



2019 - 2020 PRODUCT CATALOGUE

PASSENGER CAR, 4X4, SUV
AND LIGHT TRUCK

WHAT ARE YOU BUILDING FOR ?



PASSION MEETS PERFORMANCE

Work hard. Play hard. Drive hard.

BFGoodrich® makes tires for those who wouldn't do it any other way. As a maker of superior performance tires, we're proud to say that we've been passionately performance-driven since the start. From the deserts of Baja to the 24 Hours of Le Mans, our rich heritage of successful performance racing helps ensure that your vehicle is ready for any challenge – at any time.

If you think we're just blowing smoke, check out a few of our notable achievements throughout the years:

- 1870**
Dr. Benjamin Franklin Goodrich establishes the first tire factory in Akron, Ohio (USA).

1903
The first vehicle to cross the United States was fitted with BFGoodrich® tires.

1914 – 1915
BFGoodrich® becomes the first tire manufacturer to win the Indianapolis 500 two years in a row.

1965
BFGoodrich® introduces the first radial tire on the American market.

1976
BFGoodrich® introduces the world's first all-terrain tire.

1977
The BFGoodrich® Radial All-Terrain T/A® tire sweeps both SCORE Baja 500 and Baja 1000.

- 1984**
BFGoodrich® tires and Mazda cruise to a Championship C2 class victory at 24 Hours of Le Mans.

2002 – 2007
BFGoodrich® wins the Dakar Rally for the sixth consecutive year.

2006 – 2011
BFGoodrich® drives to five consecutive World Rally Cross championships.

2016
BFGoodrich® commemorates 40 years of SCORE BAJA Racing and the 40th anniversary of the Radial All-Terrain T/A® tire.

2017
BFGoodrich® triumphs in their return to the Dakar Rally.

2018
BFGoodrich® monopolizes the top 3 podiums in the 2018 Dakar.



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BFGoodrich®: winner of the world's toughest races

- 200 titles in the various US off-road championships
- 24 wins in the Baja 1000
- 10 consecutive victories in the FIFA ALL-Terrain Rally World Cup
- 14 wins in Dakar Rally



BFGoodrich®: a legacy built off-road OVER 40 YEARS OF CATEGORY LEADERSHIP

- Creators of the radial all-terrain and mud-terrain categories
- More SCORE Baja championships than all other competitors combined
- Official tire partner of Dakar Rally, the toughest race on Earth

BFGoodrich®: a winning tire partner

- Mini
- Toyota
- Red Bull





TOURING /
CLASSIC

ADVANTAGE T/A® DRIVE

MAKE YOUR OWN WAY
IN EVERY DRIVING SITUATION.

BENEFITS OF BFGOODRICH® TIRES

Make your own way in every driving situation thanks to the strong structure of the BFGoodrich® Advantage T/A® Drive tire.

- Great braking on wet and dry roads. Large tread block with deep, wide longitudinal and latitudinal grooves and sipes, ensuring great braking in both wet and dry.
- Control in all situations. Symmetric tread design with rigid tread blocks and shoulder and “jagged” grooves for responsive handling and control.
- Smooth handling. The mix of tread pattern blocks in various sizes and jagged grooves along with reinforced fillers at the shoulder provide smooth handling and response.



Ratings are based on internal test results

POPULAR VEHICLE FITMENTS:

- Perodua Axia / Bezza / Myvi / Alza
- Proton Saga / Persona / Iriz / Preve
- Toyota Vios / Corolla Altis
- Nissan Almera

BFGOODRICH® ADVANTAGE T/A® DRIVE TIRE

CAI	RIM SIZE (INCHES)	TIRE SIZE	LOAD RATING	SPEED INDEX
498790	13	175/70 R13	82	T
154645	14	165/55 R14	72	V
492787	14	175/65 R14	82	H
267419	14	185/60 R14	82	H
472700	14	185/65 R14	86	H
424462	14	185/70 R14	88	H
483260	14	195/70 R14	91	H
523337	15	185/55 R15	86	V
661214	15	185/60 R15	84	H
538144	15	185/65 R15	88	H
464101	15	195/50 R15	82	V
412485	15	195/55 R15	85	V
592332	15	195/60 R15	88	H
946183	15	195/65 R15	91	H
835962	15	205/65 R15	99	H
175356	16	205/55 R16	91	V
30176	16	205/60 R16	92	H
194548	16	215/60 R16	95	H
789704	17	205/45 R17	88	V
174421	17	215/45 R17	91	V
269105	17	215/50 R17	95	V
817874	17	215/55 R17	94	V
57661	17	225/45 R17	94	V
558626	17	225/50 R17	98	V
622765	17	235/45 R17	97	V
948625	18	235/40 R18	95	V





LIGHT TRUCK /
SUV

MUD-TERRAIN T/A® KM3

BUILT THROUGH EXPERIENCE ...
EARNED ON THE TRAIL.



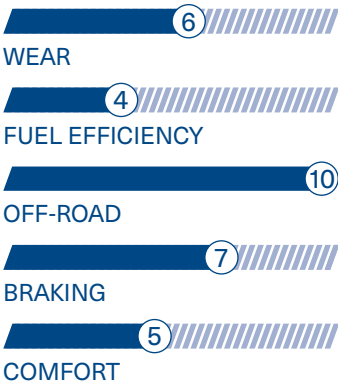
BENEFITS OF BFGOODRICH® TIRES

- **MADE TO MUD:** 5% better mud traction. Power through mud and loose soil with our Terrain-Attack tread design. Its massive tread blocks are designed to deliver incredible grip from any angle of approach, and Mud-Phobic Bars release compacted mud for continued traction.
- **BUILT TO CLIMB:** 8% better rock traction. Take on Earth's toughest terrain with advanced Krawl-TEK compound that enhances grip on rock and slick surfaces. Plus, a Linear Flex Zone allows the tire to flex and envelop objects in aired-down driving situations.
- **CREATED TO CONQUER:** 27% tougher sidewalls. Go places others only dream of, thanks to race-proven advancements. CoreGard Max Technology uses a thick sidewall shield and specialized compound to help guard against sharp objects, while Traction-Armor Sidewall Sculpture helps prevent sidewall splitting.

¹ Based on internal mud traction testing vs. BFGoodrich® Mud-Terrain T/A® KM2 tire in size LT265/70R17 using a 2014 Jeep Wrangler Rubicon. Actual on-road results may vary.

² Based on internal dry rock traction testing vs. BFGoodrich® Mud-Terrain T/A® KM2 tire in size LT265/70R17 using a 2014 Jeep Wrangler Rubicon. Actual on-road results may vary.

³ Based on internal sidewall puncture testing vs. BFGoodrich® Mud-Terrain T/A® KM2 tire in size LT265/70R17. Actual on-road results may vary.



Ratings are based on internal test results

POPULAR VEHICLE FITMENTS:

- Toyota Hilux
- Ford Ranger
- Mitsubishi Triton
- Nissan Navara

BFGOODRICH® MUD-TERRAIN T/A® KM3 TIRES

CAI	RIM SIZE (INCHES)	TIRE SIZE	LOAD RATING	SPEED INDEX	SIDEWALL
303560	15	31X10.50 R15LT	109	Q	BLACK
442737	15	33X12.50 R15LT	108	Q	BLACK
307672	15	35X12.50 R15LT	113	Q	BLACK
397469	15	LT235/75 R15	110/107	Q	BLACK
593096	16	LT245/75 R16	120/116	Q	BLACK
919905	16	LT265/75 R16	123/120	Q	BLACK
531224	16	LT285/75 R16	126/123	Q	BLACK
692521	16	LT305/70 R16	124/121	Q	BLACK
179950	16	LT315/75 R16	127/124	Q	RBL
135676	17	35X12.50 R17LT	121	Q	BLACK
941156	17	LT265/65 R17	120/117	Q	BLACK
72604	17	LT265/70 R17	121/118	Q	BLACK
211598	17	LT285/70 R17	121/118	Q	RBL
897613	18	LT265/60 R18	119/116	Q	BLACK
878673	20	LT305/55 R20	121/118	Q	BLACK



ALL-TERRAIN T/A® KO2

OUR TOUGHEST ALL-TERRAIN TIRE. EVER.



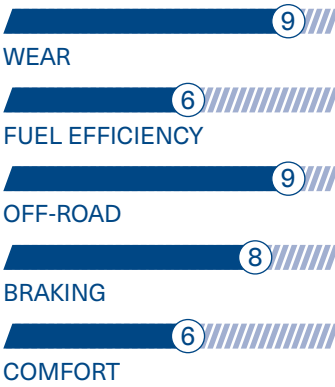
BENEFITS OF BFGOODRICH® TIRES

- 20% tougher sidewalls.¹ The BFGoodrich® All-Terrain T/A® KO2 uses CoreGard™ Technology developed in the BFGoodrich® Baja T/A® KR2 4WD tire. Split- and bruise-resistant sidewall rubber and a thicker extended shoulder to prevent sidewall failures.
- Longer treadlife on- and off-road.² The BFGoodrich® All-Terrain T/A® KO2 4x4 tire has a new tread design and rubber formulation that help it last twice as long on gravel and 15% longer on bitumen than the previous KO tire.² The tread rubber has been optimally blended to reduce chips and tears on gravel.
- Aggressive all-terrain traction. The BFGoodrich® All-Terrain T/A® KO2 4x4WD tire has a range of tread features for better mud and snow traction. Side biter lugs in the sidewall improve traction in mud, snow and rocks. Raised bars in the shoulder help release compacted mud for better traction in soft soil. 3-D sipes create biting edges for better snow and mud traction.³

¹ Improvement depends on the size of the tire purchased. 20% improvement based on internal sidewall splitting test results derived from a simulated sidewall aggression testing machine (patent pending US20120245859A1) vs. BFGoodrich All-Terrain T/A KO tire in size LT265/70R17. Actual on-road results may vary.

² On-Road: Based on internal wear tests vs. BFGoodrich All-Terrain T/A KO tire in size LT 265/70R17. Off-Road: Based on commissioned third-party gravel endurance tests vs. BFGoodrich All-Terrain T/A KO tire in size LT 265/70R17.

³ Based on third-party snow traction tests vs. BFGoodrich All-Terrain T/A KO tire in size LT 265/70R17 using the ASTM F1805 Test. Mud Traction: Based on internal subjective mud testing vs. the BFGoodrich All-Terrain T/A KO tire in size LT 265/70R17.



Ratings are based on internal test results

POPULAR VEHICLE FITMENTS:

- Toyota Hilux / Fortuner
- Nissan Navara
- Ford Ranger / Everest
- Isuzu D-Max / M-UX
- Mitsubishi Triton / Outlander

CAI	RIM SIZE (INCHES)	TIRE SIZE	LOAD RATING	SPEED INDEX	SIDEWALL
875678	15	31X10.50 R15LT	109	S	RWL
836366	15	33X12.50 R15LT	108	R	RWL
631595	15	35X12.50 R15LT	113	Q	RWL
370749	16	LT225/75 R16	115/112	S	RWL
85753	16	LT235/70 R16	104/101	S	RWL
820321	16	LT235/85 R16	120/116	S	RWL
749865	16	LT245/70 R16	113/110	S	RWL
346838	16	LT255/70 R16	120/117	S	RWL
350721	16	LT265/70 R16	121/118	S	RWL
501069	16	LT265/75 R16	123/120	R	RWL
885912	16	LT275/70 R16	119/116	S	RWL
43048	16	LT285/75 R16	126/123	R	RWL
972172	16	LT295/75 R16	128/125	R	RWL
30825	16	LT305/70 R16	124/121	R	RWL
681175	16	LT315/75 R16	127/124	R	RWL
546862	17	LT265/65 R17	120/117	S	RWL
146092	17	LT275/65 R17	121/118	S	RWL
439188	17	LT275/70 R17	121/118	R	RWL
505868	17	LT285/70 R17	116/113	S	BLACK
595258	17	LT285/70 R17	121/118	R	RWL
620669	18	LT265/60 R18	119/116	S	RBL
547793	18	LT265/65 R18	122/119	R	RWL
46026	18	LT285/60 R18	118/115	S	RWL
12750	18	LT285/65 R18	125/122	R	RWL
743606	20	LT285/55 R20	117/114	T	RBL
447166	20	LT305/55 R20	121/118	S	RBL



BFGoodrich®

ADVANTAGE T/A® SUV

OUR TOUGHEST ALL-TERRAIN TIRE. EVER.



BENEFITS OF BFGOODRICH® TIRES

BFGoodrich® Advantage T/A® SUV offers a smooth everyday drive thanks to its strong tire structure. You can make your own way in every driving situation with BFGoodrich® Advantage T/A® SUV.

- Great braking on wet and dry roads. Large tread block with deep, wide longitudinal and latitudinal grooves and sipes, ensuring great braking in both wet and dry.
- Control in all situations. Symmetric tread design with rigid tread blocks and shoulder and “jagged” grooves for responsive handling and control.
- Smooth handling. The mix of tread pattern blocks in various sizes and jagged grooves along with reinforced fillers at the shoulder provide smooth handling and response.



WEAR



FUEL EFFICIENCY



HANDLING



BRAKING



COMFORT

Ratings are based on internal test results

POPULAR VEHICLE FITMENTS:

- Honda CRV
- Toyota Landcruiser
- Ford Ranger

BFGOODRICH® ADVANTAGE T/A® SUV TIRES

CAI	RIM SIZE (INCHES)	TIRE SIZE	LOAD RATING	SPEED INDEX
345954	15	205/70 R15	96	T
28101	15	215/70 R15	98	T
463076	15	235/75 R15	109	T
638822	15	255/70 R15	108	T
851211	16	215/65 R16	98	T
962906	16	215/70 R16	100	T
965305	16	245/70 R16	111	T
783636	16	265/70 R16	112	T
112036	17	225/65 R17	102	H
873402	17	265/65 R17	112	H
267514	18	235/55 R18	104	H
79998	18	265/60 R18	110	H

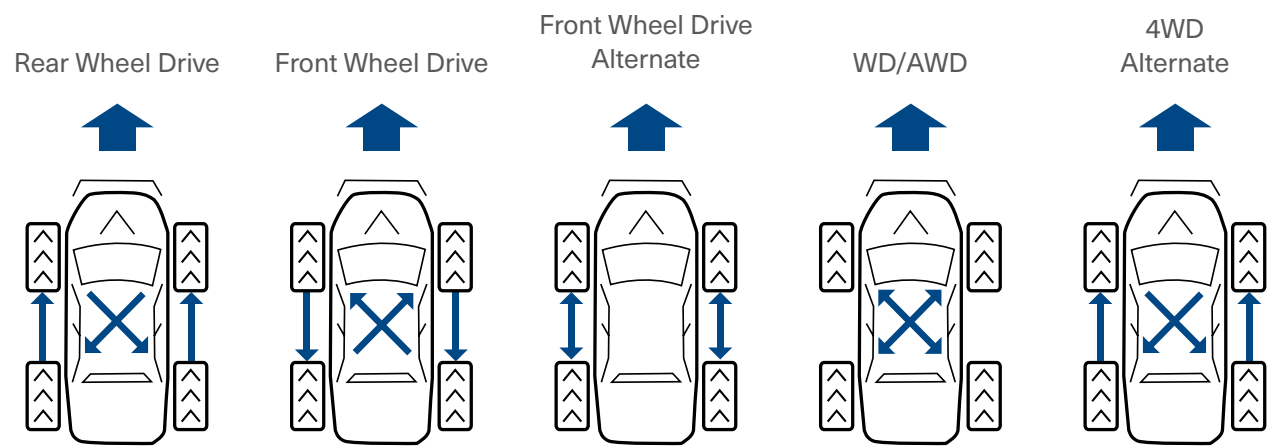


TIPS & IMPORTANT INFORMATION



TIRE TIPS

TIRE ROTATION DIAGRAMS



- Regularly rotating your vehicle's tires helps extend the life of the tires and saves time and money in the long run.
- Regularly check for tire tread wear. If the shallowest groove in your tire is less than 1.6mm, you should have your tires replaced.
- For best all-around performance, the same type of tire should be used on all four wheel positions.
- Inflation pressure in a tire goes up (in warm weather) or down (in cold weather) 1 to 2 pounds for every 10 degrees of temperature change.
- Inflation information can be found in the vehicle owner's manual, on the door jamb placard, inside the fuel hatch or on the glove compartment door.
- Overloading the vehicle and tire builds up excessive heat in the tire and could result in failure.
- Remember to check inflation pressure on the spare tire.
- When replacing speed-rated tires, you must use replacement tires with ratings equal to or greater than those of the Original Equipment tires if the speed capability is to be maintained. The handling of a performance vehicle may be different when the replacement tires are not the same speed rating.
- Visually inspect the tires to make sure there are no nails or other embedded objects that could poke a hole in the tire and cause an air leak.
- Proper alignment helps ensure that the vehicle handles correctly and helps increase the life and performance of the tires.



SPEED RATINGS			
Speed Rating	Kilometers/Hours	Speed Rating	Kilometers/Hours
N	140	U	200
P	150	H	210
Q	160	V	240
R	170	Z	240+
S	180	W	270
T	190	Y	300
ZR*	*For tires having a maximum speed capability above 239 km/h, a "ZR" may appear in the tire size designation. For tires having a maximum speed capability above 299 km/h, a "ZR" must appear in the size designation. Consult the tire manufacturer for the tire's maximum speed capability when there is no Service Description or when the Service Description is stated in parentheses.		

IMPORTANT TIRE INFORMATION

WARNING: Serious or fatal injury may result from tire failure due to underinflation or overloading. To ensure correct air pressure and vehicle load, refer to vehicle owner's manual or tire information placard on the vehicle. Serious injury or death may result from explosion of tire/rim assembly due to improper mounting. Only tire professionals should mount tires, and they should never inflate beyond 40 psi to seat the beads.

Before mixing types of tires in any configuration on any vehicle, be sure to check the vehicle owner's manual for recommendations.

DANGER: Never mount a 15" diameter tire on a 15.5" rim.

DANGER: Never mount a 16" diameter tire on a 16.5" rim.

DANGER: Never mount a 17" diameter tire on a 17.5" rim.

Inflation pressure increase must not exceed the maximum pressure branded on the tire sidewall. When a customer requests a replacement tire with a lower speed rating than the Original Equipment tire, you must clearly communicate to him or her that the handling of the vehicle may be different, and that its maximum speed capability is limited to that of the lowest speed-rated tire on the vehicle.

Exceeding the safe, legal speed limit is neither recommended nor endorsed.

For high-speed driving, additional inflation pressure, and possibly reduced tire loading and/or upsizing, is required. In the absence of specific recommendations by the vehicle manufacturer, use the guidelines on the following page, which are based on those in the European Tire and Rim Technical Organisation Standards Manual.

FOR SPEEDS ABOVE 160 KM/H, LOAD AND INFLATION MUST BE ADJUSTED ACCORDING TO THE TABLE BELOW.						
H-Speed-Rated Sizes:						
Maximum Speed (km/h)	161	171	180	190	200	209
Inflation Increase (psi)	0.0	1.0	2.0	3.0	4.0	5.0
Load Capacity (% of max)	100	100	100	100	100	100

Q-Speed-Rated Sizes:	
Maximum Speed (km/h)	161
Inflation Increase (psi)	0.0
Load Capacity (% of max)	100

R-Speed-Rated Sizes:	
Maximum Speed (km/h)	161 171
Inflation Increase (psi)	0.0 1.0
Load Capacity (% of max)	100 100

S-Speed-Rated Sizes:			
Maximum Speed (km/h)	161	171	180
Inflation Increase (psi)	0.0	1.0	2.0
Load Capacity (% of max)	100	100	100

T-Speed-Rated Sizes:				
Maximum Speed (km/h)	161	171	180	190
Inflation Increase (psi)	0.0	1.0	2.0	3.0
Load Capacity (% of max)	100	100	100	100

V-Speed-Rated Sizes:									
Maximum Speed (km/h)	161	171	180	190	200	209	219	230	240
Inflation Increase (psi)	0.0	1.0	2.0	3.0	4.0	5.0	5.0	5.0	5.0
Load Capacity (% of max)	100	100	100	100	100	100	97	94	91

W-Speed-Rated Sizes:									
Maximum Speed (km/h)	190	200	209	219	230	240	249	259	270
Inflation Increase (psi)	0.0	1.5	3.0	4.5	6.0	7.5	7.5	7.5	7.5
Load Capacity (% of max)	100	100	100	100	100	100	95	90	85

Y-Speed-Rated Sizes:												
Maximum Speed (km/h)	190	171	209	219	230	240	249	259	270	280	290	299
Inflation Increase (psi)	0.0	0.0	0.0	0.0	1.5	3.0	4.5	6.0	7.5	7.5	7.5	7.5
Load Capacity (% of max)	100	100	100	100	100	100	100	100	100	95	90	85

FOR SPEEDS ABOVE 300 KM/H, LOAD AND INFLATION MUST BE ADJUSTED ACCORDING TO THE TABLE BELOW.												
W-Speed-Rated Sizes:												
Maximum Speed (km/h)	190	200	209	219	230	240	249	259	270	280	290	299
Inflation Increase (psi)	0.0	1.5	3.0	4.5	6.0	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Load Capacity (% of max)	100	100	100	100	100	100	95	90	85	95	90	85

TIRE PRESSURE OFF-ROAD

- It is important to remember that it is the air inside the tire that carries the load, not the tire.
- Heat due to over-deflection is the greatest enemy of a tire.
- To avoid excessive heat buildup caused by overflexing, you must ensure that there is sufficient pressure to carry the load.
- In most conditions, 4X4 vehicles can be driven off-road at the same tire pressure as on sealed roads. However, in low-traction conditions (e.g., sand), it can be beneficial to slightly reduce pressure to achieve better grip.
- Load, speed and pressure are all interrelated.
- If you want to reduce your pressure while maintaining your load, you must reduce your speed.
- Always remember to reinflate your tires to correct pressure immediately upon returning to sealed roads or high-speed sections off-road.
- If you reduce your tire pressure without reducing load or speed, you will have excessive heat buildup in the tire.
- Tire pressure should be checked when cold at least every two weeks; always inflate after off-road use.

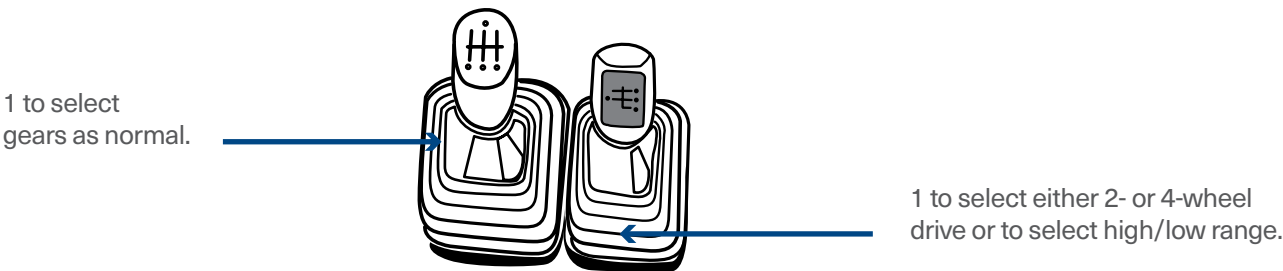


UNDERINFLATION, WHICH MUST BE AVOIDED FOR ON-ROAD USE, MAY SOMETIMES BE REQUIRED FOR SPECIFIC OFF-ROAD USE.

	Pressure Change	Comments
Rock	-10% compared to OE or LT converted specification	This will increase the contact area of the tire and help absorb impacts. Reducing tire pressure too severely will increase the risk of "pinching" the tire or slashing the sidewall on sharp objects.
Mud	-20% compared to OE or LT converted specification	Maintain a long, narrow tread contact area.
Sand	15 psi @ 15 Km/h	This will increase the contact area and flotation capabilities of the tire. As low as 10 psi is possible if necessary at crawling speed.
Water	-10% compared to OE or LT converted specification	You will not be aware of any obstructions that the tire may strike under the water.
Towing	+4 psi	Axle weight is required to determine correct tire pressure for towing. In absence of axle weight, an additional 4 psi is a good rule of thumb.

BASIC 4WD VEHICLE INFORMATION

WHY ARE THERE 2 GEAR LEVERS?



4-HIGH (HIGH RANGE):

All-wheel drive for mild off-road conditions allows higher-speed driving. High range can also be used on sandy conditions such as beaches where higher speeds result in a desired flotation effect.

4-LOW (LOW RANGE):

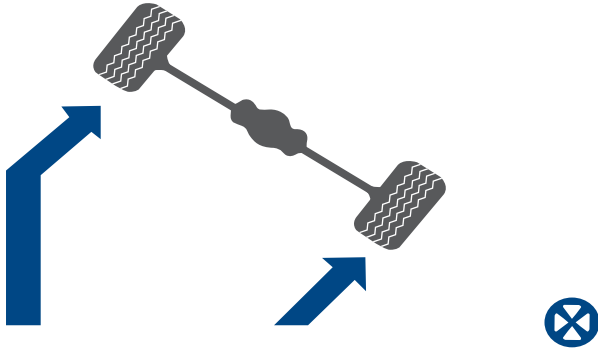
All-wheel drive for low-speed, more extreme conditions requiring maximum power and traction. Low range can also be used in a higher gear on sandy terrain such as a beach.

MECHANICS OF A 4X4

DIFFERENTIAL

The differential is a system which enables the two wheels on the same axle to rotate at different speeds whilst maintaining the same torque.

Consequently, the differentials of the front and rear axles will enable the wheels on the inside of the curve to rotate slower than the wheels on the outside of the curve, which have a greater distance to cover when cornering.



BASIC 4WD VEHICLE INFORMATION

ROLE:

- To transfer the power from the drive shaft to the wheels.

DRAWBACKS:

- The system is "lazy."
- Only transmitting power to the wheel offering least resistance.

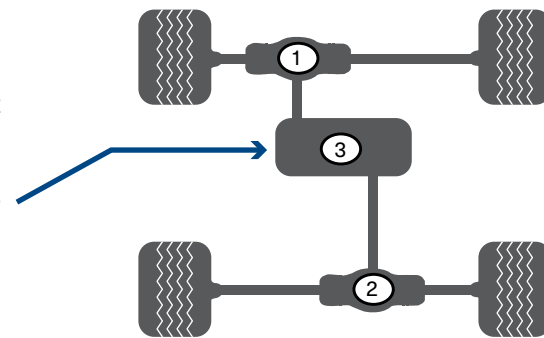
SOLUTION = LOCKING:

- Locking of the front or rear differentials.
- Locking of the centre differential.

The differentials on the front and rear axles enable the two wheels on the same axle to rotate at different speeds whilst maintaining the same torque.

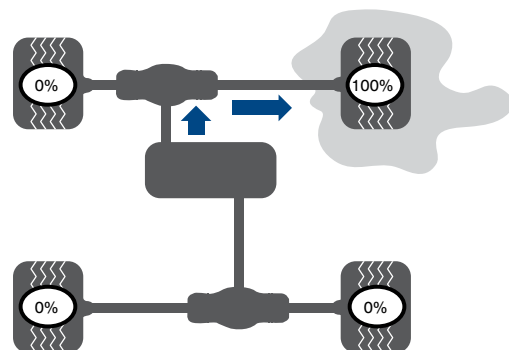
The centre differential enables the 2 axles of a 4x4 to rotate at different speeds.

The advantage which such a system affords quickly turns to a drawback when the ground is slippery (mud, snow, etc.). In this case, all of the torque will be transferred to the wheel offering the least resistance, thus halting the vehicle's progress.



NO LOCKING:

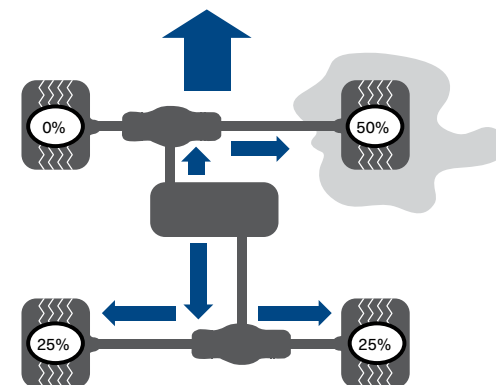
All of the torque goes to the front right wheel. The vehicle stops.



LOCKING OF THE

CENTRE DIFFERENTIAL:

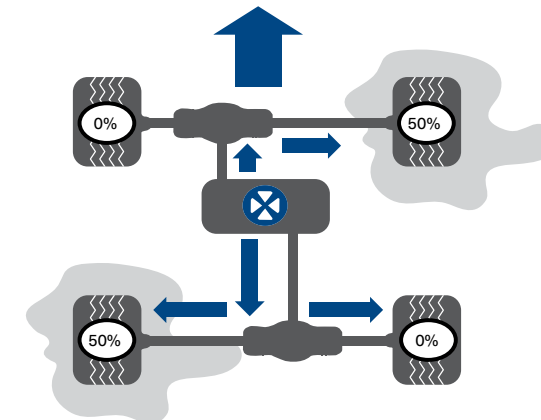
50% of the torque goes to the rear wheels. The vehicle progresses.



2 WHEELS DIAGONALLY OPPOSITE LOSING TRACTION

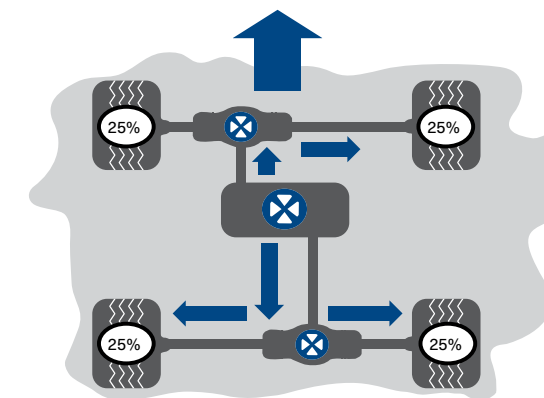
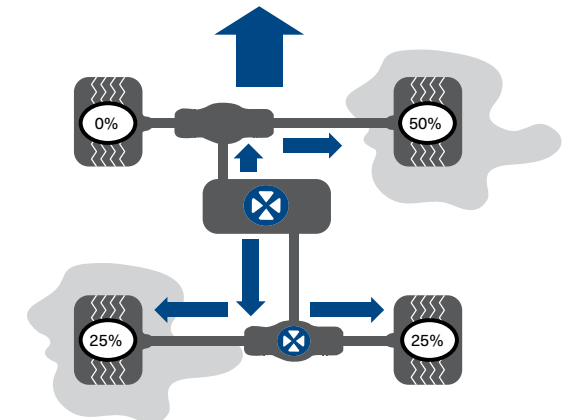
CENTRE LOCKING:

Front right and rear left spin; all of the torque goes to these wheels. The vehicle stops



CENTRE AND REAR LOCKING:

Torque is evenly distributed at the rear. The vehicle moves forward.



GRIP IN SLIPPERY CONDITIONS SUCH AS COMPLETELY MUDDY/BOGGY TERRAIN

CENTRE, FRONT AND REAR LOCKING:

Torque is distributed over all 4 wheels. The vehicle moves forward.

SUSPENSION SYSTEM

THE ROLE OF SPRINGS IN SUSPENSION SYSTEMS

Any spring, whether it's a leaf, torsion or coil spring, must compensate for irregularities in the road surface, maintain the suspension system at a predetermined height, and support added weight without excessive sagging.

Each of those functions is extremely important in providing comfort, precise handling and load-bearing capability in the modern vehicle-three key areas that will raise customer concerns.

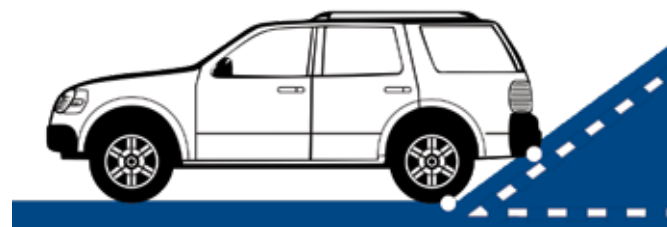
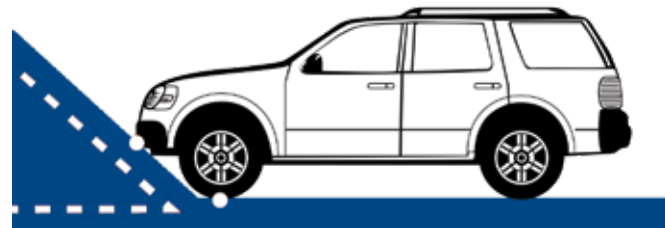
IMPORTANT DIMENSIONS

- Approach Angle
- Departure Angle
- Breakover Angle
- Ground Clearance
- Maximum Lateral Inclination
- Maximum Climable Gradient
- Wading Depth

BASIC 4WD TIPS

1. APPROACH ANGLE

This is the maximum slope angle the vehicle can "attack" without the lowest point at the front (spoiler, bumper, etc.) touching the ground.



2. DEPARTURE ANGLE

This is the maximum angle of descent the vehicle can exit from without the lowest point at the rear (tow bar, bumper, etc.) touching the ground.



3. RAMP BREAKOVER ANGLE

This is the maximum crest angle the vehicle can pass over without the lowest point between the front and rear axles touching the ground.

4. GROUND CLEARANCE

This is the distance between the lowest part of the vehicle and the ground.



5. MAXIMUM LATERAL INCLINATION

This is the maximum angle of surface camber the vehicle can traverse without turning over.

6. MAXIMUM CLIMBABLE GRADIENT

This is the maximum angle of slope the vehicle can climb.



7. WADING DEPTH

This is the maximum depth of water the vehicle can negotiate when crossing fords, rivers, ponds, etc.

BASIC 4WD TIPS

TACKLING TOUGH TERRAIN

SAND

- In loose sand, select high-range 4WD.
- Deflate tire pressure according to terrain and load of vehicle. This will increase the contact area of the tire, improving traction.
- Soft, loose sand is traction-sapping and requires continual momentum, often using full throttle.
- In soft sand, select 2nd or 3rd gear low-range.

SLIDE SLOPE

- Study the terrain.
- Determine your exit zone.
- Do not let too much air out of your tires to prevent them from coming off the rim.
- Never rely on the inclinometer.
- Do not use the differential lock.
- Tackle the banked terrain in low-ratio 1st gear.
- Turn the front wheels uphill and crab across the slope.
- If the vehicle starts to slide, turn the front wheels toward the bottom of the slope immediately.

WATER

- Check the depth of the water at several points to avoid surprises (holes, stones, tree trunks, etc.) and decide on a trajectory and a place to come out of the water.
- Make sure that your vehicle is watertight.
- Enter the water slowly to prevent thermal shock or damage to the radiator.
- Drive at a constant speed, pushing the bow wave along in front.
- When you have crossed the water, look under the vehicle and remove any grass or bits of branch.

MUD

- Stop in front of the muddy obstacle and study the terrain.
- Attach ropes to front and rear towing points.
- Reduce tire pressures if necessary.
- Advance in low-ratio 2nd gear.
- If there are deep ruts, straddle them.
- Use differential locks.
- Keep the wheels straight.
- Maintain constant acceleration.
- If you come to a halt, engage reverse gear and go backwards.

ROCK

- The skill in tackling rock conditions is to keep to the high ground wherever possible in order to avoid damage to the differentials, transmission or skid plates.
- Torque is more important than power in climbing rock slopes. First or second gear low-range is best. Use light throttle to prevent slipping.

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