

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

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.

WARNING

Pressure checks should only be carried out when the tires are cold, and when 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

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

Do not drive the vehicle with a leaking tire. Even if the tire appears to be inflated it could be dangerously under-inflated and will continue to deflate. Replace or contact an approved repairer.

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.

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

Dependent on market, the tire pressures can be displayed in the Message center using the **Vehicle Info** and **Tire Pressure Check** Instrument panel menus. See **47, INSTRUMENT PANEL MENU**. The display will show 2 tire pressures for each tire. The upper figure is the present tire pressure and the lower figure (in brackets) is the recommended tire pressure.

Note: The tire pressure units can be configured to display as either psi, bar, or kPa via the **Instrument Display** menu.

If the 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 2 psi (0.14 bar) 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 4 - 6 psi (0.3 - 0.4 bar). Do not reduce the tire pressures to the cold inflation pressure under these circumstances. Allow the tires to cool fully before adjusting the pressures.

Temporary use spare - maximum 50 mph (80 km/h)

Tire size	Load/speed index	Front pressures psi (bar, kPa)	Rear pressures psi (bar, kPa)
155/85 R18	-	60 (4.2, 420)	60 (4.2, 420)

Tire size	Load/speed index	Front pressures psi (bar, kPa)	Rear pressures psi (bar, kPa)
225/65 R17*	106V	35 (2.4, 240)	30 (2.1, 210)
235/60 R18	103/107V	35 (2.4, 240)	30 (2.1, 210)
235/55 R19	101/105V	36 (2.5, 250)	32 (2.2, 220)
245/45 R20**	99/103V	36 (2.5, 250)	32 (2.2, 220)

* Retailer option wheel and tire for use with snow chains or traction devices.

** If your vehicle is fitted with 245/45 R20 tires, then the vehicle will be delivered with the tire pressures set as stated on the tire pressures label in order to optimize low speed ride comfort. For vehicle speeds in excess of 100 mph (160 km/h), the pressures must be increased as indicated in the following table.

245/45 R20 Tires	Front pressures psi (bar, kPa)	Rear pressures psi (bar, kPa)
Speeds up to 100 mph (160 km/h)	36 (2.5, 250)	32 (2.2, 220)
Speeds over 100 mph (160 km/h)	39 (2.7, 270)	35 (2.4, 240)

Note: Make sure the tire pressures are re-set to the correct pressure when the vehicle will be traveling at speeds less than 100 mph (160 km/h).

The following procedure should be used to check and adjust the tire pressures:

NOTICE

To avoid damaging the valves do not apply excessive force or sideways force on the gauge/inflator.

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.