auto motor und sport







Testing eleven 215/55 R 17 summer tyres

The best tyres for compact SUVs

Small SUVs like the new VW T-Roc are more popular than ever before. Their standard tyre format is 215/55 R 17. We put these tyres through their paces to find out which one is best for these cool crossovers.

live the compact car! Confused? While the segment that includes the traditional Golf is 215/55 R 17 format shrinking, small SUVs like the Opel Mokka, Skoda Karog, Seat Ateca, Hyundai Kona and Audi Q2 are becoming more popular. This shift is also making itself felt in more premium segments, as mid-range business-model cars like saloons and that are sportier or will sell more. estates increasingly come under pressure from the towering SUVs.

Everyone knows that these big, heavy vehicles are not exactly ideal in terms of resource conservation and reducing CO₂ emissions. Also true is the fact that the great technical effort put into reducing last year's winner, the Primacy 4. the tyres rolling resistance is wasted given these vehicles' increased air resistance. The cars' sportiness and fuel consumption suffer further (it may be getting on a bit, but it is when fitted with wide tyres for still available for at least this year heavy alloy wheels, instead of the and the new PremiumContact 6 was efficient standard tyres. Buyers of not available at the time of testing),

he compact car is dead, long compact SUVs would therefore be well advised to stick to the more sensible option, in this case the

> But which tyre is best? Although there are plenty to choose from, the latest tyre innovations are not always available in this size. This is because manufacturers tend to focus more on tyre sizes and models

Not much new in the segment

Both Michelin and Continental offer tyres in this size from the more comfort-oriented premium segment. Michelin set the benchmark with Going up against it this time are the brand-new Bridgestone Turanza T005, the Conti PremiumContact 5

INFO

The tyre format 215/55 R 17 is compatible with the following car models:

Audi Q2 DS 4 / DS 5 / Crossback Fiat 500X Honda Accord Hyundai Kona Mazda CX-3 Peugeot 508 Renault Latitude Seat Ateca Skoda Karog Suzuki SX4 / SX4 S-Cross / Vitara Toyota Avensis / Mirai / Verso VW Passat / Alltrack



Robust light alloys

The summer tyres put through their paces in our test were fitted on 7 J x 17-inch Borbet W wheels in Crystal Silver and Mistral Anthracite Glossy. Our test vehicle was the dynamic Volkswagen T-Roc. The W wheel boasts an attractive design with striking yet balanced styling. In addition, the lightweight

wheel sets the benchmark for weight saving with its smart construction. This classic ten-spoke alloy is also suitable for the winter and is available in the sizes 6.0 x 15, 6.5 x 16 and 7.0 x 17 inches. In these almost standard sizes, it can also be fitted with no special conditions or registrations. These smart alloys are available from specialist retailers in the 15-inch format

from 87 euros per wheel, with the 17-inch format (silver) costing from 114 euros. See www.borbet.de for more information

DRY TESTS

Bra Braki from	ing distance i 100 km/h	in meters
M	ichelin 36.1	GITI 39.3
1.	Michelin	36.1
2.	Nokian	36.2
3.	Hankook	36.4
4.	Bridgesto	ne 36.4
5.	Goodyear	37.3
6.	Falken	37.5
7.	Nexen	38.0
8.	Pirelli	38.0
9.	Toyo	38.6
10.	Continent	al 39.2
11.	Giti	39.3

	Avera track	age speed length 2,2	in km/h, 80 m
(lokian 104.5	Toyo 102.4
	1.	Nokian Giti	104.5

Handling

2.	Giti	104.
3.	Hankook	104.
4.	Michelin	104.0
5.	Bridgestone	104.0
6.	Falken	103.
7.	Pirelli	103.
8.	Nexen	103.
9.	Goodyear	103.
10.	Continental	103.
11	Τονο	102

Rolling resistance Coefficient of rolling resistance CR in kg/t							
M	ichelin 7.6	Fall 9.	ken 3				
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	Michelin Bridgestd Goodyeau Pirelli Giti Toyo Hankook Nexen Continem Nokian Falken	one f	7.6 7.7 7.8 8.1 8.4 8.5 8.5 8.6 8.8 8.8 9.3				





/ Borbe

WET TESTS

Braking

Braking distance in meters from 80 km/h

N	lokian 35.4	Toyo 39.7
1. 2. 3. 4. 5. 6. 7. 8. 9.	Nokian Pirelli Continen Goodyea Hankook Michelin Falken Bridgesto Nexen Giti	35.4 35.5 tal 35.9 r 36.1 36.1 36.6 37.3 one 38.1 38.3 39.2

Handling Average speed in km/h. track length 1,550 m



	Dilagootono	00
2.	Nokian	87.1
3.	Goodyear	87.0
4.	Continental	86.2
5.	Pirelli	86.2
6.	Falken	85.7
7.	Giti	85.3
8.	Michelin	85.1
9.	Hankook	84.1
10.	Nexen	84.0
11.	Тоуо	82.8

Cornering Maximum lateral acceleration in





1.	bridgestone	7.10
2.	Nokian	7.04
3.	Pirelli	7.01
4.	Michelin	6.98
5.	Giti	6.91
6.	Continental	6.90
7.	Falken	6.90
8.	Goodyear	6.82
9.	Hankook	6.80
0.	Тоуо	6.69
1.	Nexen	6.60

Longitudinal aquaplaning Aquaplaning speed in km/h. measurement at 15% slip, water depth 7 mm



5

Lateral aquaplaning Cornering before aquaplaning in a 200-meter circle in m/s² (VDA test), water depth 7 mm



2.71





11.

the tried-and-tested Goodyear EfficientGrip Performance, the brand-new Nokian Wetproof and the Pirelli Cinturato P7. These are joined by models from the supposedly more cheap-and-cheerful brands like Falken's new ZIEX 310, the new Premium H1 from former Indonesian tyre giant Giti, Nexen's N'blue HD Plus and the Proxes CF2 SUV from Tovo.

Are the premium brands any good?

All these challengers are fighting to topple last year's incredible performance from the mighty Michelin. The bar is set high on the dry road. After ten ABS emergency stops from 100 km/h, the French tyre is the clear frontrunner with a measured braking distance of 36.1 metres. The Nokian is just ten centimetres behind, while Hankook and Bridgestone need another 20. Around one metre behind come Goodyear and Falken, while the braking distance of both Nexen and Pirelli is a whole two metres longer.

Toyo and Conti require another while three metres, the GitiPremium^{H1} brings up the rear with a long braking distance of Problems in the wet 39.3 metres.

Top performances in all dry disciplines, along with excellent comfort and rolling noise, see the Michelin take a clear lead as we begin our test. Hankook's Ventus Prime³ racks up an equally good points tally, but comes across a little less balanced due to its much slower steering response. Nokian, Pirelli and Falken also do particularly well on the dry track thanks to their agile, secure and forgiving handling.

In terms of fuel efficiency, our measurements see Michelin, Bridgestone and Goodyear come out on top, even if our measurements somewhat differ from the manufacturers' own information on the labels. Pirelli, Giti, Toyo, Hankook and Nexen come in behind the leaders, while Conti and Nokian share last place.

The Falken, the last tyre in our rolling resistance test, requires almost 20 per cent more energy to maintain speed when driving slowly than the more light-footed Michelin. When driving through the city, this can lead to up to half a litre more consumption hundred per kilometres.

With excellent results in the dry test and top scores for rolling resistance and noise, all the Michelin needs to do now is breeze through the wet test to claim victory. But a wet braking distance of 36.6 metres shows that it does not like the water at all. The best performers in the wet braking test are Nokian and Pirelli, both stopping around 1.2 metres earlier. Conti, Goodyear and Hankook also perform better in the wet than Michelin. Falken, Bridgestone and Nexen all brake later than the French tyre. Giti and Toyo both require 39 metres to brake, thus throwing away their chances of a top ranking in this test.

That is because we weigh the more technically difficult wet braking heavier overall in our requirements than dry braking.

The reason behind this is simple. Even more so than the driver's steering reaction, it is the brakes and tyres that do most to quickly defuse dangerous situations on the road. This is not just due to the importance of fast and efficient braking, but also because vital safety systems like ABS and ESP ensure

INFO

How we tested

In order to ensure that the results were as precise and reliable as possible, we repeated all of the measurements in this test several times wherever feasible. We used a progressive rating scale that took account of both the objective assessment of the measuring equipment and the subjective opinion of our experienced test driver. Whether driving on a dry or wet surface, the best results were achieved with a safe and balanced driving style equivalent to that of the likely target group. The aquaplaning tests were divided into longitudinal and lateral tests, and provided information about the tyres' reaction, such as when driving through deep ruts. The level of the critical longitudinal aquaplaning speed or the achievable lateral acceleration when driving through water aimed to highlight the tyres' safety reserves according to VDA criteria. The rolling resistance was determined on chassis dynamometers in two separate testing laboratories wherever possible. The average of these two values was used for the results. The assessment was based on the European legislation

for tyre identification, which is also relevant for the tyre label. For several years, we have compared the tested products with tyres from subsequent test purchases in random follow-up tests in order to verify the results over the long term.

Here, we focus on the best three in the test, along with products with unusually good performance or unusual signs of wear. Products that display any deviations or anomalies are excluded from the test and the relevant factors are noted in a corresponding report.



Mid-range tyres come out on top as real

top performers are lacking

		Nokian	Bridgestone	Michelin	Goodvear Efficient	Pirelli	Hankook	Continental	Falken	Giti	Nexen	Toyo
		Wetproof	Turanza T005	Primacy 4	Grip Performance	Cinturato P7	Ventus Prime ³	PremiumContact 5	ZIEX ZE310EC	Premium H1	N'blue HD Plus	Proxes CF2 SUV
Price in euro (incl. German VAT) ¹⁾		€ 128	€ 144	€ 160	€ 151	€ 139	€ 124	€ 153	€116	€ 88	€ 101	€ 111
EU label information for rolling res./wet grip*		C/A	B/A	C/A	B/A	C/B	С/В	C/A	C/A	C/A	С/В	С/В
Load and speed index ²		94V	94W	94V	94W	94 W	94W	94V	98 W	94W	94V	94V
Country of production		Finland	9.50 Ky Hungary	9.19 Ky Snain	9.25 Ky Slovenia	9.00 Ky Romania	9.90 Kg Hungary	Czech Republic	Turkey	China	9.09 Ky South Korea	lanan
Manufacturer contact (phone)		0911/527550	06172/40801	0800/0111180	06181/6801	06163/71111	06102/599.82.00	0511/938.01	069/247.52.52.10	0511/5153560	06196/954860	02154/8911111
WET DRIVE PERFORMANCE	nax, noint	s	00172/40001	0000/0111100	00101/0001	00100/11111	00102/03302.00	0011/00001	003/24/020210	0011/0100000	00100/004000	02104/0011111
Braking distance 80–0 km/h (metres) 40%	10	10	7	8	9	10	9	10	8	6	7	6
Cornering (m/s ²) 15%	10	9	10	8	7	8	7	8	8	8	6	6
Handling by time (km/h) 15%	10	8	10	7	8	8	7	8	8	7	7	6
Subjective handling 15%	10	9	9	8	10	8	7	8	7	5	6	6
Long. aquaplaning (km/h) 5%	10	8	7	8	10	7	7	10	9	8	7	8
Lat. aquaplaning (m/s ²) (VDA) 10%	10	7	9	8	9	6	7	10	8	10	8	5
Overall wet score	10	9.0	8.4	7.9	8.8	8.6	7.8	9.1	7.9	6.8	6.8	6.0
DRY DRIVE PERFORMANCE			1	1	1	11			1			
Braking distance 100–0 km/h (metres) 40%	10	10	9	10	8	7	10	6	8	6	7	7
Lane change stability 10%	10	10	9	9	8	9	10	9	9	8	1	8
Steering reaction 10%	10	10	10	9	7	0	0	9	9	0	0	1
Subjective bandling 15%	10	8	0	0	8	0	0	7	0	8	7	0
Subjective ride comfort/internal noise 10%	10	6	8	9	7	10	8	9	7	9	8	8
Overall dry score	10	9.0	8.7	9.3	7,7	8.3	9,3	7,2	8.0	7.4	7.0	7.1
ENVIRONMENTAL EVALUATION			,		l						-	
Rolling resistance 70%	10	5	10	10	9	7	6	6	4	7	6	6
Tyre/road noise 30%	10	10	8	9	8	8	9	8	9	9	8	10
Overall environmental score	10	6.5	9.4	9.7	8.7	7.3	6.9	6.6	5.5	7.6	6.6	7.2
Transparency: How we test The maximum possible points score in all testing disciplines is 10. The individual disciplines are weighted differently categories, in order to also take account of the re- relevance in everyday driving. Depending on the tyre specification (summer, win all-weather tyres), the test categories "wet", "dry "environmental" are then weighted against each or according to a set key. This test uses the auto mo sport assessment key for standard tyres: wet 50% 40%, environmental 10%.	in the sults' ter or " and other tor und 6, dry	 Very safe wet performance with excellent grip, highly reliable in dry conditions, easy to control Slow steering reaction and wide steering angle, disappointing rolling resistance, somewhat wild 	 Outstanding cornering, high wet reliability, spontaneous steering properties, low rolling resistance Slight deficits in wet braking 	 Very balanced tyre with very short braking distance on dry track, easy to control Slight grip deficits in wet conditions, poor drainage 	 Stable and reliable handling on both wet and dry track, reliable when changing lanes, easy to control Steering not so spontaneous on dry track 	 Sporty, dynamic and comfortable tyre, with the exception of dry braking performance, best in wet braking Poor in dry braking and aquaplaning 	 Reliable braking on wet and dry track, stable when changing lanes Relatively poor wet performance, slow steering response 	 Very reliable wet performance with short braking distances and excellent aquaplaning prevention Weak braking on dry surfaces and severe understeer with little reserve 	 Good in both wet and dry steering, dynamic handling in wet conditions with good reserves and spontaneous steering, even on the dry Somewhat indifferent self-steering behaviour, heavy understeer in dry conditions, very high rolling resistance 	 Excellent cornering and handling, good ride comfort, quiet Poor braking performance, slow steering response, tendency to oversteer in wet 	 Mainly well-controllable handling Only adequate grip on wet and dry surfaces 	 Acceptable performance on dry asphalt, good comfort, quiet Weak aquaplaning performance, wet grip could be better
Overall rating³⁾ (W: 50%; D: 40%; E: 10%)		8.8	8.6	8.6	8.3	8.3	8.3	8.1	7.7	7.1	6.9	6.5
RATING		good	good	good	good	good	good	good	satisfactory	satisfactory	acceptable	acceptable

¹⁾ Prices according to the Bundesverband Reifenhandel und Vulkaniseur-Handwerk e.V; as of: 22.02.2019.²⁾ Load index 94 = 670 kg per tyre, speed index V = up to 240 km/h; W = 270 km/h; test as per V specifications. ³ Rating: 9.0–10.0 = very good; 8.0–8.9 = good; 7.0–7.9 = satisfactory; 6.0–6.9 = acceptable; 5.9 and below: poor. Highest possible points score: 10.0. Table created automatically, rounded values. Final scores determined from decimal figures, differences may result from rounding.

safe driving dynamics by braking the wheels. It is the tyres that are responsible for transferring these braking forces onto the road.

But as well as braking, of course, the final wet evaluation also assesses aquaplaning. This test measures the speed at which the tyres dangerously lose traction on very wet surfaces. By contrast, the cornering test shows how quickly the tyres can safely drive through an artificially wetted corner. Just as important are the handling tests. Here, the car is exposed to several typical hazards lateral aquaplaning. Goodyear of wet conditions as it drives against suffers in cornering and comes in the clock on a curvy course at the limits of its performance. The driver and the clock determine how well the tyre handle these.

Wet handling makes the difference

Conti is miles ahead in this test, with excellent aquaplaning properties and the best longitudinal grip. and Nexen. So that's it, right? Nokian comes a close second, Michelin or Conti are ahead? Wrong! braking better but giving a little in The Michelin's wet performance

third place in the wet ranking, followed by Pirelli and Bridgestone whose relatively small flaws are enough for them to miss out on the podium.

And the rest? The other tyres handle the challenges in the wet relatively well, with the exception of the somewhat water-shy Giti, Toyo

🔄 = best in test Categories A (best) to F (worst) means it fails to achieve the coveted "very good" rating. Conti's redesigned product also fails to

* official European tyre label:

make an impression. That means Michelin comes in third place, just behind the new Bridgestone TuranzaT005 with a virtually identical points total. So Conti in fourth? Not quite. Fourth place is shared by Goodyear, Pirelli and Hankook. Conti comes in fifth, with the good wet performance making up for the long dry braking distances.

It's followed by Falken and Giti, while Nexen and Toyo are only rated acceptable. But what about Nokian? Despite a few small flaws, the new Wetproof succeeds in dethroning the Michelin, and would certainly have tussled for top spot with Conti's new PremiumContact 6 had it been available at the time of testing. Despite this, it misses out on the "very good" top rating. If the rolling resistance and comfort had been a little better and the steering a little powerful Honda Civic more spontaneous, it could have | Type R





Technical level October 2018

been a different story. But ifs and buts aside, the Nokian nevertheless emerges victorious!

> Text: Thiemo Fleck Photos: Dino Eisele