

**Continental**   
The Future in Motion



# Tackle winter with confidence.

Winter Tyres for Trucks, Buses  
and Coaches



# Ready for the harshest ride.

Temperatures are dropping? Then it's high time to switch to winter tyres - for your own safety and for optimal efficiency. But before you do, consider your driving needs and evaluate the requirements of your whole fleet.

## Drive safely ✓

Do you drive on wet, snowy or icy roads? Continental Scandinavia winter tyres significantly improve vehicle handling and traction - in all cold weather conditions.

## Think ahead ✓

In most European countries, M+S tyres or winter tyres are mandatory. Continental tyres meet - and even exceed - all regional regulatory standards.

## Increase efficiency ✓

Benefit from innovation - Continental winter tyres deliver superior fuel economy, increased service life and reduced maintenance cost.

## Take any route ✓

Purpose-built to get a firm grip on all winter driving needs. From long-distance motorway trips spanning several European roads to regional short-distance driving.



# Ride with the experts.

## Purpose-built for professionals.

Continental has a history of innovation dating back 150 years and is renowned as a leading technology supplier to the automotive industry. We created our first winter truck tyre back in 1937. Since then, we have constantly re-invented the tyre and its accompanying services to create innovative solutions for professional tyre management. This dedication and a high level of in-house expertise is one of the many reasons why Continental tyres are one of the most efficient, safest choices for trucks, buses and coaches.

**1937**

Roads covered with ice or deep snow that can bring traffic to a halt are no longer an obstacle. Heavy vehicles equipped with Continental off-road tyres can now travel along wintry mountain passes with the same precision and safety as in summer.

**1953**

On 17 November 1953, test vehicles equipped with Continental M+S tyres cross over the St. Gotthard Pass at an altitude of 2112 metres. Continental thus successfully passes the first-ever winter tyre test on record.



**1955**

Continental M+S tyres for Commercial Vehicles. Based on innovations in the passenger car segment, the first M+S tyres are launched in the commercial vehicle sector, laying the foundation for a leading position of Continental in the field of winter truck tyres.

**1960**

Thanks to optimised tread patterns, winter tyres deliver up to 50% better grip on snow-covered roads and thus shorter braking distances compared with standard commercial vehicle tyres.

**1970**

Tyre construction shifts from cross-ply to radial carcasses, thus ensuring retreadability.

**1980**

Continental winter truck tyres are available in many dimensions. Thanks to a siping variation and a new kind of tyre contour (wider, flatter), the winter tyre's mileage performance and noise level in particular see a notable improvement.

**1990**

Introducing a new, clear-cut label for the Continental commercial vehicle product range: Scandinavia indicates that these winter tyres are especially well-suited for the toughest conditions.

**2000**

A new generation of Scandinavia winter tyres is developed for use on steer, drive and trailer axles.

**2020**

With the introduction of the Conti ScandinaviaExtreme and the Conti Scandinavia HS3 ED, Continental has upgraded its winter tyre portfolio - just made for specific operations in wintry conditions.



# Ice and snow – let's go!

Winter road conditions will impact your driving. Increase your margin of safety with Continental winter tyres. Their special rubber compounds provide optimum traction once temperatures drop and stay flexible even in the coldest conditions. Also, the specific tread pattern enhances grip on snow and ice, which is especially important for unloaded trucks, as they are particularly affected by slippery slopes and wintry roads.

Influence of road conditions on braking distance, safety and performance.



Continental Scandinavia winter tyres - enhanced mobility on dry, wet, snowy and icy roads.



## In a class of their own.

There are several options if you want to equip a truck, bus or coach for winter – but only one true choice.

The development of Continental Scandinavia winter tyres is based on many years of experience and practical knowledge gained by using these tyres in Scandinavian countries. They deliver maximum grip and traction on all winter road surfaces.

## Hard to beat on the street.



M+S (Mud+Snow) marked tyres provide a tread pattern or structure that is designed to deliver performance that exceeds that of a standard tyre in snowy conditions. The M+S label is not subject to a defined test procedure.



Three-Peak Mountain Snowflake (3PMSF) tyres deliver winter performance that is legally certified. These tyres have to pass a test on a snow covered road and have at least 25% better traction than a standard reference tyre.



Continental Scandinavia winter tyres easily outperform M+S tyres and significantly exceed the requirements of the Three-Peak Mountain Snowflake symbol (3PMSF).

If you're driving through Europe in winter, you need to be prepared. The legal ramifications concerning winter tyres and snow chains vary significantly between European countries. To make sure your vehicle is always fitted with appropriate winter equipment, Continental compiles an annual overview of the various regional requirements. For further information, visit: <http://www.continental-truck-tires.com/winterregulations>

## Lockjaw with winter.

When winter really bites, these tyres bite back. Due to its advanced siping technology, design and specific tread pattern, the tyre literally lockjaws into snowy surfaces, without sacrificing durability for extended mileage.

### Advanced siping technology



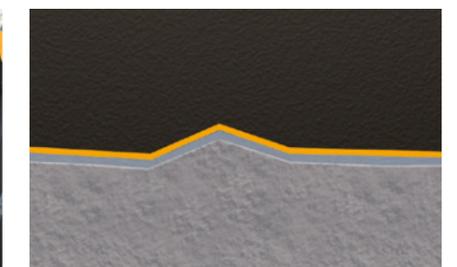
In winter, nothing is more important than traction. Continental winter tyres achieve this traction with an intelligent and balanced combination of different sipe types. The combination of lowered tie-bars between the blocks, and deep full-wide sipes with wavy structure which changes as the tyre wears down, ensure an excellent grip on all surfaces. To maintain the great mileage that our tyres are famous for, we have also the well-known pocket sipes interspaced between full-wide sipes. They help increase the stiffness, which brings the balanced mileage-traction performance that our customers expect, and this also improves fuel consumption.

### Finely structured rib design



Continental winter tyres provide safety through optimum grip. High-density longitudinal and lateral grooves allow the tyre to firmly grip the ground surface. This effect is further enhanced by the high number of sipes.

### Nano interlocking



On wintry roads, the aim is not just to avoid macroslip (spinning), but also microslip, i.e. the slipping of individual blocks. Continental compounds minimise this effect, because they keep the tyre highly flexible and adhesive while ensuring high wear resistance.



# The all-year innovation - two tyres in one.

Your business benefits from proper winter tyres. All through the seasons.

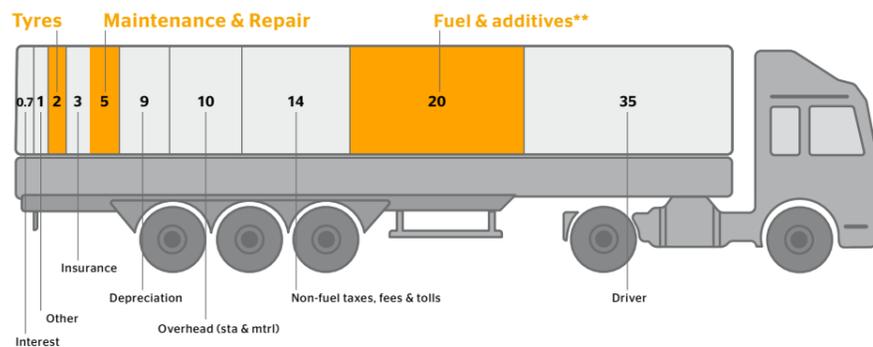
## Frost your cost.

Find out how your business benefits from proper winter tyres - all through the seasons.

Steer your fleet clearly through all winter driving scenarios with Continental Scandinavia winter tyre innovations. And remember: While traction and safety always come first, the total cost of ownership never comes last.

### Tyres account for 2%, but influence 27% of a fleet's operating costs.\*

Tyres typically have a share of about 2% of the seasonal budget for a transportation truck. However, this 2% share directly and indirectly affects many other variables, for instance, fuel consumption or maintenance downtimes. Together, these factors contribute a staggering 27% to total costs. It's safe to say: The slightly higher initial investment for Continental winter tyres not only pays for itself quickly, but also generates substantial savings in other areas.



\* Source: Bundesverband Güterkraftverkehr Logistik und Entsorgung (BGL), Sveriges Åkeriföretag (SÅ), Transport en Logistiek Nederland (TLN), International Road Transport Union (IRU), Company reports, Eurostat, European Central Bank, European Commission, Rementum Research & Management

\*\* fuel price is based on a European average of the years 2010-2020, which is 0.60 €/liter before tax

### Two tyres in one



The Continental two-phase tread is like having two tyres in one: The tread structure changes from a more open structure for safer grip to a closed tread, which is optimised for low rolling resistance with equally good adhesion to the road surface. Once the winter tread has worn away, you are left with a steer and trailer tyre with very good consumption figures for the summer season.

### KM GÖRANSSON

"We have tried other winter tyres before but ever since we fitted Continental winter tyres about 8 years ago we have stuck with them. During winter time you need maximum traction such as in uphill starting situations. And Continental winter tyres never let you down!"

Christian Göransson, owner of KM Göransson, based in Sweden



### BÖRJE JÖNSSON ÅKERI AB

"Wherever I have to go, I can rely on my Continental winter tyres. I remember one situation where the road was suddenly frozen, with ice on the ground and loose snow on top of it. While everyone else was stuck and had to fetch snow chains to get going again, I put my foot on the accelerator and just drove off. For me, this says it all."

Mats, driver at Börje Jönsson Åkeri AB, based in Sweden



# Winter tyre product range

## Trucks



### Conti Scandinavia HS3

Steer axle	LI / SI	Icons	M+S	H	C	I
265/70 R 19.5	140/138M	C C B/73 dB	● ●	●	●	●
285/70 R 19.5	145/143M	D C B/73 dB	● ●	●	●	●
385/55 R 22.5 <sup>NEW</sup>	160K (158L)	C B B/73 dB	● ●	●	●	●
385/65 R 22.5 <sup>NEW</sup>	164K (158L)	C B B/74 dB	● ●	●	●	●
315/70 R 22.5 <sup>NEW</sup>	156/150L (154/150M)	C B B/72 dB	● ●	●	●	●
295/80 R 22.5 <sup>NEW</sup>	152/148M	C B B/72 dB	● ●	●	●	●
315/80 R 22.5 <sup>NEW</sup>	156/150L (154/150M)	C B B/72 dB	● ●	●	●	●



### HSW2 Scandinavia

Steer axle	LI / SI	Icons	M+S	H	C	I
355/50 R 22.5	156K	C C B/73 dB	● ●	●	●	●
315/60 R 22.5	154/150L	C C B/73 dB	● ●	●	●	●



### Conti Scandinavia HD3

Drive axle	LI / SI	Icons	M+S	H	C	I
265/70 R 19.5	140/138M	D C B/75 dB	● ●	●	●	●
285/70 R 19.5	145/143M	D C B/75 dB	● ●	●	●	●
315/70 R 22.5 <sup>NEW</sup>	154/150L (152/148M)	D B B/75 dB	● ●	●	●	●
295/80 R 22.5 <sup>NEW</sup>	152/148M	D B B/75 dB	● ●	●	●	●
315/80 R 22.5 <sup>NEW</sup>	156/150L (154/150M)	D B B/75 dB	● ●	●	●	●



### HDW2 Scandinavia

Drive axle	LI / SI	Icons	M+S	H	C	I
295/60 R 22.5	150/147L	D C B/75 dB	● ●	●	●	●
315/60 R 22.5	152/148L	D C B/75 dB	● ●	●	●	●
275/70 R 22.5	148/145M	E C B/75 dB	● ●	●	●	●



### Conti Scandinavia HT3

Trailer axle	LI / SI	Icons	M+S	H	C	I
245/70 R 17.5	143/141L (146/146F)	D C B/72 dB	● ●	●	●	●
215/75 R 17.5	135/133K	D C B/72 dB	● ●	●	●	●
235/75 R 17.5	143/141K (144/144F)	D C B/72 dB	● ●	●	●	●
265/70 R 19.5	143/141K	D C B/72 dB	● ●	●	●	●
285/70 R 19.5	150/148K	C C B/72 dB	● ●	●	●	●
385/55 R 22.5	160K (158L)	C C A/70 dB	● ●	●	●	●
385/65 R 22.5	164K (158L)	C C B/72 dB	● ●	●	●	●



### HTW2 Scandinavia

Trailer axle	LI / SI	Icons	M+S	H	C	I
445/45 R 19.5	160J	C C B/73 dB	● ●	●	●	●



### Conti Scandinavia HS3 ED

Steer axle	LI / SI	Icons	M+S	H	C	I
385/55 R 22.5	160K (158L)	C B B/74 dB	● ●	●	●	●
385/65 R 22.5	164K (158L)	C B B/73 dB	● ●	●	●	●



### Conti Scandinavia Extreme HD3

Drive axle	LI / SI	Icons	M+S	H	C	I
295/80 R 22.5	152/148M	D C A/73 dB	● ●	●	●	●
315/70 R 22.5*	154/150L	● ●	● ●	●	●	●
315/80 R 22.5*	156/150L	● ●	● ●	●	●	●

\* available from Q4 2021

## Truck / Bus / Coach



### Conti Scandinavia LS3

Steer axle	LI / SI	Icons	M+S	H	C	I
215/75 R 17.5	126/124M	D C B/73 dB	● ●	●	●	●
235/75 R 17.5	132/130M	C C B/73 dB	● ●	●	●	●



### Conti Scandinavia LD3

Drive axle	LI / SI	Icons	M+S	H	C	I
215/75 R 17.5	126/124M	D C B/75 dB	● ●	●	●	●
235/75 R 17.5	132/130M	D C B/75 dB	● ●	●	●	●

## Bus / Coach



### Conti UrbanScandinavia HA3

All axle	LI / SI	Icons	M+S	H	C	I
275/70 R 22.5	150/145J (152/148E)	D C B/73 dB	● ●	●	●	●



### Conti UrbanScandinavia HD3

Drive axle	LI / SI	Icons	M+S	H	C	I
275/70 R 22.5	150/145J (152/148E)	D C B/75 dB	● ●	●	●	●



### HSW2 Coach

Steer axle	LI / SI	Icons	M+S	H	C	I
295/80 R 22.5	152/148M	D C B/73 dB	● ●	●	●	●
295/80 R 22.5*	154/149M	D C B/73 dB	● ●	●	●	●
315/80 R 22.5	156/150L (154/150M)	D C B/73 dB	● ●	●	●	●

\* phase out 03.01.2022  
will be replaced by HSW2+ Coach



### HDW2 Coach

Drive axle	LI / SI	Icons	M+S	H	C	I
295/80 R 22.5	154/149M	D B B/76 dB	● ●	●	●	●

6CFA4.uk 2021.09

**Continental Reifen Deutschland GmbH**  
Büttnerstr. 25  
30165 Hanover  
Germany

[www.continental-truck-tires.com](http://www.continental-truck-tires.com)  
[www.continental-corporation.com](http://www.continental-corporation.com)

