating optional — outside our test.

At the head of the column, with 936 points, is "Nokian" — the Hakka Sport Utility model. The leader has the highest evasive manoeuvre test speed among participants. The price, on the other hand, is not a record high at all — 5000 rubles, this provides an affordable price/quality ratio — 5.3.

Markedly more expensive is Michelin's Latitude Diamaris, which gained 926 points and stands in the runner up position. We consider this tyre to be the most balanced and free of faults. One exception is its price: it's the most expensive. That's why it has the corresponding price/quality ratio — 6.3.

At the bottom of the podium is "Pirelli" (Scorpion Verde model), having let "Michelin" pass ahead by one point in overall standings. Owing to its much more modest price the price/quality ratio, equal to 5.3, is the most attractive in the leading group.

"Continental", presented by the model ContiCrossContact UHP, is a little bit behind the top three. It has come right up to the 900 point mark (898 points to be exact), which draws a line between great tyres and simply good tyres.

These tyres are expensive (5700 rubles) and thus compete with "Michelin" in the price/quality ratio (6.3) category.

Dynapro HP, of the aggressive "Hankook" brand, the latter constantly improving its product features, closes the top 5 with 886 points. With regard to price/quality ratio (5.0), the tyre is equal to "Pirelli". This being said, even though it was only by one point, but it beat Bridgestone's Dueler H/P Sport, which gained 885 points. Based on the features outlined during our test, "Hankook" and "Bridgestone" may certainly be called twins: these tyres differ in small details which can only be captured by high-precision equipment.

There's a significant difference only in price. And if that's the case, why pay more? 5.0 against 5.9 leaves no room for doubt as to which purchase is a better bargain.

"Viatti" with its Bosco A/T model holds 7<sup>th</sup> rank — 868 points with a price tag of 3700 rubles give a price/quality ratio of 4.3.

Quite a bargain purchase, though domestic competitors have a price/quality ratio of less than 4.

8<sup>th</sup> place with 866 points belongs to "Goodyear" (Efficient-Grip SUV model) with an unreasonably high price. This could be partly justified by the highest speed index (240 km/h), — but where will you drive so fast in Russia? If only to soothe your soul. With regard to price/quality ratio (5.9), "Bridgestone" and "Yokohama" fall into the same "soul-soothing" category.

Speaking of which, the latter, with 842 points, has fallen behind the main competitor, "Bridgestone", by more than 40 points and holds 9<sup>th</sup> place only.

Stepping on its toes is the domestic "Amtel" with its Cruise 4x4 model. It's a little slower than the majority of participants, its maximum "is only" 190 km/h, but this didn't prevent it from gaining 841 points and coming in 10<sup>th</sup>. In terms of price/quality ratio (3.6) — it's the best bargain purchase.

Very close to it is the All Terrain ("Cordiant") with a semi-all terrain tread. For a tyre like this 834 points and 11<sup>th</sup> rank in a dispute with its asphalt colleagues — is a rather good result.

The Japanese "Dunlop" with its Grandtrek PT2 model, quite unexpectedly for us, came in 12<sup>th</sup>, having gained a mere 804 points. It appears as though the lowest speed index (180 km/h) had nothing to do with it. However, it's not a fan of rough Russian asphalt pavement. With regard to price/quality ratio (5.5), this tenderfoot is somewhere in the middle between "Nokian", "Pirelli", "Hankook" on the one hand and "Bridgestone", "Yokohama", "Goodyear" on the other.

The tyres designed for SUVs, unlike those designed for passenger cars, work in more complex road as well as off-road conditions. They differ not only in their specific size and extra load lift. They have a more sturdy design owing to a stronger carcass and enhanced tyre shoulders and walls. Sometimes these tyres are marked with the abbreviation SUV, more often — by their designation code. Here are the more widespread (but not compulsory) categories.

M/T (MT) - Mud Terrain - tyres with a sharp-edged tread for mud. These tyres are, as a rule, not meant for driving on asphalt pavement. Here they make more noise than their asphalt-only counterparts. Traction quality is low because owing to the wide grooves the area where the rubber comes into contact with asphalt pavement is minimal. And they wear out quickly.

A/T (AT) — All Terrain - universal tyres that combine all terrain features with satisfactory behaviour on asphalt pavement. Nevertheless, on hard-surface roads they demonstrate the same faults that the M/T tyres do, but to a smaller degree.

H/T (HT) - Highway (Terrain) - highway tyres for hard-surface roads. Are more comfortable than the two previous categories, with better traction on asphalt pavement. Naturally, with regard to all terrain features, they fall behind A/T and to a bigger extent M/T.

S/T (ST) - Sport (Terrain) - as a rule, differ from the H/T category by a higher speed index. Tread pattern is less aggressive and is not meant for travelling on primary coating. If you're not planning to speed, there's no point in overpaying for them.

Tyres with the same size as SUV, designed for passenger cars (PC — Passenger Car), are often available for sale. They can be used instead of SUV provided the right speed index and load lift have been chosen, but only if you drive on even roads. You can forget about curbs, rails, holes and other obstructions which put a load on and strain tyre walls.

### **Dunlop Grandtrek PT2 98S**

Country of manufacture Japan

Tread pattern symmetrical

Tread depth 7.1-7.4 mm

Shore rubber hardness 61 points

Tyre weight 10.7 kg

Average price in internet stores 4400 rubles

Price/quality ratio 5.5

The poorest braking performance on a dry and wet surface. Fall behind the test leader by 7.5 m on a wet road and 7 m on a dry one.

At high speed are susceptible to the crosswind effect. Adjustment of direction is complicated by vague steering, a significant delay in reaction. You can forget about extreme manoeuvres, they can only be performed at the lowest speed. The vehicle starts to skid un-

expectedly and early on too, at around 60 km/h. On a wet road the tyres drift heavily at the start of the manoeuvre and skid upon exit from the manoeuvre, and again at a modest speed.

Comfort level isn't great. Make a loud noise at a speed from 20 to 65 km/h. Start to squeak early during turns and when braking. Make kicks from cambered surfaces felt.

Roll the best: at a speed of 60 km/h cannot be beat by the others, at 90 km/h — in the leading group.

+The lowest fuel consumption, satisfactory travelling comfort.

- Poor braking performance on a dry and wet surface, problematic steering when performing extreme manoeuvres on a wet surface, difficult behaviour at high speed and steering on a dry road when performing extreme manoeuvres, noisy.

Will allow you to save fuel in any travelling mode.

### **Cordiant All Terrain 98H**

Country of manufacture Russia

Tread pattern symmetrical

Tread depth 9.1-9.4 mm

Shore rubber hardness 64 points

Tyre weight 11.9 kg

Average price in internet stores 3100 rubles

Quality/price ration 3.7

This universal tyre with a sharp-edged tread has a naturally poor braking performance, even though it's better than the "asphalt" "Dunlop": on a wet road the braking distance is 3 m less.

At high speed the tyres pool the vehicle lightly from side to side, without the need for steering. An attempt to change lanes smoothly generates a sluggish reaction, followed by fast rear axle skidding.

Evasive manoeuvre test speed is average, difficult steering. Steep turning angles and fast skidding upon exit from the manoeuvre. On wet asphalt pavement drifting at the start of the manoeuvre and skidding upon exit from the manoeuvre, a lack of steering responsiveness.

Make a loud humming noise with their sharp-edged tread, especially within the speed range 45-80 km/h. Jump on medium-size rough patches.

Increased rolling resistance at any speed, in this category are comparable to "Amtel".

+The lowest fuel consumption, satisfactory travelling comfort. All-terrain, evasive manoeuvre test speed is average, satisfactory travelling comfort.

-Poor braking performance on a dry and wet surface, excessive fuel consumption, show difficulty in holding the road and steering when changing lanes abruptly, noisy.

Will demonstrate their strengths on roads without coating.

### **Amtel Cruise 4x4 98T**

Country of manufacture Russia

Tread pattern asymmetrical

Tread depth 8.3-8.5 mm

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Shore rubber hardness 65 points  
Tyre weight 11.5 kg  
Average price in internet stores 3000 rubles  
Price/quality ratio 3.6

Braking performance on a dry and wet road is average.

On a straight road the vehicle wobbles slightly from side to side. Adjustment of direction is complicated by steep steering turning angles and a delay in reaction.

Evasive manoeuvre test speed is average. Becomes problematic on a dry surface: steep steering turning angles and vehicle roll lead to fast, unpredictable skidding. On a wet surface it's a bit better but the behaviour remains difficult owing to steep steering turning angles and a complete lack of steering responsiveness.

Make a heavy noise at a speed from 25 to 65 km/h. Make the vehicle jump on middle-size rough patches.

Rolling resistance is higher than average at any speed.

+Average braking performance, satisfactory noise level, all-terrain.

-Excessive fuel consumption, problematic steering when performing extreme manoeuvres on a dry road, difficult behaviour at high speed and steering on a wet road.

Universal tyres for city streets and earth roads.

### **Yokohama Geolandar SUV 98H**

Country of manufacture Thailand  
Tread pattern symmetrical  
Tread depth 8.0-8.4 mm  
Shore rubber hardness 66 points  
Tyre weight 11.1 kg  
Average price in internet stores 5000 rubles  
Price/quality ratio 5.9

Poor braking performance: the results on a dry and wet road are comparable to the ones demonstrated by the more SUV "Cordiant".

The vehicle runs smoothly at high speed, but the reaction to adjustment of direction is slow.

The speed with which extreme manoeuvres can be performed is low. Difficult steering — unexpected skidding leads to an offset of trajectory. We recommend handling the steering wheel softly. On a wet surface the speed is limited by heavy, progressive skidding.

Make an especially loud humming noise at a speed of 40-45 km/h. Push the vehicle a lot on medium-size rough patches.

Rolling resistance is small at any speed.

+Economical at any speed, the behaviour at high speed and comfort level are satisfactory, all-terrain.

-Poor braking performance, difficult steering when performing extreme manoeuvres.

Universal broad spectrum tyres — for country, city and earth roads, will help save fuel.

### **Goodyear EfficientGrip SUV 98V**

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Country of manufacture Germany  
Tread pattern symmetrical  
Tread depth 8.3-8.6 mm  
Shore rubber hardness 71 points  
Tyre weight 12.4 kg  
Average price in internet stores 5100 rubles  
Price/quality ratio 5.9

Braking performance is average on a dry and wet surface.

At high speed make the vehicle swing slightly but within the lane. When adjusting direction, light rear axle steering takes place.

Evasive manoeuvre test speed is average. Poor steering responsiveness, back impact skidding upon exit from the manoeuvre. On a wet surface rear axle steering which turns to fast, heavy skidding.

Satisfactory level of comfort. Translate big rough patches to the vehicle's trunk, buzz lightly on small ones. Voice joints and a change in road coating.

Increased rolling resistance at 90 km/h and average at 60 km/h.

+Average braking performance.

-Excessive fuel consumption at 90 km/h, difficult steering on a wet road.

Will show their strengths in country travelling mode, will not fail on primary coating.

### **Viatti Bosco A/T 98H**

Country of manufacture Russia  
Tread pattern asymmetrical  
Tread depth 7.3-7.6 mm  
Shore rubber hardness 74 points  
Tyre weight 11.4 kg  
Average price in internet stores 3700 rubles  
Price/quality ratio 4.3

Average braking performance on a dry surface and wet one.

Make the vehicle run smoothly it seems but during soft changing of lanes lag behind significantly, then, as if from a sling, shoot fast to the side.

Evasive manoeuvre test speed is above average, - as if the tyres were designed especially for "Duster". On a dry road there is a small delay in reaction, on a wet one — light passive skidding without the need for compensation.

The humming noise reaches its peak at a speed of around 45 km/h. On small rough patches make the vehicle's interior door lining and dashboard "talk". Push the trunk stiffly on medium-size and large rough patches.

Rolling resistance is average at any speed.

+High speed when performing extreme manoeuvres, stable behaviour when performing extreme manoeuvres on a dry and wet surface.

-Road-holding ability leaves much to be desired, rigid.

Will be good in city travelling mode, on streets with high-quality road coating.

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### **Bridgestone Dueler HP Sport 98H**

Country of manufacture Japan

Tread pattern symmetrical

Tread depth 7.0-8.1 mm

Shore rubber hardness 69 points

Tyre weight 11.2 kg

Average price in internet stores 5200 rubles

Price/quality ratio 5.9

Braking performance is better than average on a wet surface, close to average on a dry one.

At high speed pool the vehicle slightly from the direction set under the effect of a small side-slope and crosswind.

Evasive manoeuvre test speed is average. Fast turning of the steering wheel leads to fast skidding, slow turning - to rear axle skidding. On a wet surface the speed is limited by fast skidding. Steep steering turning angles impede the driver's actions.

Make a loud humming noise within the speed range 30-60 km/h.

Push the vehicle on medium-size rough patches, dampen big and small rough patches well.

Rolling resistance is average at any speed.

+All features can be described as stable.

-Small remarks to road-holding ability, steering and comfort.

For city and country trips on hard-surface roads.

### **Hankook Dynapro HP 98H**

Country of manufacture Hungary

Tread pattern symmetrical

Tread depth 7.0-8.1 mm

Shore rubber hardness 71 points

Tyre weight 11.7 kg

Average price in internet stores 4400 rubles

Price/quality ratio 5.0

Braking performance is a little better than average on a dry road, average on a wet one.

On a straight road make the vehicle snake when coming across rough patches. Small delay in reaction when adjusting direction.

Evasive manoeuvre test speed is high on a dry road, average on a wet one. Satisfactory steering. On a dry road skidding with a high amplitude. On a wet road a delay in reaction and steep steering turning angles.

Voice rough asphalt pavement and all rough patches. Pass light vibrations from rough asphalt pavement, make kicks from cambered surfaces felt.

Rolling resistance is low at a speed of 60 km/h, average at 90 km/h.

+Economical at a speed of 60 km/h, all features can be described as stable.

-Small remarks to road-holding ability, steering and comfort.



For city and country travelling mode, are not bad on primary coating.

### **Continental ContiCrossContact UHP 98H**

Country of manufacture France

Tread pattern asymmetrical

Tread depth 7.7-8.4 mm

Shore rubber hardness 71 points

Tyre weight 10.1 kg

Average price in internet stores 5700 rubles

Price/quality ratio 6.3

Brake well on a dry surface (came in fourth) and great on a wet one. Let "Pirelli" take first place in braking performance.

At high speed road-holding ability is good, no deviations. Accurate, highly-responsive steering helps when performing manoeuvres smoothly.

Evasive manoeuvre test speed is average. Good reaction on a dry road, but when turning the steering wheel steering responsiveness decreases. Fast, heavy skidding upon exit from the manoeuvre. If you fail to dampen it, the vehicle will be thrown outside the second corridor. On a wet surface the remarks are the same-skidding. But not as fast as on a dry surface.

Comfortable. General background noise level is high but the tyres don't voice rough patches. Make the kicks and vibrations from all the rough road patches felt.

Rolling resistance is low at any speed.

+Great braking performance on a wet road, good on a dry road, low fuel consumption, good road-holding ability at high speed.

-Difficult steering when performing extreme manoeuvres on a dry road, rigid.

For city and country travelling mode on good quality hard-surface roads, will help save fuel.

### **Pirelli Scorpion Verde 102H**

Country of manufacture Great Britain

Tread pattern asymmetrical

Tread depth 7.2-8.5 mm

Shore rubber hardness 65 points

Tyre weight 12.1 kg

Average price in internet stores 4600 rubles

Price/quality ratio 5.0

The best braking performance: beat "Continental" which usually takes the lead in these categories, and left the outsider in the test behind by 1.5 of a vehicle body — 7.3 m on a dry road and 7.6 m on a wet one.

Good road-holding ability. Good reaction to adjustment of direction.

High evasive manoeuvre test speed on a dry road, on a wet one — average. When moving on a dry surface the speed is limited by light, easily adjustable skidding. On a wet road steep steering turning angles and a decrease in steering responsiveness when turning the steering wheel have been noted. Speed is limited by smooth and soft skidding.

The comfort level is equal to that of "Continental": light swishing noise, hollow voicing of rough patches. Make kicks and vibrations from rough road patches felt. Rolling resistance is average at any speed.

+The best braking performance on a dry and wet road, good road-holding ability at high speed, comprehensible steering when performing extreme manoeuvres on a dry road.  
-Rigid, small remarks to steering on a wet surface.

Will show their strengths in country travelling mode on good hard-surface roads.

### **Michelin Latitude Diamaris 98H**

Country of manufacture Poland

Tread pattern asymmetrical

Tread depth 7.2-8.5 mm

Shore rubber hardness 66 points

Tyre weight 11.6 kg

Average price in internet stores 5800 rubles

Price/quality ratio 6.3

Good braking performance on a dry surface, even better than "Continental". On a wet one — in the first four.

At high speed make the vehicle run smoothly. Accurate steering, good reaction and small steering turning angles help when performing manoeuvres smoothly.

Evasive manoeuvre test speed is high. Comprehensible behaviour, steering without remarks. On a dry road the most accurate reaction and the best steering. On a wet surface the speed is limited by light skidding, which is easily stabilized.

The best in terms of comfort. Pass all rough patches smoothly. Quiet, make a light background noise on rough and coarse-textured asphalt pavement.

+Good braking performance, economical at 60 km/h, stable steering and road-holding ability, high level of comfort, all-terrain.

-No faults have been identified.

Tyres designed for every occasion: stable in all travelling modes on different roads, will not fail on primary coating.

### **Nokian Hakka SU 102H**

Country of manufacture Russia

Tread pattern asymmetrical

Tread depth 7.2-7.7 mm

Shore rubber hardness 67 points

Tyre weight 11.3 kg

Average price in internet stores 5000 rubles

Price/quality ratio 5.3

Very good braking performance on a dry road, great on a wet one.

Good road-holding ability. Small delay in reaction to adjustment of direction and insufficient steering responsiveness at steering angles up to 20 degrees.

The highest evasive manoeuvre test speed, comprehensible and stable behaviour. On a dry road keep to the trajectory chosen with the help of a good balance. Steering responsiveness is a little lower both on a dry road and wet one.

Comfort level - not ideal. General background noise without voicing rough patches. Push the vehicle on cambered surfaces.

Roll smoothly at any speed, will help save fuel.

+Good traction, stable steering, economical.

-Small remarks to road-holding ability and comfort.

Will be good on good quality hard-surface roads, will allow you to save fuel.

## **UNDER LOAD**

In ordinary operating mode everyone's favourite "Renault-Duster" most likely pleases its owners. But in stringent tests it demonstrated some weaknesses.

Sluggish, vague steering makes it difficult to evaluate the vehicle's road-holding ability and reaction when performing manoeuvres smoothly (with small steering turning angles).

"Duster" does not like performing extreme manoeuvres, i.e. evasive manoeuvre test speed was low. The tyres, with their poor traction quality, lead to heavy drifting of the vehicle front in the very beginning of the test, and then to skidding upon exit from the manoeuvre. Tyres with good traction ability and reaction to steering make the vehicle pass the trajectory set but when doing this, the vehicle rolls heavily... and lifts its inner "hind leg".

The external supporting wheel cannot hold the car's rear under strong skid force, and the vehicle naturally starts to skid. Those who are thinking about showing off on the "Duster" should remember these particular features of its suspension and not engage in extreme manoeuvres.