



# WINTER TYRE TEST 2016

We pick from eight top winter tyres to get you through the big freeze this year



**Kim Adams**  
 products@autoexpress.co.uk  
 @AE\_Consumer

**AE** EVEN after a few fairly mild years, deciding whether to switch tyres for winter doesn't get any easier. While some drivers won't head to a fitter until they see snow, it's safest to invest in winter rubber now. Even if snow doesn't fall, winter tyres perform better than conventional 'summer' designs below about seven degrees Celsius – a certainty in a typical British winter.

New designs and technology are arriving every year, and switching has never been easier, with car manufacturers offering wheel and tyre packages and dealers setting up 'hotels' to look after your 'summer' tyres when they're off the car.

But which winter tyre should you buy? We returned to the 205/55 R16 size found on a range of big-selling family cars and headed to the Test World site at Ivalo, Finland, with Hankook; wet and dry tests were completed at Continental's Hanover facility in Germany. All tests were done by Auto Express drivers apart from those requiring specialist skills.

We also included our test-winning summer and all-season tyres in this size to see how they compared on performance.

## What we tested

ALL the winter tyres had a speed rating of H (up to 130mph), apart from the Goodyear and our two comparison tyres, which were V-rated (up to 150mph). And all had weight ratings of 91, with the exception of the Goodyear and the summer tyre, which were 94.

We've also listed the compulsory tyre label ratings for each product. These assess fuel economy (FE), wet grip (WG) and pass by noise (N). The first two are ranked A-G, with A the best, while noise is shown in decibels; the lower the figure the better.

### WINTER

**Bridgestone Blizzak LM001**

(FE) E (WG) B (N) 72

**Continental WinterContact TS 860**

(FE) C (WG) B (N) 72

**Dunlop Winter Sport 5**

(FE) C (WG) B (N) 69

**Goodyear UltraGrip Performance Gen-1**

(FE) C (WG) B (N) 71

**Hankook i\*cept RS2**

(FE) E (WG) B (N) 72

**Michelin Alpin 5**

(FE) E (WG) B (N) 68

**Nokian WR D4**

(FE) C (WG) A (N) 69

**Pirelli**

**Cinturato Winter**

(FE) E (WG) B (N) 66

### ALL SEASON

**Nokian**

**Weatherproof**

(FE) C (WG) A (N) 69

### SUMMER

**Dunlop Sport**

**BluResponse**

(FE) B (WG) A (N) 68



Pictures: Otis Clay/Nathan Morgan



# Picking a winter winner

Each of our tyres was rated in a series of performance assessments

## Snow braking

AVOIDING that dreaded moment when you hit the brakes on snow and the car barely slows is a key draw of winter tyres. Our test measures the distance taken to slow from 50-5kph (16-3mph), removing the variations ABS can create in the final few yards.

## Snow traction

GETTING up hills is the second big factor in buying winter tyres. For this we got the car moving, changed to second below 25kph then accelerated as hard as possible. Our test measures the distance from 25-50kph (16-31mph). As in the braking test, the result is from an average of eight runs.

## Snow circle

THIS is a crucial measurement of lateral grip on snow. We lined the car up on the inside edge of the 50-metre circle, applied a fixed amount of lock and accelerated until the line could no longer be held. The result is taken from an average of several laps.

## Snow handling

THE 1,300-metre track at Ivalo is fast and flowing and really tests the tyres. There's a mix of tightening turns and hairpins, and with all the electronic driver aids off it's a real challenge. The track is graded between runs and the result is an average of lap times.

## Wet braking

WITH the temperatures at Continental's Contidrom facility in northern Germany around the point where you should switch

between summer and winter tyres, we carried out a series of emergency stops in the wet from 80kph, measuring the distance they took, again from an average of runs.

## Wet circle

YOU need a strong stomach for this test, which requires around 10 laps on the soaked 60-metre circle. Like the test on snow, we drove the car close to the inner kerb and accelerated until the nose pushed wide. The result came from an average of lap times.

## Wet handling

AT the heart of this test are timed laps of the handling circuit which winds its way through trees and rocks inside the Contidrom's banked oval. We kept the same braking points and lines, letting the time come from carrying more speed through turns and getting on the throttle earlier.

## Straight aquaplaning

UNLIKE the other wet track tests, this is not temperature dependent as the major factor is tread rather than compound. The car is accelerated with one wheel in water. Wheel speeds are measured and we record the point at which one exceeds the other by 15 per cent. The higher the speed the better.

## Curved aquaplaning

AS with the straight assessment, this test measures the speed when the tyre can no longer pump water from under the tread and rides up on to it. This is judged when the tread is distorted by cornering forces, with lateral



grip measured as the car is driven through a flooded section at increasing speeds.

## Dry handling

NOT the natural habitat for winter tyres; their soft, flexible treads prefer snow or rain. Our assessment is based on an average of lap times round the proving ground dry handling track's flowing turns and direction changes.

## Dry braking

WHILE drivers are most likely to exceed their tyres' performance in the wet, this test is key when considering running winter rubber all year round. We measure the distance taken to stop from 100kph; the result is an average of runs, with exceptional results removed.

## Rolling resistance

THIS is how a tyre's fuel economy is rated. It measures the force required to turn a loaded tyre, and our test – carried out to industry standards – takes an average of

two tyres. The greater the force required, the more fuel is used. A difference of around five per cent in rolling resistance equates to a one per cent change in fuel economy.

## Cabin noise

WHILE the EU tyre labelling tests, driven by environmental concerns, focus on pass-by noise, we concentrate on levels in the cabin – vital for many drivers. We measured sound levels as the car coasted down from 50mph over three surfaces: smooth and rough tarmac, plus concrete slabs. An average from each one made up the final result.

## Price

THIS plays a minor role in our overall result as tyres should be bought on performance, not price. Winner of our Issue 1,424 online tyre retailer test, Black Circles, provided the fully fitted prices; these are what it charged at the time of writing or what the tyre would cost if it was part of the company's range.

"Snow and wet tests each count for a third of the overall result; the other factors make up the remainder"



## How our tests were scored

THE top-performing tyre in each of our individual tests – apart from price – is given a score of 100 per cent, with the rest rated relative to this.

This is a similar formula to our other tyre tests, and ensures a category where the differences between the best and worst-performing products are large will have the same effect on the overall score as one where the gap is small. To get a winner, we add the percentages together.

Snow and wet tests each count for a third of the overall result, with the other factors making up the remainder.



## 8. Hankook i\*cept RS2

**AE** HANKOOK'S summer tyres are now original fit on cars from the likes of Mercedes and BMW, but its winter designs trail the best. Still, only wet braking gives cause for concern; the i\*cept RS2 took seven metres longer to stop than the winning Continental.

That lack of wet grip carried over to the handling and circle tests, plus it could be felt on the handling track; the front lost grip on acceleration or with lock applied. It was safe with no rear movement, but grip levels were low. It fared better in our aquaplaning tests.

On snow it struggled, like the Dunlop. As in the wet it felt secure, but the front washed wide, then unsettled the rear. It was also easy to spin wheels out of turns. This tyre was happiest on dry surfaces, with decent braking and handling results. It was also well damped on our noise test surfaces.



**Hankook was a star performer on dry handling track; it struggled in wet**

### TEST RESULTS

Price		<b>£91.19</b>
Snow braking	<b>7th</b>	<b>94.6%</b>
Snow traction	<b>7th</b>	<b>94%</b>
Snow circle	<b>4th</b>	<b>97.1%</b>
Snow handling	<b>=6th</b>	<b>97.8%</b>
Straight aquaplaning	<b>4th</b>	<b>93.2%</b>
Curved aquaplaning	<b>3rd</b>	<b>94.9%</b>
Wet braking	<b>8th</b>	<b>82.1%</b>
Wet handling	<b>8th</b>	<b>94.1%</b>
Wet circle	<b>8th</b>	<b>96.3%</b>
Dry braking	<b>4th</b>	<b>99.3%</b>
Dry handling	<b>=2nd</b>	<b>99.9%</b>
Rolling resistance	<b>5th</b>	<b>86.1%</b>
Cabin noise	<b>4th</b>	<b>99.1%</b>

**Overall 8th 97.6%**

**VERDICT**  
Reasonable option, but rivals have already moved the game on



## 7. Dunlop Winter Sport 5

**AE** SWITCHING from 17 to 16-inch rims for this test didn't help the Dunlop; it's down from second in 2015 to second from last this year.

Snow again let the Winter Sport 5 down; it was last in all but one test on the white stuff. It fared best around the handling circuit, with good balance. Yet it still left Finland trailing.

It was also in the lower half across the wet tests, despite good balance and initial grip. Like the Hankook, this tyre was best in the dry, yet it wasn't the most comfortable over our rough tarmac and concrete. It felt good on the handling track, hanging on for longer than most before losing grip through the longer turns. Its braking result was on the pace, too, just a fraction behind specialist Continental. One thing that hasn't changed is its excellent fuel economy, topped only by the new Conti.



**It struggled on snow, but dry braking brought best out of Dunlop**

### TEST RESULTS

Price		<b>£97.78</b>
Snow braking	<b>8th</b>	<b>92.7%</b>
Snow traction	<b>8th</b>	<b>93.1%</b>
Snow circle	<b>8th</b>	<b>89.6%</b>
Snow handling	<b>=3rd</b>	<b>98.2%</b>
Straight aquaplaning	<b>7th</b>	<b>88.6%</b>
Curved aquaplaning	<b>5th</b>	<b>92.5%</b>
Wet braking	<b>6th</b>	<b>89.9%</b>
Wet handling	<b>6th</b>	<b>95.9%</b>
Wet circle	<b>3rd</b>	<b>98.4%</b>
Dry braking	<b>=2nd</b>	<b>99.6%</b>
Dry handling	<b>=2nd</b>	<b>99.9%</b>
Rolling resistance	<b>2nd</b>	<b>97.6%</b>
Cabin noise	<b>=7th</b>	<b>97.9%</b>

**Overall 7th 97.7%**

**VERDICT**  
Still a good winter tyre, although competitors have raised standards



## 6. Bridgestone Blizzak LM001

**AE** FOR many years, Bridgestone didn't bring its winter tyres here, but had a change of heart, and debuted in our test last year. After coming last in 2015, this result from its relatively old LM001 will be welcome – especially as it's not far behind Michelin's Alpin 5.

The standout result is in the straight aquaplaning test, but it couldn't repeat that on the curve, coming fourth. It did well in the constant loadings of the wet cornering test, although on the handling track direction changes exposed a lack of grip, with the rear moving. It had similar traits on the snow handling track, with a floaty feel.

That soft feel was still present in the dry, where it lacked sharpness on the handling track and needed lots of lock. The design showed its age in all three braking tests, but the compliant construction was helpful in the noise test.



**Aquaplaning in a straight line stood out on Blizzak's poor wet test card**

### TEST RESULTS

Price		<b>£78.59</b>
Snow braking	<b>=5th</b>	<b>97.6%</b>
Snow traction	<b>5th</b>	<b>95%</b>
Snow circle	<b>6th</b>	<b>92.2%</b>
Snow handling	<b>8th</b>	<b>97.2%</b>
Straight aquaplaning	<b>1st</b>	<b>100%</b>
Curved aquaplaning	<b>4th</b>	<b>94.7%</b>
Wet braking	<b>7th</b>	<b>89.4%</b>
Wet handling	<b>7th</b>	<b>95.3%</b>
Wet circle	<b>2nd</b>	<b>98.5%</b>
Dry braking	<b>8th</b>	<b>92.9%</b>
Dry handling	<b>5th</b>	<b>99%</b>
Rolling resistance	<b>6th</b>	<b>85.6%</b>
Cabin noise	<b>2nd</b>	<b>99.8%</b>

**Overall 6th 98.4%**

**VERDICT**  
By no means poor, but an all-new version is long overdue





## 5. Michelin Alpin 5

**AE** ALONG with winter specialist Nokian, this was one of the stars of the snow tests, with the pair closely matched across the four disciplines and enjoying a clear margin over best of the rest Pirelli. That superiority could be felt from the driving seat as the Michelin pulled the car through turns where lesser rivals would simply slide. It had a good balance, too, with grip distributed between front and rear.

It was no surprise to see it take a convincing win in the handling test and around the circle. It was close to the pace in the other snow tests as well.

But away from the white stuff, it was less impressive. Across the wet tests, it was at the bottom of the table with the struggling Hankook, and was a long way off the best in the deep-water aquaplaning tests. Shallower depths saw its fortunes revive, with a top three finish in wet handling, and decent results on the circle and in braking. It felt pretty secure, too, with a very stable rear end and a front that hooked up well compared with rivals.

The Alpin 5 carried over this good driveability to the dry track, where it had



Michelin starred on the snow handling track, as well as on cornering circle

the same security at the rear, coping well on the throttle through the long sweeps.

The days of Michelin topping every rolling resistance test are long gone, but while it trails the winning Continental by some way, it was at the top of the closely matched midfield pack.

### TEST RESULTS

Price		<b>£89.36</b>
Snow braking	4th	97.8%
Snow traction	3rd	97.3%
Snow circle	1st	100%
Snow handling	1st	100%
Straight aquaplaning	8th	82.4%
Curved aquaplaning	8th	79.3%
Wet braking	4th	93%
Wet handling	3rd	98.1%
Wet circle	6th	97.6%
Dry braking	7th	94.9%
Dry handling	4th	99.2%
Rolling resistance	4th	88.7%
Cabin noise	6th	98.4%

**Overall 5th 98.5%**

**VERDICT** A star in the snow, but it was less assured in deep water



## 4. Goodyear UltraGrip Performance Gen-1

**AE** OUR winner last year in 17-inch guise has to settle for fourth this time, beaten only by newer models.

Yet while it's fallen off the podium, the results are close, and there's not much between the Goodyear and the third-placed Pirelli. It isn't the first test winner to be usurped by newer designs within 12 months. The traits that secured it victory in 2015 are still there, with a sound performance across the three surfaces and particularly at the pumps, where it proved Goodyear's engineers have found something when it comes to fuel economy.

And this time, there's isn't the usual trade-off on wet grip. The tyre was on the podium for braking, and in the top four around the handling track. Front grip was good here, and there was less of a delay required before we got on the throttle through the turns. It needed less lock than most and felt very safe.

It was good on the snow, too, with a strong balance helping it through the



slower corners. Overall, it was a match for our test winner on the snow, but dropped away on the wet tests, where it had to give best in the braking to the Continental.

It was among the best when riding over the noise track surface, being well damped on the rough tarmac and concrete. Braking was on the pace, but it rated less well on the handling track, trailing our winner by over a second.

**Gen-1 mixed strong efficiency with second place for wet braking**

### TEST RESULTS

Price		<b>£112.87</b>
Snow braking	=2nd	98%
Snow traction	4th	96.7%
Snow circle	7th	90.6%
Snow handling	5th	97.9%
Straight aquaplaning	6th	91.8%
Curved aquaplaning	2nd	96.1%
Wet braking	2nd	97.5%
Wet handling	4th	97.2%
Wet circle	7th	97.4%
Dry braking	5th	99%
Dry handling	8th	98.1%
Rolling resistance	3rd	94.6%
Cabin noise	3rd	99.4%

**Overall 4th 99%**

**VERDICT** It's a good all-rounder that's easy on the wallet, too





## 3. Pirelli Cinturato Winter

**AE** AFTER the veteran Sottozero picked up a series of mid-pack results, the new Pirelli Cinturato Winter has taken a well deserved third place.

The Winter joins a Cinturato family already boosted by the arrival last year of the All Season. It has a feature in its tread that lets you know when it's worn to the point that its snow performance is dangerous – the words Now Snow become No Snow as the tyre wears.

With a full tread depth it was effective on the snow, and earned podium places in all but braking. Even then, it wasn't far off the best.

The Cinturato Winter felt loose on the handling track, requiring plenty of lock and the rear moving to get round, but that added up to a good lap time.

It was better on the wet circuit as it pulled the car through bends as rivals spun the wheels. Despite the good front grip, a stable rear end here helped it to a good result on the circle. It was mixed in deeper water, with the curved aquaplaning proving tricky.

The Pirelli was on the pace in the dry, however, with results close to the best, and it was a similar story in the coast-down



Pirelli rubber found traction on snow where some other tyres struggled

test where it had a not-too-intrusive, low-pitched rumble on the rougher tarmac.

While Pirelli may have improved its driving performance, efficiency is some way off the pace-setters; it would use around three per cent more fuel than the winning Continental.

### TEST RESULTS

Price		<b>£75.52</b>
Snow braking	<b>5th</b>	<b>97.6%</b>
Snow traction	<b>2nd</b>	<b>98.0%</b>
Snow circle	<b>3rd</b>	<b>97.3%</b>
Snow handling	<b>2nd</b>	<b>98.8%</b>
Straight aquaplaning	<b>3rd</b>	<b>95.7%</b>
Curved aquaplaning	<b>6th</b>	<b>82.3%</b>
Wet braking	<b>5th</b>	<b>92.2%</b>
Wet handling	<b>2nd</b>	<b>99.7%</b>
Wet circle	<b>=4th</b>	<b>98.3%</b>
Dry braking	<b>6th</b>	<b>98.3%</b>
Dry handling	<b>7th</b>	<b>98.4%</b>
Rolling resistance	<b>7th</b>	<b>85.5%</b>
Cabin noise	<b>5th</b>	<b>98.7%</b>

**Overall 3rd 99.3%**

**VERDICT** Pirelli is a worthy buy when the temperature drops



## 2. Nokian WR D4

**AE** SECOND spot goes to yet another new tyre, this time from cold-weather specialist Nokian.

The company has quite clearly focused its development on the driving experience, with a string of good results on all surfaces, but this has been at the expense of fuel economy. Without that result it could well have been celebrating a win because it had few other weaknesses.

It was in the top two in the deep-water tests and on the pace in the temperature-dependent braking, circle and handling assessments. Handling in the wet was ultimately limited by the front grip, but it always felt safe and the loss of grip was progressive.

As we've come to expect, the Finnish tyre maker excelled on snow, winning the traction and braking tests.

The WR D4 was less assured on the handling track, but lap times were close to the best even though it struggled to grip when accelerating through corners. The rear also moved once the front had hooked up.

It repeated its snow braking win in the dry, and while its lap times may have been a little



Nokian gripped well, but our meter revealed that it was noisier than rivals

off the front-runners' on the handling track, the WR D4 still felt balanced and safe.

Fuel economy was the biggest price paid for that driving performance, but the Nokian was also quite noisy, and there was a slight harshness to the ride over our rough sections.

### TEST RESULTS

Price		<b>£72.59</b>
Snow braking	<b>1st</b>	<b>100%</b>
Snow traction	<b>1st</b>	<b>100%</b>
Snow circle	<b>2nd</b>	<b>98.2%</b>
Snow handling	<b>=6th</b>	<b>97.8%</b>
Straight aquaplaning	<b>2nd</b>	<b>96.4%</b>
Curved aquaplaning	<b>1st</b>	<b>100%</b>
Wet braking	<b>3rd</b>	<b>93.5%</b>
Wet handling	<b>5th</b>	<b>96.2%</b>
Wet circle	<b>=4th</b>	<b>98.3%</b>
Dry braking	<b>1st</b>	<b>100%</b>
Dry handling	<b>6th</b>	<b>98.9%</b>
Rolling resistance	<b>8th</b>	<b>85.1%</b>
Cabin noise	<b>=7th</b>	<b>97.9%</b>

**Overall 2nd 99.7%**

**VERDICT** Top performer, but poor economy rules out potential win





# 1. Continental

## WinterContact TS 860

**AE** SUCH is the focused performance of the Continental WinterContact TS 860 that you could almost be justified in calling it an all-season tyre. It will keep you safe on snow, and then it will excel in the wet and on dry roads – exactly the conditions UK drivers will face for much of the winter.

Critically, that performance has not come at the expense of fuel economy, as is the case with its fellow podium finishers. It even managed to top the Goodyear Dunlop pair, which have set the pace in fuel use in recent tests.

The only real weakness was in deep water, when it struggled in the curved aquaplaning test.

However, in the shallower depths of the handling track it felt really strong, turning in directly and accelerating through corners where other tyres would just spin up and run wide.

Despite that impressive front grip, it kept the rear under control. That sharpness was still there in the dry, although we still needed to wait to get on the throttle in longer turns.

Continental makes braking one of its priorities when designing a tyre and that



Continental was decent on snow, but topped table in nearly every other test

could be felt in the wet, dry and even on snow – which was its weakest surface. It wasn't far off the best there and felt better than its lap time may suggest on the handling track. With the front dictating the overall grip, it felt reassuringly stable and secure.

## TEST RESULTS

Price		£91.13
Snow braking	2nd	98.0%
Snow traction	6th	94.3%
Snow circle	5th	94.6%
Snow handling	3rd	98.2%
Straight aqua	5th	91.9%
Curved aqua	7th	81.0%
Wet braking	1st	100%
Wet handling	1st	100%
Wet circle	1st	100%
Dry braking	=2nd	99.6%
Dry handling	1st	100%
Rolling resistance	1st	100%
Cabin noise	1st	100%

**Overall 1st 100%**

**VERDICT** Impressive wet and dry grip, plus easy on pocket at the pumps, so it secures the win



## ALL-SEASON TYRE

# Nokian

## Weatherproof

**AE** ALL-season tyres are now winter tyres in all but name; this is the rubber UK drivers can fit and forget. But is that really the case with this new generation?

Nokian's Weatherproof would have finished second had it been called a winter tyre. It was more fuel-efficient than most of our cold-weather products, and we struggled to distinguish it from the winter tyres across the handling tests.

However, it suffers the same drawbacks in the dry as winter tyres, giving away a lot of performance under braking.

It also struggled in the wet as the temperatures rose. These results prompt the question: is there such a thing as an all-season tyre?



## TEST RESULTS

Price	£74.40
Snow braking	98.4%
Snow traction	100.6%
Snow circle	91.9%
Snow handling	96.3%
Straight aqua	95.9%
Curved aqua	100.9%
Wet braking	95.9%
Wet handling	95.7%
Wet circle	98.8%
Dry braking	101.2%
Dry handling	98.6%
Roll resistance	99.8%
Cabin noise	97.2%

**Overall 99.8%**

## SUMMER TYRE

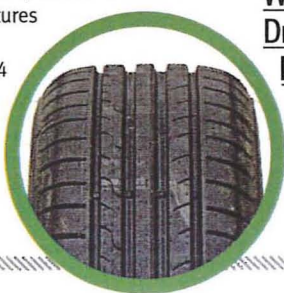
# Dunlop

## Sport BluResponse TEST RESULTS

**AE** WE tested this summer tyre on the dry handling track after we'd tried the winter rubber, and it proved why keeping your car running on cold-weather tyres isn't the best solution.

The steering became positive and sharp when it had been slow and soft before. The Dunlop was a long way ahead in dry braking, too, stopping the car eight metres before the best winter tyre.

However, it also proved why switching to winter tyres is a sensible choice. The Dunlop was a liability on snow. Even in the cool temperatures we tested it in, it took more than 14 metres longer to stop than the best winter tyre. The reasons for swapping are quite clear.



Price	£58.12
Snow braking	30.5%
Snow traction	19.1%
Snow circle	68.6%
Snow handling	58.3%
Straight aqua	91.2%
Curved aqua	82.9%
Wet braking	63.8%
Wet handling	95.7%
Wet circle	97.1%
Dry braking	117.8%
Dry handling	101.6%
Roll resistance	103.1%
Cabin noise	97.7%

**Overall 80.1%**



# Results by category

**AE** HANKOOK has made good progress with its summer tyres, but its winter offering needs work, even though it was in no way disgraced. Dunlop, meanwhile, has gone from hero last year to zero this, and its final placing of seventh is certainly not what you would expect from a podium finisher just 12 months ago.

Just as with the final two there is little to choose between our pair of ex-F1 suppliers, Bridgestone and Michelin, with the former having the advantage in the wet and the latter excelling on snow.

The top four were closely matched, with past winner Goodyear only being beaten by newer designs. Pirelli seems to have found some extra performance with the new Cinturato, but the poor economy is a concern. It's the same for the new Nokian, and this probably cost it the victory.

Finally, the new Continental delivers a winning blend of wet and dry grip plus fuel efficiency alongside a sound performance on snow.



GPS datalogger ensured pinpoint accuracy in our tests, from snow traction to handling track laps

## Price

1. Nokian	£72.59
2. Pirelli	£75.52
3. Bridgestone	£78.59
4. Michelin	£89.36
5. Continental	£91.13
6. Hankook	£91.19
7. Dunlop	£97.78
8. Goodyear	£112.87
Nokian (all s)	£74.40
Dunlop (sum)	£58.12

## Snow braking

1. Nokian	100%
2. Continental	98.0%
2. Goodyear	98.0%
4. Michelin	97.8%
5. Pirelli	97.6%
5. Bridgestone	97.6%
7. Hankook	94.6%
8. Dunlop	92.7%
Nokian (all s)	98.4%
Dunlop (sum)	30.5%

## Snow traction

1. Nokian	100%
2. Pirelli	98.0%
3. Michelin	97.3%
4. Goodyear	96.7%
5. Bridgestone	95.0%
6. Continental	94.3%
7. Hankook	94.0%
8. Dunlop	93.1%
Nokian (all s)	100.6%
Dunlop (sum)	19.1%

## Snow circle

1. Michelin	100%
2. Nokian	98.2%
3. Pirelli	97.3%
4. Hankook	97.1%
5. Continental	94.6%
6. Bridgestone	92.2%
7. Goodyear	90.6%
8. Dunlop	89.6%
Nokian (all s)	91.9%
Dunlop (sum)	68.6%

## Snow handling

1. Michelin	100%
2. Pirelli	98.8%
3. Continental	98.2%
3. Dunlop	98.2%
5. Goodyear	97.9%
6. Nokian	97.8%
6. Hankook	97.8%
8. Bridgestone	97.2%
Nokian (all s)	96.3%
Dunlop (sum)	58.3%

## Straight aqua

1. Bridgestone	100%
2. Nokian	96.4%
3. Pirelli	95.7%
4. Hankook	93.2%
5. Continental	91.9%
6. Goodyear	91.8%
7. Dunlop	88.6%
8. Michelin	82.4%
Nokian (all s)	95.9%
Dunlop (sum)	91.2%

## Curved aqua

1. Nokian	100%
2. Goodyear	96.1%
3. Hankook	94.9%
4. Bridgestone	94.7%
5. Dunlop	92.5%
6. Pirelli	82.3%
7. Continental	81.0%
8. Michelin	79.3%
Nokian (all s)	100.9%
Dunlop (sum)	82.9%

## Wet braking

1. Continental	100%
2. Goodyear	97.5%
3. Nokian	93.5%
4. Michelin	93.0%
5. Pirelli	92.2%
6. Dunlop	89.9%
7. Bridgestone	89.4%
8. Hankook	82.1%
Nokian (all s)	95.9%
Dunlop (sum)	63.8%

## Wet handling

1. Continental	100%
2. Pirelli	99.7%
3. Michelin	98.1%
4. Goodyear	97.2%
5. Nokian	96.2%
6. Dunlop	95.9%
7. Bridgestone	95.3%
8. Hankook	94.1%
Nokian (all s)	95.7%
Dunlop (sum)	95.7%

## Wet circle

1. Continental	100%
2. Bridgestone	98.5%
3. Dunlop	98.4%
4. Nokian	98.3%
4. Pirelli	98.3%
6. Michelin	97.6%
7. Goodyear	97.4%
8. Hankook	96.3%
Nokian (all s)	98.8%
Dunlop (sum)	97.1%

## Dry braking

1. Nokian	100%
2. Continental	99.6%
2. Dunlop	99.6%
4. Hankook	99.3%
5. Goodyear	99.0%
6. Pirelli	98.3%
7. Michelin	94.9%
8. Bridgestone	92.9%
Nokian (all s)	101.2%
Dunlop (sum)	117.8%

## Dry handling

1. Continental	100%
2. Dunlop	99.9%
2. Hankook	99.9%
4. Michelin	99.2%
5. Bridgestone	99.0%
6. Nokian	98.9%
7. Pirelli	98.4%
8. Goodyear	98.1%
Nokian (all s)	98.6%
Dunlop (sum)	101.6%

## Rolling resistance

1. Continental	100%
2. Dunlop	97.6%
3. Goodyear	94.6%
4. Michelin	88.7%
5. Hankook	86.1%
6. Bridgestone	85.6%
7. Pirelli	85.5%
8. Nokian	85.1%
Nokian (all s)	99.8%
Dunlop (sum)	103.1%

## Cabin noise

1. Continental	100%
2. Bridgestone	99.8%
3. Goodyear	99.4%
4. Hankook	99.1%
5. Pirelli	98.7%
6. Michelin	98.4%
7. Dunlop	97.9%
7. Nokian	97.9%
Nokian (all s)	97.2%
Dunlop (sum)	97.7%

## Overall

1. Continental	100%
2. Nokian	99.7%
3. Pirelli	99.3%
4. Goodyear	99.0%
5. Michelin	98.5%
6. Bridgestone	98.4%
7. Dunlop	97.7%
8. Hankook	97.6%
Nokian (all s)	99.8%
Dunlop (sum)	80.1%

## Winner Continental WinterContact TS 860

CONTINENTAL test winner performed admirably in most conditions, and is available at a middling price point

