

OFF ROAD SCALE	TERRAIN	TRACTIONATOR DESERT H/T	TRACTIONATOR I/T	TRACTIONATOR S/T	HYBRID EXTREME	TRACTIONATOR ADVENTURE	RALL Z NEW!	TRACTIONATOR GPS REVERSED	TRACTIONATOR GPS
0%	Motorway	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal
	Tarmac A-road	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal
	Tarmac twisty road	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal
	Singletrack tarmac road	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal
25%	Maintained unsurfaced roads	Optimal	Optimal	Acceptable	Acceptable	Optimal	Optimal	Optimal	Optimal
	Graded unsurfaced roads	Optimal	Optimal	Acceptable	Acceptable	Optimal	Optimal	Optimal	Optimal
	Flatter hardpacked trails	Optimal	Optimal	Acceptable	Acceptable	Optimal	Optimal	Optimal	Optimal
	Dry hardpacked ground	Optimal	Optimal	Acceptable	Optimal	Optimal	Optimal	Optimal	Optimal
	Lightly packed tracks and trails	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal
	Easy climbs	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal
	Hard bottomed water crossings	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Sub optimal
	Sandy/softer patches	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Sub optimal
	Shallow pooling muddy water	Acceptable	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Sub optimal
	Stiff shallow mud	Acceptable	Optimal	Optimal	Optimal	Optimal	Optimal	Sub optimal	Sub optimal
50%	Broken tracks and trails	Optimal	Optimal	Optimal	Optimal	Optimal	Optimal	Sub optimal	Sub optimal
	Stream crossings	Acceptable	Optimal	Optimal	Optimal	Optimal	Optimal	Sub optimal	Sub optimal
	Extended sand sections	Optimal	Optimal	Optimal	Optimal	Acceptable	Optimal	Sub optimal	Sub optimal
	Rocky track climbs	Optimal	Optimal	Optimal	Optimal	Acceptable	Optimal	Sub optimal	Sub optimal
	Singletrack	Optimal	Optimal	Optimal	Optimal	Acceptable	Optimal	Sub optimal	Sub optimal
	Loosely packed ground	Optimal	Optimal	Optimal	Optimal	Acceptable	Optimal	Sub optimal	Sub optimal
	Loose stoney ground	Optimal	Optimal	Optimal	Optimal	Acceptable	Optimal	Sub optimal	Sub optimal
	Steep ascents and descents	Optimal	Optimal	Optimal	Optimal	Acceptable	Optimal	Sub optimal	Sub optimal
	Sand dunes	Optimal	Acceptable	Acceptable	Acceptable	Acceptable	Optimal	Sub optimal	Sub optimal
	Very loose ground	Optimal	Optimal	Optimal	Acceptable	Acceptable	Optimal	Sub optimal	Sub optimal
75%	Technical singletracks	Acceptable	Optimal	Optimal	Optimal	Acceptable	Optimal	Sub optimal	Sub optimal
	Technical ascents and descents	Acceptable	Optimal	Optimal	Optimal	Acceptable	Optimal	Sub optimal	Sub optimal
	Bouldered river crossings	Acceptable	Optimal	Optimal	Optimal	Acceptable	Optimal	Sub optimal	Sub optimal
	Fesh Fesh / Silt	Optimal	Acceptable	Acceptable	Acceptable	Acceptable	Optimal	Sub optimal	Sub optimal
	Unwalkable climbs/descents	Sub optimal	Optimal	Optimal	Optimal	Sub optimal	Optimal	Sub optimal	Sub optimal
	Rock steps	Sub optimal	Acceptable	Optimal	Optimal	Sub optimal	Optimal	Sub optimal	Sub optimal
	Heavily tree rooted sections	Sub optimal	Optimal	Optimal	Optimal	Sub optimal	Optimal	Sub optimal	Sub optimal
	Deep bog/mud	Sub optimal	Acceptable	Optimal	Sub optimal	Sub optimal	Optimal	Sub optimal	Sub optimal
	Slime	Sub optimal	Acceptable	Optimal	Sub optimal	Sub optimal	Optimal	Sub optimal	Sub optimal



Optimal tyre performance

Acceptable tyre performance

Sub optimal tyre performance