

AVON TYRES



AVON TYRES

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AVUKCAR 11.05

Car • 4x4 • Winter • Van

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Welcome

Dry or wet, cold or hot, snowy or muddy, on road or off it, whatever conditions you're driving in you want tyres that you don't have to worry about, tyres that put you in control. In other words, Avon Tyres.

Avon has been making high quality tyres since 1904, tyres that fit all sorts of cars, motorbikes, vans and trailers. And over the years Avon has not only proved itself on the road but also on the racetracks of the world, on two wheels as well as four.

Today, Avon's century of tyre-making experience is combined with the very latest design and manufacturing technology. Add in a punishing test regime and you can see why Avon makes tyres of unparalleled quality and ability.

So if you're after tyres that can confidently shrug off the elements, tyres that help make driving a pleasure rather than a chore, ask for Avon.

All tyre dimensions in this brochure apply to a tyre fitted to its measuring rim. The section width will vary by approximately 5mm for every half inch change in rim width. Cooper Tire & Rubber Company Europe Ltd reserves the right to alter specifications at any time, and without prior notice. Every effort has been made to ensure the accuracy of the data herein but no liability can be accepted for errors or omissions.





Test of Endurance

In the gruelling world of motorsport, endurance racing is one of the toughest disciplines of all. For an hour or more at a time, the drivers must race at the limits of their cars' performance, yet mustn't push so hard that they over-stress mechanical components or tyres. As official tyre supplier to the British GT Championship, Avon Tyres Motorsport fully understands the importance of 'going the distance'; that's the result of more than 50 years in top-flight motorsport and why Avon Motorsport's tyres are used in more than 150 race series around the world.



In a smartly liveried enclosure in the paddock area there's a nervous hush. A group of neatly uniformed mechanics are lined up either side of the British GT Championship race car; they wear tense expressions and are poised for action. Suddenly someone shouts 'go' and the scene explodes into a blurred frenzy of motion.

To the ear-splitting soundtrack of pneumatic spanners, mechanics slide jacks under each end of the car, and as the racer lifts slightly off the ground, others are undoing the wheel nuts and throwing 'used' wheels and tyres out of the way. With split-second timing fresh wheels and tyres are shoved onto the hubs and the pneumatic spanners chatter again as the wheel bolts are done up again. The jacks drop the car to earth again and there's a shout of 'stop!' A stopwatch clicks off and while the timing is checked the team catches its breath. A moment's consultation and then the verdict – it was a quick tyre change, but not quick enough, so let's do it again...

Of course, in the British GT Championship, chances are that you won't need to change your tyres at all during the race, but it pays to be prepared, particularly if the weather is changeable, which is why the teams practice such drills. And while the teams psych themselves up for the race, in the background Avon

Tyres Motorsport engineers are also getting ready for a long-weekend's worth of heavy duty competition.

With free practice sessions typically taking place on a Friday, Avon's highly experienced crew of technicians must arrive the day before and set up camp, unloading race tyres, inflating them, marking them up for identification by each of the individual race teams, balancing wheels and generally ensuring that operations will run smoothly for the following few days. Because Avon Motorsport supplies the 'control' tyres for the championship, this means that all the teams must collect their tyres from this central source; it also means keeping a lot of tyres in stock.

Although during the free practice session the race teams have no official limitations on their use of tyres, Avon's skilled technical squad is nevertheless on hand to offer advice about tyre pressures and temperatures and what sort of rubber compound is best for a particular circuit. This is an invaluable support service that enables the race teams to benefit from a bank of experience that includes Avon Motorsport's participation in the legendary Le Mans 24-hour race.

In a bid to make the racing as close as possible, the British GT Championship organisers limit competitors to just two sets of slick tyres per race weekend. These tyres then have to last throughout



qualifying and the two one-hour races on Saturday and Sunday (or the single two-hour race, depending on the circuit). Which means you have to look after your rubber, because once you've used up your allocation, you don't get any more; unless it rains, that is, when you're permitted any number of grooved tyres.

Part of Avon Motorsport's job is to manage the distribution of tyres to the teams. To ensure fairness the tyres are allocated on a random basis, but always there's need to ensure that all the tyres are to the same top-class standard. After all, Avon doesn't want any accusations of favouritism! But as many race championships and series are organised along similar lines, Avon Motorsport is well practised in the arts of impartiality and quality control.

Prior to qualifying Avon's paddock enclosure bustles with activity as final preparations are made and the individual piles of tyres for each race car double-checked. Then, at a specially appointed hour, the race teams descend in a multi-coloured swarm of slick uniforms to collect their tyres and scurry back to their own areas. Once they've gone it's eerily hushed in the Avon enclosure, but the silence doesn't last long before the tidy-up operation begins and, if the weather is looking dodgy, the grooved 'wet' tyres

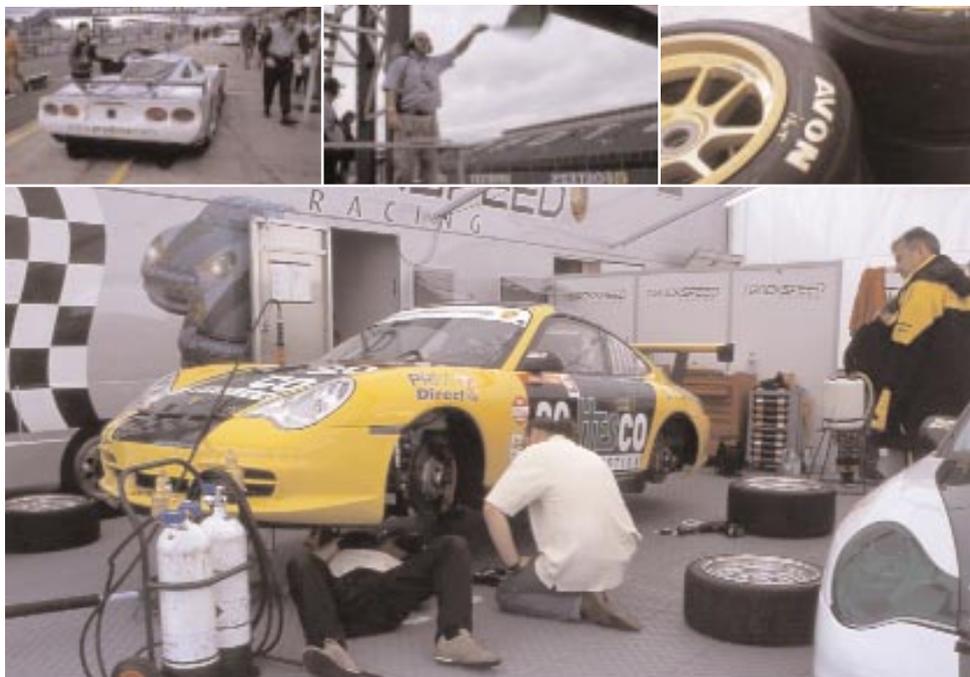
need sorting.

Qualifying is another busy time for Avon Motorsport's engineers, because although all the teams have their tyres, there's still technical information to impart and advice to offer on how to shave vital extra tenths of a second off a lap time through the way those tyres are set up.

With the qualifying session establishing where each car sits on the grid, the period before the first race begins is dominated by the teams' mechanics and engineers putting the final tweaks to their steeds. Some of the drivers are lending a hand, others stare off into space as they clear their minds of everything except steering the perfect line through every corner of every lap and taking the top place on the podium as the chequered flag falls.

But even when the cars are lined up on the grid, Avon's engineers are still hard at work, checking tyre pressures and temperatures, answering questions; only when forced by the start line siren will they break away from their duties. With their engines revving angrily and their eyes focused on the light gantry that will soon tell them that the race has begun, it's all down to the drivers themselves.

For the moment the Avon Motorsport engineers' work is done – until the next race.





Performance

Making a great ultra-high performance tyre isn't merely about giving it lots of grip, important though that is. Which is why Avon has ensured that the low-profile ZZ3 is also predictable and controllable at the limit of its roadholding, characteristics that will give you more confidence behind the wheel.


ZZ3

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
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30

265/30ZR19 ^{XL*}	93Y	9.50	271	643	304	9.00 - 10.00
285/30ZR20 ^{XL*}	99Y	10.0	290	680	321	9.50 - 10.50

35

215/35ZR18 ^{XL}	84W	7.50	218	607	287	7.00 - 8.50
225/35ZR18 ^{XL}	88Y	8.00	230	615	290	7.00 - 9.00
255/35ZR18 ^{XL}	94Y	9.00	260	635	298	8.50 - 10.00
265/35ZR18 ^{XL}	97Y	9.50	271	643	301	9.00 - 10.50
275/35ZR18	95W	9.50	278	649	304	9.00 - 11.00
215/35ZR19 ^{XL*}	85Y	7.50	218	633	300	7.00 - 8.50
225/35ZR19 ^{XL*}	88Y	8.00	230	641	-	7.50 - 9.00
235/35ZR19 ^{XL*}	91Y	8.50	241	647	305	8.00 - 9.50
245/35ZR19 ^{XL*}	93Y	8.50	248	655	309	8.00 - 9.50
255/35ZR19 ^{XL*}	96Y	9.00	260	661	311	8.50 - 10.00
255/35ZR20 ^{XL*}	97Y	9.00	260	686	323	8.50 - 10.00

40

205/40ZR16 ^{XL}	83W	7.50	212	570	267	7.00 - 8.00
215/40ZR16 ^{XL}	86W	7.50	218	578	270	7.00 - 8.50
205/40ZR17 ^{XL}	84W	7.50	212	596	280	7.00 - 8.00
215/40ZR17	83Y	7.50	218	604	283	7.00 - 8.50
235/40ZR17	90Y	8.50	241	620	289	8.00 - 9.50
245/40ZR17	91Y	8.50	248	628	292	8.00 - 9.50
255/40ZR17	94Y	9.00	260	636	296	8.50 - 10.00
225/40ZR18 ^{XL}	92Y	8.00	230	637	299	7.50 - 9.00
235/40ZR18	91Y	8.50	241	645	302	8.00 - 9.50
245/40ZR18 ^{XL}	97Y	8.50	248	653	305	8.00 - 9.50
255/40ZR18	95Y	9.00	260	661	308	8.50 - 10.00

XL - Extra Load or Reinforced * - In Preparation

The ultra-high performance tyre choice for anyone who enjoys superb wet and dry roadholding combined with the sort of predictable on-the-limit handling characteristics that inspire confidence when you need it most. Available in a large range of fitments for most popular high performance cars.

ZZ3

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
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45

205/45ZR16	83W	7.00	206	590	275	6.50 - 7.50
225/45ZR16	89Y	7.50	225	608	282	7.00 - 8.50
205/45ZR17 ^{XL}	88W	7.00	206	616	275	6.50 - 7.50
215/45ZR17	87Y	7.00	213	626	292	7.00 - 8.00
225/45ZR17	91Y	7.50	225	634	295	7.00 - 8.50
235/45ZR17	94Y	8.00	236	644	299	7.50 - 9.00
225/45ZR18 ^{XL}	95Y	7.00	225	659	307	7.00 - 8.50
245/45ZR18	96Y	8.00	243	677	314	7.50 - 9.00
255/45ZR18 ^{XL}	103Y	8.50	255	687	318	8.00 - 9.50

50

205/50ZR16	87W	6.50	214	612	283	5.50 - 7.50
225/50ZR16	92W	7.00	233	632	291	6.00 - 8.00
205/50ZR17 ^{XL}	93W	6.50	214	638	296	5.50 - 7.50
225/50ZR17	94Y	7.00	233	658	304	6.00 - 8.00
235/50ZR17	96Y	7.50	245	668	308	6.50 - 8.50

55

205/55ZR16	91W	6.50	214	632	291	5.50 - 7.50
215/55ZR16	93W	7.00	226	642	295	6.00 - 7.50
225/55ZR16	95W	7.00	233	654	300	6.00 - 8.00
225/55ZR17 ^{XL}	101W	7.00	233	680	313	6.00 - 8.00

60

225/60ZR15	96W	6.50	228	651	296	6.00 - 8.00
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- Superb wet weather grip.
- Excellent dry roadholding.
- Very predictable on-the-limit handling characteristics.
- Gives you total confidence in driving your high performance car hard and fast.
- Rim flange protector to help guard your expensive alloy wheels against kerbing damage.
- Quiet for an ultra sport tyre.
- Wide range of fitments for most performance cars.



Lots of ultra-high performance tyres give strong levels of roadholding, but the ZZ3 combines that talent with very gentle and predictable breakaway characteristics as you approach the limits of its grip; this gives drivers plenty of advanced warning that it's time to slow down and therefore a great feeling of confidence in their ZZ3s. For skilled drivers in a racetrack environment, this predictability allows them to drift their car around corners at and beyond the limit of the tyres' grip.

This is achieved through careful management of how the ZZ3's inner carcass and tread blocks behave in extreme lateral load situations, and thanks to a specially formulated rubber compound. That rubber formulation also contains a high silica content for improved wet weather roadholding – the ZZ3's distinctive arrow-head tread pattern and deep grooved shoulder blocks also help in this respect.

As a further aid to the ZZ3's handling properties, its central circumferential rib promotes swift turn-in to corners.



Premium

At Avon, we demand great things from our Premium tyres. They must offer excellent roadholding, in the wet as well as the dry. They have to blend sharp steering response with faithful handling characteristics. And they have to be quiet running and last a long time. They're tough goals, but Avon wouldn't make its tyres any other way.





ZV3

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
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40

205/40 R 17 ^{XL}	84W	7.50	212	596	280	7.00 - 8.00
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45

195/45 R 15	78V	6.50	195	557	259	6.00 - 7.50
195/45 R 16	80V	6.50	195	582	272	6.00 - 7.50
205/45 R 16	83V	7.00	206	590	275	6.50 - 7.50
215/45 R 17 ^{XL}	91W	7.00	213	626	292	7.00 - 8.00
225/45 R 17 ^{XL}	94V/W	7.50	225	634	295	7.00 - 8.50
235/45 R 17	94W	8.00	236	644	299	7.50 - 9.00

50

195/50 R 15	82H/V	6.00	201	577	267	5.50 - 7.00
205/50 R 15	86V	6.50	214	587	271	5.50 - 7.50
205/50 R 16	87V/W	6.50	214	612	283	5.50 - 7.50
225/50 R 16	92V/W	7.00	233	632	291	6.00 - 8.00
205/50 R 17 ^{XL}	93W	6.50	214	638	296	5.50 - 7.50
215/50 R 17*	91W	7.00	226	648	300	6.00 - 7.50

55

185/55 R 14	80H	6.00	194	560	258	5.00 - 6.50
185/55 R 15	82H/V	6.00	194	585	270	5.00 - 6.50
195/55 R 15	85H/V	6.00	201	595	274	5.50 - 7.00
195/55 R 16*	87V	6.00	201	620	-	5.50 - 7.00
205/55 R 15	88V	6.50	214	607	279	5.50 - 7.50
205/55 R 16	91H/V/W	6.50	214	632	291	5.50 - 7.50
215/55 R 16	93H	7.00	226	642	295	6.00 - 7.50
215/55 R 16 ^{XL}	97H/V/W	7.00	226	642	295	6.00 - 7.50
215/55 R 17*	94W	7.00	226	668	-	6.00 - 7.50
225/55 R 16	95V/W	7.00	233	654	300	6.00 - 8.00

XL - Extra Load or Reinforced * - In preparation

A new generation of high performance tyre that blends all the roadholding and handling prowess you'd expect of an Avon tyre with a further dynamic benefit - quietness. Easily identifiable by its distinctive tri-sector tread design, the ZV3 is available in a wide range of sizes and speed ratings.

ZV3

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
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60

165/60 R 14	75H	5.00	170	554	255	4.50 - 6.00
185/60 R 14	82H	5.50	189	578	265	5.00 - 6.50
195/60 R 14	86H	6.00	201	590	269	5.50 - 7.00
185/60 R 15	84H	5.50	189	603	277	5.00 - 6.50
195/60 R 15	88H/V	6.00	201	615	282	5.50 - 7.00
205/60 R 15 ^{XL}	95H	6.00	209	627	286	5.50 - 7.50
205/60 R 15	91V/W	6.00	209	627	286	5.50 - 7.50
225/60 R 15	96V/W	6.50	228	651	296	6.00 - 8.00
205/60 R 16*	92V	6.00	209	652	299	5.50 - 7.50
225/60 R 16	98V/W	6.50	228	676	308	6.00 - 8.00
235/60 R 16	100W	7.00	240	688	313	6.50 - 8.50

65

175/65 R 14	82H	5.00	177	584	267	5.00 - 6.00
185/65 R 14	86H	5.50	189	596	272	5.00 - 6.50
195/65 R 14	89H	6.00	201	610	277	5.50 - 7.00
185/65 R 15	88H/V	5.50	189	621	284	5.00 - 6.50
195/65 R 15	91H/V	6.00	201	635	290	5.50 - 7.00
195/65 R 15 ^{XL}	95H	6.00	201	635	290	5.50 - 7.00
205/65 R 15	94H/V	6.00	209	647	294	5.50 - 7.50

70

185/70 R 14	88H	5.50	189	616	279	4.50 - 6.00
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XL - Extra Load or Reinforced

- Special 'tri-sector' tread pattern makes this a very quiet tyre.
- Confidence-inspiring on-the-limit handling.
- Strong roadholding and grip in all weather conditions.
- Good steering response.
- Wide range of sizes to fit your car.



In August 2003 European directive No. 2001/43 introduced new guidelines governing the amount of noise a car tyre can create - the ZV3 is comfortably within those limits while retaining all the wet and dry weather grip and handling predictability for which Avon tyres are renowned.

The ZV3's tread pattern is split into three sections. The inside shoulder is designed to efficiently disperse water from under the contact patch, while at the same time its tread blocks are of a computer-optimised shape to dramatically reduce noise levels. The centre section of the tread pattern combines diagonal grooves with an unbroken circumferential ring to sharpen steering response and resist aquaplaning. Finally, the outer shoulder employs tread blocks designed to promote cornering stability, adding to the ZV3's confidence-inspiring behaviour at the limit of its grip.





CR322

Specially designed for those who want to squeeze the most out of each litre of fuel, the CR322 improves your car's consumption when fitted as a set of four. What's more, its rubber compound is formulated to give you the best possible tyre life.

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia Radius (mm)	Static Loaded (mm)	Rim Range (inch)
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65

155/65 R 13	73T	4.50	157	532	244	4.50 - 5.50
165/65 R 13	77T	5.00	170	544	248	4.50 - 6.00
175/65 R 13	80T	5.00	177	558	254	5.00 - 6.00
165/65 R 14	79T	5.00	170	570	261	4.50 - 6.00
175/65 R 14	82T	5.00	177	584	267	5.00 - 6.00
185/65 R 14	86T	5.50	189	596	272	5.00 - 6.50
195/65 R 14	89T	6.00	201	610	277	5.50 - 7.00
185/65 R 15	88T	5.50	189	621	284	5.00 - 6.50
195/65 R 15	91T	6.00	201	635	290	5.50 - 7.00
195/65 R 15 XL	95T	6.00	201	635	290	5.50 - 7.00

70

145/70 R 13	71T	4.50	150	534	245	3.50 - 5.00
155/70 R 13	75T	4.50	157	548	250	4.00 - 5.00
165/70 R 13	79T	5.00	170	562	255	4.00 - 5.50
175/70 R 13	82T	5.00	177	576	261	4.50 - 6.00
185/70 R 13	86T	5.50	189	590	266	4.50 - 6.00
165/70 R 14	81T	5.00	170	588	268	4.00 - 5.50
175/70 R 14	84T	5.00	177	602	274	4.50 - 6.00
185/70 R 14	88T	5.50	189	616	279	4.50 - 6.00

80

135/80 R 13	70T	3.50	133	546	249	3.50 - 4.50
145/80 R 13	75T	4.00	145	562	255	3.50 - 5.00
155/80 R 13	79T	4.50	157	578	262	4.00 - 5.00
165/80 R 13	83T	4.50	165	594	268	4.00 - 5.5

XL - Extra Load or Reinforced

- Aids your car's fuel economy thanks to its low rolling resistance design.
- Excellent tyre life for maximum value.
- Available in a range of sizes to fit family cars.
- Good roadholding and handling – indeed some Caterham sports cars are fitted with this tyre.

With its carcass and tread pattern optimised to reduce friction between the tyre and the road surface in a straight line, while retaining excellent roadholding through corners, the CR322 is what's known as a 'low rolling resistance' tyre designed specifically to help improve fuel economy. (There is a proviso here – the CR322 needs to be fitted as a set of four to be fully effective).

In addition to saving money at the fuel pumps, the CR322's rubber compound is carefully formulated to promote long tyre life, for true great value motoring. Outright performance doesn't suffer as the CR322 stars as the standard-fit tyre in the Caterham Academy race series for the fast and nimble sports cars.



TURBOSTEEL 70

Designed to suit large, high performance luxury saloons and, like several other Avon tyres, original equipment on a number of Rolls-Royce and Bentley models, the Turbosteel 70 is an exceptionally comfortable tyre boasting very low noise levels. Other qualities include long life and excellent steering response. It can be ordered with a stylish white sidewall finish.



TURBOSPEED CR27

The Turbospeed CR27 is the perfect complement to the luxury and comfort of Rolls-Royce and Bentley motor cars – no wonder those two famous marques have specified this tyre as original equipment for several of their models. Soft-riding and appropriately hushed thanks to Avon's advanced 'Opti-noise' technology, the Turbospeed CR27 is also notable for the 'edge' it lends to steering response.



TURBOSPEED CR227

By the time you load a large luxury saloon with a full complement of passengers and luggage for a weekend away, you need a tyre that can handle the weight without compromising its ability to cruise quietly and comfortably. As specified by Rolls-Royce and Bentley, the Turbospeed CR227 is a reinforced tyre that fills the brief impeccably. Depending on size, it's speed rated to 130mph-150mph and is available with white sidewalls.



CR228-D

An ultra-high performance tyre for large, swift saloons and coupés, the CR228-D can be found as standard issue on such prestigious machinery as the Aston Martin Virage and Bentley Azure. Speed rated to 168mph, this premium tyre also boasts fine high speed stability, superb wet weather performance, and quiet running characteristics.

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
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TURBOSTEEL 70

70

235/70 R 15A	101V	7.00	240	711	319	6.00 - 8.00
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TURBOSPEED CR27

60

255/60 R 16	103W	7.50	260	712	322	7.00 - 9.00
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65

255/65 R 15	106V	7.50	260	713	320	7.00 - 9.00
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TURBOSPEED CR227

65

235/65 R 16A	103V	7.00	240	712	322	6.50 - 8.50
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CR228-D

55

255/55 R 17	102W	8.00	265	712	325	7.00 - 9.00
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△ - Also available in white wall XL - Extra Load or Reinforced



Track

The lure of the race track is a strong one and if you're heading off for a trackday, it's best to go properly equipped. Avon has a range of tyres – specially developed in conjunction with Avon Tyres Motorsport – that are perfect for circuit work; some are even used as the 'control' tyre for a number of race series.

The Ultimate Performer

The ZZR is the tyre for those seeking the ultimate in grip and handling, it's designed specially for trackday use and has the same rubber compound that Avon Tyres Racing employs in its Group N saloon car race tyres. The road-legal ZZR's predictability at the limit makes it ideal for anyone looking to get the most from their car and tyres. The ZZR is designed to give maximum grip in dry conditions but offers considerably less grip in wet conditions where caution should be exercised.

No speed limits, no oncoming traffic, plenty of space to play in – trackdays are a fabulous way to enjoy your car to the full. The thrill of being able to push both your car and your driving skills to the limit in a safe environment is an experience every enthusiast can relate to and relish. But if you're a trackday novice – and even if you've been to one or two already – there are a few things you should know in order to make the most of your time on the circuit. This handy guide should provide you with answers to most of the questions you are likely to ask.

What car can I use? Anything you like, as long as it meets the circuit's noise regulations, which if it's a road car it almost certainly will. Most people use their everyday car, although some of those who get bitten by the trackday bug go out and buy something to use solely for circuit work. At your average trackday you'll see everything from the most humble hatchback to the sleekest of supercars.

What will I need to do to my car? Check that the oil and coolant are filled to their maximum levels, ensure that your brake pads are fairly new and that your wheel nuts are done up tightly, and before you go onto the circuit leave your spare wheel and tyre back in the paddock – it saves weight. Roll-cages and fire extinguishers aren't obligatory, although if you end up doing a lot of trackdays we would recommend them.

What should I wear? A helmet is a must, but at most trackdays you'll be able to borrow or rent one. All circuits require that you cover your arms and legs; lightweight cotton shirts and trousers are best, because you can work up quite a sweat! And though not essential, race-style shoes will give you a feeling of extra control as your feet dance between throttle, brake and clutch.

Any advice about tyres? Firstly, make sure the pressures are right – remember to check them when the tyres are cold, which will be about an hour after you last used your car. Fitting your car with a premium brand high performance tyre, such as the Avon ZZ3, will also add to your trackday pleasure, giving you greater roadholding and predictable 'breakaway' behaviour when you approach the limit of grip. Alternatively, there's the ZZR, which essentially is a race tyre you can also use to drive legally to and from the circuit.

Once you're hooked on trackdays, you might want to consider bringing a spare set of wheels along with you, fitted with specially-developed trackday tyres like Avon's 'road and track' CR500 and ACB10.

It's my first time on the track – what can I expect?

For a beginner it's best to choose a trackday where you're split into groups of similar ability; being with other novices helps make your first taste of circuit driving less daunting. We've got to be honest, it takes a while to learn how best to tackle the corners, where to brake, where to keep your foot down. You may not even like the experience at first. But be

patient, gradually build up your pace and confidence, pay attention to the marker cones set out to show you where to start braking and where to aim towards the apex of a corner, and you'll have the time of your life.

Are there any instructors? Many trackday operators provide instructors who you can either follow around the circuit or have in the car with you, but this may involve extra cost.

What about wear and tear on my car? Good question. The key to being quick around a track is to be smooth; brake early and progressively, go around corners without making the tyres squeal, steer with controlled, sweeping movements, not aggressive jerks. This approach also puts less strain on your car. However, circuit driving is harder on your tyres and brakes than normal road driving.

Does my insurance cover trackdays? You will need to ask your insurance company to provide trackday cover and it will cost you extra. If your own insurer can't help, there are specialist brokers; ask the trackday company you've booked with who it would recommend or simply ring around other insurers.



ZZR

The ZZR is a genuine road-legal race tyre – its tread compound isn't merely based on a racing compound, it's the very same compound Avon uses for its Group N saloon car racing tyre. Which, of course, means its levels of grip are simply extraordinary. Similarly, its carcass is race spec; it's super-stiff to give very direct responses, a fact you'll particularly appreciate through the steering. On the limit it's extremely predictable and 'friendly', so you'll enjoy pushing it to extremes. The ZZR is the ideal – and easy – trackday upgrade. This product offers very limited grip in wet conditions.

Although the ZZR is fully road-legal, Avon advises against using ZZR for everyday road use.

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
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ZZR

195/50R15	82W	6.00	201	577	267	5.50 - 7.00
205/50R15	86W	6.50	214	587	271	5.50 - 7.50
205/50R16 *	87W	6.50	214	612	283	5.50 - 7.50
225/45R16	89W	7.50	225	608	282	7.00 - 8.50
225/45R17	90W	7.50	225	634	295	7.00 - 8.50
235/45R17 *	93W	8.00	236	644	299	7.50 - 9.00
215/40R17	83W	7.50	218	604	283	7.00 - 8.50
235/40R17 *	90W	8.00	241	620	289	8.00 - 9.50
255/40R17	94W	9.00	260	636	296	8.50 - 10.00
225/40R18	88W	8.00	230	637	299	7.50 - 9.00
265/35R18	93W	9.50	271	643	301	9.00 - 10.50

* - In Preparation





Winter

Does the onset of winter driving conditions fill you with dread? It shouldn't. All you need is the right tyres. Avon winter tyres. These tyres are specially designed for poor weather – ice, snow, slush and even mud and deep standing water – giving excellent traction and grip to keep you on the move. Winter roads? Show them who's boss...



ICE TOURING

The Ice Touring is a talented all-rounder featuring a tread pattern that not only gives exceptional traction and braking in snow, it also resists aquaplaning in the wet. Its rubber compound has a high silica content – silica gives excellent grip on ice and in the wet – and is formulated to perform brilliantly at low temperatures.

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
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55

185/55 R 14	80T	6.00	194	560	258	5.00 - 6.50
185/55 R 15 XL	86T	6.00	194	585	270	5.00 - 6.50
205/55 R 16	91T	6.50	214	632	291	5.50 - 7.50

60

185/60 R 14	82T	5.50	189	578	265	5.00 - 6.50
185/60 R 15 XL	88T	5.50	189	603	282	5.50 - 7.00
195/60 R 15	88T	6.00	201	615	282	5.50 - 7.00

65

155/65 R 14	75T	4.50	157	558	-	4.50 - 5.50
165/65 R 14	79T	5.00	170	570	261	4.50 - 6.00
175/65 R 14	82T	5.00	177	584	267	5.00 - 6.00
185/65 R 14	86T	5.50	189	596	272	5.00 - 6.50
185/65 R 15	88T	5.50	189	621	284	5.00 - 6.50
195/65 R 15	91T	6.00	201	635	290	5.50 - 7.00
195/65 R 15XL	95T	6.00	201	635	290	5.50 - 7.00
205/65 R 15	94T	6.00	209	647	294	5.50 - 7.50

70

145/70 R 13	71T	4.50	150	534	245	3.50 - 5.00
155/70 R 13	75T	4.50	157	548	250	4.00 - 5.00
165/70 R 13	79T	5.00	170	562	255	4.00 - 5.50
175/70 R 13	82T	5.00	177	576	261	4.50 - 6.00
165/70 R 14	81T	5.00	170	588	268	4.00 - 5.50
175/70 R 14	84T	5.00	177	602	274	4.50 - 6.00
185/70 R 14	88T	5.50	189	616	279	4.50 - 6.00

80

145/80 R 13	75T	4.00	145	562	255	3.50 - 5.00
155/80 R 13	79T	4.50	157	578	262	4.00 - 5.00

XL - Extra Load or Reinforced

- Excellent traction in winter conditions – snow, ice, slush, mud and wet.
- Superb roadholding in all winter conditions thanks to special rubber formulation.
- First-rate braking performance on slippery surfaces.
- Ideally suited to rural drivers or anyone who needs to stay mobile.
- Broad range of sizes to fit many types of car.

In every respect the Ice Touring is engineered to make light work of winter road conditions. For starters, its rubber compound is specially formulated with a high silica content. Silica not only gives extra traction on wet and snow-covered surfaces, it's also very resistant to cold temperatures; this is important to keep the tread blocks flexible enough to provide optimum roadholding and to clear snow from between the grooves.

Towards its outward-facing edge the Ice Touring features Avon's patented 'Snow Groove'. This circumferential groove is serrated on its inner surfaces for extra traction on snowy roads. Meanwhile, the innermost two rows of tread blocks feature 'rectilinear' sipes that also aid traction and help to rid the tread pattern of unwanted build-up of snow in its grooves.



CR85

With its wide-spaced, aggressively profiled tread blocks, the CR85 works efficiently in snowy conditions, and is equally talented on wet, snow-free roads. Available in a broad variety of wide, low-profile sizes, this 'H' and 'V' speed-rated tyre with its directional tread pattern is well-suited to high performance cars. It's rated with 'Severe Snow Conditions' and 'M+S' (mud and snow) symbols, and should keep you on the move all winter long.

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
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45

225/45 R 17	91V	7.50	225	634	295	7.00 - 8.50
235/45 R 17	94V	8.00	236	644	299	7.50 - 9.00

50

195/50 R 15	82H	6.00	201	577	267	5.50 - 7.00
205/50 R 17 XL	93V	6.50	214	638	296	5.50 - 7.50

55

195/55 R 15	85H	6.00	201	595	274	5.50 - 7.00
205/55 R 16	91H	6.50	214	632	291	5.50 - 7.50
205/55 R 16	91V	6.50	214	632	291	5.50 - 7.50
215/55 R 16	93H	7.00	226	642	295	6.00 - 7.50
225/55 R 16	95H	7.00	233	654	300	6.00 - 8.00
225/55 R 16	95V	7.00	233	654	300	6.00 - 8.00

60

205/60 R 15	91H	6.00	209	627	286	5.50 - 7.50
205/60 R 15	91V	6.00	209	627	286	5.50 - 7.50
225/60 R 15	96H	6.50	228	651	296	6.00 - 8.00
235/60 R 16	100H	7.00	240	688	313	6.50 - 8.50

65

195/65 R 15	91H	6.00	201	635	290	5.50 - 7.00
195/65 R 15	91V	6.00	201	635	290	5.50 - 7.00
205/65 R 15	94H	6.00	209	647	294	5.50 - 7.50
205/65 R 15	94V	6.00	209	647	294	5.50 - 7.50
215/65 R 15	96H	6.00	221	661	300	6.00 - 7.50

XL - Extra Load or Reinforced

- Gives first-rate traction on winter roads – snow, ice, slush, mud and wet.
- Excellent roadholding in the wet and dry.
- Available in low profile sizes specially to fit high performance cars.
- Keeps you mobile in the poorest weather conditions.
- Superb handling characteristics in the dry.

High performance cars suffer just as badly – if not worse – as other types of car in winter conditions, and the CR85 is specially developed to cater for their needs. Not only does the CR85 feature widely spaced and aggressively profiled tread blocks for carving through snow and then efficiently clearing it out of the grooves, the tread pattern has a central, circumferential rib to help sharpen steering response either side of the straight ahead position.

The directional tread pattern on this high performance winter tyre is heavily siped and its rubber formulation is high in silica, both of which help keep the tread blocks flexible enough in low temperatures to allow the CR85 to maintain peak handling performance and maximum traction. Rated with 'Severe Snow Conditions' and 'M+S' (mud and snow) symbols, the CR85 is available in a broad range of wide, low-profile fitments for high performance cars.





RANGER ICE

Boasting an aggressive tread pattern that incorporates Avon's patented 'Snow Groove' for superior traction in deep snow, the Ranger Ice is designed specially for SUVs. It also offers keen handling and roadholding, and when the roads are wet has excellent resistance to aquaplaning. It's available in many popular sizes in 'T' (118mph) and 'H' (130mph) speed ratings.

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
215/70 R 16	100T	6.50	221	708	-	5.50 - 7.00
225/70 R 16	103H	6.50	228	722	326	6.00 - 7.00
225/75 R 16	104T	6.00	223	744	335	6.00 - 7.00
235/70 R16	106T	7.00	240	736	332	6.00 - 7.50
235/75 R 15 XL	109T	6.00	235	733	328	6.00 - 8.00
245/70 R 16	107T	7.00	248	750	337	6.50 - 8.00
255/60 R 17	106H	7.50	260	687	-	7.00 - 9.00
255/65 R16	109T	7.50	260	738	332	7.00 - 9.00
265/70 R 16	112T	8.00	272	778	348	7.00 - 9.00

XL - Extra Load or Reinforced



- Excellent traction in deep snow, ice, slush, mud and also on just plain wet surfaces.
- Strong resistance to aquaplaning through standing water.
- Keen handling characteristics.
- Good roadholding in the dry and wet.
- Some sizes speed rated to 130mph to suit modern, high performance 4x4s.

A tyre specially developed to cater for the winter driving needs of modern, high performance 4x4s, the Ranger Ice is engineered with a clear focus on poor road conditions. For starters, its rubber compound is specially formulated with a high silica content. Silica not only gives extra traction on wet and snow-covered surfaces, it's also very resistant to cold temperatures; this is important to keep the tread blocks flexible enough to provide optimum roadholding and to clear snow from between the grooves.

Towards its outward-facing edge the Ranger Ice features Avon's patented 'Snow Groove'. This circumferential groove is serrated on its inner surfaces for extra traction on snowy roads. Meanwhile, the innermost two rows of tread blocks feature 'rectilinear' sipes that also aid traction and help to rid the tread pattern of unwanted build-up of snow in its grooves.



Winter Driving

If you intend fitting winter tyres, here are a few simple guidelines to help you get the most from your car and tyres

YOU MAY THINK THAT because it hardly ever snows where you live, winter tyres are a waste of time. Not so. winter tyres are designed to cope with all types of poor weather conditions, not just snow, giving you greater traction and roadholding on mud-covered roads, and through slush and ice.

What's more, their rubber compound is specially formulated for superior performance on wet roads, and during the winter there are plenty of those! Of course, if you do live in an area prone to heavy snowfall, Avon has winter tyres specifically designed to give maximum traction.

Many people in colder regions keep a spare set of wheels (usually steel ones; you don't want salt corroding your expensive alloys during the winter months) already mounted with winter tyres, swapping them over at the end of the autumn, keeping them on until spring.

Because Avon winter tyres are designed to perform well on dry roads, too, you should try some this winter, wherever you live. You never know when the weather could catch you out, and with Avon winter tyres you'll be well prepared for any eventuality.

- Full sets are best – Fit winter tyres – or M+S tyres, as they're also known – in sets of four. Never mix them with normal road tyres. Studded winter tyres should also be fitted as a foursome; mixing studded tyres with the non-studded variety will lead to unstable braking and cornering.
- Running-in – Non-studded tyres should be used at reduced speeds for the first 60 miles or so. Studded tyres take longer to bed in, so keep your speed down for the first 200 miles.
- Speed ratings – The speed ratings for winter tyres differ from those of regular road tyres and very often have a reduced speed capability. Make sure you are aware of the maximum safe speed rating of your winter tyres and drive accordingly.
- Studs on tarmac – Away from the snow and icy conditions they are specifically designed for, studs give reduced roadholding and braking ability. So, on snow- and ice-free surfaces, please do not exceed 62mph.
- Keep your studs 'directional' – After a period of use, studs develop a pattern of wear that makes them most effective in the direction they've been travelling. When you take off your studded tyres at the end of the season, mark them in such a way that when next you put them on, they face the 'right' direction.



Adventure

For some people the adventure starts when the road runs out and the wilds begin; others find adventure without ever getting their tyres dirty or straying too far from civilisation. Whichever camp you belong to – and even if it's a mix of the two – Avon has a 4x4 tyre to ensure that while you're out exploring you're always in control of your environment.





RANGER SPORT

When you've picked some sharp-looking aftermarket alloys for your 4x4 you'll need sharp handling, good looking tyres to complement them – the Ranger Sport fits the bill perfectly. Available in popular 18-20in fitments, this low-profile, high performance tyre features a distinctive V-shaped tread pattern that gives it brisk turn-in characteristics and excellent straight-line stability.



Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
295/45 R20 XL	114V	10.0	296	774	358	9.50 - 11.00
255/55 R18 XL	109V	8.00	265	737	287	7.00 - 9.00
285/55 R18	113V	9.00	297	771	351	8.00 - 10.00
285/60 R18	116V	8.50	292	799	-	8.00 - 10.00
265/60 R18 XL	114V	8.00	272	775	353	7.50 - 9.50

XL - Extra Load or Reinforced



- High performance 4x4 tyre suitable for aftermarket alloy wheel fitments.
- Available in popular sizes including 18in and 20in sizes to suit replacement needs.
- Superb roadholding.
- Gives keen steering response and turn-in characteristics.
- First-rate straight-line stability at high speed.
- Great looking tread pattern.

In recognition of the fact that the latest breed of 4x4s are more powerful and faster than ever, the Ranger Sport focuses most of its dynamic abilities towards on-road performance. Especially well suited to the latest 18-20in fitments used as both standard equipment and extensively in the aftermarket, the Ranger Sport is a low profile, high performance tyre with an unbroken, zig-zag circumferential tread block to give it sharp turn-in characteristics when fitted to the front wheels.

Its square shoulders promote excellent straight-line stability, while the tread blocks around the shoulders are deeply grooved to quickly disperse water from under the contact patch area. It also has first-rate dry surface roadholding. Wide tread grooves provide resistance to clogging up with mud to give a small degree of off-road performance, but sporting on-road performance – up to speeds of 150mph – is where the Ranger Sport excels.



RANGER

Speed-rated up to 150mph, the Ranger is designed for big, powerful 4x4s that spend most of their time on-road. It features 'Opti-noise' technology for quiet running and has a special sidewall construction to ensure optimum handling and good steering response. Its wet weather roadholding is excellent and its tread pattern is designed to give superb traction in mud.



Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
55						
275/55 R17	109V	8.50	284	734	334	7.50 - 9.50
60						
235/60 R16	100H	7.00	240	688	313	6.50 - 8.50
65						
215/65 R16	98H	6.50	221	686	312	6.00 - 7.50
255/65 R16	109H	7.50	260	738	332	7.00 - 9.00
235/65 R17	104V	7.00	240	738	335	6.50 - 8.50
70						
225/70 R15	100H	6.50	228	697	314	6.00 - 7.50
265/70 R15	112H	8.00	272	753	336	7.00 - 9.00
235/70 R16	105H	7.00	240	736	332	6.00 - 8.00
245/70 R16	107H	7.00	248	750	337	6.50 - 8.00
265/70 R16	112H	8.00	272	778	348	7.00 - 9.00
275/70 R16	114H	8.00	279	792	354	7.00 - 9.00

OFF-ROAD INDICATOR BAR

Green bar indicates approximate percentage off-road suitability.

20% off-road | 80% on-road



- High performance 4x4 tyre.
- Superb handling characteristics.
- Low noise levels.
- Good ride quality.
- Very stable at high speed.
- Excellent wet weather roadholding.
- Good traction even in muddy fields.

Boasting a special sidewall construction that combines comfortable ride quality with optimum handling behaviour and excellent steering response, the Ranger – speed rated up to 150mph in some fitments – is ideal for high performance 4x4s that spend the bulk of their time on the road.

Because of the need to cruise effortlessly on the motorway, the Ranger features Avon's patented 'Opti-noise' technology that through optimum design of the tread pattern provides low noise levels. Deep diagonal tread grooves radiating from the centre of the tread area efficiently clear water away from the contact patch area and also give superb traction in muddy fields, although the Ranger is primarily an on-road tyre. An unbroken circumferential tread rib around the centre of the tyre aids steering response.





RANGER TSE

A tough-looking tyre that nevertheless offers the virtues of excellent ride quality and quiet running characteristics, the Ranger TSE is ideal not only for off-roaders but 4x4 pick-ups and vans, too. Designed primarily for on-road use, the Ranger TSE gives good roadholding and predictable handling. It's a stylish tyre, too, featuring bold white outline letters on the sidewall of most sizes.



Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
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70

P205/70 R15*	96T	6.00	209	669	303	5.00 - 7.00
P255/70 R15†	108S	7.50	260	739	330	6.50 - 8.50
P265/70 R15	112S	8.00	272	753	-	7.00 - 9.00
P215/70 R16	97S	6.50	221	708	-	5.50 - 7.00
P225/70 R16†	101S	6.50	228	722	326	6.00 - 7.50
P235/70 R16†	106T	7.00	240	736	332	6.00 - 8.00
P245/70 R16	106S	7.00	248	750	337	6.50 - 8.00
P255/70 R16†	109S	7.50	260	764	343	6.50 - 8.50
P265/70 R16	112S	8.00	272	778	348	7.00 - 9.00

75

P235/75 R15†	109T XL	6.50	235	733	328	6.00 - 8.00
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*Pattern not illustrated † - White outline letters on sidewall

- Quiet running.
- Excellent ride quality.
- Predictable handling characteristics.
- Good roadholding in the wet and dry.
- Very capable in modest off-road use.
- Stylish – features bold white outline lettering in most sizes.
- Also suitable for pick-up trucks.

Although intended primarily for on-road use, the Ranger TSE is designed to take mild off-road excursions in its stride, thanks to deep, widely spaced tread grooves that provide 'self-cleaning' properties, tread blocks shaped for traction in muddy conditions, and pronounced shoulder tread blocks for extra bite if the mud gets a bit deeper.

The tread pattern and rubber compound are also designed to be quiet running and to give excellent wet surface roadholding; extensive siping of the tread block assists in water clearance. An unbroken circumferential groove endows the Ranger TSE with superb steering response, while the carcass is carefully constructed to blend predictable handling characteristics with comfortable ride quality.



RANGER A-T

The A-T in this tyre's name is for 'All Terrain' and it offers the ideal compromise between the needs of on-road and off-road driving. Its bold tread pattern and unique rubber compound provide first-class wet weather performance, while its internal construction creates an even contact patch for even wear. It has white sidewall lettering in some sizes and is also available to fit light trucks.



Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
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AMERICAN SIZES

30X9.5 R15 LT†	104Q	7.50	240	750	345	6.50 - 8.50
31X10.5 R15 LT†	109Q	8.50	268	775	356	7.00 - 9.00

70

P235/70 R16†	106T	7.00	240	736	332	6.00 - 8.00
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75

P215/75 R15†	100S	6.00	216	703	316	5.50 - 7.00
P225/75 R15†	102T	6.00	223	719	322	6.00 - 7.50
P235/75 R15†XL	109T	6.50	235	733	328	6.00 - 8.00
P265/75 R15†	112S	7.50	267	779	346	7.00 - 9.00
P225/75 R16 LT	110/107Q	6.00	223	744	335	6.00 - 7.00
P265/75 R16†	114Q	7.50	267	804	358	7.00 - 9.00

80

P195/80 R15	96T/H	5.50	196	693	312	5.00 - 6.50
P215/80 R15	102T	6.00	216	725	325	5.50 - 7.00
P205/80 R16 XL	104T	5.50	203	734	331	5.00 - 7.00

85

P235/85 R16†	120/116Q	6.50	235	806	359	6.00 - 7.50
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XL - Extra Load or Reinforced * - In Preparation † - White outline letters on sidewall

- Great for both on-road and off-road use.
- First-class wet weather roadholding.
- Strong traction in off-road conditions.
- Comfortable ride quality.
- Good tyre life.
- Some sizes will also fit pick-up trucks.

With a 50:50 split between its on- and off-road performance, the Ranger A-T truly is an 'All-Terrain' tyre. Its tread features very aggressively profiled tread blocks with bold cutting edges and sufficient width in its grooves that it strongly resists getting clogged up with mud, and when it does can swiftly 'self-clean'.

The tread blocks are also heavily siped – in off-road conditions this allows a degree of movement in the blocks that again helps them to clear away mud from the tread, aiding traction. On-road these sipes aid the Ranger A-T's wet weather performance, as does its special rubber compound. Meanwhile its carcass construction is designed to create a very flat contact patch for even wear qualities.

In some sizes the Ranger A-T is available with white outline lettering on its sidewall, and there are also fitments for light trucks.



Delivery

Reliability, value, longevity – if you're running one van or a fleet of them, these are the qualities that you not only expect, but you demand of your tyres. And that's where Avon delivers with a range of van and trailer tyres designed specifically for commercial needs. And while they keep the accountant in you happy, their comfort and quietness make them easy to live with, too.





AVANZA AV10

Designed specifically for car-based and other light vans, the Avanza AV10 is available with R (106mph) and T (118mph) speed ratings, ideal for express deliveries. And it's as good around town as it is between towns. For those who haul heavier loads, the AV10 range also boasts high load indices in popular sizes. Long life and low noise levels are among its other attributes.

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
65						
175/65 R 14C	90/88R	5.00	177	584	267	5.00 - 5.50
70						
165/70 R 13C	88/86R	5.00	170	562	255	4.50 - 5.00
165/70 R 14C	89/87R	5.00	170	588	268	4.50 - 5.00
80						
165/80 R 13 XL	87R	4.50	165	594	268	4.00 - 5.50
82						
165 R 13C	91/89R	4.50	165	596	269	4.00 - 5.00

XL - Extra Load or Reinforced

- Long tyre life.
- Excellent value.
- Good handling characteristics.
- Toughened sidewalls to cope with kerbs and potholes.
- Low noise levels.

The carcass construction and tread design of the Avanza AV10 are an ideal compromise between the need to carry modestly heavy loads, the requirement for long tyre life, and the desire to make car-derived and other light vans handle well. Toughened sidewalls with a hard-wearing rubber compound are designed to take the knocks and scrapes of contact with kerbs, while some firmets have high load indices to cope with weighty cargo.

The tread pattern is not only designed to rapidly disperse water from beneath the contact patch, it also helps reduce noise levels and, in combination with the carcass design, to provide good straight-line stability on the motorway. The Avanza AV10 is available with R (106mph) and T (118mph) speed ratings.



VANMASTER M+S

The winter tyre choice for medium-sized vans, VanMaster M+S has been tested in the extreme cold and snows of Scandinavia to keep you mobile through the winter, wherever you live. Suitable for use with or without ice studs and featuring a patented tread groove design for maximum traction in harsh winter conditions.

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
65						
195/65 R 16 C	104/102R (115N)	6.00	201	660	302	5.50 - 6.00
70						
195/70 R 15 C 8	104/102R (97T)	6.00	201	655	297	5.00 - 6.00
225/70 R 15 C	112/110R (115N)	6.50	228	697	314	6.00 - 7.00

SUPERVAN

A tough customer, Avon's Supervan features a protective solid sidewall band that helps lessen the damage caused by scraping and mounting kerbs, an inevitable part of a hectic urban schedule. Able to deliver for as long as you can, the Supervan behaves superbly in the wet or dry and provides excellent value for money.

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
175 R 13 C 6	94/92N	5.00	177	608	276	4.50 - 5.50



EUROPE VAN

Even small vans need tyres with big-hearted qualities and Avon's Europe Van tyres fit the bill. A hard-working tyre, it's notable for giving long service life and very even wear. Its distinctive and aggressive tread pattern has pronounced 'arrow head' blocks that help aid stability and give surefooted handling.

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
185 R 13 C 6	97/95N	5.50	189	624	283	5.00 - 6.00



CR25 WINTER VAN

When your light van delivery absolutely has to get through regardless of the weather, the CR25 Winter Van tyre could be the lifeline you're after. The commercial version of Avon's acclaimed CR25 winter car tyre, its tread pattern features a multitude of cutting edges to give extra traction in mud, snow, slush and ice. It's ideal for vans working in rural areas.

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
185 R 14 C 8	102/100N	5.50	188	650	296	5.00 - 6.00



AVANZA AV9

A purpose-designed commercial tyre with added sidewall protection for the inevitable knocks suffered by working vehicles, the Avanza AV9 suits the Ford Transit and other vans of its type. With good load carrying abilities, R (106mph) and T (118mph) speed ratings, and available in a wide range of the more common sizes, when you're looking to make express deliveries, this is the tyre for you.

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
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65

195/65 R 16 C	104/102R	6.00	201	660	302	5.50 - 6.00
205/65 R 15 C	102/100T	6.00	209	647	294	5.50 - 6.50
215/65 R 15 C	104/102T	6.50	221	661	300	6.00 - 7.00
205/65 R 16 C	107/105R	6.00	209	672	307	5.50 - 6.50
225/65 R 16 C	112/110R	6.50	228	698	317	6.00 - 7.00

70

195/70 R 15 C	104/102R (97T)	6.00	201	655	297	5.00 - 6.00
215/70 R 15 C	109/107R	6.50	221	683	308	5.50 - 7.00
225/70 R 15 C	112/110R (115N)	6.50	228	697	314	6.00 - 7.00

75

175/75 R 16 C	101/99R (104N)	5.00	177	668	305	4.50 - 5.50
185/75 R 16 C	104/102R	5.00	184	684	311	5.00 - 6.00
195/75 R 16 C	107/105R	5.50	196	698	317	5.00 - 6.00
205/75 R 16 C	113/111R	5.50	203	714	323	5.50 - 6.50
215/75 R 16 C	116/114R	6.00	216	728	329	5.50 - 7.00
225/75 R 16 C	121/120R	6.00	223	744	335	6.00 - 7.00

- Long tyre life.
- Robust sidewalls to cope with kerbing damage.
- Excellent value.
- Reinforced to handle heavy loads.
- First-rate wet weather performance.

Because the life of a van can be a hard one, Avon's Supervan AV4 and Avanza AV9 are specially designed to cope with harsh treatment. Each has a reinforced carcass construction to enable them to carry heavy loads, and both have a very robust rubber compound on the sidewall to help shrug off the sort of kerbing damage that's an inevitable part of a van's working life.

Both the Supervan AV4 and Avanza AV9 have tread patterns designed to efficiently channel water away from under the contact patch area and tread rubber compounds that successfully combine the need for good wet weather roadholding with long life. In addition, the Avanza AV9 is available with a speed rating of up to 118mph for some of its fitments, highlighting its strength as a good long-distance van tyre.



SUPERVAN AV4

Your perfect partner in all working environments, the Supervan AV4 is particularly adept at channelling water away from the contact patch to give exemplary wet weather performance. And because it's long lasting, rugged, and great value, Supervan AV4 should help you to keep your van's running costs low; this tyre's called 'Supervan' with good reason.

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
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82

185 R 14 C 8	102/100P	5.50	188	650	296	5.00 - 6.00
195 R 14 C 8	106/104N	5.50	196	666	302	5.00 - 6.00
185 R 15 C 8	103/102P	5.50	189	674	308	5.00 - 6.00



TRAILER 950

One look at the bold tread pattern on the 950 is enough to tell you that this is a trailer tyre that doesn't mind getting wet and dirty. An able performer on the road, the 950 comes into its own in the mud, where the chunky 'lugs' on its shoulders give extra off-road bite.



TRAILER 13-50

With its wide footprint and top-notch directional stability, the Trailer 13-50 is perfect for non-driven wheels, especially those of low-loaders, livestock and delivery trailers. The open grooves in its shoulders not only do an excellent job at clearing water, they reduce the likelihood of trapping stones, too. And the 13-50's sidewalls are heavy duty, to minimise the effects of scuffing.

TRAILER

Size	Service Index	Rec Rim	Section Width (mm)	Overall Dia (mm)	Static Loaded Radius (mm)	Rim Range (inch)
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TRAILER 13-50

195/50 R 13 C	104/101J (100/98N)	5.50	196	526	339	5.50 - 6.50
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TRAILER 950

185/70 R 13 C	106/104J	5.50	189	590	396	5.50 - 6.00
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Look after your tyres and they'll look after you

Fact: the only things connecting you and your car to the road are your tyres. And while it's all too easy to ignore your tyres, they can only give you their best if you take a little time to look after them properly. Don't feel daunted by the need to take care of your tyres – regular checks (at least once every couple of weeks) needn't take long.

Check those pressures

Tyre pressures must be checked at least monthly, you'll find the right tyre pressures for your car in the handbook. If you can't, or have lost the handbook, ask your local Avon dealer to look them up for you.

If you're checking the pressures yourself, try to use a digital tyre pressure gauge – they're not expensive but they are more accurate than the gauge on most garage forecourts. It's important to check the pressures when your tyres are cold, so wait for about an hour from when you last drove on them.

Another thing to remember is that if you're driving at constant high speeds or are carrying a heavy load, the pressures can be different – again, consult your car's handbook or ask your Avon dealer for advice.

Under- or over-inflated tyres can seriously affect your car's handling, ride and braking behaviour and could lead to an accident. In other words, it pays to get the pressures right.

It's worth noting that you can't always tell just by looking, so always use a gauge. Also bear in mind that a wrongly inflated tyre will wear out quicker, which will leave a nasty feeling in your wallet.

How's your tread looking?

Peer into the bottom of the tread grooves of your tyre and you'll see raised rubber strips. These are the Tyre Wear Indicators; if your tyre tread wears down to their level on any part of the tread, it's definitely time for new tyres, because you're approaching the legal minimum.

Best not to wait until then, though, because the more tread depth you have, the better your tyre will perform in wet conditions. And never let your tread wear down further than the Tread Wear Indicators or you could face a very large fine and other legal

punishments. What's more, your car's handling and roadholding will become unstable and unpredictable – not good.

It doesn't take long to cast your eye over your tyres' treads, and it's time well spent.

Other things to watch out for

Uneven wear – If your tyre tread is badly worn in some parts but not in others, it could mean that your tyre pressure is too high or too low; check it.

Tracking problems – Excessive wear around the outside edges of your front tyres could mean your front suspension has been knocked out of line through hitting a deep pothole or banging against a kerb. Ask your Avon dealer to check your car's tracking; if it is out of alignment, getting it fixed will make your car feel much better to drive.

Wheels out of balance – Wobble through the steering wheel? This may mean your wheels and tyres are out of balance because a 'balance weight' has dropped off. Having your wheels balanced at your Avon dealer is quick and inexpensive.

Sidewall damage – Look out for cracks, bulges, kerbing damage and splits in the sidewall of your tyre, as they are potentially dangerous and could be illegal. Ask your Avon dealer to examine any defects to assess whether they are repairable, or whether you should replace the tyre. Don't be tempted to 'risk it'.

The spare tyre – Easily forgotten until the dreaded day you actually need it. Check its pressure regularly and ensure it's not damaged or too badly worn.



