

TYRE  
REVIEW

by DR ANDRE LAM  
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TYRES - ENGINEERED IN GERMANY

**Continental** 

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by Dr. Andre Lam

**TYRE: CONTINENTAL PREMIUM CONTACT 2**

SIZE: 205/55 WR 16

LEVEL: A

Test Tyres courtesy of STAMFORD TYRES INTERNATIONAL

### APPEARANCE:

Continental's latest is their CPC2 with a tread pattern that follows the trend of having straight grooves and continuous tread bands or blocks. The grooves are deep and wide to facilitate drainage, but sacrifice contact area to improve wet weather performance. The sidewalls are very flexible but the tread belting is fairly stiff. It is not an ultra-performance tyre and its 55 or 60 series profile suggests use where comfort is paramount. The tyre weighs in at a light 8.8kg.

### DRY PERFORMANCE:

Although the tyres felt ready at 200km, they are only fully bedded-in at 500km. The CPC2 improves slightly on the CPC1 in all aspects of dry performance. Grip is very good for a comfort tyre. The compound hanging on fairly tenaciously and progressively gave up its grip toward the limit. The steering has a confident, firm feel to it but varies a lot with tyre pressures. At the limit, it emits a muted howl but is mostly silent despite the torture.

Braking performance was much like its cornering prowess, the continuous bands obviously paying dividends here. Slam on the brakes and the CPC2 clings on as well as the high-performance tyres.

Tyre pressures had a mild effect on performance but a profound effect on comfort. The tests were conducted at 32psi but at 28psi, performance remained largely unaffected. Handling at the lower pressure was less sharp but more in step with the gentlemanly character of the CPC2. Straight line tracking is good, with minimal steering correction as the tyres manage to avoid camber effects.

Scrub-In Period: 500km  
Steering: 7/10 Feels good at lower pressures  
Lateral Grip: 7/10 Decent grip  
Handling: 7/10 Stable, remains mild understeer  
Longitudinal Grip: 8/10, Near excellent braking



## WET PERFORMANCE:

Conti has worked hard to improve wet weather performance and it shows. The surefooted way the CPC2s corner in streaming conditions is excellent. That they do not exhibit pronounced breakaway is a bonus, and gives you confidence to push hard in the rain. The small breakaway is always limited and easily read and corrected. Braking is where it excels, gripping wet tarmac like a real performance tyre. The grooves also work well in dispelling water and increasing aquaplaning resistance even at speeds up to 100km/h. Steering even felt better than when in the dry, reflecting how the tyre seems to perform in wet conditions although the difference is less marked than the original CPC mainly because of the improvement in dry performance of the CPC2 over CPC1.



**Steering:** 7/10 Feels better in the wet  
**Lateral Grip:** 7/10 Clings on well  
**Handling:** 8/10 Predictable, progressive  
**Longitudinal Grip:** 8/10 Almost on par with the best



## COMFORT & NOISE:

When testing began, the pressures were set at 32psi and while comfort wasn't bad, it wasn't all that great - smacking hard against road repairs like an ultra-low profile tyre. After the measurements were taken, the pressures were dropped to 30 then 28psi and it was a revelation. This pressure is the best compromise between performance and comfort. Dropping to 26psi noticeably effected cornering but added little to comfort. Noise levels were fairly low without any beat frequency.

**Ride Comfort:** 7/10  
**Noise:** 66 dBA at 70km/h cruise



## MEASURED PERFORMANCE

**Dry Cornering:** 0.94g  
**Dry Braking: 80-20km/h:** 1.82 sec in 25m  
**Average g:** 0.93g **Peak g:** 0.95g  
**Wet Cornering:** 0.74g  
**Wet Braking 80-20km/h:** 2.17 sec in 30m  
**Average g:** 0.78g **Peak g:** 0.82g  
**Weight:** 8.8 kg



## COMMENTS:

Extremely well rounded performance. Wet braking was surprising, almost matching some Level A+ tyres. It has one of the lowest rolling resistance results so far, and could deliver good mileage at 28psi.

## CONCLUSION:

Conti has really improved the CPC2 in all aspects. The advanced design of the carcass has helped optimise the grip without having to resort to high inflation pressures so that one can have comfort along with performance. They have also succeeded to equalise the difference in subjective feel between wet and dry conditions, making this a very well rounded tyre. Alas it is not cheap at a RRP of \$305. But it does deliver. Level A, D7, W7, C7. Highly recommended.

## Tyre Specifications

### Series 65

185/65 R15 88H  
 185/65 R15 88V  
 195/65 R15 91H  
 195/65 R15 91V  
 205/65 R15 94H  
 205/65 R15 94V

### Series 55

185/55 R15 82H  
 185/55 R15 82V  
 195/55 R15 85H  
 195/55 R15 85V  
 205/55 R15 88V  
 205/55 R16 91H  
 205/55 R16 91V  
 205/55 R16 91W  
 215/55 R16 93H  
 215/55 R16 93V  
 215/55 R16 93W  
 215/55 R16 93Y  
 225/55 R16 95V  
 225/55 R16 95W  
 225/55 R16 95Y

### Series 50

195/50 R15 82V  
 205/50 R15 86V  
 225/50 R16 92W  
 235/50 R18 97W J FR

### Series 60

185/60 R15 84H  
 195/60 R15 88H  
 195/60 R15 88V  
 205/60 R15 91H  
 205/60 R15 91V  
 225/60 R15 96V  
 225/60 R15 96W  
 205/60 R16 92V  
 225/60 R16 98V  
 225/60 R16 98W  
 235/60 R16 100W