

Continental 
The Future in Motion



Continental SportContact 6

Maximum Precision

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Maximum Precision

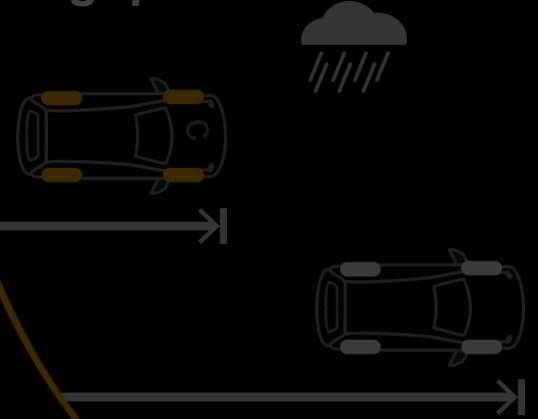
Target Conflict



Driving precision

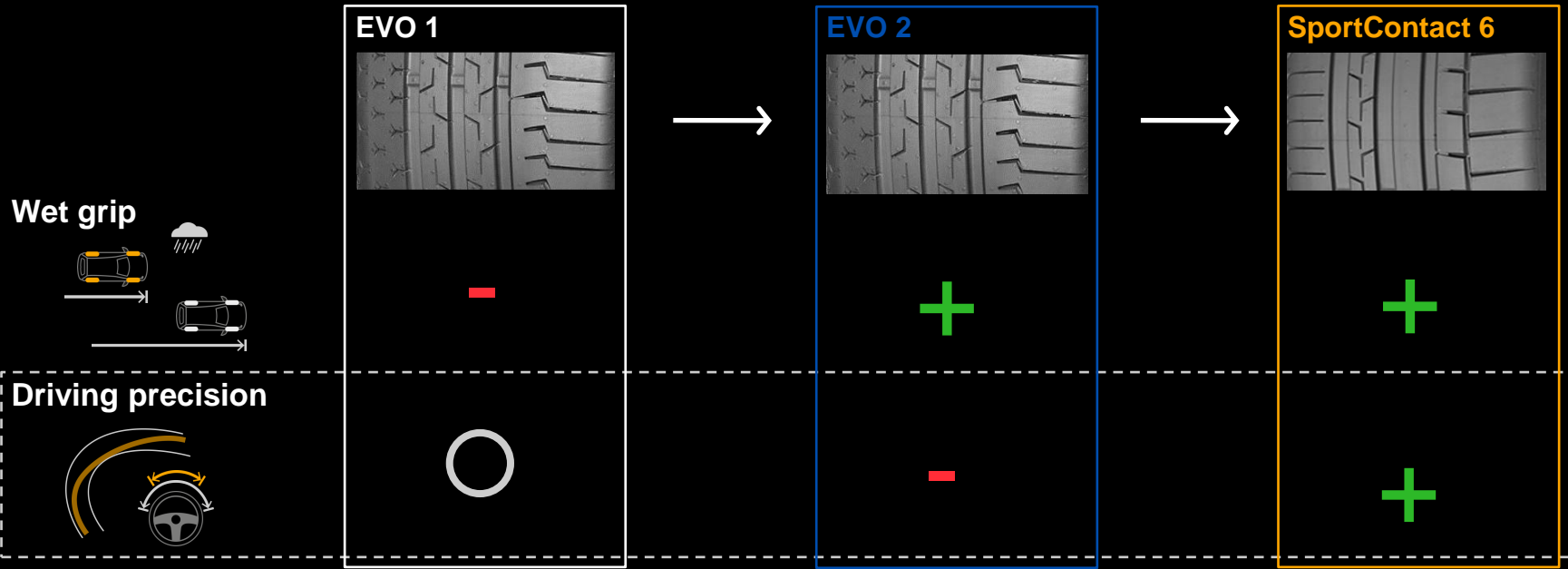


Wet grip



Maximum Precision

Performance Survey of Test Program



Maximum Precision

Driving Precision

Defintion of driving precision

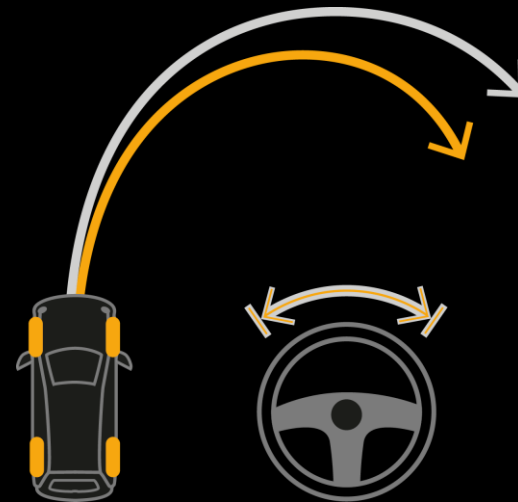
- › Maximum Control through tracking precision in corners, small steering wheel angle (STWA) effort, direct on-center response

Evaluation Criteria

- › On-center response:
Vehicle reaction by small steering wheel angles (STWA)
- › Steering wheel angle effort:
Lateral acceleration built up by large steering wheel angles (STWA)

Evaluation Method

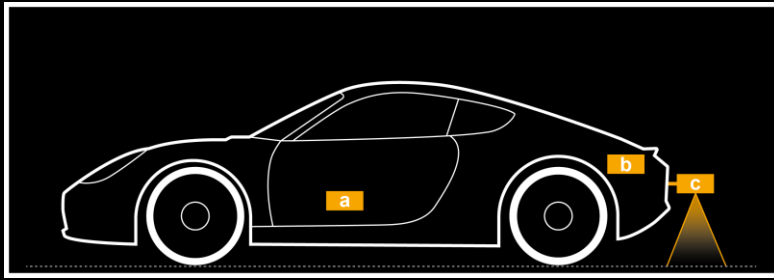
- › Subjective: Reliable evaluation by professional tire test driver
- › Objective: Measurement of vehicle dynamic data on test track with data analysis of tire characteristic



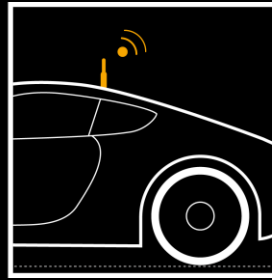
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Measurement System & Data Analysis

1. Test Vehicle



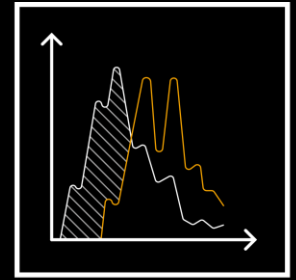
2. Telemetry



3. Evaluation



4. Test Results

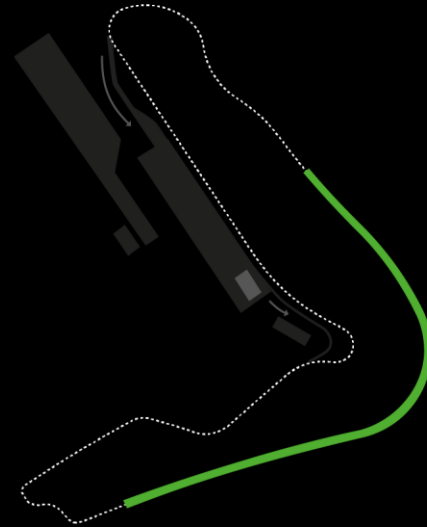


Maximum Precision

Test Maneuver

Slalom “Steering wheel angle effort”

- › Large Steering Wheel Angle (STWA)
Evaluate: Lateral acceleration build-up
→ constant STWA @ 110kph



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Test Maneuver

Slalom “Steering wheel angle effort”

- › Large Steering Wheel Angle (STWA)
Evaluate: Lateral acceleration build-up
→ constant STWA @ 110kph

Slalom “On-center response”

- › Small Steering Wheel Angle (STWA)
Evaluate: Vehicle heading
→ constant STWA @ 110kph



Maximum Precision Schedule

Introduction

10 min.

Group splitting (A, B, C)

40 min.

Test program

	EVO 1	EVO 2	SC 6
1. Run	A	B	C
2. Run	C	A	B
3. Run	B	C	A
4. Run	A	B	C

Evaluation

10 min.



Multitasking Exercise

- › Follow road
- › Perform accurate test maneuver