

2019 Hankook Tire Motorsports Catalog









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Hankook Tire and Motorsports

Tire performance is an essential component for earning excellent results in motorsports races. Hankook Tire has been using motorsports events as meaningful opportunities to demonstrate its R&D capabilities and advanced technologies by proving its quality with high performance.

Continually cumulated performance data from various driving conditions in motorsports have been extremely important in further improving the quality of Hankook Tire products. Hankook Tire has actively taken part in top-class motorsports events around the world and has been increasingly recognized by field specialists. It continues to move forward as a leading global tire company with a growing reputation and increased brand value.

Since 1992, Hankook Tire entered the motorsports arena and engaged in activities in various ways, whether it was sponsoring professional racing teams or participating in world renowned motorsports competitions such as Germany's VLN series, 24 hours Nurburgring, and Le Mans Series.

Hankook Tire produced excellent results in these competitions against other global tire companies and has been chosen as the official tire supplier for F3 since 2003.

In 2010, the Hankook-KTR Team accomplished the pole to-win with the Porsche GT3 RSR model (997 Version) at Japan's Super GT in 2009.

In March 2010, the Hankook Tire sponsored racing team, Sierra Sierra, which set the new track record at the first Redline Time Attack in the U.S. Also, in May the Hankook-Farnbacher Team took second place in overall rankings in the Nurburgring 24-hour race, in the famous "Green Hell."



A month later in June, the Hankook-Farnbacher Racing Team achieved phenomenal success, winning second place in the GT2 class at the 24-Hour Race at Le Mans, one of the world's finest and most prestigious 24 hour races.

Such a series of success records is a clear manifestation of Hankook Tire's R&D capabilities and advanced technologies, as well as Hankook Tire's firm commitment to motorsports.

Based on 20 years of accumulated motorsports experience, Hankook Tire in 2011 announced its exclusive tire supplier deal to DTM, one of the most popular high-class motorsports events in Europe and one of the largest touring car championships in the world.

Meeting the challenge of supplying top-class performance tires for the largest motorsports events that the company has ever participated in, Hankook Tire recorded an extremely successful first season; it received much approval from Audi, Mercedes-Benz and BMW drivers and specialists for the products' superior quality and for the performance of racing tires that were exclusively designed and manufactured for DTM. In 2016, Hankook Tire has announced that it will be the exclusive tire partner for the Touring Car Racing Series ADAC TCR Germany until 2018, and the Italian Touring Car Championship (under TCR International Series), respectively. Meanwhile, the company has been participating in leading motorsport events at home and abroad, including Germany's Touring Car Masters (DTM), FIA Formula 3, CJ Super Race and Radical as the racing tire supplier and sponsor, leading the driving culture.

Based on the proven superiority of Hankook Tire's product performance in the past decade of motorsports events, Hankook Tire will continue its ceaseless efforts to develop racing tires that provide optimum performance on racing tracks.





Hankook Tire's History on Motorsports Sponsorships and its Accomplishment



2005 **Fiesta ST Cup**
Ford Fiesta
Team Floral



2007 **Nurburgring 24h**
Porsche Cayman
Jurgen Alzen Motorsports

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|-------------|--|
| 1992 | • Entered into motorsports arena with its first racing tire Z2000 in Korea |
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- | | |
|-------------|--|
| 2000 | • Began to actively participate in international motorsports participating Spain/UK's Rally and Germany's F3 |
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- | | |
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| 2002 | • Became the official tire supplier for Italy's F3 |
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- | | |
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| 2003 | • Became the official tire supplier for Ford Focus Rally Cup |
|-------------|--|
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- | | |
|-------------|---|
| 2005 | <ul style="list-style-type: none"> • Began to take an active part in world-famous motorsport events including the VLN series, 24h Nurburgring in Germany (2005 - 2009) • Began to actively participate in SUPER-GT in Japan (2005 - 2009) |
|-------------|---|
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- | | |
|-------------|--|
| 2007 | <ul style="list-style-type: none"> • Became the sponsor of the Lufang Racing Team at the China Touring Car Championship (CTCC) 2000cc category race and winning 2 years in a row • Won the championship at the China's CRC (China Rally Championship) • Participated in North America's Formula Drift |
|-------------|--|
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2010 **Neuburgring 24h**
FERRARI F430
Hankook Farnbacher Racing Team

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- | | |
|-------------|---|
| 2008 | <ul style="list-style-type: none">• Won the 2nd place at the CRC (China Rally Championship) |
| <hr/> | |
| 2009 | <ul style="list-style-type: none">• Chosen as the official tire supplier for Japan's F3• Hankook-KTR Team won the pole-to-win with the Porsche GT3 RSR model (997 Version) at Round 2 of Japan's Super GT and Suzuka Rally• Hankook-Farnbacher Team won 3rd place at Round 1 of the Le Mans Series in Spain• Participated in Le Mans 24h• Toyota Teams, sponsored by Hankook Tire, won 1st and 2nd places at Super Car Thailand |
| <hr/> | |
| 2010 | <ul style="list-style-type: none">• Hankook-Farnbacher Team finished overall 2nd and class winner in 24h Nurburgring• Hankook finished overall 2nd place at the IRC (Intercontinental Rally Challenge) in Scotland |
-





2011 **Super GT 300**
PORSCHE 911 GT3R
Hankook KTR Team



2012 **VLN/Nurburgring 24h**
Mercedes Benz SLS AMG
Hankook Team HEICO



2012 **Deutsche Tourenwagen Masters(DTM)**
BMW M3 DTM
BMW Team Schnitzer

2011

- Announced as the official exclusive tire supplier for the international touring car racing series, Deutsche Tourenwagen Masters (DTM)
- Hankook-Farnbacher Team achieved 3rd place at the 24h Race Le Mans Series in Belgium
- Hankook-Farnbacher Team won 1st place of class at the 24h Nurburgring
- Hankook-KTR Team achieved 1st place at Round 1 of the Super GT in Shizuoka
- Hankook-Chevy Camaro Team achieved 1st place at Round 4 of the Formula Drift

2012

- Selected as the official and exclusive tire supplier for Italy Superstars Series and FIA F3 Euro Series
 - Won 2nd place of the GT300 Class in Japan's Super GT
 - Began to supply tires for Swedish TTA
 - Hankook Team Heico achieved at 3rd place at the 24h Nurburgring
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2013 Deutsche Tourenwagen Masters(DTM)
Audi RS5 DTM
Audi Sports team Abt



2013 Deutsche Tourenwagen Masters(DTM)
DTM Mercedes AMG C-Coupe
DTM Mercedes AMG DTM Team



2013 Super GT
PORSCHE 997
Hankook KTR Team



2014 Formula Drift
Nissan 370Z
Chris Forsberg racing team



2014 Formula Drift
Scion tC
Papadakis racing



2014 Formula Drift
Chevrolet Camaro
Conrad Grunewald racing team

-
- 2013**
- Extension of partnership as the official tire supplier to DTM
 - Began to supply tire to Junior World Rally Championship (JWRC)

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- 2014**
- Chosen as an official tire supplier for the World Rally Championship (WRC)
 - Hankook- Chris Forsberg Racing Team achieved 1st place, Papadakis Racing Team won 2nd place at 2014 Formula Drift Pro Series Championship
 - Launched Hankook Tire Track Day
-



2015

- Selected as the official and exclusive tire supplier to Audi Sport TT Cup
- Selected as the official and exclusive tire supplier to FIA Formula 4 UK & Australia
- Selected as the official and exclusive tire supplier to 24H Series

2016

- Selected as the official and exclusive tire supplier to Touring Car Endurance Series
- Selected as the official and exclusive tire supplier to TCR Germany, Italy, Portugal Series
- Hankook- Rhys Millen Racing Team won 2nd place at 2016 Pikes Peak International Hill Climb

2017

- Selected as the sole official tire supplier to FIA Formula 4 UAE Championship
- Selected as the sole official tire supplier to Supercar Challenge & GT Prototype
- Selected as the sole official tire supplier to SRO GT4 Nurburgring
- Selected as the sole official tire supplier to TCR Nurburgring & TCR Spin
- Atlas BX Racing Team finishes overall 1st place at CJ Super Race Championship (Super 6000 Class), individually wins 1st, 3rd, and 4th place
- Introduces Korea's first motorsports trailer

2018

- Global MOU with Radical Motorsports and started supplying tires to Europe, North America, Middle East, Korea, etc. races.
 - Selected as the official tire supplier to Europe's Audi Sport Seyffarth R8 LMS Cup
 - Received technical approval for FIA Formula One Grand Prix Season 2020-2023
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Racing Tire Digest

CIRCUIT USE

Dry(Slick)



F200

Wet/Intermediate



Z206



Z207



Z217

Semi Slick



Z214



Z221



Z222



Z232





Circuit



Circuit Slick

ventus F200

*Top-notch performance slick tire
with consistency on dry surface.*



Circuit Dry(Slick) / Wet

Size	Compound / M. Code				Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Hard	Medium	Soft	Super Soft												
	C3	C5	C7	C9	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
170/515R13			1016441	1016442	7.5 ~ 8.5	8	510	20.1	228	9	190	7.5	-	-	647	1,034
180/530R13				1016443	7.5 ~ 8.5	8	530	20.9	220	8.7	180	7.1	-	-	623	994
160/550R13			1016439	1016440	5.5 ~ 7.0	6	547	21.5	183	7.2	164	6.5	-	-	604	966
180/550R13			1016444	1016445	8.0 ~ 9.0	8.5	550	21.7	238	9.4	200	7.9	-	-	600	957
230/560R13			1025328	1025329	8.5 ~ 10.5	10	555	21.8	265	10.4	230	9.1	-	-	595	953
210/570R13				1016446	9.0 ~ 10.5	10	570	22.4	274	10.8	230	9.1	-	-	579	927
240/570R13			1016447	1016448	10.0 ~ 11.0	10.5	574	22.6	290	11.4	250	9.8	-	-	575	919
280/580R13			1025328	1025329	11.0 ~ 12.5	12	575	22.6	318	12.5	283	11.1	-	-	574	919
190/570R15	1016449	1016450	1016451		6.5 ~ 8.0	7	570	22.4	205	8.1	190	7.5	-	-	579	927
200/580R15	1016452	1016453	1016454		7.0 ~ 8.5	7.5	581	22.9	220	8.7	205	8.1	-	-	568	907
215/580R15	1016455	1016456	1016457		7.5 ~ 8.5	8	584	23	238	9.4	215	8.5	-	-	565	903

* All technical data can be changed without notice.

ventus F200

Circuit **Slick**

Size	Compound / M. Code				Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Hard	Medium	Soft	Super Soft												
	C3	C5	C7	C9	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
210/610R16	1016458	1016459	1016460		7.5 ~ 9.0	8	607	23.9	225	8.9	210	8.3	-	-	544	869
260/610R16	1017747	1017748	1017749		9.0 ~ 10.5	10	607	23.9	276	10.9	260	10.2			544	869
200/610R17	1016461	1016462	1016463		7.0 ~ 8.5	8	606	23.9	215	8.5	200	7.9	-	-	545	869
215/615R17	1016464	1016465		1016466	7.5 ~ 9.0	8	618	24.3	230	9.1	215	8.5	-	-	534	855
235/620R17	1016467	1016468	1016469		8.0 ~ 9.5	9	618	24.3	247	9.7	234	9.2	-	-	534	855
240/610R17	1017074	1017075	1017076		8.0 ~ 9.5	9	607	23.9	250	9.8	240	9.4			544	869
240/640R18		1016471	1016472		8.0 ~ 9.5	9	645	25.4	245	9.6	225	8.9	-	-	513	818
250/640R18	1017082	1017083	1017084		8.5 ~ 10.0	9.5	637	25.1	262	10.3	250	9.8			515	828
260/660R18		1024643			9.0 ~ 10.5	10	661	26	282	11.1	254	10	-	-	500	798
280/650R18	1016477	1016478	1016479		10.0 ~ 11.5	11	656	25.8	295	11.6	280	11	-	-	503	804
280/660R18					10.0 ~ 11.5	11	660	26	304	12	274	10.8	-	-	500	798

* All technical data can be changed without notice.



Circuit Dry(Slick) / Wet

ventus F200

Circuit **Slick**

Size	Compound / M. Code				Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Hard	Medium	Soft	Super Soft	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
	C3	C5	C7	C9												
280/680R18	1024365	1016481			10.0 ~ 11.5	11	680	26.8	306	12	285	11.2	-	-	486	776
280/710R18	1016482	1016483	1016484		10.0 ~ 11.5	11	704	27.8	306	12	285	11.2	-	-	467	746
300/660R18		1016485	1023133		11.0 ~ 12.5	12	656	25.8	325	12.8	300	11.8			503	804
300/680R18	1024366	1022066 1016486			11.0 ~ 12.5	12	675	26.6	331	13	300	11.8	-	-	489	782
320/710R18	1024367	1022067 1016487			12.0 ~ 13.5	13	706	27.8	350	13.8	318	12.5	-	-	468	747
250/650R19	1020588	1021977	1020590		8.5 ~ 10.0	9.5	647	25.5	264	10.4	250	9.8			507	816
300/680R19	1017754	1017755	1017756		11.0 ~ 12.5	11.5	677	26.7	320	12.6	300	11.8			484	779
320/710R19		1016488			12.0 ~ 13.5	13	705	27.8	345	13.6	318	12.5			465	748

* Only use for DTM ** Only use for LMP3

* All technical data can be changed without notice.



Circuit Dry(Slick) / Wet



Circuit **Wet**

ventus Z206

For exclusive use on wet surfaces.



Circuit Dry(Slick) / Wet



ventus Z206

Circuit **Wet**

Size	Compound / M. Code	Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Medium												
	W5	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
180/530R13	1016490	7.0 ~ 8.5	8	533	21	226	8.9	180	7.1	6.2	7.8	620	989
180/550R13	1016489	8.0 ~ 9.0	8.5	550	21.7	238	9.4	200	7.9	6.2	7.8	600	957

* All technical data can be changed without notice.



Circuit Dry(Slick) / Wet



Circuit Wet

ventus Z207

Extremely reliable circuit tire for exclusive use on wet surfaces.



Circuit Dry(Slick) / Wet

ventus Z207

Circuit **Wet**

Size	Compound / M. Code	Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Medium	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
	W5												
240/570R13	1016492	10.0 ~ 11.0	10.5	574	22.6	290	11.4	250	9.8	6.2	7.8	575	919
190/580R15	1016493	6.5 ~ 8.0	7	580	22.8	210	8.3	190	7.5	5.1	6.4	569	911
210/610R16	1016494	7.5 ~ 9.0	8	607	23.9	225	8.9	210	8.3	5.1	6.4	544	869
200/620R17	1016495	7.0 ~ 8.5	8	623	24.5	213	8.4	200	7.9	5.1	6.4	530	848
235/620R17	1016496	8.0 ~ 9.5	9	618	24.3	247	9.7	234	9.2	5.1	6.4	534	855
240/610R17	1017077	8.0 ~ 9.5	9	607	23.9	250	9.8	240	9.4	7	8.8	544	869
250/640R18	1017081	8.5 ~ 10.0	9.5	637	25.1	262	10.3	250	9.8	7	8.8	515	828
240/640R18	1016497	8.0 ~ 9.5	9	644	25.4	245	9.6	225	8.9	6.2	7.8	513	818
260/660R18	1016498	9.0 ~ 10.5	10	660	26	282	11.1	254	10	6.2	7.8	500	799
280/650R18	1016500	10.0 ~ 11.5	11	656	25.8	297	11.7	280	11	6.2	7.8	503	804
280/660R18	1016501	10.0 ~ 11.5	11	660	26	300	11.8	274	10.8	6.2	7.8	500	799

* All technical data can be changed without notice.

Circuit Dry(Slick) / Wet

ventus Z207

Circuit **Wet**

Size	Compound / M. Code	Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Medium												
	W5	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
280/680R18	1016502	10.0 ~ 11.5	11	682	26.9	302	11.9	285	11.2	6.2	7.8	484	774
280/710R18	1016503	10.5 ~ 12.0	11	704	27.7	310	12.2	285	11.2	6.2	7.8	469	750
300/660R18	1016504	11.0 ~ 12.5	12	654	25.7	330	13	300	11.8	6.2	7.8	505	807
300/680R18	1013042	11.0 ~ 12.5	12	677	26.7	330	13	300	11.8	7	8.8	488	779
320/710R18	1013043	12.0 ~ 13.5	13	706	27.8	350	13.8	318	12.5	7	8.8	468	747
250/650R19	1017762	8.5 ~ 10.0	9.5	647	25.5	264	10.4	248	9.8	7	8.8	507	816
300/680R19	1017759	11.0 ~ 12.5	11.5	677	26.7	320	12.6	298	11.7	7	8.8	484	779
320/710R19	1016505	12.0 ~ 13.5	13	705	27.8	345	13.6	318	12.5	7	8.8	465	748

* All technical data can be changed without notice.

Circuit Dry(Slick) / Wet



Circuit **Wet**

ventus Z217

Extremely reliable circuit tire for exclusive use on wet surfaces.



Circuit Dry(Slick) / Wet



ventus Z217

Circuit **Wet**

Size	Compound / M. Code		Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Medium	Soft												
	W5	W7	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
200/580R15	1017757	1024635	7.0 - 8.5	7.5	577	22.7	209	8.2	200	7.9	6.5	8.2	568	914
260/610R16	1017758	1024363	9.0 ~ 10.5	10	607	23.9	273	10.7	260	10.3	6.5	8.2	540	869
230/560R13	1025498		9.5 ~ 10.5	8.5	556	21.9	282	11.1	230	9.1	6	7.6	594	956
280/580R13	1025499		11.5 ~ 12.5	10.5	576	22.7	335	13.2	280	11.0	6	7.6	573	923

* All technical data can be changed without notice.



Circuit Dry(Slick) / Wet



Semi-Slick





Semi-Slick

ventus Z214

*With longitudinal tread grooves
for outstanding performance
on the circuit in dry or damp
conditions.
(road legal with DOT number)*



Semi-Slick

ventus Z214

Semi-Slick

Size	Compound / M. Code				Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Hard	Medium	Soft	Super Soft												
	C3	C5	C7	C9	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
225/45ZR13		1017506	1017507		7.0 ~ 8.5	7.5	529	20.8	224	8.8	214	8.4	3.5	4.4	624	997
225/50ZR14		1017512	1017513		6.0 ~ 8.0	7	579	22.8	232	9.1	214	8.4	3.5	4.4	570	911
205/55ZR14	1017501	1017502	1017503		5.5 ~ 7.5	6.5	579	22.8	213	8.4	195	7.7	3.5	4.4	570	911
225/45ZR15		1017508	1017509		7.0 ~ 8.5	7.5	580	22.8	224	8.8	214	8.4	3.5	4.4	569	910
205/50ZR15		1017497	1017498		6.5 ~ 8.0	7	584	23	213	8.4	194	7.6	3.5	4.4	565	904
245/45ZR16		1017522	1017523		7.0 ~ 8.5	8	623	24.5	242	9.5	232	9.1	3.5	4.4	530	847
205/50ZR16		1017499	1017500		6.5 ~ 8.0	7	608	23.9	212	8.3	195	7.7	3.5	4.4	543	868
225/50ZR16		1017514	1017515		6.0 ~ 8.0	7.5	630	24.8	228	9	212	8.3	3.5	4.4	524	838
255/50ZR16		1017524	1017525		7.0 ~ 9.0	8	657	25.9	256	10.1	240	9.4	3.5	4.4	503	803
245/40ZR17		1017518	1017519		8.0 ~ 9.5	8.5	625	24.6	247	9.7	232	9.1	3.5	4.4	528	844
275/40ZR17		1017528	1017529		9.0 ~ 10.5	9.5	648	25.5	276	10.9	260	10.2	3.5	4.4	510	814

* All technical data can be changed without notice.



Semi-Slick

ventus Z214

Semi-Slick

Size	Compound / M. Code				Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Hard	Medium	Soft	Super Soft												
	C3	C5	C7	C9	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
225/45ZR17		1017510	1017511		7.0 ~ 8.5	7.5	632	24.9	228	9	212	8.3	3.5	4.4	522	835
245/35ZR18		1017516	1017517		8.0 ~ 9.5	8.5	627	24.7	247	9.7	232	9.1	3.5	4.4	527	842
275/35ZR18		1017526	1019518	1017527	9.0 ~ 11.0	9.5	647	25.5	277	10.9	260	10.2	3.5	4.4	510	816
225/40ZR18		1017504	1017505		8.0 ~ 9.5	8	635	25	229	9	214	8.4	3.5	4.4	520	831
245/40ZR18		1017520	1017521		8.0 ~ 9.5	8.5	649	25.6	246	9.7	232	9.1	3.5	4.4	509	813

* All technical data can be changed without notice.



Semi-Slick



Semi-Slick

ventus TD

*Offers optimal potential on the
circuit and ordinary roads.*



Semi-Slick

Size	Compound / M. Code			Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
	Hard	Medium	Soft												
	C3	C5	C7	Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
195/55R15V		1010342	1011501	5.5 ~ 7.0	6	595	23.4	198	7.8	178	7	5	6.3	555	887
255/40ZR17W	1010343	1012650	1011508	8.5 ~ 10.0	9	638	25.1	265	10.4	234	9.2	5	6.3	518	827
215/45ZR17W	1012037	1012647	1012036	7.0 ~ 8.0	7.5	629	24.8	217	8.5	198	7.8	5	6.3	525	839
225/45ZR17W	1012172	1012648	1012075	7.0 ~ 8.5	7.5	636	24.9	231	9.2	206	8.1	5	6.3	519	834
235/45ZR17W	1012174	1012649	1012173	7.5 ~ 9.0	8	644	25.1	236	9.7	216	8.5	5	6.3	513	828
245/40ZR17W	1017085	1017086	1017087	8.0 ~ 9.5	8.5	628	24.7	252	9.9	232	9.1	5	6.3	522	840
245/40ZR18Y		1014828	1011566	8.0 ~ 9.5	8.5	651	25.6	252	9.9	232	9.1	5	6.3	504	811
285/30ZR18Y	1010340	1012652	1011498	9.5 ~ 10.5	10	631	24.8	290	11.4	262	10.3	5	6.3	523	836
295/30ZR18Y	1010217	1010218	1010706	10.0 ~ 11.0	10.5	637	25.1	300	11.8	280	11	5	6.3	518	828
265/35ZR18Y	1010341	1012651	1010705	9.0 ~ 10.5	9.5	641	25.2	274	10.8	244	9.6	5	6.3	515	823
235/40ZR18Y	1010215	1010216	1010704	8.0 ~ 9.5	8.5	646	25.4	244	9.6	224	8.8	5	6.3	511	817

* All technical data can be changed without notice.



Semi-Slick

ventus R-S3



Semi-Slick



ventus R-53

Semi-Slick

Size	M. Code	Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
		Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
215/45ZR17W	1016537	7.0 ~ 8.0	7	627	24.7	213	8.4	200	7.9	7	8.8	527	842
265/35ZR18W XL	1016548	9.0 ~ 10.5	9.5	641	25.2	275	10.8	252	9.9	7	8.8	515	823
245/40ZR18W XL	1016545	8.0 ~ 9.5	8.5	653	25.7	248	9.8	232	9.1	7	8.8	506	808
285/35ZR20W	1016559	9.5 ~ 11.0	10	708	27.9	290	11.4	270	10.6	7	8.8	466	745
255/40ZR20W	1016557	8.5 ~ 10.0	9	712	28	260	10.2	242	9.5	7	8.8	464	741
265/35ZR20W	1016558	9.0 ~ 10.5	9.5	694	27.3	271	10.7	252	9.9	7	8.8	472	760
305/35ZR20W	1016560	10.0 ~ 12.0	11	722	28.4	313	12.3	290	11.4	7	8.8	454	731

* All technical data can be changed without notice.



Semi-Slick



Semi-Slick

ventus RS4

*Extreme ultra-high performance
tire.*



Semi-Slick



ventus R-S4

Semi-Slick

Size	M. Code	Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
		Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
195/50R15V XL	1021829	5.5 ~ 7.0	6	577	22.7	201	7.9	182	7.2	7	8.8	572	914
225/45ZR15W	1020362	7.0 ~ 8.5	7.5	583	23	225	8.9	210	8.3	7	8.8	566	905
245/40ZR15W	1020386	8.0 ~ 9.5	8.5	577	22.7	248	9.8	232	9.1	7	8.8	572	914
205/45ZR16W XL	1020363	6.5 ~ 7.5	7	590	23.2	206	8.1	191	7.5	7	8.8	560	894
205/55ZR16W	1021246	5.5 ~ 7.5	6.5	632	24.9	214	8.4	191	7.5	7	8.8	522	835
225/50ZR16W	1020364	6.0 ~ 8.0	7	632	24.9	233	9.2	210	8.3	7	8.8	522	835
215/45ZR17W	1020365	7.0 ~ 8.0	7	626	24.6	213	8.4	200	7.9	7	8.8	527	843
225/45ZR17W XL	1020366	7.0 ~ 8.5	7.5	634	25	225	8.9	210	8.3	7	8.8	521	832
235/45ZR17W	1020367	7.5 ~ 9.0	8	644	25.4	236	9.3	218	8.6	7	8.8	513	819
245/40ZR17W	1020368	8.0 ~ 9.5	8.5	628	24.7	248	9.8	232	9.1	7	8.8	526	840
255/40ZR17W XL	1020369	8.5 ~ 10.0	9	636	25	260	10.2	242	9.5	7	8.8	519	830

* All technical data can be changed without notice.



Semi-Slick



ventus R-S4

Semi-Slick

Size	M. Code	Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
		Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
225/40ZR18W	1020370	7.5 ~ 9.0	8	637	25.1	230	9.1	210	8.3	7	8.8	518	828
235/40ZR18W	1020371	8.0 ~ 9.5	8.5	645	25.4	241	9.5	224	8.8	7	8.8	512	818
245/40ZR18W	1017189	8.0 ~ 9.5	8.5	653	25.7	248	9.8	232	9.1	7	8.8	506	808
255/35ZR18W	1020373	8.5 ~ 10.0	9	635	25	260	10.2	242	9.5	7	8.8	520	831
265/35ZR18W XL	1020374	9.0 ~ 10.5	9.5	643	25.3	271	10.7	252	9.9	7	8.8	514	821
265/40ZR18W	1017190	9.0 ~ 10.5	9.5	669	26.3	271	10.7	252	9.9	7	8.8	494	789
275/35ZR18W	1020376	9.0 ~ 11.0	9.5	649	25.6	278	10.9	262	10.3	7	8.8	509	813
275/40ZR18W	1020377	9.0 ~ 11.0	9.5	677	26.7	278	10.9	262	10.3	7	8.8	488	779
285/35ZR18W XL	1020378	9.5 ~ 11.0	10	657	25.9	290	11.4	270	10.6	7	8.8	503	803
295/40ZR18W	1020379	10.0 ~ 11.5	10.5	693	27.3	301	11.9	280	11	7	8.8	476	761
225/40ZR19W	1020380	7.5 ~ 9.0	8	663	26.1	230	9.1	210	8.3	7	8.8	498	796

* All technical data can be changed without notice.



Semi-Slick



ventus R-S4

Semi-Slick

Size	M. Code	Rim Width		Overall Diameter		Section Width		Tread Width		Tread Depth		REVES PER (Km or Mile)	
		Recommend	Optimum	mm	inch	mm	inch	mm	inch	mm	inch/32"	Km	Mile
235/35ZR19W	1020381	8.0 ~ 9.5	8.5	647	25.5	241	9.5	224	8.8	7	8.8	510	816
245/35ZR19W	1020382	8.0 ~ 9.5	8.5	655	25.8	248	9.8	232	9.1	7	8.8	504	806
275/35ZR19W	1016062	9.0 ~ 11.0	9.5	675	26.6	278	10.9	262	10.3	7	8.8	489	782
305/30ZR19W XL	1020384	10.5 ~ 11.5	11	667	26.3	313	12.3	290	11.4	7	8.8	495	791

* All technical data can be changed without notice.



Semi-Slick



Tire Information

1. Safety Warning

Tire Use

Hankook racing tires are specially designed and compounded solely for the purpose of motorsports competition. The use of Hankook racing tires on public roadways which is expressly prohibited, and may result in loss of traction, unexpected loss of vehicle control, or sudden loss of tire pressure, possibly resulting in serious injury or death. No warranty is given on Hankook racing tires due to the limited conditions under which they operate and Hankook shall not be liable for damage arising from false use.

Tire Care

Tires should be stored in a controlled environment with cool temperature and in darkness. High temperature, direct sunlight, proximity to high voltage electric motors or welders should be avoided.

The use of chemical treatments such as tire “soaking” or tread “softener” to alter the tire carcass or tread compound of any Hankook racing tire may result in premature or catastrophic tire failure and serious injury or death.



Tire Fitting

The fitting of Hankook racing tires should be always carried out with special care to avoid damage to the bead area which is of critical importance in tubeless tires. In order to assure of safety, you should always have your tires mounted at a certified dealership that knows how to handle tires made for competition. The use of tire fitting machine is strongly recommended to avoid damage to wheel or tire. Tires should not be inflated over 40psi(2.7bar).

The use of Hankook racing tires on wheels that do not meet industry standards can cause the tire and the wheel assembly to fail and explode with force sufficient to cause serious injury or death.

Tire Pressure

The correct pressure varies according to driver, car and circuit conditions, it is often a matter of personal preference. But sufficient pressure must always be used to avoid structural damage to the tire.



2. Competition Tire Size Marking

300 / 680 R 18

300	Design Tread Arc Width, B (mm)
680	Design Overall Diameter, A (mm)
R	Radial
18	Rim Diameter (inch)



265 / 35 ZR 18

265	Section Width, C (mm)
35	Aspect Ratio
ZR	Radial and Speed Grade $\geq 240\text{km}$
18	Rim Diameter (inch)



3. Compound Information

Compound Marking

C30

Compound (3 : Hard / 5 : Medium / 7 : Soft / 9 : Super Soft)

Version

Tire Category (C : Circuit / G : Gravel Rally / T : Tarmac rally / W : Wet(or intermediate))

TREAD	◀	HARD	Stiffness	SOFT	▶
CIRCUIT / TARMAC (F200, Z205, Z209, Z214)		C(T)3	C(T)5	C(T)7	C(T)9
GRAVEL (R201, 202)		G3	G5	G7	
WET / INTERMEDIATE (Z206, 207, 210, 213, 217)			W5		



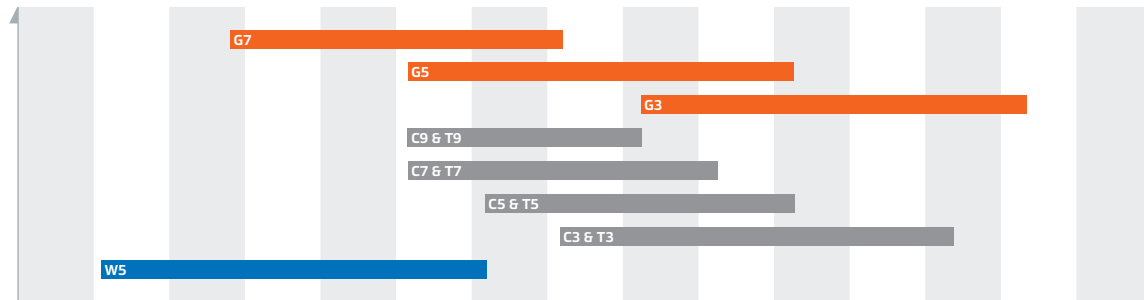
Proper Compound Selection

If the values measured are out of the indicated limits, It may be necessary to change the tire size or compound type.

Category	Compound	Recommended Use	Ground Temperature
CIRCUIT	C3	Dry hot weather, abrasive surface	35°C over
	C5	Dry weather surface	20°C ~ 35°C
	C7	Dry cool weather, smooth surface / Dry hot weather surface (Formula)	20°C under 20°C over (only Formula)
	C9	Dry weather surface (Formula)	10°C ~ 30°C (only Formula)
GRAVEL RALLY	G3	Clear hard & rough gravel	35°C over
	G5	Medium hard gravel	20°C ~ 35°C
	G7	Soft & loose gravel	15°C under
TARMAC RALLY	T3	Dry hot weather asphalt	35°C over
	T5	Dry weather asphalt	20°C ~ 35°C
	T7	Dry cool weather, damp asphalt	20°C under
	T9	Dry cool weather, damp asphalt (only for the very short distance)	20°C under
WET & INTERMEDIATE	W5	Wet or damp asphalt	5°C ~ 25°C



Compound Working Temperature



Normally optimum temperature is within a spread of about 20°C between inner and outer part of tread.
For example, In 90°C, Middle 80°C, Out 70°C.



A close-up, low-angle shot of several Hankook racing tires. The tires are black with a prominent blue stripe running along the sidewall. The word 'Hankook' is printed in large, white, sans-serif letters on the sidewall, with a small orange flame logo above the 'H'. The tires are mounted on black, multi-spoke racing wheels. The background is dark and out of focus, suggesting a garage or pit area. The text 'Tire Care Information' is overlaid in white, sans-serif font in the upper right quadrant.

Tire Care Information

Mounting

Hankook Tire products should be mounted and installed on the car according to the directional arrows on the sidewall. After one or two heat cycles, the tires can be rotated on the car.

Scuffing

The longevity and consistency of the grip level can be increased by properly scuffing a new set of racing tires. It is very important not to run hard for an entire session on new tires. Think of it like breaking in a new engine, or bedding in new brakes.

To scuff a set of tires, start by taking one or two moderately paced laps to gradually bring the tires up to operating temperature, and then run one hard lap followed by a cool down lap. The ideal situation would be to stop and remove the tires from the car, and allow them to cool down to ambient temperature before running them again.

When running an entire session on a new set of tires without stopping, one should still follow the scuffing procedure at the beginning of the session before turning laps at a fast pace. It's also very important to run a slower lap at some point in the middle of the session to allow the tires to cool off before running hard laps again.



Pressure

Moisture inside of a tire can cause excessive pressure build-up and handling problems. After purchasing a new set of mounted tires, the valve cores should be removed to purge out any moisture, and the tire should be inflated with dry air or nitrogen.

When switching from another brand of tires to Hankook tires, it is not necessary to change cold or hot inflation pressures.

Start with the same settings, and then make adjustments to achieve the desired handling characteristics that the driver prefers.

An approximate hot pressure target for DOT approved R-compound road racing tires is 40 psi. It could be a few pounds less for lighter cars, and a few pounds more for heavier cars. FWD cars may require higher inflation pressure in the front tires. 13" slicks for formula cars and sports racers should initially target for 22 psi hot. Changing hot inflation pressures to alter the handling characteristics of the car is a fine tuning adjustment. Improving the overall grip level should be done by tuning spring rates, dampers, anti-rollbars, ride heights, alignment settings, etc.

Temperature (°C)

Tread temperature will vary depending on ambient and track temperature, the type of circuit, and the type of car.

The temperature should be within a range of 70 to 105 degrees when measured in pit lane. Optimum grip level is at 80 to 95 degrees.

A probe type pyrometer is recommended for temperature measurements, and a consistent technique must be used.

Check the tires in the same location (inside, middle, outside) and in the same order (LF, RF, RR, LR) each time the car comes to pit lane.



The data should be recorded as follows to make it easier to interpret.
Depending on the width of the tire, the inside tread temperature should be 10 to 20 degrees hotter than the outside.

Out	FL	In	In	FR	Out
80	88	95	95	88	80
80	88	95	95	88	80
Out	RL	In	In	RR	Out

If the inside is too hot, camber may need to be reduced. If the outside is too hot, camber will need to be increased, or inflation pressure will need to be increased to prevent the tire from rolling over on the outside shoulder. If the front tires are hotter than the rear tires, it may show an under steer condition, and if the rear tires are hotter than the front tires, it may show an over steer condition. This isn't the case for all types of vehicles. The front tires on FWD cars are usually always hotter, and the rear tires on high horsepower RWD cars may be hotter due to wheel spin. The tires should be relatively new when using treads temperature data to interpret car set up issues. Tires with a worn shoulder may give a misleading temperature spread across the tire because the thin area doesn't hold as much heat as thicker areas.



Wear

In addition to utilizing tread temperature data to evaluate how the car and tires are performing; the inside and outside tread wear indicator pins should be measured with a depth gauge to determine if camber or pressure changes need to be made.

If the inside of the tire is worn more, camber may need to be reduced. If the outside is worn more, camber will need to be increased, or inflation pressure will need to be increased to prevent the tire from rolling over on the outside shoulder.

Heat Cycles

The number of useful heat cycles that a set of race tires should be run is dependent upon whether or not they were properly scuffed, ambient and track temperature, track surface, length of each track session, and most importantly => driving style.

Drivers that toss the car into the entry of a corner and slide through the middle and exit of a turn may have excessive tire wear and a reduction in the consistency of the grip level. A smooth driving style will result in faster lap times and better tire performance.

Storage

This advisory addresses the proper storage of competition tires in colder climates. The following tires are the subjects of this advisory; Hankook all racing tires. As seen in the picture below, tires stored and operated below freezing Temperature (32 deg F or 0 deg C) will



lose rubber compound flexibility and may experience cracking when operated under such conditions.

Caution!

Rubber compound used in competition tires have unique properties that, when compared to non-competition tires, Caution them to lose some of their flexibility when sorted and operated at sub-freezing temperatures. This loss in flexibility can lead to potential cracking and other damage to the tire. To minimize the chances of this happening, consumers and installers are advised to follow these instructions during Sub-freezing conditions.

1. Do not operate the car with these tires, as the tires may suddenly fall.
2. Always store these tires indoors at temperatures above 32°F or 0°C.
3. Before mounting or dismounting, store these tires for at least 24 hours in a temperature-controlled environment of 68°F(20°C) or warmer.
4. Remove these tires from the vehicle and deflate to half the normal air pressure during prolonged periods of non-use storage.
5. Do not move a car that is in storage with these tires, as the tires may crack.
6. If storing outdoor, please avoid direct sunlight and remove it as soon as possible.



Safety Warning

Hankook Tire makes no expressed or implied warranty as to the fitness or merchantability of Hankook racing tires due to the varied and severe conditions under which operate, and shall not be liable for any damages arising out of their use. It is illegal and dangerous to sell and or use race tires on public streets that have not passed or ECE safety standards.

Hankook DOT-approved race tires meet the Department of Transportation performance requirements, but are not intended for highway use. DOT-labeled Hankook racing tires are designed for racing use only. The prohibited use of Hankook racing tires on public roadways may result in loss of traction, unexpected loss of vehicle control, or sudden loss of tire pressure, resulting in possible serious injury or death. The use of chemical treatments

such as tire “soaking” or tread “softener” to alter the tire carcass or tread compound of any Hankook racing tire could result in premature or catastrophic tire failure and serious injury or death. The use of Hankook racing tires on wheels that do not meet Tire & Rim Association standards can cause the tire and wheel assembly to fail and explode with force sufficient to cause serious injury or death.



Global Network



Regional Headquarters

HANKOOK TIRE GLOBAL HEADQUARTERS

133Teheran-ro(Yeaksam-dong) Gangnam-gu, Seoul, Korea
Tel : +82-2-2222-1000 / Fax : +82-2-2222-1100

HANKOOK TIRE WORLDWIDE CO.,LTD.

133Teheran-ro(Yeaksam-dong) Gangnam-gu, Seoul, Korea
Tel : +82-2-2222-1000 / Fax : +82-2-2222-1100

HANKOOK TIRE EUROPE HEADQUARTERS

Siemensstraße 14, 63263 Neu-Isenburg, Germany
Tel : 49-6102-8149-000 / Fax : 49-06102-8149-100

HANKOOK TIRE CHINA HEADQUARTERS

10th Floor, Guangqi Tower, 12th Building, No.1001 Qinzhoubei Road, Xuhui District, Shanghai, China
TEL : +86-21-2422-5888 / FAX : +86-21-3363-7180

HANKOOK TIRE AMERICA HEADQUARTERS

333 Commerce Street, Suite 600, Nashville, Tennessee 37201, USA
Tel : +1-615-432-0700 / Fax : +1-615-242-8709

Subsidiaries

HANKOOK REIFEN DEUTSCHLAND GMBH

Siemensstraße 14, 63263 Neu-Isenburg, Germany
Tel : 49-6102 4318-000 / Fax : 49-06102-4318-499

HANKOOK TYRE U.K. LTD.

Fawsley Drive, Heartlands Business Park, Daventry, Northamptonshire, NN11 8UG, U.K
TEL : +44-1327-304-100 / FAX : +44-1327-304-110

HANKOOK FRANCE S.A.R.L.

Immeuble le Patio, 35-37 Rue Louis Guérin 69100 VILLEURBANNE, FRANCE
TEL : +33-4-7269-7640 / FAX : +33-4-7894-1572

HANKOOK TIRE ITALIA S.R.L.

Centro Direzionale Edison Park Center, Edificio A-Viale T.Edison n.110, 20099 Sesto San Giovanni (MI), Italy
TEL : +39-02-243-416-1 / FAX : +39-02-243-416-89

HANKOOK ESPANA S.A.

Avda. De La Industrias, No 4 Edificio 3, 2-D Parque Empresarial Natea, 28108, Alcobendas, Spain
TEL : +34-91-490-5088 / FAX : +34-91-662-9802



Subsidiaries

HANKOOK TIRE NETHERLANDS B.V

Koerilenstraat 2-6, 3199 LR Maasvlakte Rotterdam, Havennummer 8625, The Netherlands
TEL : +31-181-353010 / FAX : +31-181-362358

HANKOOK TIRE BUDAPEST KERESKEDELM KFT.

IP West building 1th floor, Budafoki ut 91-93, H-1117 Budapest, Hungary
TEL : +36-1-464-3660 / FAX : +36-1-464-3669

HANKOOK TIRE POLSKA SP. Z O.O.

ul.Bokszerska 66, 2-690 Warszawa, Poland
Tel : +48-22-395-5736 / Fax : +48-22-395-5749

HANKOOK TIRE SWEDEN AB

Kanalvägen 12, 194 61, Upplands Väsby, Sweden
TEL : +46(0)10-130-2101 / FAX : +46(0)8-590-839-12

HANKOOK TIRE RUS LLC

Leningradsky prospect, 72, bld. 1, 5 floor, Moscow, 125315, Russia
TEL : +7-495-268-0100 / FAX : +36-1-464-3669

HANKOOK LASTIKLERI A.S.

Trump Towers Mecidiyeköy Yolu Cad. NO:12 KAT:16 Sisli Istanbul, 34387, Turkey
Tel : +90-(0)212-777-9235~39 / Fax : +90-(0)212-777-9243

HANKOOK TIRE CANADA CORP.

30 RESOLUTION DRIVE, BRAMPTON, ON, L6W 0A3, CANADA
TEL : +1-905-463-9802 / FAX : +1-905-463-9792

HANKOOK TIRE DE MEXICO, S.A. DE C.V.

PASEO DE LA REFORMA #199, PISO 5, OFICINA #502 COLONIA CUAUHTEMOC
(ENTRE RIO MARNE Y RIO NEVA) C.P. 06500, MEXICO, D.F
TEL / Fax : +52-55-5535-1072 • 1104 • 1106

HANKOOK TYRE AUSTRALIA PTY., LTD.

Building A, Level 3, 11 Talavera Road, Macquarie Park, NSW 2113, Australia
TEL : +61-2-9870-1200 / FAX : +61-2-9870-1201

HANKOOK TIRE JAPAN CORP.

9F Naniwasuji Honmachi MID bldg. 2-3-2, Utsubo-honmachi, Nishi-ku,
Osaka 550-0004 Japan
TEL : +81-6-4803-8871 / FAX : +81-6-4803-8882



Subsidiaries

HANKOOK TIRE SINGAPORE PTE LTD.

24Raffles Place #11-05 Clifford Centre, Singapore 048621
TEL : +65-6323-7011 / FAX : +65-6323-7077

HANKOOK TIRE MALAYSIA SDN. BHD.

22-8, Menara 1MK, Kompleks 1 Mont' Kiara, No.1 Jalan Kiara, Mont' Kiara, 50480,
Kuala Lumpur, Malaysia
TEL : +60-3-6206-1875 / FAX : +60-3-6206-2877

HANKOOK TIRE CO.,LTD. NEW DELHI OFFICE

Hankook Tire Co. Ltd (India Liaison Office), Unit No. 102, 1st Floor, BPTP Park Centra,
Sector-30, N.H.8, Gurgaon-122001, Haryana, India
TEL : +92-124-495-8050 / FAX : +91-124-495-8060

HANKOOK TIRE CO.,LTD. DUBAI OFFICE

Al Moosa Tower 2, #1002 P.O Box 15097 Sheik Zayed Road, Dubai, U.A.E
TEL : +971-4-332-1330 / FAX : +971-4-332-1314

HANKOOK TIRE (THAILAND) CO.,LTD

11th Floor, Two Pacific Place Bldg.,142 Sukhumvit Road, Klongtoey,
Bangkok 10110,Thailand
TEL : +66-2-653-3790 / FAX : +66-2-653-4185

HANKOOK TIRE DE COLOMBIA LTDA

Av. 19 # 97 - 05, Oficina 701, Bogota, Colombia
TEL : +57-1-743-4545

HANKOOK TIRE CO.,LTD. AGENCIA EN CHILE

SAN PIO X 2460, OFICINA 1604 ,PROVIDENCIA, SANTIAGO, CHILE
TEL : +56-2-2596-8460 • 8461 • 8462 / FAX : +56-2-2596-8463

HANKOOK TIRE DO BRASIL LTDA

Av. Eng. Luis Carlos Berrini, 550 - cj.92, Brooklin - Sao Paulo/SP - CEP 04571-000, Brazil
TEL : +55-11-3045-0544 / FAX : +55-11-3045-2119

HANKOOK TIRE CO.,LTD. JOHANNESBURG OFFICE

6D2, Sinosteel Plaza, 159 Rivonia Road, Morningside Ext., Sandton
Johannesburg, South Africa
TEL : +27-11-784-7714 / FAX : +27-11-784-5873

HANKOOK TIRE CO., LTD. JEDDAH OFFICE

P.O. Box 5922, Jeddah, Kingdom of Saudi Arabia
TEL : +966-12-680-6160 / FAX : +966-12-680-6468



Subsidiaries

HANKOOK TIRE CO.LTD. CAIRO OFFICE

5 Waadi Nile St., El Maadi, Cairo, Egypt
TEL : +20-2-2750-7136 / FAX : +20-2-2751-4014

PANAMA SALES SUBSIDIARY

Oceania Business Plaza, Torre 1000, Oficina 30C, Punta Pacifica, Panama,
Republica de Panama
Tel : 507-263-3027 / Fax : 507-263-3006

HANKOOK TIRE ASEAN / INDIA MARKETING & SALES

Gandaria 8, 22nd Fl. Jl. Sultan Iskandar Muda Kebayoran Lama Jakarta Selatan 12240,
Indonesia
TEL : +62-21-2930-3860 / FAX : +62-21-2930-3855

R&D Center

HANKOOK TECHNODOME

50, Yuseong-daero 935beon-gil, Yuseong-gu, Daejeon, Korea
Tel : +82-42-724-1000 / Fax : +82-42-724-1306

CHINA TECHNICAL CENTER

Dong Fang Road, 314003 Jiaxing Edg, Jiaxing Zhejiang, China
Tel : +86-573-8216-1888 / Fax : +86-573-8216-1382

EUROPE TECHNICAL CENTER

Reinhold-Schleese Str.14, 30179 Hannover, Germany
Tel : +49-511-6460-9734 / Fax : +49-511-6460-9778

AMERICA TECHNICAL CENTER

3535 Forest Lake Drive, Uniontown, Ohio 44685, U.S.A
Tel : +1-330-896-5295 / Fax : +1-330-896-6597

JAPAN TECHNICAL CENTER

Nagoya-si, Nakamura-ku, Meiekinami 1-12-9 Grand Square Meiekinami 8F
Tel : 052-589-0760 / Fax : 052-589-0763



Original Equipment Office

KOREA

133 Teheran-ro(Yeoksam-dong), Gangnam-gu, Seoul, Korea
Tel : +82-2-2222-1000 / Fax : +82-2-2222-1100

EUROPE

Reinhold-Schleese str. 14 30179 Hannover, Germany
Tel : +49-511-646097-49 / Fax : +49-511-646097-77

AMERICA

38777 West Six Mile Road, Suite #100 Livonia, Michigan 48152, U.S.A.
Tel : +1-734-542-1460 / Fax : +1-734-542-1461

CHINA

10th Floor, Guangqi Tower, 12th Building, No.1001, Qinzhoubei Road, Xuhui District, Shanghai, China
Tel : +86-21-2422-5888 / Fax : +86-21-3363-7180

JAPAN

Aichi Prefecture Nakamura-ku, Nagoya, Japan Meiekininami 1-chome,
12-9 Grand square Meiekininami
TEL : +81-52-589-0761 / FAX : +81-52-589-0763

Plants

JIANGSU HANKOOKTIRE CO., LTD

No.1 South Hantai Road, Huaian Economic Development Zone, Jiangsu, China
TEL : +86-517-8318-5000 / FAX : +86-517-8318-5100

HANKOOK TIRE CHINA CO., LTD.

Dong Fang Road, Jiaxing Edz, Jiaxing Zhejiang, China
TEL : +86-573-8216-1888 / FAX : +86-573-8220-5086

CHONGQING HANKOOK TIRE CO., LTD.

108 Changan-road, Yuzui, Jiangbei-District, Chongqing, China
TEL : +86-23-6035-9555 / FAX : +86-23-6035-9418

HANKOOK TIRE HUNGARY LTD.

H-2459 Rácalmás, Hankook tér 1.
TEL : +36-25-556-011 / FAX : +36-25-556-359

INDONESIA PLANT

Jl. Kenari Raya Blok G3-01 Delta Silicon 5 Industrial Park, Desa Cicau-Kec. Cikarang Pusat, Bekasi 17550, Jawa Barat, Indonesia
TEL : +62-21-8988-0114



Plants

DAEJEON PLANT

100 Moksang-dong, Daedeok-gu, Daejeon, Korea
Tel : 82-42-930-1114 / Fax : 82-42-931-0597

GEUMSAN PLANT

433 Myeongam-ri, Jewon-myeon Geumsan-gun, Chungcheongnam-do, Korea
Tel : 82-41-750-5000 / Fax : 82-41-750-5481

TENNESSEE PLANT

2950 International Blvd, Clarksville, TN 37043
Hankook Tire Manufacturing Tennessee, LP.
Tel : 1-931-472-3479

