12. The traction rating grades a tyres performance when stopping on a wet road surface. The higher the grade, the better the braking performance. The grades, from highest to lowest are; **AA**, **A**, **B** and **C**.

13. The maximum load which can be carried by the tyre.

14. Heat resistance grading. The tyres resistance to heat is grade A, B or C, with A indicating the greatest resistance to heat. This grading is provided for a correctly inflated tyre, which is being used within its speed and loading limits.

15. The maximum inflation pressure for the tyre. This pressure should not be used for normal driving. **182, TYRE CARE**.

SPEED RATING

Rating	Speed km/h (mph)
Q	160 (99)
R	170 (106)
S	180 (112)
T	190 (118)
U	200 (124)
H	210 (130)
V	240 (149)
W	270 (168)
Y	300 (186)

TYRE CARE

Do not drive the vehicle if a tyre is damaged, excessively worn, or incorrectly inflated.

Avoid contaminating the tyres with vehicle fluids as they may cause damage to the tyre.

Avoid spinning the wheels. The forces released can damage the structure of the tyre and cause it to fail.

If wheel spin is unavoidable due to a loss of traction (in deep snow, for example), do not exceed 50 km/h (30 mph).

Do not exceed the maximum pressure stated on the sidewall of the tyre.

TYRE PRESSURES

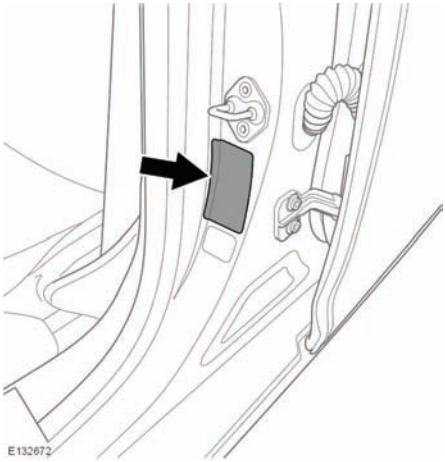
All tyre pressures should be checked regularly using an accurate pressure gauge, when the tyres are cold.

Pressure checks should only be carried out when the tyres are cold, and the vehicle has been stationary for more than three hours. A hot tyre at or below recommended cold inflation pressure is dangerously under-inflated.

Never drive your vehicle if the tyre pressures are incorrect.
Under-inflation causes excessive flexing and uneven tyre wear. This can lead to sudden tire failure.
Over-inflation causes harsh ride, uneven tyre wear and poor handling.

Under-inflation also reduces fuel efficiency and tyre tread life and may affect the vehicle's handling and stopping ability.

If the vehicle has been parked in strong sunlight, or used in high ambient temperatures, do not reduce the tyre pressures. Move the vehicle into the shade and allow the tyres to cool before re-checking the pressures.



The recommended tyre pressures are listed on a label located in the driver's door opening.

Check the tyres, including the spare, for condition and pressure on a weekly basis and before long journeys.

If tyre pressures are checked while the vehicle is inside a protected covered area (e.g. a garage) and subsequently driven in lower outdoor temperatures, tyre under-inflation could occur.

A slight pressure loss occurs naturally with time. If this exceeds 0.14 bar (2 psi, 14 kPa,) per week, have the cause investigated and rectified by qualified assistance.

If it is necessary to check tyre pressures when the tyres are warm, you should expect the pressures to have increased by up to 0.3 - 0.4 bar (4 - 6 psi, 30 - 40 kpa). Do not reduce the tyre pressures to the cold inflation pressure under these circumstances. Allow the tyres to cool fully before adjusting the pressures.

The following procedure should be used to check and adjust the tyres pressures.

1. Remove the valve cap.
2. Firmly attach a tyre pressure gauge/inflator to the valve.
3. Read the tyre pressure from the gauge and add air if required.
4. If air is added to the tyre, remove the gauge and re-attach it before reading the pressure. Failure to do so may result in an inaccurate reading.
5. If the tyre pressure is too high, remove the gauge and allow air out of the tyre by pressing the centre of the valve. Refit the gauge to the valve and check the pressure.
6. Repeat the process, adding or removing air as required, until the correct tyre pressure is reached.
7. Refit the valve cap.