

POTENZA S001 RFT Size List

INCH	AR	SIZE	RIM GUARD	OD (mm)	STANDARD RIM (INCH)	SW (mm)	COOLING FIN DESIGN TYPE
19	30	255/30RF19 91Y XL	●	637	9	256	Without fin
	35	275/35RF19 96W	●	675	9 1/2	276	B
		225/35RF19 88Y XL	●	641	8	229	Without fin
	40	275/40RF19 101Y	●	703	9 1/2	278	B
		245/40RF19 94W	●	679	8 1/2	248	B
	45	245/45RF19 98Y	●	703	8	243	B
18	35	255/35RF18 90W	●	635	9	262	C
	40	275/40RF18 99W	●	677	9 1/2	280	B
		245/40RF18 93W	●	653	8 1/2	249	B
		225/40RF18 88W	●	637	8	234	C
	45	245/45RF18 96W	●	677	8	245	B
		225/45RF18 91W	●	659	7 1/2	225	B
	50	245/50RF18 100Y	●	703	7 1/2	253	B
		225/50RF18 95W	●	683	7	230	B
17	40	255/40RF17 94W	●	636	9	262	B
	45	245/45RF17 95W	●	652	8	245	B
		225/45RF17 91W	●	634	7 1/2	227	B
		215/45RF17 87W	●	626	7	213	B
		205/45RF17 84W	●	616	7	206	B
	50	225/50RF17 94W	●	659	7	232	B
	55	225/55RF17 97Y		680	7	233	A
16	50	225/50RF16 92W	●	632	7	234	B
	55	205/55RF16 91V		632	6 1/2	216	A
		195/55RF16 87V		620	6	203	A

Use only Bridgestone's recommended wheels. All are tubeless types. POTENZA S001 RFT has left-right asymmetry, so there are no specifications for rotation direction. Follow the "INSIDE" and "OUTSIDE" marks when mounting. Rather than size, there are differences in side design and specifications. Tire width shows the cross-section width. The rim guard, tire side pattern, writing, etc., are not included in the tire width.

SAFETY WARNING: Always install the Tire Pressure Monitoring System (TPMS) when mounting POTENZA S001 RFT.

CAUTIONS

Replacing Tyres

- When replacing tyres, it is advisable to select tyres based on the size, ply rating and maximum load capability of the original tyre.
- Check rim for any irregularities or damage before assembling.
- When mounting tyres, fitting the beads and inflating the tyres must be always conducted in the safety cage to protect the tyre fitter from explosion.
- To assure that the tyre is properly mounted, the distance between the rim line and rim flange should be uniform around the circumference of the rim.

Mixing of Tyres

- The mixed application of different type tyres and/or tyre sizes on the same axle can adversely affect maneuverability, stability and braking because of differences in tyre performance characteristics and tyre deformation.

Tyre Storage

- When storing tyres, avoid direct sunlight, ozone, moisture, petroleum products and extremely high ambient temperatures.

Tyre Inflation Pressure

- Most tyre trouble is caused by incorrect inflation pressure. This seriously affects driving performance and tyre life.
- Adjust pressure when tyre is cool.
- When returning at highway after desert driving at deflated pressure, please readjust pressure to normal at the very earliest possible chance.
- Avoid running at high speeds at under inflation pressure.

The sizes and specifications shown in this leaflet are subject to change without notice.



為確保行車安全，請於購買時認明銀色行貨招紙及胎側行貨標籤。

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Run-Flat Evolution

POTENZA
S001 RFT

*TPMS - Tire Pressure Monitoring System

Launching the Next-Generation Runflat Technology Tire

POTENZA S001 RFT NEW

1. Run-Flat Performance

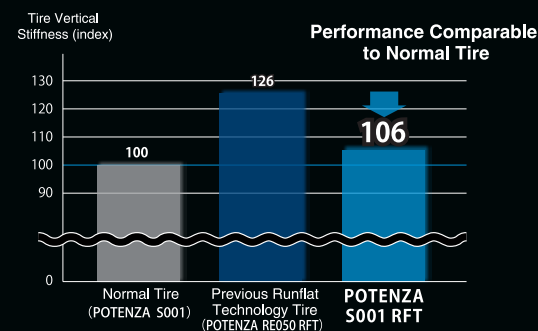
Even when a tire suddenly loses air, the car can be safely driven without losing control.
The car can be driven to a safe place and parked.

※Under normal driving conditions at 0kPa inflation pressure, Runflat Technology tires can be driven for up to 80km at 80km/h (ISO technical standard).

2. More Comfortable Ride

Performance in riding comfort comparable to normal tire could be achieved.

[Test Conditions]
Normal tire (POTENZA S001): 245/40R18 97Y XL
Previous Runflat Technology tire (POTENZA RE050 RFT): 245/40R18 93W
POTENZA S001 RFT: 245/40R18 93W
Test load: 4.71kN Air pressure: 240kPa Testing method: Static load characteristics testing
Testsite: Facilities located at Bridgestone Technical Center



You can drive even with tire air loss due to Bridgestone's heat control technology, for a more comfortable ride.

Bridgestone's Runflat Technology tires use side-wall reinforced rubber. Since the sidewalls are thick and rigid, the ride tended to be less comfortable than normal tires. Softer sidewalls could improve riding comfort. However, when tires puncture, the sidewalls can suddenly warp and generate greater heat. The biggest challenge to maintaining or increasing Runflat Technology tire durability (after air pressure is lost) and enhancing riding comfort, is coping with heat generation. Bridgestone's heat control technology resolves this problem.

New Sidewall-reinforced Rubber



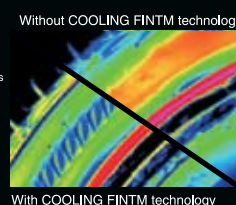
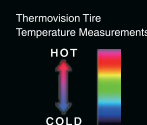
Through the "NanoPro-Tech™", a new sidewall-reinforced rubber with improved carbon dispersion reduces friction occurring between carbon molecules when the tire is loaded thereby reducing heat generation. Compared with sidewall-reinforced rubber of previous Runflat Technology tires, NanoPro-Tech can reduce heat generation that occurs due to the deformation of tire sidewalls during run-flat driving (when driving on tires that have lost air pressure) by 50%.



COOLING FIN™



COOLING FIN™ technology features protrusions, which face toward the center of the wheel, on the surface of tire sidewalls in order to create disturbances in the airflow and thereby cool the tire. The technology helps to cool sidewall heat generated when driving on tires that have lost air pressure.



[Test conditions]
Tire size: 225/45R 17
Test air pressure: 0kPa
Test load: 3.92kN
Width of rim: 7.5 inches
Test speed: 80km/h
Testing method: surface temperature taken by indoor drum testing device after 30 minute rotation the tire was imaged.



COOLING FIN™
Design A



COOLING FIN™
Design B



COOLING FIN™
Design C

3. Dry & Wet Performance

Similar to POTENZA S001 (normal tire), POTENZA S001 RFT provides excellent dry & wet performance by an inner pattern with high wet performance and an outer pattern with high dry performance.

Semi-slick center rib

The slick center rib enhances handling response of the center steering area

60°Slant Sag

Stereoscopic blocks in the F1 nose are distributed at 60°. Block rigidity is optimized, and both traction and brake performance were established.

Combination of Block & Slick

Traction and brake performance are enhanced by grooves etched in a cross direction pattern. Furthermore, by adding slick regions, partial wear which tend to occur on inner sides is inhibited, thereby suppressing difference in wear between the inner and outer sides.

For Wet Performance

Straight grooves are set in the inner side to ensure good drainage, promoting wet performance such as anti-hydroplaning.



GUTT Simulation/Straight Grooves

In order to further enhance dry performance, and three main grooves are included to create large blocks on the outer sides. Distribution, width, and shape of straight grooves were determined by simulation to ensure high hydroplaning performance.

Multi-performance Block

Large blocks are created on the outer sides, which experience load during cornering, in order to increase rigidity. This improves handling under both dry and wet conditions.

For Dry Performance

Block rigidity is ensured by distributing large blocks, promoting dry performance such as improved dry handling.