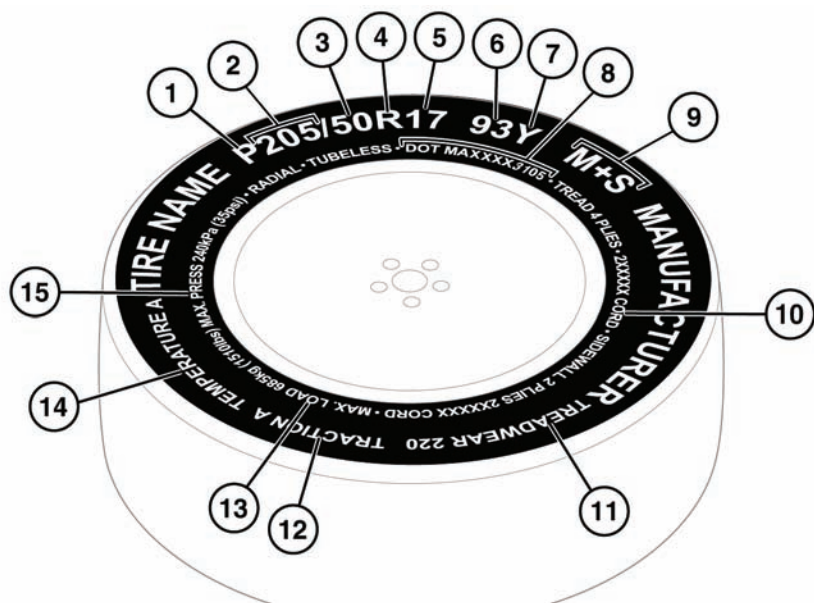


TIRE MARKINGS



SL1676

1. **P** indicates that the tire is for passenger vehicle use.
2. The width of the tire from sidewall edge to sidewall edge in millimetres.
3. The aspect ratio, also known as the profile, gives the sidewall height as a percentage of the tread width. So, if the tread width is 205 mm and the aspect ratio is 50, the sidewall height will be 102 mm.
4. **R** indicates that the tire is of Radial ply construction.
5. The diameter of the wheel rim given in inches.
6. The load index for the tire. This index is not always shown.
7. The speed rating denotes the maximum speed at which the tire should be used for extended periods. See **201, SPEED RATINGS**.
8. U.S. DOT Tire Identification Number (TIN). This begins with the letters DOT and indicates that the tire meets all federal standards. The next 2 numbers or letters are the plant code where the tire was manufactured, the last 4 numbers are the date of manufacture. For example, if the number was 3109, the tire was made in the 31st week of 2009. The other numbers are marketing codes used at the manufacturer's discretion. This information can be used to contact consumers if a tire defect requires a recall.

9. **M+S** or **M/S** indicates that the tire has been designed with some capability for mud and snow.
10. The number of plies in both the tread area, and the sidewall area, indicates how many layers of rubber coated material make up the structure of the tire. Information is also provided on the type of materials used.
11. Wear rate indicator. A tire rated at 400 for example, will last twice as long as a tire rated at 200.
12. The traction rating grades a tire's 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 tire.
14. Heat resistance grading. The tire's 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 tire, which is being used within its speed and loading limits.
15. The maximum inflation pressure for the tire. This pressure should not be used for normal driving.

SPEED RATINGS

| Rating | Speed mph (km/h) |
|--------|------------------|
| Q | 99 (160) |
| R | 106 (170) |
| S | 112 (180) |
| T | 118 (190) |
| U | 124 (200) |
| H | 130 (210) |
| V | 149 (240) |

| Rating | Speed mph (km/h) |
|--------|------------------|
| W | 168 (270) |
| Y | 190 (300) |

TIRE CARE

WARNING

Do not drive the vehicle if a tire is damaged, excessively worn, or incorrectly inflated. A tire in such condition may catastrophically fail and cause an accident.

WARNING

Avoid contaminating the tires with vehicle fluids, as they may damage the tire and cause a tire failure, which may result in an accident.

WARNING

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

WARNING

If wheel spin is unavoidable due to a loss of traction (in deep snow for example), do not exceed the 30 mph (50 km/h) point on the speedometer. Do not allow anyone to stand near, or directly behind a tire that might spin.

WARNING

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

Note: *Tire condition should be checked after the vehicle has been used off-road. As soon as the vehicle returns to a normal, hard, road surface, stop and check for tire damage.*

All of the vehicle's tires (including the spare) should be checked regularly for damage, wear and distortion. If you are in any doubt about the condition of a tire, have it checked immediately by a tire repair center or your Retailer/Authorized Repairer.

TIRE PRESSURES

! WARNING

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

⚠ WARNING

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

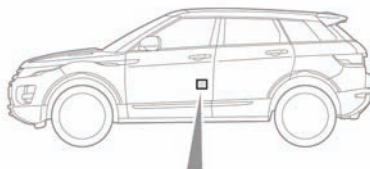
! WARNING







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

⚠ WARNING

If the vehicle has been parked in strong sunlight, or used in high ambient temperatures do not reduce the tire pressures. Move the vehicle into the shade and allow the tires to cool before rechecking the pressures.

TIRE PRESSURE LABEL (USA only)



| | | | | | | | | | |
|---|---|---|---|-----|-------------------|-------------------|------|----|--------------|
|  | |  |  | | | | | | SAFARI POWER |
| | | | | | (KPA) (BAR) (PSI) | (KPA) (BAR) (PSI) | LMTA | | |
| XXXXXXX XXXXXXX | MAX | <XXXXKPH | XXX | X.X | XX | XXX | X.X | XX | |
| XXXXXXX XXXXXXX | | >XXXXKPH | XXX | X.X | XX | XXX | X.X | XX | |
| XXXXXXX XXXXXXX |  | | XXX | X.X | XX | XXX | X.X | XX | |
| XXXXXXX XXXXXXX |  | | XXX | X.X | XX | XXX | X.X | XX | |
| XXXXXXX XXXXXXX | MAX | | XXX | X.X | XX | XXX | X.X | XX | |
| XXXXXXX XXXXXXX |  | | XXX | X.X | XX | XXX | X.X | XX | |

SI 1950

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

These pressures provide optimum ride and handling characteristics for all normal operating conditions.

The label contains the following information:

- The maximum number of occupants, divided between the front and rear of the vehicle.
- The vehicle capacity weight, which includes the weight of the driver, passengers and cargo.
- Cold inflation pressures for the front, rear and spare tires.
- The size of the tires with which the vehicle was originally equipped.

Note: The label must not be changed, even if different wheels are fitted at a later stage.

CHECKING THE TIRE PRESSURES

⚠ WARNING

All tire pressures, including the spare, should be checked regularly using an accurate pressure gauge, when the tires are cold. Failure to properly maintain your tire pressures could increase the risk of tire failure, resulting in a loss of vehicle control and potential personal injury.

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

If tire pressures are checked while the vehicle is inside a protected covered area (e.g. a garage) and subsequently driven in lower outdoor temperatures, tire 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 personnel.

If it is necessary to check tire pressures when the tires 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 tire pressures to the cold inflation pressure under these circumstances. Allow the tires to cool fully before adjusting the pressures.

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

1. Remove the valve cap.
2. Firmly attach a tire pressure gauge/inflator to the valve.
3. Read the tire pressure from the gauge and add air if required.
4. If air is added to the tire, remove the gauge and re-attach it before reading the pressure. Failure to do so may result in an inaccurate reading.

5. If the tire pressure is too high, remove the gauge and allow air out of the tire by pressing the center 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 tire pressure is reached.
7. Refit the valve cap.

TIRE VALVES

Keep the valve caps screwed down firmly to prevent water or dirt entering the valve. Check the valves for leaks when checking the tire pressures.

PUNCTURED TIRES

⚠ WARNING

Do not drive the vehicle with a punctured tire. Even if the punctured tire has not deflated, it is unsafe to use, as the tire may deflate suddenly at any time.

REPLACEMENT TIRES

NOTICE

If treadwear is uneven across the tire, or a tire wears excessively, the vehicle should be checked by your Land Rover Retailer as soon as possible.



SL1224



When the tread has worn down to approximately 2 mm, wear indicators start to appear at the surface of the tread pattern. This produces a continuous band of rubber across the tread as a visual reminder.

⚠ WARNING

Wear indicators show the minimum tread depth recommended by the manufacturers. Tires which have worn to this point will have reduced grip and poor water displacement characteristics.

***Note:** Local legislation may determine a greater tread depth to that shown by the tire wear indicators. It remains the driver's responsibility to ensure the tread depth meets the local legal requirement. Do not rely on the tread wear indicators alone.*

⚠ WARNING

Always fit replacement tires of the same type, and wherever possible, of the same make and tread pattern.

⚠ WARNING

If the use of tires not recommended by Land Rover is unavoidable, ensure that you read, and fully comply with, the tire manufacturer's instructions.

Ideally, tires should be replaced in sets of 4. If this is not possible, replace the tires in pairs (both front or both rear). When tires are replaced, the wheels should always be re-balanced and alignment checked.

TIRE PRESSURE COMPENSATION FOR LOW AMBIENT TEMPERATURE CHANGES

A colder ambient local temperature will lower pressure within the tire. Sidewall height will decrease and tire shoulder wear will increase with the potential for tire failure. Vehicle dynamics could also be adversely affected.

Tire pressures can be adjusted to compensate before the start of the journey. Alternatively, tire pressures can be adjusted when the area of lower ambient temperature is reached.

In this situation, the vehicle must be left in the ambient local temperature for at least one hour before tire pressure is adjusted.

To compensate for colder ambient temperatures, tire pressures should be increased by 2 psi (0.14 bar, 14 kPa) for each 18°F (10°C) decrease.

***Note:** Ensure that correct tire pressures are maintained when moving to areas of differing ambient temperature.*

TIRE PRESSURE COMPENSATION - HIGH AMBIENT TEMPERATURES

| Tire pressure temperature compensation | |
|--|--------------------------------------|
| Ambient temperature °F (°C) | Pressure compensation bar (psi, kPa) |
| 68 (20) | use label |
| 86 (30) | + 0.14 (2, 14) |
| 104 (40) | + 0.28 (4, 28) |
| 122 (50) | + 0.41 (6, 41) |

FLAT SPOTS DUE TO LONG TERM PARKING

In order to minimize flat spotting, tire pressures can be increased to the maximum as stated on the tire sidewall, for the period when the vehicle is stationary. Tires must be returned to the specified running pressures before driving.

AGE DEGRADATION

Tires degrade over time due to the effects of ultraviolet light, extreme temperatures, high loads, and environmental conditions. It is recommended that all tires, including the spare, are replaced at least every six years, but they may require replacement more frequently.

WINTER TIRES

If winter tires are fitted to the vehicle, the tire manufacturer's instructions must be followed. Pay particular attention to the correct tire pressures and the maximum speed that the vehicle can be driven at.

M+S tires have a recognised level of winter performance and need not be replaced.

When changing to winter tires, they must be fitted to all four wheels.

If the vehicle has TPMS but the winter use wheels and tires are fitted with standard rubber valves, the TPM system will search for a signal. When it finds no response, **TIRE PRESSURE MONITORING SYSTEM UNAVAILABLE** will be displayed in the message center.

When the original wheels are refitted, the vehicle will need to travel a short distance before the TPM system recognises the wheel sensors. At that point, **TIRE PRESSURE MONITORING SYSTEM AVAILABLE** will be displayed.

USING TRACTION DEVICES

WARNING

Use traction devices only in heavy snow conditions, on hard road surfaces.

WARNING

Dynamic Stability Control (DSC) must be switched off when using traction devices.

WARNING

Never exceed 30 mph (50 km/h) when traction devices are fitted.

WARNING

Never fit traction devices to a temporary use spare wheel.

Land Rover approved traction devices may be used to improve traction on a hard road surface in heavy snow conditions. They should not be used in off-road conditions.

If it becomes necessary to fit traction devices, the following points must be observed:

- Only Land Rover approved traction devices should be used on the vehicle. Only Land Rover approved traction devices have been tested to ensure that they do not cause damage to the vehicle. Contact your Land Rover Retailer for information.
- The wheels and tires fitted must conform to the specifications of the original equipment.
- **Do not** fit traction devices to 18, 19 or 20 inch diameter wheels.
- Single sided Spike-spyder traction devices can be fitted to only the front wheels of vehicles fitted with 17 inch diameter wheels.
- Always read, understand and follow the traction device manufacturer's instructions.

- Avoid tire/vehicle damage, by removing the traction devices as soon as the conditions allow.

TPMS INFLATION PRESSURE COMPENSATION

If your vehicle is fitted with 18, 19 or 20 inch wheels with TPMS, they can be replaced with 17 inch wheels with TPMS, so enabling the use of snow chains or traction devices.

Tire pressures of vehicles fitted with 17 inch wheels with TPMS as standard are not affected. If other wheel sizes are substituted with 17 inch wheels, tire pressures should be adjusted as shown in the table.

| Inflation pressure (bar) with snow chains | | |
|---|-------|------|
| Original wheel size | Front | Rear |
| 18 inch | 2.4 | 2.1 |
| 19 inch | 2.5 | 2.2 |
| 20 inch | 2.5 | 2.2 |

UNITED STATES DEPARTMENT OF TRANSPORTATION

The following information relates to the tire grading system developed by the National Highway Safety Administration which will grade tires by tread wear, traction and temperature performance.

Note: *Tires that have deep tread and winter tires, are exempt from these markings requirements.*

UNIFORM TIRE QUALITY GRADING

Quality grades can be found where applicable on the tire sidewall between the tread shoulder and maximum section width. For example:

Treadwear 200 Traction AA Temperature A.

In addition to the markings requirements, passenger care tires must conform to Federal Safety Requirements.

TREADWEAR

The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified government test course. For example, a tire graded **150** would wear one and a half (1½) times as well on the government course as a tire graded **100**. The relative performance of tires depends upon the actual conditions of their use, however, and may depart significantly from the norm due to variations in driving habits, service practices and differences in road characteristics and climate.

TRACTION

The traction grades, from highest to lowest are **AA, A, B** and **C**. The grades represent the tire's ability to stop on wet pavement as measured under controlled conditions on specified government test surfaces of asphalt and concrete. A tire marked **C** may have poor traction performance.

WARNING

The traction grade assigned to this tire is based on straight-ahead braking traction tests and does not include acceleration, cornering, hydroplaning, or peak traction characteristics.

TEMPERATURE

The temperature grades are **A** (the highest), **B**, and **C** representing the tire's resistance to the generation of heat and its ability to dissipate heat when tested under controlled conditions on a specified indoor laboratory test wheel.

Sustained high temperature can cause the material of the tire to degenerate and reduce tire life, and excessive temperature can lead to sudden tire failure.

The grade **C** corresponds to a level of performance which all passenger car tires must meet under the Federal Motor Vehicle Safety Standard No. 109.

Grades **B** and **A** represent higher levels of performance on the laboratory test wheel than the minimum required by law.

WARNING

The temperature grade for this tire is established for a tire that is properly inflated and not overloaded. Excessive speed, underinflation, or excessive loading, either separately or in combination, can cause heat buildup and possible tire failure.

TIRE GLOSSARY

lbf/in² or psi

Pounds per square inch, an imperial unit of measure for pressure.

kPa

Kilo Pascal, a metric unit of measure for pressure.

Cold tire pressure

The air pressure in a tire which has been standing in excess of 3 hours, or driven for less than 1 mile.

Maximum inflation pressure

The maximum pressure to which the tire should be inflated. This pressure is given on the tire side wall in lbf/in² (psi) and kPa.

Note: *This pressure is the maximum allowed by the tire manufacturer. It is not the pressure recommended for use.*

Curb weight

The weight of a standard vehicle, including a full tank of gasoline, any optional equipment fitted, and with the correct coolant and oil levels.

Gross Vehicle Weight (GVW)

The maximum permissible weight of a vehicle with driver, passengers, load, luggage and equipment.

Accessory weight

The combined weight (in excess of those items replaced) of items available as factory installed equipment.

Productions options weight

The combined weight of options installed which weigh in excess of 3lb (1.4 kg) more than the standard items that they replaced, and are not already considered in curb or accessory weights. Items such as heavy duty brakes, high capacity battery, special trim etc.

Vehicle capacity weight

The number of seats multiplied by 150 lb (68 kg) plus the rated amount of load/luggage.

Maximum loaded vehicle weight

The sum of curb weight, accessory weight, vehicle capacity weight, plus any production option weights.

Rim

The metal support for a tire, or tire and tube, upon which the tire beads are seated.

Bead

The inner edge of a tire that is shaped to fit to the rim and form an air tight seal. The bead is constructed of steel wires which are wrapped, or reinforced, by the ply cords.

STEPS FOR DETERMINING CORRECT LOAD LIMIT

WARNING

Do not exceed the vehicle capacity weight (the total weight of driver, passengers and cargo) given on the tire information label.

1. Locate the statement "The combined weight of occupants and cargo should never exceed XXX kg or XXX lbs" on your vehicle's placard.
2. Determine the combined weight of the driver and passengers that will be riding in your vehicle.
3. Subtract the combined weight of the driver and passengers from XXX kilograms or XXX lbs.
4. The resulting figure equals the available amount of cargo and luggage load capacity. For example, if the "XXX" amount equals 1400 lbs. and there will be five 150 lb. passengers in your vehicle, the amount of available cargo and luggage load capacity is 650 lbs.
 $(1400 - 750 (5 \times 150) = 650 \text{ lbs.})$.
5. Determine the combined weight of luggage and cargo being loaded on the vehicle. That weight may not safely exceed the available cargo and luggage load capacity calculated in Step 4.

6. If your vehicle will be towing a trailer, load from your trailer will be transferred to your vehicle. Consult this manual to determine how this reduces the available cargo and luggage load capacity of your vehicle.

The number and weight of passengers will affect the cargo and luggage capacity. In the example above, the cargo and luggage load capacity is 650 lb. However, if fewer passengers ride in the vehicle, the luggage load capacity will increase. If this vehicle carries three 150 lb passengers, the cargo and luggage load capacity will increase to 960 lb:

$(3 \times 150 = 450 \text{ lb, and } 1400 - 450 + 950 \text{ lb})$.

If the passengers weigh more, the cargo and luggage load capacity will decrease.

WARNING

The weight of accessories must also be subtracted from the cargo and luggage load capacity. If you are unsure of the weight of any accessories fitted to your vehicle, contact your Retailer.

WARNING

Overloading the vehicle will have an adverse affect on braking and handling characteristics, which could compromise your safety. Overloading a vehicle may also cause tire damage or failure. Never overload your vehicle.