



THE TRACK

PZERO™ TROFEO R

IS YOUR

PZERO™ TROFEO

ROAD



PIRELLI

P ZERO™ TROFEO R
P ZERO™ TROFEO



Winning performance and safety


The state of the art technology and high performance levels of the latest sports vehicles which take to the track are enhanced by Pirelli when the new point of contact, linking the thrill of your drive with the track itself, is the **P Zero™ Trofeo R** or **P Zero™ Trofeo**. Two innovative ultra-low-profile tyres, intended mainly for track use, on dry surfaces: the enjoyment of driving reaches new heights, whilst active and passive components combine to ensure safety, even when pushed to the limit.



A large, stylized graphic of a checkered racing flag is positioned across the middle of the page. The flag is composed of red and white squares, with the red squares being slightly larger and more prominent. It is oriented horizontally and appears to be waving or moving across the frame.

The benefits of P Zero™ Trofeo and P Zero™ Trofeo R:

- > highly-effective grip on the track
- > maximum precision when approaching bends
- > exceptional lateral rigidity for extreme cornering
- > precise steering response
- > constant trajectories.

A large, solid yellow exclamation mark is positioned to the left of the warning text, serving as a visual indicator of a warning or important note.

The track is your road, but remember, roads are not racetracks!

Warning

Whilst P Zero™ Trofeo R and P Zero™ Trofeo are approved for road use, Pirelli recommends that you always follow the Highway Code and exercise common sense when driving.

When driving on very wet surfaces, where there is a risk of aquaplaning, Pirelli advises caution and driving at reduced speed.

P Zero™ Trofeo R and P Zero™ Trofeo are not recommended for use in very wet track conditions.

P ZERO™ TROFEO R
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Technological Refinement

In extreme use on the racetrack or on the road, you'll recognise **P Zero™ Trofeo R** and **P Zero™ Trofeo's** design qualities: excellent grip in bends, acceleration and braking, always ensuring driver safety.

These results are due to manufacturing solutions which have increased structural resistance for the extreme use of tyres: here the work carried out by Pirelli on the single components is significant.

Structure

Here racing experience has played a key role as shown in the differentiation between the rigidity of the steel belts/zero degree between the rear tyre – for greater cornering stiffness – and the front tyre, which benefits from a wider contact area; in an all-around application, the materials benefit from greater rigidity, to guarantee dimensional stability at high speed.

There are also innovations in the manufacturing process, for an even distribution of tension between the elements limiting centrifugal forces at high speeds: crucial for constant footprint area and distribution of the contact pressures in conditions of stress.

Furthermore the bead geometry and materials make the connection to the rim more stable during acceleration and braking.

Profile

The contact area has been innovatively redesigned to give a greater contact area than the previous product and more uniform pressure distribution to ensure better grip, more even wear and driving comfort.





Pirelli's dedication to green performance



The challenge: creating a balance between extreme performance and respect for the environment. An ambitious project that has drawn on Pirelli's knowledge and experience to achieve green performance in the latest generation of tyres – P Zero™ Trofeo R and P Zero™ Trofeo.

And the difference is in the detail.

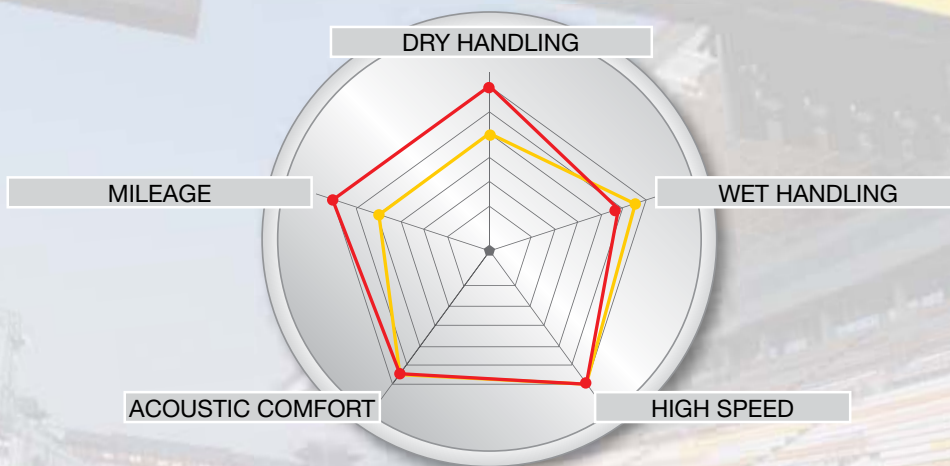
P Zero™ Trofeo R and **P Zero™ Trofeo** use only HAOF (Highly Aromatic Oil-Free Compounds) and reduce noise levels both in and outside the car: a result which has been obtained by developing “racing” tyres with a tread pattern similar to that of the most developed road tyres – central ribs and longitudinal grooves – and working on the offsetting of transversal grooves, and on the layout of the shoulder blocks.



Maximum expression of power

The design features of both tyres have enabled Pirelli to satisfy the demands of the market's most powerful vehicles, without compromise.

In particular, P Zero™ Trofeo R improves the technical specifications of the latest state-of-the-art vehicles, managing raising the bar as far as performance is concerned.



P Zero™ Trofeo R

P Zero™ Trofeo

P ZERO™ TROFEO R



TYRE SIZE		 (min /max)	 mm	 mm	
235/40 ZR18XLTL	(95 Y)	8J - 8.5 - 9J	247	215	2023
245/40 ZR18XLTL	(97 Y)	8.5J - 9J - 9.5J	259	220	2049
265/40 ZR18XLTL	(101 Y)	9J - 9.5J - 10J	276	252	2119
295/30ZR18XLTL	(98Y)	10J - 10.5J - 11J	305	280	2002
235/35 ZR19XLTL	(91 Y)	8J - 8.5J - 9J	245	215	2025
245/35 ZR19XLTL	(93 Y)	8.5J - 9J - 9.5J	257	220	2050
265/35 ZR19XLTL	(98 Y)	9J - 9.5J - 10J	275	252	2110
285/35ZR19XLTL	(103Y)	9.5J - 10J - 10.5J	295	275	2149
295/30 ZR19XLTL	(100 Y)	10J - 10.5J - 11J	299	275	2098
305/30 ZR19XLTL	(102 Y)	10.5J - 11J - 11.5J	320	286	2085
325/30 ZR19TL	(101 Y)	11J - 11.5J - 12J	335	307	2135
235/35 ZR20TL	(88 Y)	8J - 8.5J - 9J	245	215	2121
245/35 ZR20XLTL	(95 Y)	8.5J - 9J - 9.5J	257	220	2150
295/35 ZR20XLTL	(105 Y)	10J - 10.5J - 11J	305	275	2268
305/30 ZR20XLTL	(103 Y)	10.5J - 11J - 11.5J	320	286	2162

SAFETY WARNING: danger may result from improper use. Follow tyre manufacturer's instructions. Refer to car manufacturer's recommendations with respect to tyre fitments for each model.



P ZERO™ TROFEO



TYRE SIZE	 (min /max)	 mm	 mm	
205/45 ZR17 XLTL (88 Y)	6.5J - 7J - 7.5J	207	177	1946
265/35 ZR18 TL (93 Y)	9J - 9.5J - 10J	276	255	2021

SAFETY WARNING: danger may result from improper use. Follow tyre manufacturer's instructions. Refer to car manufacturer's recommendations with respect to tyre fitments for each model.

Maximizing track performance

For maximum performance and safety on a circuit, first make sure that the vehicle itself is in perfect working order, particularly in respect to brakes, steering and suspensions.

Most modern cars can be driven on a circuit without significant modification, though for sustained circuit driving, for example on a track day, it is recommended that the brake pads be changed to a competition version so as to withstand the extra heat generated by the constant use that circuit driving demands.

The ultra hard and constant braking and acceleration used in circuit driving is the principal reason for using tyres like **P Zero™ Trofeo R** and **P Zero™ Trofeo**, rather than a standard tyre.

These tyres can withstand constant hard use and the high temperatures generated, delivering perfect lap times, lap after lap.

Tyre Set-up for Circuit Driving

Having quite a stiff construction, **P Zero™ Trofeo R** and **P Zero™ Trofeo** do not necessarily need extra pressure to deliver performance. In fact they are designed to run at pressures around 2 bar ("hot" tyres), the finite adjustments depending on vehicle type.

Critical to understanding the set-up is to appreciate that this pressure is the 'operating pressure' of the tyre when it is fully warmed up to working temperature and that the difference in temperature between 'hot' and 'cold' tyres can be very significant, typically 0.5 bar.

Set-up procedure: set the tyre pressures when cold to approximately 0.4 bar (6lbs/sq.ins) less than the required operating pressure. Drive the car on the circuit for 3-4 laps to bring the tyres up to temperature, re-enter the pit-lane and immediately re-set the pressures to the required operating pressure. Continue to check the 'hot' pressures during continued use on the circuit if that is possible.

Pirelli recommends the use of normal compressed air (preferably dry) to inflate the tyre, providing the above procedures are followed. Specialist gasses such as nitrogen are not required unless the air source suffers from excessive contamination of humidity.

Always use a high quality air pressure gauge for consistent results. The use of metal rather than rubber valve stems is recommended as these are more resistant to high temperature.

DO NOT FORGET TO RESET TYRE PRESSURES AFTER DRIVING ON TRACK!



A racing helmet and gloves are the central focus of the image. The helmet is primarily black with a large, curved visor that has a purple-to-blue gradient. The word "PIRELLI" is printed in red on the front of the helmet. Next to the helmet is a pair of red and white racing gloves. The background is a blurred racetrack with blue and orange safety barriers. A checkered pattern graphic is overlaid on the top and bottom of the image.

In-car safety equipment

Before taking your car out on a circuit it is most important to take professional advice regarding car preparation and the installation of specialised safety equipment. For example, it is essential for circuit driving to install a 'full harness' safety belt with 'quick release' fittings. This equipment will hold the driver firmly in the seat (which itself must be checked for secure mounting); an essential feature in the event of an accident but also highly desirable during hard cornering and braking.

The effectiveness of the seat harness can be further enhanced by the use of a racing style seat, giving added lateral support to hold the driver in place during hard cornering. It is advisable to foresee the use of the roll bar.

Other equipment such as roll-cage, fire extinguishers, etc may be considered necessary depending on the activity involved. Once again take professional advice as to what is required.

Driver safety equipment

Absolutely essential for any track driving is a good quality crash helmet. Other driver safety items are mainly fire retardant racing suit, boots and gloves. In all matters concerning driver safety equipment again take professional advice as to what is required for your personal choice of circuit activity.

P ZERO™ TROFEO R

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POWER IS NOTHING WITHOUT CONTROL

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The background of the image is a close-up, high-angle view of a Pirelli P Zero Trofeo R tire tread. The tread pattern is highly detailed, showing a complex arrangement of sipes and grooves designed for high performance. The lighting is dramatic, highlighting the texture of the rubber against a dark background.

P ZERO™ TROFEO R

Inner area

Wide longitudinal grooves to maintain excellent grip in the wet. Transversal grooves with special pattern to provide constant traction and assist braking.

Central area

Smaller rib and wider, "solid" tread blocks: a technical solution designed to increase the contact area improve stability at high speed and ensure even wear without affecting long-term performance.

Outer area

Solid shoulder similar to a slick but more rigid to maximise lateral grip when cornering at very high speed and quickly changing trajectory on the track whilst maintaining complete control.

This special mix of shape/functionality has enabled the achievement of very consistent performance.

P ZERO™ TROFEO R

The new **P Zero™ Trofeo R** (R=Race) is designed to provide even greater performance – when used on Track days – where fitted to some of the most powerful vehicles, BMW, Ferrari, Lamborghini, Maserati, Porsche, for example.

New HAOF compounds and a redesigned tread pattern have produced extraordinary results: on one hand there is a notable improvement in stability and lateral grip in the dry and on the other, a reduction in wear of up to 80%. The tyre allows drivers to push to the limit, improving the overall driving experience. With **P Zero™ Trofeo R** you can really appreciate how a high-powered vehicle performs, especially when on the track.

P ZERO™ TROFEO R

Compounds

As well as its environmentally-friendly HAOF characteristic, the brand new **P Zero™ Trofeo R** compound formula offers steering precision and grip at the high operating temperatures associated with track use and guarantees long-term effectiveness. Consequently there are visible benefits to tread wear.



The attention paid by Pirelli designers to the **P Zero™ Trofeo R** tread pattern's void ratio has led to a further increase (+5%) in the size of the contact area. This achievement is particularly noticeable in cornering, where grip increases, and in reduced overall wear despite extreme use.



P ZERO™ **TROFEO**

P ZERO™ *TROFEO*



The asymmetrical tread pattern has two wide central ribs and large regular blocks. The inner area has greater groove density, whereas the outer area is derived from asphalt rally technology. The P Zero™ Trofeo is unique in the geometry of the tread pattern, which has been calculated to the millimetre.



In front (for cars with different sections on the axles) and all-around fitments, the longitudinal grooves in this zone have greater width - to counter the effects of standing water - with respect to the rear tyre.

P ZERO™ **TROFEO**



Compounds

Pirelli has developed new formulas for **P Zero™ Trofeo**, in order to maintain high performance over longer time periods in the presence of very high thermal stresses, without penalising handling on wet surfaces. The perfect balance between tyre safety and mileage.