DEALER BOOK 2025

CUSTOMER RACING

MICHELIN

From left to right: Gaëlle, Country Manager - Jérôme, Forecast manager - Stéphane, Technical Advisor - Jean-Philippe, Customer Racing Director for Europe - Séverine, Customer Service Representative - David, Logistics Coordinator.

DEAR DEALER, DEAR PARTNER,

I am very pleased to present you this new edition of the Dealer Book 2025. Although, I only joined the Michelin Motorsport team in July 2024, you can be sure that my passion for our industry goes back to my youngest years. While competition is always associated with high performance, I always associate it with the values of transmission and sharing. Sharing successes and defeats between partners, passing on a passion between generations. By joining forces, we become a vehicle for performance, sharing and transmission. Let's be proud of it!

In this catalog, you will discover or rediscover the products and services that make Michelin so strong. As innovation is an integral part of our brand DNA, you'll see that our offers are expanding, evolving and complementing each other with products and services.

In 2024, in terms of products, we finalized the renewal of our Pilot Sport A range in Rally on the market, with the launch of the M21 and S11 compound.

In terms of service, our digital transformation is continuing... with, for example, the digital ordering terminal which made its appearance on racetracks this year, but also, the Rally Recognition application which was used for the first time during the ERC season.

As always, we'll be happy to answer any questions you may have about our products.

I haven't yet had the chance to meet all of you, so I'll conclude this editorial by expressing my gratitude for the efforts you make to represent the Michelin brand every weekend, and thus serve the common interest we have in growing sustainably in a contested market. Together, as one team, we have an exciting race ahead of us!

Yours sincerely
Jean-Philippe Desfarge

SUMMARY

WHY MICHELIN?

MICHELIN, TRUSTED TIRES IN MOTORSPORT

1st tire brand by value(1) in 2022

• MICHELIN, the very first tire to win the 24 Hours of Le Mans and the winner every year since 1998.

• Since its first participation in the MotoGP™ Championship (1973), Michelin has won over 500 races and 33 world titles.

• Michelin has been the exclusive supplier to the Porsche Supercup since 2002 and equips many Porsche Carrera Cups around the world: Germany, France, Great Britain, Italy, Scandinavia, Benelux, Asia, Japan and Australia.

• Since the start of the WRC in 1973, Michelin has supplied top-quality tires on all terrains across the globe.

MICHELIN PAVES THE WAY FOR LOW ENVIRONMENTAL IMPACT

Sustainable mobility is at the heart of Michelin's strategy.

"Our vision of the future is based on one conviction: tomorrow, everything at Michelin will be sustainable. All our decisions are based on a better balance between human, economic and environmental challenges."

Florent Menegaux, Michelin Group CEO

(1) Brand Finance calculates brand value using the methodology which determines the value a company would be willing to pay to license its brand as if it did not own it (https://brandirectory.com/methodology).

2024

Michelin has unveiled a racing tire that incorporates 71% renewable and recycled materials, ´tting the GreenGT, hydrogen-powered prototype and the GT4 ePerformance, Porsche 100% electric vehicle.

2021

Michelin introduces a new Pilot Sport tire - designed and developed entirely virtually using Computer Aided Design (CAD).

2019

Michelin unveils Uptis, the airless tire.

2012

Michelin invents the first tire for the FormulaE electric single-seater championship.

1967

Michelin invents the slick tire at Le Mans, with its smooth tread for better grip on dry surfaces.

1951

Lancia Aurelia B20 GT equipped with radial tires wins the 24 Hours of Le Mans.

1895

L'Eclair, the first car to run on air-filled MICHELIN tires in the Paris-Bordeaux-Paris race.

1891

First patent for a removable and repairable bicycle tire for competition use.

#WE RACE FOR CHANGE

WATCH THE VIDEO

COMPETITION, AN INNOVATION LABORATORY FOR MICHELIN

Over the decades, we have proudly demonstrated the performance of our competition tires.
However the nature of motorsport has changed.

Today, the challenge is to develop “all-sustainable” tires for everyone, whose design and production have a limited impact on the planet’s resources, biodiversity and CO_2 emissions, without compromising the performance that has made the Michelin brand so successful.

More than ever, the competition serves as a testing ground and accelerator for technological innovation. The extreme conditions inherent to motorsport give us the opportunity to innovate, experiment in record time, learn, design new products and accelerate the development of sustainable solutions that benefit us all.

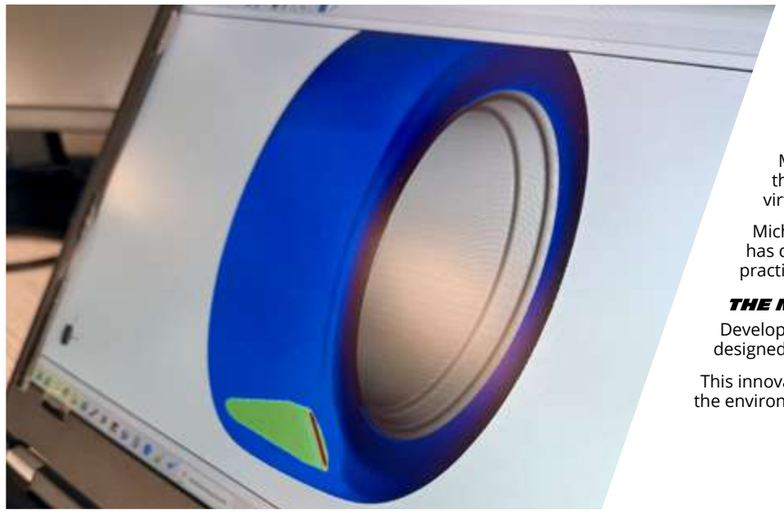
SUSTAINABLE MATERIALS

Integrating sustainable materials into its tires is one of the major levers used by the Michelin Group to achieve its **ambition of an “all-sustainable„ tire by 2050, which will incorporate 100% recycled or bio-sourced renewable materials.**

AT THE 2021 LE MANS 24 HOURS,

Michelin announced the introduction of 46% sustainable materials in the tires fitted to GreenGT’s Mission H24 hydrogen-powered car. In 2022, this rate was increased to 53%, and Michelin announced that it would also equip the tire on the Porsche GT4 ePerformance, a future 100% electric racing car.

To mark the centenary of the **24 Hours of Le Mans,** Michelin presented a “63%” version even more environmentally friendly. Just one year later, **at the 2024 event, Michelin unveiled a tire containing 71% renewable and recycled materials.**



MODELLING & SIMULATION

Michelin is working on simulation systems that enable the tires to be developed virtually.

Michelin Motorsport, a pioneer in this field, has developed processes to extend these practices to road tires.

THE NEW RANGES

Developed for the Hypercar category were designed entirely on a simulator.

This innovation has drastically reduced the environmental impact of testing.

PERFORMANCE MADE TO LAST

Michelin is committed to providing safe, highperformance tires from the first to the last kilometer: in the race, to the finish line, or on the road, to the legal wear indicator.

As proof, over the last 10 years, Michelin has enabled LMP1 racing cars to cover up to 750 km at an average speed of 240 km/h on a single set of tires. This is the equivalent of two F1 Grand Prix races!

REDUCING THE FREQUENCY OF REPLACEMENTS

It means using and manufacturing fewer tires, reducing raw materials and energy, as well as the associated CO_2 emissions.

MICHELIN MOTORSPORT RECORDS

FIA WORLD ENDURANCE CHAMPIONSHIP (WEC)

Since 2012, Michelin has won every round of the Endurance World Championship:

- 93 victories with 7 manufacturers
- 12 Constructor's titles, 12 Drivers' titles
- 5 consecutive world titles with Toyota
- 151 LMGTE class wins (Pro and Am)

DAKAR RALLY

- 25 victories in the Car category between 1981 and 2025
- 39 victories in the Motorcycle category between 1983 and 2025
- 33 Truck class wins between 1981 and 2017

FORMULA ONE 1977-1984 AND 2001-2006

In 1979, Michelin won its first world championship title in Formula 1, demonstrating the superiority of its radial tire technology.

- 215 Grand Prix contested
- 102 victories
- 111 pole positions
- 6 Drivers' titles
- 5 Manufacturers' titles

PORSCHE SUPERCUP AND PORSCHE CARRERA CUP

- Partner of the Porsche Supercup since 2002
- Partner of 12 Porsche Carrera Cups around the world
- Supplier of slicks specially developed for the Porsche 911 GT3 Cup

24 HOURS OF LE MANS

The 24 Hours of Le Mans is the world's best-known and most prestigious motor race.

- 1st victory in 1923 for the 1st edition
- 33 victories, including 27 in a row since 1998
- 56 drivers and 11 brands have won with Michelin
- 95 podiums
- 118 category wins

FIA WORLD CHAMPIONSHIP FORMULA E

- Founding partner of the championship in 2014
- 100 E-Prix victories
- 8 Driver's titles and 8 Team's titles

FIA WORLD RALLY CHAMPIONSHIP (WRC)

- 1st Constructor's title with Alpine in 1973, the year the championship was created creation of the championship
- 58 world titles (28 Drivers / Co-drivers and 30 Constructors)
- 347 victories with 17 brands and 111 drivers

OTHER RECORDS, **CUSTOMER RACING...**

EUROPEAN RALLY CHAMPIONSHIP FIA (ERC)

Michelin is the ERC 2024 champion of the tire manufacturer category.

- More than 20 Drivers' titles
- 2 wins in 2024 with Skoda and Citroën

CHINA TOURING CAR COMPETITION (TCR)

- Michelin Official Tire Supplier since 2018
- All champion titles since 2018

ASIAN LE MANS SERIES

- Partner since 2013, the year the championship
- 47 victories
- 11 Teams' titles and 11 Drivers' titles

DTM

- Exclusive partner in 2021 and 2022
- Teams prestigious brands such as Audi, Mercedes, Mclaren, BMW, Lamborghini and Ferrari

PLUS A LONG LIST OF WINS ON ASPHALT GRAVEL RALLIES, NOTABLY IN EUROPE:

- French Gravel Rally Champion 2024
- French Asphalt Rally Champion 2024
- Belgian Rally Champion 2024
- Great Britain Rally champion 2024
- Romanian Rally Champion 2024
- Irish National champion 2024

IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP

- Partner since 2019, the year the championship was created
- 69 victories
- 6 drivers', teams' and manufacturers' titles

24 HOURS OF NÜRBURGRING

Michelin supports its manufacturer-partners in the NLS Championship held at the Nürburgring:

- 24 victories between 1992 and 2024
- 6 manufacturers have won with Michelin

TECHNOLOGIES

COMPOUND TECHNOLOGIES

MICHELIN WARM-UP TECHNOLOGY

Michelin's synthetic racing elastomers, used in rubber blends and combined with high-tech synthetic resins, ensure ultra-rapid start-up and rapid attainment of optimum operating temperature.

MICHELIN SILICA WET TECHNOLOGY

Improves grip in cooler temperatures and on wet without compromising tread life.

MICHELIN DRY ADAPTIVE COMPOUND TECHNOLOGY

Rubber with a specific formulation providing grip and consistency in all dry conditions, offering a wide operating window.

MICHELIN TRACK LONGEVITY 2.0 TECHNOLOGY

Designed to improve endurance and longevity on the track. Wear is slower on the outer shoulder due to reinforcement.

MICHELIN RALLY FORCE TECHNOLOGY

The rubber compound is derived from the WRC competition tire, providing improved wear resistance in off-road conditions.

MICHELIN WEC INSPIRED COMPOUND TECHNOLOGY

A tread compound inspired by our confidential WEC tire offers dynamic driving, handling and consistent performance.

TREAD TECHNOLOGIES

MICHELIN MAX-STUD TREAD TECHNOLOGY

The tread is specially optimized to allow a large number of studs to be placed in the center and on the shoulders of the tire.

Swedish studding: 20 studs per linear decimeter, e.g. 15/65-15 MICHELIN X-ICE NORTH, 384 studs per tire, 7 mm protrusion*.

Monte Carlo studding: 10 studs per linear decimeter, e.g. 18/65-18 MICHELIN PILOT ALPIN NA01, 200 studs per tire, protrusion* 1.5 mm.

**Protrusion: length of studs protruding from the tire. The longer the studs protrudes, the better it bite the ice. However, this also increases the risk of tearing or breaking the studs. or breaking it.*

MICHELIN WEAR 2 CHECK TECHNOLOGY

Indicator on the tread, designed to help control wear and optimize the tire's longevity potential.

MICHELIN DUAL SPORT TREAD DESIGN

The inside and outside of the tire have a different tread pattern (grooves, void ratio…) to provide maximum grip in very different and variable conditions (wet, damp, dry, even muddy in certain situations).

MICHELIN L-GRIP BLOCK TECHNOLOGY

L-shaped tread blocks increase the tire's resistance to abrasion. Tread blocks increase the tire's resistance and improve driving precision.

MICHELIN 3D-SIPE LOCK TECHNOLOGY

Self-locking sipes provide hundreds of biting edges to optimize grip without sacrificing tread block stability.

TECHNOLOGIES

COMPOUND TECHNOLOGIES

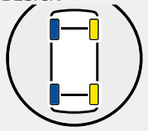
MICHELIN COLD DESIGN

The tread, with its deep grooves, ensure grip and traction on very cold and snow-covered roads.

MICHELIN WATER BRAKE TECHNOLOGY

The tread is specifically developed to break up the water film and prevent aquaplaning. The evacuation grooves are reinforced with deep transverse sipes to break up the film of water.

MICHELIN RIGHT/LEFT DESIGN



Directional tires, left and right, for optimum performance on all types of terrain. The tread is oriented towards effort, especially in bends, to guarantee grip and traction.

MICHELIN S-SIPE TECHNOLOGY

The patented S-shaped sipes give the tread blocks mobility to follow ground irregularities, while increasing ground irregularities, while increasing the number of edges to ensure constant grip.

TREAD TECHNOLOGIES

MICHELIN DYNAMIC RESPONSE TECHNOLOGY

A hybrid web of aramid and nylon ensures optimal transmission of instructions on the track.

MICHELIN CONTACT PATCH 3.0

The Contact Patch 3.0 distributes pressure evenly the entire contact patch during cornering, for greater grip and control, and longer-lasting tires.

MICHELIN SIDE SHIELD TECHNOLOGY

The sidewall is equipped with 2 aramid textile shields to protect the tire from lateral shock while remaining light and flexible.

SERVICES & SOLUTIONS TECHNOLOGIES

MICHELIN RFID TECHNOLOGY

The RFID (Radio Frequency IDentification) chip is a wireless electronic component that enables unique, standard identification.

MICHELIN CONNECTED TECHNOLOGY

The tire is fitted with a patch for a TMS (Tyre Management System) sensor which, once connected and programmed, it can transmit information about the tire to the car, thanks to a Bluetooth Low Energy (BLE) connection.

RANGE RECAP

		RECUTTING	COMPOUND TECHNOLOGIES						TREAD TECHNOLOGIES									CASING ARCHITECTURE TECHNOLOGY		SERVICES & SOLUTIONS	
			MICHELIN WARM-UP TECHNOLOGY	MICHELIN SILICA WET TECHNOLOGY	MICHELIN DRY ADAPTIVE COMPOUND TECHNOLOGY	MICHELIN TRACK LONGEVITY 5.0 TECHNOLOGY	MICHELIN RALLY FORCE TECHNOLOGY	MICHELIN WEC INSPIRED COMPOUND TECHNOLOGY	MICHELIN MAX -STUD TREAD TECHNOLOGY	MICHELIN WEAR 2 CHECK TECHNOLOGY	MICHELIN DUAL SPORT TREAD DESIGN	MICHELIN L-GRIP BLOCK TECHNOLOGY	MICHELIN 3D-SIPE LOCK TECHNOLOGY	MICHELIN COLD DESIGN	MICHELIN WATER BRAKE TECHNOLOGY	MICHELIN RIGHT/ LEFT DESIGN	MICHELIN S-SIPE TECHNOLOGY	MICHELIN DYNAMIC RESPONSE TECHNOLOGY	MICHELIN CONTACT PATCH 3.0	MICHELIN RFID TECHNOLOGY	MICHELIN CONNECTED TECHNOLOGY*
RALLY ASPHALT SNOW, ICE	PILOT SPORT PRO RALLY	●	●							●	●							●		●	●
	PILOT SPORT A	●	●							●	●							●		●	●
	PILOT SPORT A MW1	●	●							●	●							●		●	●
	PILOT SPORT R	●									●									●	
	PILOT SPORT R VERSION GT	●									●										
	PILOT ALPIN NA01 & NA01 CL								●					●						●	
	X-ICE NORTH NA01								●							●				●	
RALLY GRAVEL	PILOT SPORT GRAVEL	●	●				●					●				●	●			●	
	LTX FORCE T & LTX FORCE T XL	●					●					●	●								
HILL	PILOT SPORT H S5C+		●																		
CIRCUIT	PILOT SPORT PRO		●		●			●										●		●	
	PILOT SPORT CUP GT		●		●													●		●	
	PILOT SPORT CUP T		●			●												●		●	
	PILOT SPORT GT M					●												●		●	
	PILOT SPORT GT M+					●												●		●	
	PILOT SPORT GT P2L														●						
PORSCHE CUP	PILOT SPORT CUP N3 & N3R				●	●														●	
	PORSCHE CUP N2 & N2R				●																
SINGLE-SEATER	PILOT SPORT M S512			●														●	●		

VIDEOS “MICHELIN MOTORSPORT GARAGE”

How to choose the rally tires best suited to your needs.

Rally tires: learn all about tire pressure thanks to our experts.

Successfully recut an asphalt rally tire.

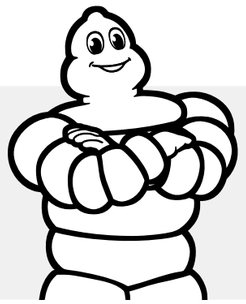
Successfully recut a gravel rally tire.

Choosing the right rubber compound for an asphalt rally tire.

Understanding wear on a slick tire.

Choosing the right rubber compound for a slick tire.

Understanding temperature increase on a slick tire.



WATCH THE VIDEOS

SERVICES & SOLUTIONS

SIMULATION & MODELING

MICHELIN'S NUMERIC MODELING OFFER

To help you optimize your tire knowledge and better operate your vehicle

FOR THE FOLLOWING RANGES:

MICHELIN
PILOT SPORT GT M
(S8 & S9 compounds)
30/68-18 | 31/71-18

MICHELIN
PILOT SPORT PRO GT
30/68-18 | 31/71-18

MICHELIN
PILOT SPORT CUP GT
30/68-18 | 31/71-18

REAL-GROUND MEASUREMENT,
REPRESENTATIVE OF TIRE PERFORMANCE ON THE TRACK

CORRELATED WITH TRACK DATAS

	MICHELIN *DATA PACKAGE* Tire physical caracteristics	***MICHELIN*** *TIRE SIMULATION* Tire model for magic formula
Useful information for vehicle setup*	✓	✓
Longitudinal and lateral grip	–	✓
Cornering stiffiness	–	✓
Self-aligning torque	–	✓
Laptimer integration	–	✓
Usable in your simulator (DIL: Driver In the Loop)	–	✓

FOR FURTHER INFORMATION,

please contact your usual Michelin Motorsport expert.

**with data on ride height, aerodynamics, mechanical balance, vertical rigidity, loaded radius and rolling radius*

MICHELIN DIGITAL ORDERING TERMINAL
AN ENHANCED CUSTOMER EXPERIENCE

The new MICHELIN digital ordering terminal is an effortless and innovative solution that enables recording of tire mounting and dismounting requests during events, while providing the distributor with live monitoring of the assembly line and close follow up of the workload of their team members. ELMS and Michelin Le Mans Cup have already tested and approved this system during season 2024!

BENEFITS OF THE DIGITAL ORDERING TERMINAL

For distributors	For teams
- A fully-digital experience, no more printing, - Online consultation of the status of each assembly/ disassembly request, - Limited number of handling errors, - Live updates of stocks and consumptions, - Anticipation of materials and workforce thanks to the previous events data, - Simplified invoicing at the end of the event.	- Digital and securized experience thanks to the personnal QR code delivered at the beginning of the season, - Live monitoring of mounting and dismounting requests by car, - No more waiting time at the workshop.

HOW DOES IT WORK?

After scanning their personal QR code, that have been given in advance, Teams are able to choose between mounting or dismounting tires, as well as the car associated.

As soon as the order is validated, the Michelin Motorsport team receives the instruction and may proceed to the assembly service. Customers may follow up the progress of their request via their secure access, thus limiting their waiting time at the workshop.

MICHELIN
RFID READER

The MICHELIN RFID READER is a system that allows for an automatic and dynamic reading of FIA barcodes. This system ensures regulations approved by competitors while reducing administration and workload on the staff appointed to monitor the eligibility of tires.

HOW DOES IT WORK?

MICHELIN RFID TECHNOLOGY

The system uses an RFID TAG placed in the tire during the manufacturing process. The tag is encoded at the factory and contains the unique data that allows each tire to be identified remotely.

TWO READING MODES:

- Static reading using an RFID terminal.
- Dynamic reading up to 60 km/h by a terminal placed in the pitlane (circuit) or the service.

BENEFITS OF THE MICHELIN RFID READER

1/ Removes the problem of illegible FIA labels thanks to an RFID chip placed in the tire and the automatic reading.

2/ Instant TAG reading.

3/ Prevents any chance of cheating because of the RFID TAG is locked at the factory.

4/ Automates controls and reduces the number of technical officials.

RALLY

ADVICE AND PRESSURES

SET UP ADVICE

It is important to measure the pressure at the end of the stage in order to know the hot value which corresponds to the operating pressure.

If the pressure at the end of the special is too high, we recommend adjusting and removing a maximum of 200 grams.

A DISTINCTION IS MADE BETWEEN COLD AND HOT PRESSURES:

1/ COLD PRESSURE

Varies according to the air/ground temperature and the length of the special stage.

2/ HOT PRESSURE

Corresponds to the value measured at the end of the special stage.

- If the pressure is too low, carcass movement is generated, degrading precision.
- Too high a pressure at the end of a special run leads to understeer and accelerates degradation.
- In the event of rain, increasing the pressure allows water to evacuate better without overheating the tire.

CONDITIONS / STEP	DRY / DAMP TARMAC	WET TARMAC	DRY / WET GRAVEL	MUD GRAVEL	SNOW & ICE
1 TYRE FITTING TENT	**2.2** bar	**2.2** bar	**2.2** bar	**2.5** bar	**2.0** bar
2 SERVICE PARK	**1.8** bar	**2.0** bar	**1.8** bar	**2.2** bar	**1.8** bar
3 STAGE START	**1.65** bar	**1.8** bar **slick** **2** bar **MW1**	**1.7** bar	**2.2** bar	**1.5** bar
4 STAGE END	**MAX 2.3** bar	**MAX 2.5** bar	**MAX 2.3** bar	**MAX 2.6** bar	**MAX 2.0** bar
5 FOLLOWING STAGE START	**MAX -200g drop**				

Data provided for informational purposes and may vary depending on actual conditions of use.
In the event of use outside of normal conditions of use, these recommendations must be adapted. Consult a professional.

RECUTTING

RECUTTING MAKES IT POSSIBLE TO:

1/ **Improve the grip** when adhesion to the road worsens following changing weather conditions,

2/ to increase the tyre's initial intrinsic **water evacuation** characteristics,

3/ to offer the driver a **tailor-made feel** adapted to each special stage.

FOR ASPHALT TIRES:

fit your resharpening machine with a new **W3** blade

FOR GRAVEL TIRES:

fit your resharpening machine with a new **W3** or **W4** blade

Grooving a tire's tread pattern modifies its characteristics and performance. It is an operation that requires the use of bespoke equipment and tools in compliance with instructions.

Before adding grooves to a tire's tread pattern, first practice on an old tire to evaluate groove-depth and prevent possible damage to the casing plies situated beneath the rubber compound.

However, it is essential to refer to the FIA regulations and the regulations of each championships before proceeding any recutting.

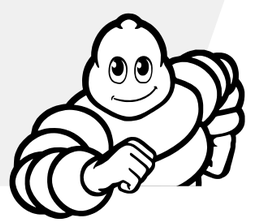
MICHELIN
PILOT SPORT A MW1

RECUTTING PLAN
Two grooving patterns, depending on the amount of surface-water to be cleared.

R2 - 11 MM

Did you know?

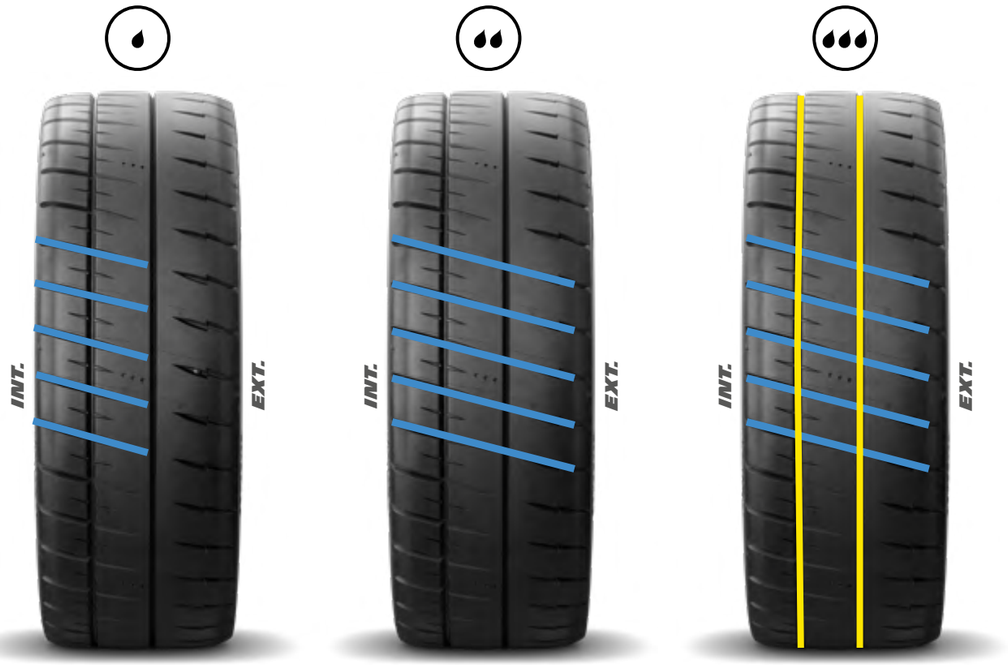
The Michelin Pilot Sport A MW1 is very efficient on wet surfaces, but when conditions become extreme, this re-cutting plan allows for greater evacuation.



For further information,
please contact your usual Michelin Motorsport expert.

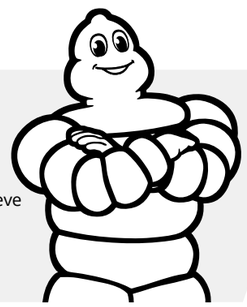
MICHELIN
PILOT SPORT A

RECUTTING PLAN
Three grooving patterns, depending on the amount of surface-water to be cleared



R2 - 9 MM
R2 - 11 MM

Did you know?
With its SS02 or S11 rubber compound, the MICHELIN Pilot Sport A has remarkable qualities in the wet, this re-cutting plan will enable you to achieve evacuation similar to MW1 in the event of sudden weather conditions.



For further information,
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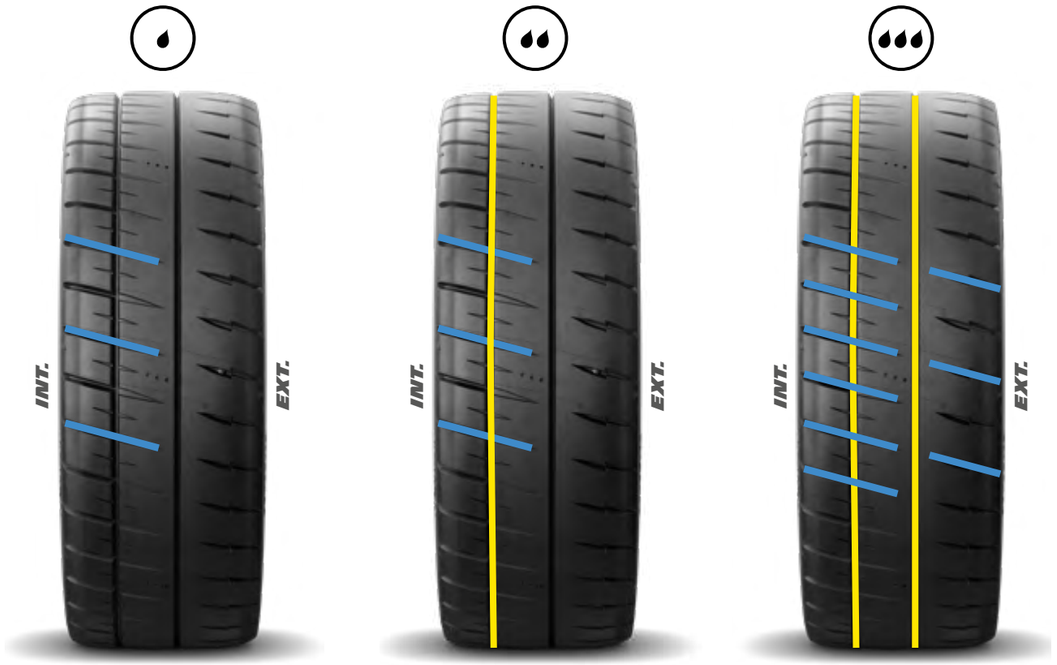
MICHELIN
PILOT SPORT PRO RALLY

RECUTTING PLAN
Three grooving patterns, depending on the amount of surface-water to be cleared



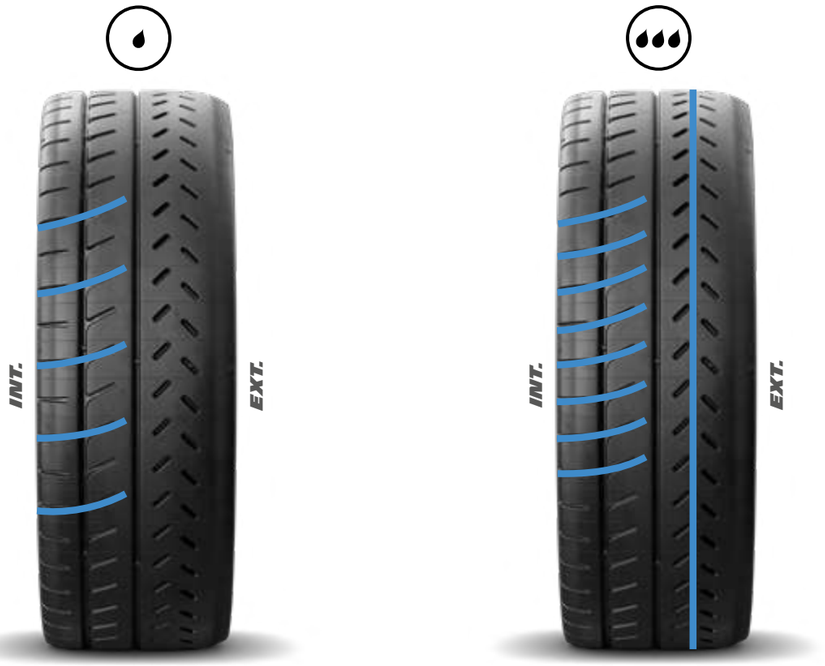
R2 - 9 MM
R2 - 11 MM

Did you know?
With its S10 rubber compound, the MICHELIN Pilot Sport Pro Rally has remarkable qualities in the wet, this re-cutting plan will enable you to achieve evacuation similar to MW1 in the event of sudden weather conditions.

For further information,
please contact your usual Michelin Motorsport expert.

MICHELIN
PILOT SPORT R

RECUTTING PLAN
Two grooving patterns, depending on the amount of surface-water to be cleared.



— **W3 - 11 MM**

For further information,
please contact your usual Michelin Motorsport expert.

MICHELIN
PILOT SPORT GRAVEL

RECUTTING PLAN
Two grooving patterns, depending on the amount of surface-water to be cleared.

The MICHELIN Pilot Sport Gravel has been developed with a higher than the MICHELIN Latitude Cross. Therefore it does not require re-cutting.
However, in exceptionally muddy situations or in the case of a first-position start on gravel, our technicians recommend the following cuts.

MUD

LOOSE GRAVEL

For further information,
please contact your usual Michelin Motorsport expert.

MICHELIN
LTX FORCE T & LTX FORCE T XL

RECUTTING PLAN

LOOSE GRAVEL

— **W3/W4 - 11 MM**

RALLY I ASPHALT & SNOW

ASPHALT & SNOW RALLY

		DIAM.	COMPOUND	SURFACE		
				LOW ABRASION	MEDIUM	HIGH ABRASION
MICHELIN PILOT SPORT PRO RALLY	**S10**	16" 17"	SOFT	■	■	■
	M20		MEDIUM	■	■	■
	H30		HARD	■	■	■
MICHELIN PILOT SPORT R	**11**	15" 16" 17"	SOFT	■	■	■
	21		MEDIUM	■	■	■
	31		HARD	■	■	■
MICHELIN PILOT SPORT R VERSION GT	**11**	18"	SOFT	■	■	■
	21		MEDIUM	■	■	■
	32		HARD	■	■	■
	P01		RAIN	■	■	■
MICHELIN PILOT SPORT A	**SS02**	18"	SUPER SOFT	■	■	■
	S11		SOFT	■	■	■
	M21		MEDIUM	■	■	■
	H31		HARD	■	■	■
	MW1	15" 16" 17" 18"	RAIN	■	■	■
MICHELIN PILOT ALPIN	**NA01**	15" 16" 17" 18"	SNOW	■	■	■
	NA01CL		STUDDED SNOW	■	■	■

CONDITIONS						GROUND TEMPERATURE (°C)								
DRY	DAMP	WET	FROSTY	SNOW	ICE	-5	0	5	10	15	20	25	30	35+
■	■	■	■				■	■	■	■				
■	■								■	■	■	■		
■											■	■	■	■
■	■	■	■				■	■	■	■				
■	■								■	■	■	■		
■	■										■	■	■	■
■	■	■					■	■	■	■				
■	■								■	■	■			
■	■										■	■	■	■
	■	■						■	■	■	■	■		
■	■	■				■	■	■	■	■				
■	■						■	■	■	■	■			
■	■							■	■	■	■	■		
■	■								■	■	■	■	■	■
	■	■	■					■	■	■	■	■		
			■	■	■	■	■							
				■	■	■	■							

MICHELIN PILOT SPORT PRO RALLY

ATTACK WITH CONFIDENCE

ROAD-APPROVED IN EUROPE ONLY

Ø16" Ø17"

CONFIDENCE ON ALL TYPES ASPHALT

Thanks to the development of a new type of rubber that quickly reaches the right operating temperature and a unique tread pattern, the tire can be adapted to all types of road conditions. With a unique tread pattern, the tire adapts to all types of surfaces to give you even more grip.

IMMEDIATE CONFIDENCE

Featuring an innovative architecture, the tire is responsive in the braking phase, and provides consistent lateral grip.

MAXIMIZE YOUR PERFORMANCE

Follow the recommendations of the MICHELIN application Track Connect app to adapt your tire pressures and optimize the use of your tires.

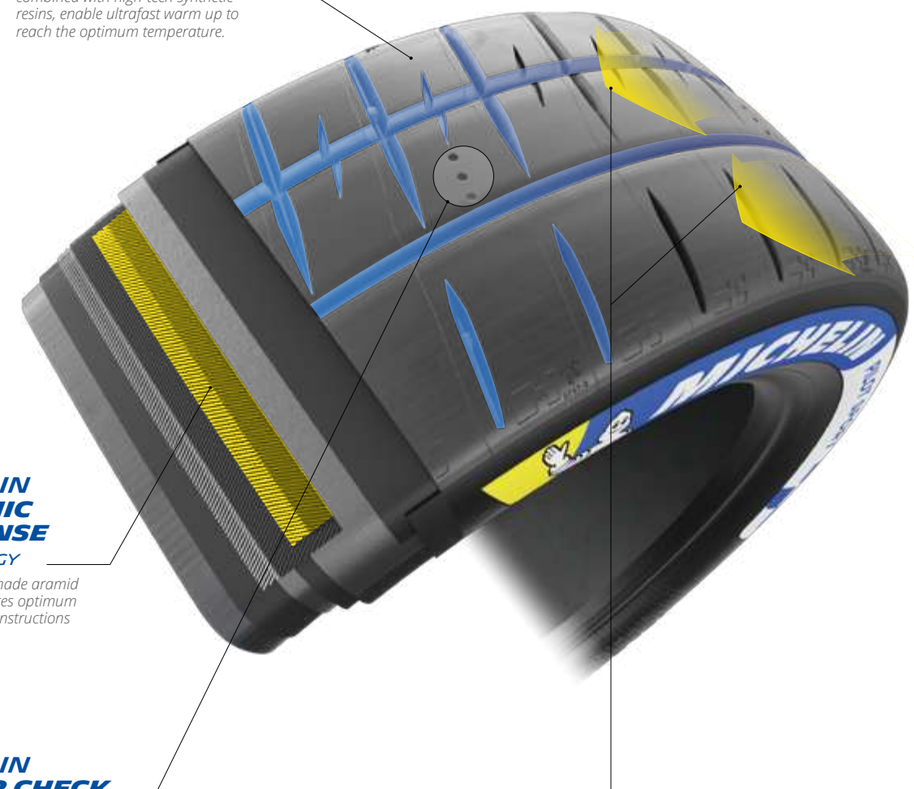
Diameter	Size	Compound	CAI	RFID	Connectable
16"	19/60 - 16 **	S10	495780	✔	✔
	19/60 - 16 *	S10	251133		✔
	19/60 - 16 **	M20	241151	✔	✔
	19/60 - 16 *	M20	920948		✔
	19/60 - 16 **	H30	131694	✔	✔
	19/60 - 16 *	H30	142575		✔
17"	19/63 - 17	S10	878932	✔	✔
	19/63 - 17	M20	927224	✔	✔
	19/63 - 17	H30	481031	✔	✔

**While stocks last.*
*** Launch in 2025.*

MICHELIN WARM-UP TECHNOLOGY · MICHELIN WEAR 2 CHECK TECHNOLOGY · MICHELIN DUAL SPORT TREAD DESIGN · MICHELIN DYNAMIC RESPONSE TECHNOLOGY · MICHELIN RFID TECHNOLOGY · MICHELIN CONNECTED TECHNOLOGY

MICHELIN WARM-UP TECHNOLOGY

MICHELIN racing elastomers, used in rubber compounds and combined with high-tech synthetic resins, enable ultrafast warm up to reach the optimum temperature.



MICHELIN DYNAMIC RESPONSE TECHNOLOGY

A hybrid fabric made aramid and nylon, ensures optimum transmission of instructions on the track.

MICHELIN WEAR 2 CHECK TECHNOLOGY

Reading a wear indicator:

- If **points 1, 2, 3** are visible, wear is estimated **at < 25%.**
- If **points 2 and 3** are visible, wear is estimated **between 25% and 50%.**
- If only **point 3** is visible, wear is estimated **between 50% and 75%.**
- If **no point** is any longer visible, wear is estimated **between 75% and 100%.**

MICHELIN DUAL SPORT TRAD DESIGN

The inner and outer have a different tread pattern (grooves, void ratio....) to provide maximum grip in very different and variable conditions (wet, damp, dry, even muddy in certain situations).

	COMPOUND	SURFACE			CONDITIONS						GROUND TEMPERATURE (°C)								
		LOW ABRASION	MEDIUM	HIGH ABRASION	DRY	DAMP	WET	FROSTY	SNOW	ICE	-5	0	5	10	15	20	25	30	35+
S10	SOFT	■	■	■	■	■	■	■				■	■	■	■				
M20	MEDIUM	■	■	■	■	■								■	■	■	■		
H30	HARD	■	■	■	■											■	■	■	■

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MICHELIN PILOT SPORT A

SS02, S11, M21, H31

SAVE UP TO 0.7 SECONDS PER KILOMETER (1)

ALMOST INSTANTANEOUS WARM UP

The tread is made of a new type of rubber that allows rapid warm up, enabling it to reach the right operating temperature more quickly.

PRECISE, IMMEDIATE FEEDBACK

Thanks to a reinforced carcass, the tire provides better lateral and braking support than its predecessor, the MICHELIN Pilot Sport R.
It therefore reacts quickly to driving instructions.

LONGER LIFE

Up to 30% (2) longer service life than the equivalent compound in MICHELIN Pilot Sport R, thanks to a new tread compound and tread pattern that evenly distribute the effects of mechanical stress across the entire tread surface.

LONGITUDINAL GRIP

The innovative tread pattern provides traction on polluted roads and improves braking performance.

ROAD-APPROVED IN EUROPE ONLY

Ø 18"

Diameter	Size	Compound	CAI	RFID	Connectable
18"	20/65 - 18	SS02	734141	✔	✔
	20/65 - 18	SS02	345599	✔	
	20/65 - 18	S11	507194	✔	✔
	20/65 - 18	S11	276515	✔	
	20/65 - 18	M21	149317	✔	✔
	20/65 - 18	M21	146373	✔	
	20/65 - 18	H31	536750	✔	✔
	20/65 - 18	H31	753779	✔	

MICHELIN WARM-UP TECHNOLOGY · MICHELIN WEAR 2 CHECK TECHNOLOGY · MICHELIN DUAL SPORT TREAD DESIGN · MICHELIN DYNAMIC RESPONSE TECHNOLOGY · MICHELIN RFID TECHNOLOGY · MICHELIN CONNECTED TECHNOLOGY

(1) Internal study carried out in July 2023 in the Vosges, France, on a Citroën C3 Rally2 and in September 2023, in Austria, on a Skoda FabiaRS. Comparison with MICHELIN Pilot Sport A M20 in dry conditions.
(2) In-house study carried out in May 2020 in France on Skoda RS.

MICHELIN WARM-UP TECHNOLOGY

Thanks to MICHELIN Warm Up technology, i.e. synthetic elastomers, the tire guarantees a rapid startup until it reaches the optimum temperature.

MICHELIN DYNAMIC RESPONSE TECHNOLOGY

The architecture of the tire, providing unprecedented control of the crown area. Offers optimal driving precision.

RFID TECHNOLOGY

MICHELIN WEAR 2 CHECK TECHNOLOGY

Reading a wear indicator:

· If **points 1, 2, 3** are visible, wear is estimated **at < 25%.**
· If **points 2 and 3** are visible, wear is estimated **between 25% and 50%.**
· If only **point 3** is visible, wear is estimated **between 50% and 75%.**
· If **no point** is any longer visible, wear is estimated **between 75% and 100%.**

MICHELIN DUAL SPORT TRAD DESIGN

The inner and outer tread pattern provide grip under different conditions.

	COMPOUND	SURFACE			CONDITIONS						GROUND TEMPERATURE (°C)								
		LOW ABRASION	MEDIUM	HIGH ABRASION	DRY	DAMP	WET	FROSTY	SNOW	ICE	-5	0	5	10	15	20	25	30	35+
SS02	SUPER SOFT	■	■	■	■	■	■				■	■	■	■	■				
S11	SOFT	■	■	■	■	■	■	■				■	■	■	■	■			
M21	MEDIUM	■	■	■	■	■							■	■	■	■	■		
H31	HARD	■	■	■	■									■	■	■	■	■	■

MICHELIN PILOT SPORT A

MW1

GRIP FOR WET AND DRY ROADS

ROAD-APPROVED IN EUROPE ONLY

Ø15" Ø16" Ø17" Ø18"

Diameter	Size	Compound	CAI	RFID	Connectable
15"	19/58 - 15	MW1	200950	✔	
16"	19/60 - 16	MW1	374809	✔	✔
	19/60 - 16	MW1	579838	✔	
17"	19/63 - 17	MW1	536354	✔	✔
	19/63 - 17	MW1	521413	✔	
18"	20/65 - 18	MW1	542571	✔	✔
	20/65 - 18	MW1	987825	✔	

WET AND DRY GRIP

Specially designed for driving in the rain and on dry roads. The MICHELIN Pilot Sport A MW1 has a tread depth[1] twice that of the the MICHELIN Pilot Sport R P01 for excellent water evacuation. The transverse grooves also enable it to find traction in the event of changes in grip (polluted roads, mud, gravel...).

SETTING UP

Thanks to the "lightning bolt" tread pattern, which heats up the rubber and carcass, the MICHELIN Pilot Sport A MW1 guarantees a rapid start-up.

PRECISE, IMMEDIATE FEEDBACK

Thanks to its reinforced carcass, the MICHELIN Pilot Sport A MW1 guarantees excellent lateral and braking support. The tire reacts quickly to driving instructions.

MICHELIN WARM-UP TECHNOLOGY · MICHELIN WEAR 2 CHECK TECHNOLOGY · MICHELIN DUAL SPORT TREAD DESIGN · MICHELIN DYNAMIC RESPONSE TECHNOLOGY · MICHELIN RFID TECHNOLOGY · MICHELIN CONNECTED TECHNOLOGY

(1) Volume entailment rate.

MICHELIN WARM-UP TECHNOLOGY

Thanks to MICHELIN Warm Up Wet technology, which uses synthetic elastomers, the tire guarantees rapid warm-up to optimum operating temperature.

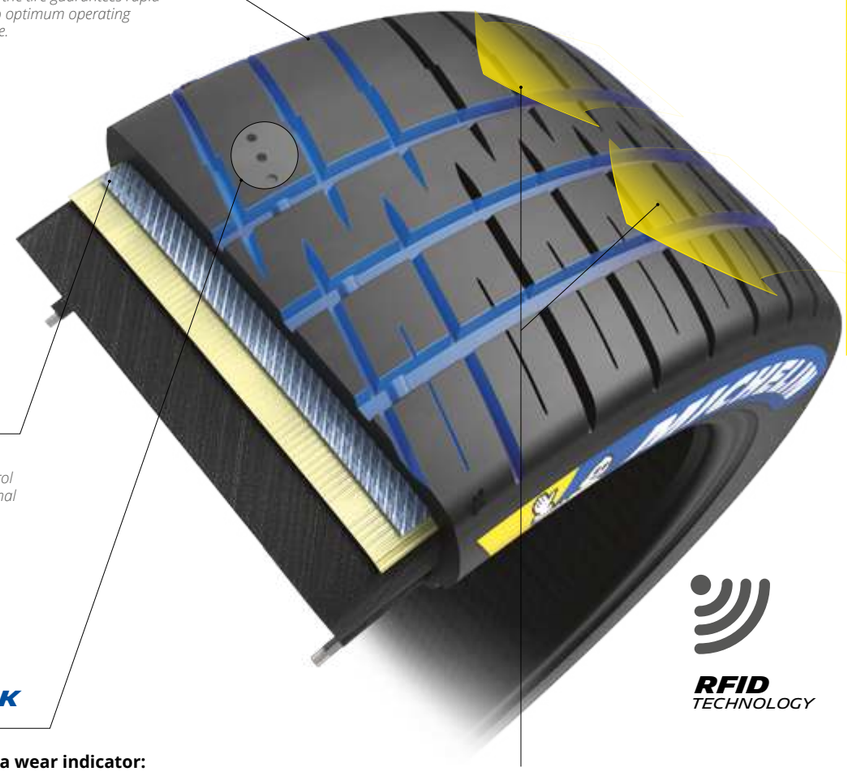
MICHELIN DYNAMIC RESPONSE TECHNOLOGY

The architecture of the tire, providing unprecedented control of the crown area. Offers optimal driving precision.

MICHELIN WEAR 2 CHECK TECHNOLOGY

Reading a wear indicator:

- If **points 1, 2, 3** are visible, wear is estimated **at < 25%.**
- If **points 2 and 3** are visible, wear is estimated **between 25% and 50%.**
- If only **point 3** is visible, wear is estimated **between 50% and 75%.**
- If **no point** is any longer visible, wear is estimated **between 75% and 100%.**



RFID TECHNOLOGY

MICHELIN DUAL SPORT TRAD DESIGN

The transverse grooves on the inside and outside of the tread, right down to the center of the tire, provide traction on dirty roads (mud, dirt...) and improve braking performance.

The 3 longitudinal lines increase water evacuation capacity to reduce the risk of aquaplaning.

	COMPOUND	SURFACE			CONDITIONS						GROUND TEMPERATURE (°C)								
		LOW ABRASION	MEDIUM	HIGH ABRASION	DRY	DAMP	WET	FROSTY	SNOW	ICE	-5	0	5	10	15	20	25	30	35+
MW1	RAIN	■	■	■		■	■	■					■	■	■	■	■		

RECUTTING

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MICHELIN PILOT SPORT R

MULTIPLE CHAMPIONS ON NATIONAL AND REGIONAL RALLIES

GRIP

Consisting of two longitudinal lines in the shape of asymmetrical V lines, the MICHELIN Pilot Sport R provides excellent grip on dry surfaces. The width of the groove allows water to be evacuated on wet surfaces.

PERFORMANCE CONSISTENCY

Its architecture has been specifically developed to guarantee consistent performance whatever the duration of the specials.

MICHELIN DUAL SPORT TREAD DESIGN

MICHELIN RFID TECHNOLOGY

ROAD-APPROVED IN EUROPE ONLY — Ø15" Ø16" Ø17"

Diameter	Size	Compound	CAI	RFID	Connectable
15"	19/58 - 15	11	375228		
	19/58 - 15	21	730497		
	19/58 - 15	31	374784		
16"	19/60 - 16	P01	408827	✓	
	19/60 - 16	11	907368	✓	✓
	19/60 - 16	11	390386	✓	
	19/60 - 16	21	925134	✓	✓
	19/60 - 16	21	418826	✓	
	19/60 - 16	31	303224	✓	✓
	19/60 - 16	31	797871	✓	
17"	19/63 - 17	11	652723	✓	✓
	19/63 - 17	11	574904	✓	
	19/63 - 17	21	149918	✓	✓
	19/63 - 17	21	121070	✓	
	19/63 - 17	31	344868	✓	
	20/63 - 17	11	489529		
	20/63 - 17	21	309188		

	COMPOUND	SURFACE: LOW ABRASION	SURFACE: MEDIUM	SURFACE: HIGH ABRASION	CONDITIONS: DRY	CONDITIONS: DAMP	CONDITIONS: WET	CONDITIONS: FROSTY	CONDITIONS: SNOW	CONDITIONS: ICE	GROUND TEMPERATURE (°C): -5	0	5	10	15	20	25	30	35+
11	SOFT	■	■		■	■	■	■				■	■	■	■				
21	MEDIUM	■	■	■	■	■								■	■	■	■		
31	HARD	■	■	■	■											■	■	■	■

MICHELIN PILOT SPORT R

GT VERSION

THE MICHELIN RALLY TIRE FOR GT CARS

GRIP

Thanks to a tread pattern derived from the WRC asphalt, consisting of three asymmetrical V-shaped longitudinal lines, grip is constant regardless of grip changes. The tire also guarantees excellent cornering grip.

CONSISTENT PERFORMANCE

Its architecture, specifically developed for GT vehicles guarantees consistent performance on different types of special stages.

UNAPPROVED ROAD — Ø18"

Diameter	Size	Compound	CAI
18"	24/65 - 18	P01	456226
	24/65 - 18	11	091227
	24/65 - 18	21	889408
	29/65 - 18	P01	331637
	29/65 - 18	21	018333
	29/65 - 18	32	900255

MICHELIN DUAL SPORT TREAD DESIGN

	COMPOUND	SURFACE: LOW ABRASION	SURFACE: MEDIUM	SURFACE: HIGH ABRASION	CONDITIONS: DRY	CONDITIONS: DAMP	CONDITIONS: WET	CONDITIONS: FROSTY	CONDITIONS: SNOW	CONDITIONS: ICE	GROUND TEMPERATURE (°C): -5	0	5	10	15	20	25	30	35+
11	SOFT	■	■		■	■	■	■				■	■	■	■				
21	MEDIUM	■	■	■	■	■								■	■	■	■		
32	HARD	■	■	■	■											■	■	■	■
P01	RAIN	■	■	■		■	■					■	■	■	■	■	■		

MICHELIN PILOT ALPIN

NA01 & NA01 CL

MULTIPLE MONTE CARLO RALLY WINS

Ø15" Ø16" Ø17" Ø18"

GRIP ON WET AND SNOW-COVERED TRACKS

Guarantees optimum grip on wet, snowy and icy roads, thanks to an architecture that optimizes the ground contact area.

STUDDED VERSION

The studded version complies with "Monte Carlo" rally regulations, allowing use in snow/ice conditions.

Diameter	Size	Compound	CAI	RFID
15"	16/61 - 15	NA01 CL	986365	
16"	16/61 - 16	NA01	460943	
	16/61 - 16	NA01 CL	766332	
17"	16/61 - 17	NA01	505213	
	16/61 - 17	NA01 CL	782532	
18"	18/65 - 18	NA01	739500	✔
	18/65 - 18	NA01 CL	014478	✔

MONTE CARLO STUDDED

10 studs per linear decimeter, e.g. 18/65-15 MICHELIN PILOT ALPIN NA00, 200 studs per tire, protrusion 2 mm*

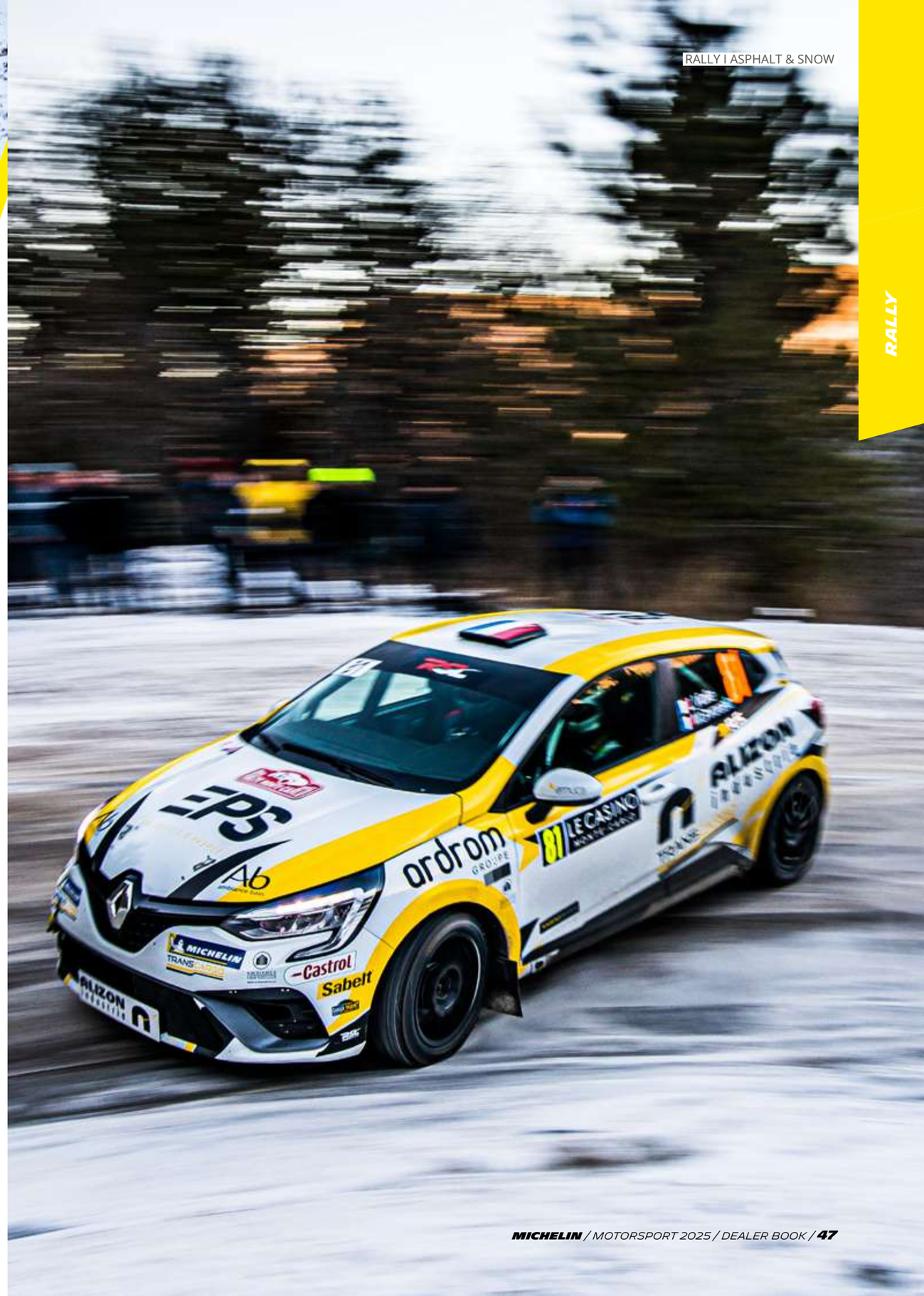
MICHELIN MAX-STUD TREAD TECHNOLOGY

MICHELIN COLD DESIGN

MICHELIN RFID TECHNOLOGY

	COMPOUND	SURFACE			CONDITIONS						GROUND TEMPERATURE (°C)								
		LOW ABRASION	MEDIUM	HIGH ABRASION	DRY	DAMP	WET	FROSTY	SNOW	ICE	-5	0	5	10	15	20	25	30	35+
NA01	SNOW	■	■	■				■	■	■	■	■							
NA01 CL	STUDDED SNOW	■	■	■				■	■	■	■	■							

*Protrusion: length of stud protruding from the tire. The longer the stud protrudes, the better it bites the ice. However, this also increases the risk of tearing or breaking the stud.



ICE RALLY

13/64-15 *15/65-15*

MICHELIN X-ICE NORTH NA01

EXTREME GRIP FOR ICE RALLY STAGES

GRIP ON FROZEN SURFACES

Thanks to a tear-resistant stud profile and a tread pattern designed for use on ice, the tire provides maximum grip in straight lines and bends.

CORNERING STABILITY

The casing is designed to provide excellent lateral support on snowy and icy trails.

Ø 15"

Diameter	Size	Compound	Type	CAI	RFID
15"	13/64 - 15	NA01	STUDDED ICE	419700	
	15/65 - 15	NA01 L	STUDDED ICE	958109	✔
	15/65 - 15	NA01 R	STUDDED ICE	043907	✔

L = Left - R = Right

MICHELIN **MAX-STUD** TREAD TECHNOLOGY

MICHELIN **RIGHT/LEFT** DESIGN

MICHELIN **RFID** TECHNOLOGY

STUDDED SUEDE-TYPE

*20 studs per linear decimeter, **13/64-15 L** MICHELIN X-ICE NORTH, 384 studs per tire, protrusion* 7 mm.*

*20 studs per decimeter linear, **15/65-15 L** MICHELIN X-ICE NORTH, 384 studs per tire, 7 mm protrusion*.*

*Protrusion: length of stud protruding from the tire. The longer the stud protrudes, the better it bites the ice. However, this also increases the risk of tearing or breaking the stud.

RALLY I GRAVEL

GRAVEL RALLY

		DIM.	COMPOUND	SURFACE	
				ROLLING	BRITTLE
MICHELIN PILOT SPORT GRAVEL	**G70**	17/65 - 15	SOFT		
	G80		MEDIUM		
	G91		HARD		
MICHELIN LTX FORCE T XL	**72**	16/64 - 15 17/65 - 15	SOFT		
	82		MEDIUM		
	92		HARD		
MICHELIN LTX FORCE T	**71**	14/62 - 15 16/64 - 15* 17/65 - 15*	SOFT		
	81		MEDIUM		
	91		HARD		

** While stocks last.*

POLLUTION		CONDITIONS		
POLLUTED SOIL	CLEAN SOIL	MUD	DAMP	DRY

RECUTTING

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MICHELIN PILOT SPORT GRAVEL

THE COMBINATION OF RESISTANCE AND PERFORMANCE FOR GRAVEL RALLY STAGES

Ø 15"

MULTI-PURPOSE USE

The tire's sidewall is equipped with 2 aramid textile shields that protect it from lateral aggression while remaining flexible yet robust, ensuring performance on rolling and brittle surfaces.

CONSTANT GRIP

Patented S-sipes give mobility to follow ground irregularities, while increasing the number of edges to ensure consistent grip.

WEAR RESISTANCE

The tread compound and design of the tread allow heat to be dissipated which increases the tire's resistance to wear.

Diameter	Size	Compound	CAI	RFID
15"	17/65 - 15	G70 L	333947	✓
	17/65 - 15	G70 R	125894	✓
	17/65 - 15	G80 L	796201	✓
	17/65 - 15	G80 R	736441	✓
	17/65 - 15	G91 L	775566	✓
	17/65 - 15	G91 R	260370	✓

L = Left - R = Right

Right

Left

MICHELIN WARM-UP TECHNOLOGY · MICHELIN RALLY FORCE TECHNOLOGY · MICHELIN L-GRIP BLOCK TECHNOLOGY · MICHELIN RIGHT/LEFT DESIGN · MICHELIN S-SIPE TECHNOLOGY · MICHELIN SIDE SHIELD TECHNOLOGY · MICHELIN RFID TECHNOLOGY

MICHELIN WARM-UP TECHNOLOGY

MICHELIN racing elastomers, used in rubber compounds and combined with high-tech synthetic resins, enabling ultra-fast warm up to reach the optimum temperature.

MICHELIN RALLY FORCE TECHNOLOGY

The rubber compound is derived from the WRC gravel tire, providing resistance to wear in off-road conditions.

MICHELIN L-GRIP BLOCK TECHNOLOGY

The L-shaped tread blocks increase the tire's resistance to stress and improve driving precision.

RFID TECHNOLOGY

MICHELIN SIDE SHIELD TECHNOLOGY

The sidewall is equipped with 2 aramid textile shields to protect the tire from lateral aggression, while remaining light and supple.

MICHELIN S-SIPE TECHNOLOGY

Self-locking sipes provide hundreds of biting edges to optimize grip without sacrificing the stability tread blocks.

	COMPOUND	SURFACE		POLLUTION		CONDITIONS		
		ROLLING	BRITTLE	POLLUTED SOIL	CLEAN SOIL	MUD	DAMP	DRY
G70	SOFT	■	■	■	■	■	■	
G80	MEDIUM	■	■	■	■		■	■
G91	HARD	■	■	■	■		■	■

RECUTTING

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MICHELIN
LTX FORCE T

GRIP ON ROLLING TRACKS

Ø 15"

Diameter	Size	Compound	CAI	RFID	Connectable
15"	14/62 - 15*	71	396095	✓	
	14/62 - 15*	81	959271	✓	
	16/64 - 15*	81	817461	✓	
	16/64 - 15*	91	411526	✓	
	17/65 - 15*	71	192795		
	17/65 - 15*	81	930197		✓
	17/65 - 15*	81	262110		
	17/65 - 15*	91	989374		
	17/65 - 15*	91	920982		✓

** While stocks last.*

GRIP

The zig-zag sipes provide traction during braking and acceleration, preventing the tire from deforming under load and maximizing grip.

PRECISE, IMMEDIATE FEEDBACK

Thanks to the interlocking L-block tread pattern, the tire offers good stability and driving precision.

SHOCK-RESISTANT

The MICHELIN LTX Force T, designed without reinforcements, retains its lightness while resisting impacts on rolling dirt rallies. Its tread pattern, made up of massive, wide wells, adds robustness without creating thermal runaway.

MICHELIN RALLY FORCE TECHNOLOGY · MICHELIN L-GRIP BLOCK TECHNOLOGY · MICHELIN 3D-SIPE LOCK TECHNOLOGY · MICHELIN RFID TECHNOLOGY

	COMPOUND	SURFACE		POLLUTION		CONDITIONS		
		ROLLING	BRITTLE	POLLUTED SOIL	CLEAN SOIL	MUD	DAMP	DRY
71	SOFT	■		■	■	■	■	
81	MEDIUM	■		■	■	■	■	■
91	HARD	■		■	■		■	■

RECUTTING

P. 35

MICHELIN
LTX FORCE T XL

THE REINFORCED TIRE FOR ROLLING TRACKS

Ø 15"

SIDEWALL PROTECTION

The MICHELIN LTX Force T XL reinforces the sidewalls thanks to the extra thickness of the rubber, making them more resistant to lateral aggression and punctures.

Diameter	Size	Compound	CAI	RFID
15"	16/64 - 15	72	891107	✓
	16/64 - 15	82	646695	✓
	16/64 - 15	92	416870	✓
	17/65 - 15	72	507186	✓
	17/65 - 15	82	982607	✓
	17/65 - 15	92	486911	✓

MICHELIN RALLY FORCE TECHNOLOGY · MICHELIN L-GRIP BLOCK TECHNOLOGY · MICHELIN 3D-SIPE LOCK TECHNOLOGY · MICHELIN RFID TECHNOLOGY

	COMPOUND	SURFACE		POLLUTION		CONDITIONS		
		ROLLING	BRITTLE	POLLUTED SOIL	CLEAN SOIL	MUD	DAMP	DRY
72	SOFT	■	■	■	■	■	■	
82	MEDIUM	■	■	■	■	■	■	■
92	HARD	■	■	■	■		■	■

TECHNICAL DATA

ASPHALT & SNOW

DIAMETER	SIZE	RANGE	COMPOUND	APPLICATION	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
15″	**16/61 - 15**	PILOT ALPIN	NA01 CL	Studded Snow	6,5	160	202	610	1926
	19/58 - 15	PILOT SPORT A	MW1	Wet	6	190	192	579	1820
	19/58 - 15	PILOT SPORT R	11	Soft	6,5	177	194	581	1825
	19/58 - 15	PILOT SPORT R	21	Medium	6,5	177	194	581	1825
	19/58 - 15	PILOT SPORT R	31	Hard	6,5	177	194	581	1825
16″	**16/61 - 16**	PILOT ALPIN	NA01	Snow	6,5	160	197	615	1934
	16/61 - 16	PILOT ALPIN	NA01 CL	Studded Snow	6,5	160	197	615	1934
	19/60 - 16	PILOT SPORT A	MW1	Wet	6,5	182	197	600	1887
	19/60 - 16	PILOT SPORT R	P01	Wet	6,5	180	198	602	1851
	19/60 - 16	PILOT SPORT R	11	Soft	6,5	180	198	602	1851
	19/60 - 16	PILOT SPORT R	21	Medium	6,5	180	198	602	1851
	19/60 - 16	PILOT SPORT R	31	Hard	6,5	180	198	602	1851
	19/60 - 16	PILOT SPORT PRO Rally	S10	Soft	6,5	169	198	599	1832
	19/60 - 16	PILOT SPORT PRO Rally	M20	Medium	6,5	169	198	599	1832
	19/60 - 16	PILOT SPORT PRO Rally	H30	Hard	6,5	169	198	599	1832
17″	**16/61 - 17**	PILOT ALPIN	NA01	Snow	7	159	197	610	1937
	16/61 - 17	PILOT ALPIN	NA01 CL	Studded Snow	7	159	197	610	1937
	19/63 - 17	PILOT SPORT A	MW1	Wet	7	182	202	629	1976
	19/63 - 17	PILOT SPORT R	11	Soft	7	180	199	631	1942
	19/63 - 17	PILOT SPORT R	21	Medium	7	180	199	631	1942
	19/63 - 17	PILOT SPORT R	31	Hard	7	180	199	631	1942
	19/63 - 17	PILOT SPORT PRO Rally	S10	Soft	7	179	203	628	1924
	19/63 - 17	PILOT SPORT PRO Rally	M20	Medium	7	179	203	628	1924
	19/63 - 17	PILOT SPORT PRO Rally	H30	Hard	7	179	203	628	1924
	20/63 - 17	PILOT SPORT R	11	Soft	8	200	222	626	1967
	20/63 - 17	PILOT SPORT R	21	Medium	8	200	222	646	1980
18″	**18/65 - 18**	PILOT ALPIN	NA01	Snow	8	175	221	650	2042
	18/65 - 18	PILOT ALPIN	NA01 CL	Studded Snow	8	175	221	650	2042
	20/65 - 18	PILOT SPORT A	MW1	Wet	8	202	226	646	1980
	20/65 - 18	PILOT SPORT A	SS02	Super Soft	8	202	225	649	2038
	20/65 - 18	PILOT SPORT A	S11	Soft	8	202	225	649	2038
	20/65 - 18	PILOT SPORT A	M21	Medium	8	202	225	649	2038
	20/65 - 18	PILOT SPORT A	H31	Hard	8	202	225	649	2038
	24/65 - 18	PILOT SPORT R VERSION GT	P01	Wet	9	229	251	648	2038
	24/65 - 18	PILOT SPORT R VERSION GT	11	Soft	9	226	249	649	2038
	24/65 - 18	PILOT SPORT R VERSION GT	21	Medium	9	229	251	648	2038
	29/65 - 18	PILOT SPORT R VERSION GT	P01	Wet	12	321	323	651	2047
	29/65 - 18	PILOT SPORT R VERSION GT	21	Medium	12	321	321	652	2047
	29/65 - 18	PILOT SPORT R VERSION GT	32	Hard	12	321	321	652	2047

ICE RALLY

DIAMETER	SIZE	RANGE	COMPOUND	APPLICATION	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
15″	**13/64 - 15**	X-ICE NORTH	NA01	Studded Ice	6	133	181	640	2011
	15/65 - 15	X-ICE NORTH	NA01 L	Studded Ice	7	150	204	650	1954
	15/65 - 15	X-ICE NORTH	NA01 R	Studded Ice	7	150	204	650	1954

GRAVEL RALLY

DIAMETER	SIZE	RANGE	COMPOUND	APPLICATION	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
15″	**14/62 - 15**	LTX FORCE T	71	Soft	6	145	184	624	1871
	14/62 - 15	LTX FORCE T	81	Medium	6	145	184	624	1871
	16/64 - 15	LTX FORCE T	81	Medium	6	164	205	644	1934
	16/64 - 15	LTX FORCE T	91	Hard	6	164	205	644	1934
	17/65 - 15	LTX FORCE T	71	Soft	6	186	197	643	2019
	17/65 - 15	LTX FORCE T	81	Medium	6	186	197	643	2019
	17/65 - 15	LTX FORCE T	91	Hard	6	186	197	643	2019
	16/64 - 15	LTX FORCE T XL	72	Soft	6	170	198	633	1910
	16/64 - 15	LTX FORCE T XL	82	Medium	6	170	198	633	1910
	16/64 - 15	LTX FORCE T XL	92	Hard	6	170	198	633	1910
	17/65 - 15	LTX FORCE T XL	72	Soft	7	180	208	645	1950
					6	180	196	645	1950
	17/65 - 15	LTX FORCE T XL	82	Medium	7	180	208	645	1950
					6	180	196	645	1950
	17/65 - 15	LTX FORCE T XL	92	Hard	7	180	208	645	1950
					6	180	196	645	1950
	17/65 - 15	PILOT SPORT GRAVEL	G70 L	Soft	7	180	213	648	2030
	17/65 - 15	PILOT SPORT GRAVEL	G70 R	Soft	7	180	213	648	2030
	17/65 - 15	PILOT SPORT GRAVEL	G80 L	Medium	7	180	213	648	2030
	17/65 - 15	PILOT SPORT GRAVEL	G80 R	Medium	7	180	213	648	2030
	17/65 - 15	PILOT SPORT GRAVEL	G91 L	Hard	7	180	213	648	2030
	17/65 - 15	PILOT SPORT GRAVEL	G91 R	Hard	7	180	213	648	2030

CLASSIC COMPETITION

ADVICE AND PRESSURES

COLD PRESSURE PREPARATION

We can distinguish between cold pressure and hot pressure. Recommended cold pressure varies depending on the temperature of the air/ground and the length of special stages. Hot pressure corresponds to the value measured at the end of a special stage.

WE RECOMMEND A COLD PRESSURE, I.E. ON DEPARTING THE "PIT", OF 1.8 BAR

The aim is to have a hot pressure between:

dry conditions - 2.0 bar à 2.3 bar maximum

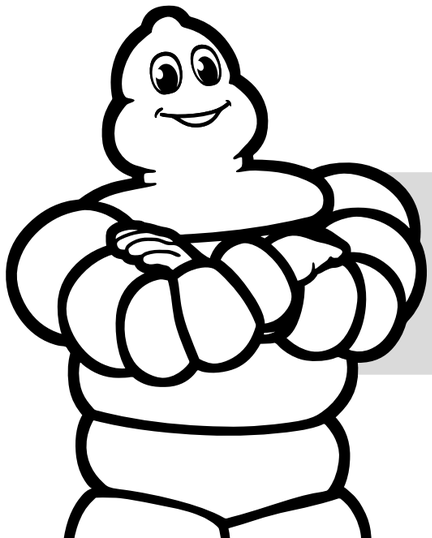
rainy conditions - 2.1 bar à 2.3 bar maximum

SET UP ADVICE

It is important to measure the pressure at the end of the special stage which corresponds to the **operating pressure.**

- below operating range ➜ no grip felt.
- higher than the operating range ➜ understeer, high degradation and increased wear at the centre of the tread area.

In rainy conditions, we recommend a cold pressure 0.1 bar higher than in dry conditions.



Data provided for informational purposes and may vary depending on actual conditions of use. In the event of use outside of normal conditions of use, these recommendations must be adapted. Consult a professional.

MICHELIN TB5+

DESIGNED FOR CLASSIC CAR RALLIES ON DRY ROADS

EXCELLENT GRIP ON DRY AND ABRASIVE ROADS

New tread compound (1) for fast start-up and grip on dry and abrasive roads. Available in 2 compounds adapted to different conditions.

EASE OF HANDLING

New architecture (1) and new tread compound (1) enable the tire to quickly reach the right operating temperature, allowing for confidence building feedback.

ROAD-APPROVED IN EUROPE ONLY

Ø 15"

Diameter	Size	Compound	CAI
15"	18/60 - 15 (225/50 R15 79V)	F	530264
	18/60 - 15 (225/50 R15 79W)	R	510252
	23/59 - 15 (265/40 R15 92W)	R	543567
	23/62 - 15 (275/45 R15 86W)	F	348012
	23/62 - 15 (275/45 R15 86W)	R	952030
	26/61 - 15 (285/40 R15 87W)	F	027687
	26/61 - 15 (285/40 R15 87W)	R	062696
	29/61 - 15 (335/35 R15 93W)	R	598686

IS AVAILABLE IN TWO TYPES OF ERASERS: F = SOFT / R = MEDIUM

MICHELIN TB15+

A MIXED TIRE FOR ROAD USE AND CLASSIC CAR RALLIES

EXCELLENT GRIP ON WET ROADS

The MICHELIN TB15+ is made up of several longitudinal lines for excellent water evacuation.

CONSISTENT PERFORMANCE

Designed with a tread compound for consistent performance in changing wet conditions.

ROAD-APPROVED IN EUROPE AND NORTH AMERICA

Ø 15"

Diameter	Size	Compound	CAI
15"	18/60 - 15 (215/55 R15 79V)	Mixed	920266
	23/62 - 15 (275/45 R15 86V)	Mixed	194557
	26/61 - 15 (295/40 R15 87V)	Mixed	979686
	29/61 - 15 (345/35 R15 93V)	Mixed	454443

(1) Comparison with MICHELIN TB5.

MICHELIN PB20

THE FULL-WET TIRE FOR CLASSIC CAR RALLIES

EXCELLENT GRIP ON WET ROADS

Thanks to a tread depth higher than the MICHELIN TB15+, the MICHELIN PB20 allows rallying on roads with very high water levels.

ROAD-APPROVED IN EUROPE ONLY

Ø 15"

Diameter	Size	Compound	CAI
15"	18/60 - 15 (205/55 R15 79H)	Wet	566033
	23/62 - 15 (275/45 R15 86H)	Wet	217685

TECHNICAL DATA

DIAMETER	SIZE	RANGE	COMPOUND	APPLICATION	RECOMMENDED RIM WIDTH	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
15"	**18/60 - 15**	TB5+	F	Soft	6 - 8	223	605	1912
	18/60 - 15	TB5+	R	Medium	6 - 8	223	605	1912
	18/60 - 15	TB15+	Mixed	Mixed	6 - 8	218	619	1945
	18/60 - 15	PB20	Wet	Wet	5,5 - 7,5	220	609	1869
	23/59 - 15	TB5+	R	Medium	9 - 10,5	274	592	1817
	23/62 - 15	TB5+	F	Soft	8,5 - 10,5	272	620	1903
	23/62 - 15	TB5+	R	Medium	8,5 - 10,5	272	620	1903
	23/62 - 15	TB15+	Mixed	Mixed	8,5 - 10,5	266	632	1987
	23/62 - 15	PB20	Wet	Wet	8,5 - 10,5	266	628	1928
	26/61 - 15	TB5+	F	Soft	9,5 - 11	288	610	1920
	26/61 - 15	TB5+	R	Medium	9,5 - 11	288	610	1920
	26/61 - 15	TB15+	Mixed	Mixed	9,5 - 11	290	618	1942
	29/61 - 15	TB5+	R	Medium	11 - 13	340	616	1890
	29/61 - 15	TB15+	Mixed	Mixed	11,5 - 13,5	334	626	1966

F = Soft - R = Medium.

HILL CLIMB

ADVICE AND PRESSURES

Data provided for informational purposes and may vary depending on actual conditions of use. In the event of use outside of normal conditions of use, these recommendations must be adapted. Consult a professional.

COLD OR HOT PRESSURE

We can distinguish between cold and hot pressure. Recommended cold pressure varies depending on the ambient ground temperature and the type of vehicle. Recommanded hot pressure varies depending on the length of the race and the temperature of the ground.

DRY CONDITIONS

		GROUND TEMPERATURE		
	PRESSION	5 to 15°C	15 to 30°C	Plus de 30°C
SINGLE-SEATER	COLD	**1.3 bar**	**1.2 bar**	**1.1 bar**
	HOT	**1.4 to 1.5 bar**		
PROTOTYPE	COLD	**1.3 bar**	**1.2 bar**	**1.1 bar**
	HOT	**1.4 to 1.5 bar**		
TOURING & PRODUCTION	COLD	**1.8 bar**	**1.7 bar**	**1.6 bar**
	HOT	**2 to 2.1 bar**		
GT	COLD	**1.85 bar**	**1.8 bar**	**1.7 bar**
	HOT	**2 to 2.1 bar**		

WET CONDITIONS

		WATER HEIGHT		
	PRESSION	High pressure, heavy rain, storm	Moderate, continuous rain	Low rainfall & drying track
SINGLE-SEATER	COLD	**1.4 bar**	**1.3 bar**	**1.2 bar**
	HOT	**1.5 to 1.6 bar**		
PROTOTYPE	COLD	**1.4 bar**	**1.3 bar**	**1.2 bar**
	HOT	**1.5 to 1.6 bar**		
TOURING & PRODUCTION	COLD	**1.9 bar**	**1.8 bar**	**1.7 bar**
	HOT	**2 to 2.1 bar**		
GT	COLD	**1.9 bar**	**1.85 bar**	**1.75 bar**
	HOT	**2 to 2.1 bar**		

In case of rain, you can use the Michelin rain circuit range. Consult an expert.

MICHELIN PILOT SPORT H S5C+

IMMEDIATE WARM UP FOR BETTER TIMES

INSTANT WARM UP

Thanks to a new synthetic tread compound, the MICHELIN Pilot Sport S5C+ offers instant grip and good consistency during a hill climb.

EXTENDED LIFE

New tread compound limits pick-up for better grip and longer life for more climbs.(1)

MICHELIN WARM-UP TECHNOLOGY

Ø13" Ø15" Ø17" Ø18"

Diameter	Size	CAI
13"	20/54 - 13	572426
	24/57 - 13	440225
15"	19/57 - 15	826415
17"	20/61 - 17	709288
	24/61 - 17	186062
18"	24/65 - 18	097251
	27/65 - 18	008126
	30/65 - 18	297011
	31/71 - 18	824574

(1) Comparison made with the MICHELIN Pilot Sport S5C.

TECHNICAL DATA

DIAMETER	SIZE	RANGE	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
13"	**24/57 - 13***	PILOT SPORT H S5C+	10	241	289	585	1765
15"	**19/57 - 15**	PILOT SPORT H S5C+	7	185	206	573	1774
17"	**20/61 - 17**	PILOT SPORT H S5C+	8	187	219	606	1870
	24/61 - 17	PILOT SPORT H S5C+	9	235	250	605	1857
18"	**24/65 - 18**	PILOT SPORT H S5C+	9	229	251	647	1988
	27/65 - 18	PILOT SPORT H S5C+	11	262	298	647	1988
	30/65 - 18	PILOT SPORT H S5C+	12,5	288	329	650	1996
	31/71 - 18	PILOT SPORT H S5C+	13	316	343	709	2192

** While stocks last.*

CIRCUIT

CIRCUIT

ADVICE AND PRESSURES

COLD PRESSURE PREPARATION

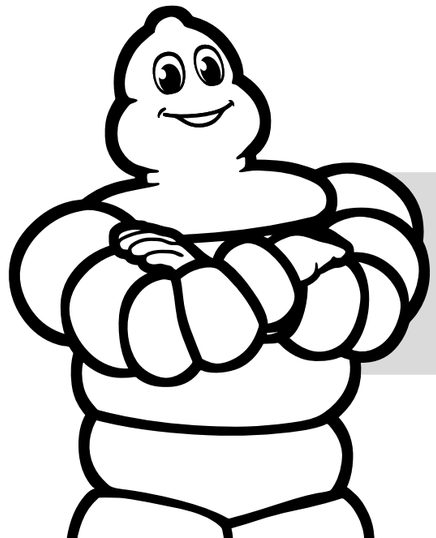
To target a hot pressure (working pressure), it is first necessary to determine the starting pressure, known as the cold pressure.
When the tire is warmed up, we can adopt a rule of thumb, which remains a rough guide, but which is reliable: 1°C = 0.01 bar.
For example: 1.20 bar at 20°C becomes 1.30 at 30°C.
Alternatively, you can use a "control set". In other words, a reference set, stored at the same ambient temperature as the other tires, which will enable you to adjust the cold pressure of your use sets throughout the day.

WARM UP

If you use a heater cabinet or tire warmers, the maximum heating temperature must not exceed the internal rolling temperature of the tires. Above this temperature, the properties of the rubber can change and thus degrade performance.
The minimum warm-up time is 45' to reach stabilisation.
The maximum heating time is 2 hours (beyond this, there is a risk of the rubber changing).

SET UP ADVICE

- Follow our recommendations (camber values and pressure according to vehicle load).
- It is possible to adjust the vehicle's front and rear pressures in order to improve the balance. For example: If the car oversteers, apply a lower pressure at the rear than at the front.
- It is possible to mix the front and rear rubbers if there is a front warm-up problem for propulsion, e.g.: S8 front and S9 rear.
- For a rain tire, adjust the pressure in accordance with the water quantities. (Increase the pressure in the event of aquaplaning, to lower the contact area).



Data provided for information purposes and may vary depending on actual conditions of use. In the event of use outside of normal conditions of use, these recommendations must be adapted. Consult a professional.

CIRCUIT

TOURING, GT, PROTOTYPE

		COMPOUND	SURFACE ABRASIVITY +	++	+++
MICHELIN PILOT SPORT CUP GT	**H1**	HARD		■	■
MICHELIN PILOT SPORT CUP T	**M1**	MEDIUM	■	■	■
	H1	HARD		■	■
MICHELIN PILOT SPORT GT M	**S7**	SOFT	■	■	
	S8	MEDIUM	■	■	■
	S9	HARD		■	■
MICHELIN PILOT SPORT CUP M +	**S8**	MEDIUM	■	■	■
	S9	HARD		■	■
MICHELIN PILOT SPORT GT L	**S8**	MEDIUM	■	■	■
	S9	HARD	■	■	■
MICHELIN PILOT SPORT GT	**P2L**	RAIN	■	■	■
	P2H	RAIN	■	■	■

CONDITIONS			GROUND TEMPERATURE (°C)								
DRY	DAMP	WET	0	5	10	15	20	25	30	35	40+
■						■	■	■	■	■	
■	■				■	■	■	■	■		
■						■	■	■	■	■	
■	■		■	■	■	■					
■	■				■	■	■	■	■		
■						■	■	■	■	■	■
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	■	■				■	■	■	■	■	
	■	■			■	■	■	■	■	■	

MICHELIN PILOT SPORT PRO GT

HIGH PERFORMANCE SLICK FOR GT

HARD

ROAD-APPROVED IN THE UNITED STATES ONLY

Ø 18''

Diameter	Size	Compound	CAI	RFID
18"	30/68 - 18	H1	159609	✔
	31/71 - 18	H1	854755	✔

CONSISTENT PERFORMANCE*

The tire's design improves endurance and longevity on the track while maintaining optimum grip levels.

BETTER DRIVING*

The new tire architecture offers greater stability on corner entry and lateral support to improve the car's balance.

QUICK WARM UP*

The tread is made of a new type of rubber that reaches the right operating temperature more quickly.

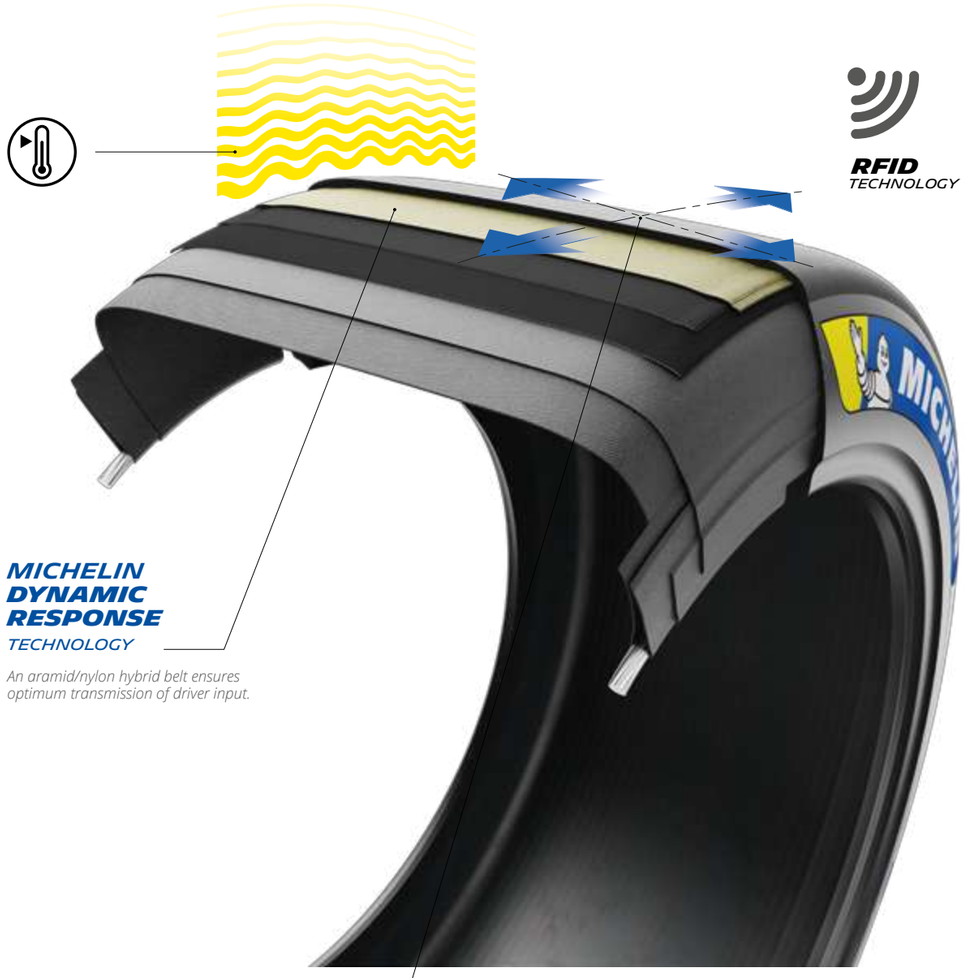
*A **NEW compound inspired** by our confidential WEC tire offers dynamic handling and consistent performance.*

MICHELIN WEC INSPIRED COMPOUND TECHNOLOGY · MICHELIN WARM-UP TECHNOLOGY · MICHELIN DRY ADAPTIVE COMPOUND TECHNOLOGY · MICHELIN DYNAMIC RESPONSE TECHNOLOGY · MICHELIN RFID TECHNOLOGY

*In-house studies conducted since September 2021 on various GT3 class vehicles. Comparison with the MICHELIN Pilot Sport M S9 (S9M) tire on different circuits with varying track temperatures.

MICHELIN WARM-UP TECHNOLOGY

MICHELIN racing synthetic elastomers, used in rubber blends and combined with high-tech synthetic resins, promote ultra-rapid warm-up to quickly reach optimum operating temperature.



MICHELIN DYNAMIC RESPONSE TECHNOLOGY

An aramid/nylon hybrid belt ensures optimum transmission of driver input.

MICHELIN DRY ADAPTIVE COMPOUND TECHNOLOGY

Rubber with a specific formulation providing grip and consistency in all dry conditions. Wide window of operation.

MICHELIN WEC INSPIRED COUMPOUND TECHNOLOGY

A new tread compound inspired by our confidential WEC tire that offers dynamic handling and consistent performance.

CIRCUIT

MICHELIN PILOT SPORT CUP GT

HIGH PERFORMANCE SLICK FOR GT

Ø 18"

CONSISTENT PERFORMANCE

The tire's design improves endurance and longevity on the track while maintaining optimum grip levels.

BETTER DRIVING

The new tire architecture offers greater stability on corner eral support to improve the car's balance.

QUICK WARM UP

The tread is made of a new type of rubber that reaches the right operating temperature more quickly.

Diameter	Size	Compound	CAI	RFID
18"	30/65 - 18	H1	787739	✔
	30/68 - 18	H1	112873	✔
	31/71 - 18	H1	799048	✔

MICHELIN WARM-UP TECHNOLOGY

MICHELIN DRY ADAPTIVE COMPOUND TECHNOLOGY

MICHELIN DYNAMIC RESPONSE TECHNOLOGY

MICHELIN RFID TECHNOLOGY

	COMPOUND	SURFACE ABRASIVITY			CONDITIONS			GROUND TEMPERATURE (°C)							
		+	++	+++	DRY	DAMP	WET	0	5	10	15	20	25	30	35	40+
H1	HARD		■	■	■						■	■	■	■	■	

MICHELIN PILOT SPORT CUP T

THE SLICK TIRE FOR TOURING VEHICLES

Ø 17"

DRIVING PRECISION

Offers precise steering thanks to a hybrid aramid/ nylon belt, designed to ensure optimum transmission of steering input.

OPTIMIZED CONSISTENCY AND LONGEVITY

The compound has been designed to ensure consistency and longevity in both sprint and endurance races.

RAPID WARM UP

The tread is made of a new type of compound that enables the optimal operating temperature to be reached more quickly.

Diameter	Size	Compound	CAI	RFID
17"	20/61 - 17	M1	956216	✔
	20/61 - 17	H1	510079	✔

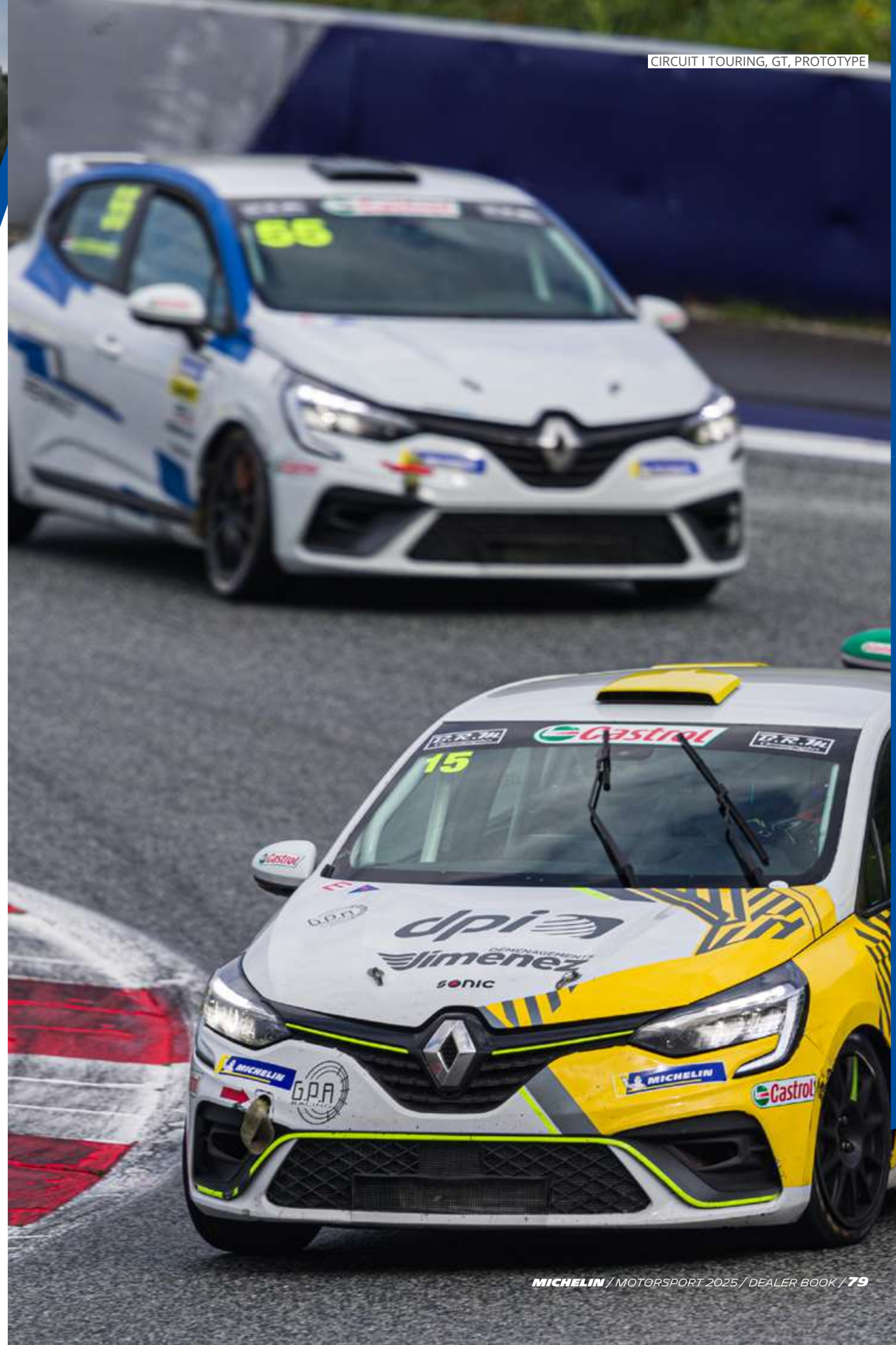
MICHELIN WARM-UP TECHNOLOGY

MICHELIN TRACK LONGEVITY 2.0 TECHNOLOGY

MICHELIN DYNAMIC RESPONSE TECHNOLOGY

MICHELIN RFID TECHNOLOGY

	COMPOUND	SURFACE ABRASIVITY			CONDITIONS			GROUND TEMPERATURE (°C)							
		+	++	+++	DRY	DAMP	WET	0	5	10	15	20	25	30	35	40+
M1	MEDIUM	■	■	■	■	■				■	■	■	■	■		
H1	HARD		■	■	■						■	■	■	■	■	■



MICHELIN
PILOT SPORT GT M

THE REFERENCE FOR A SLICK TIRE!

Ø15" Ø17" Ø18" Ø19"

Diameter	Size	Compound	CAI	RFID
15"	19/57 - 15	S8	862104	
17"	20/61 - 17	S9	721630	✔
18"	24/64 - 18	S9	246828	✔
	25/64 - 18	S8	208081	✔
	25/64 - 18	S9	173686	✔
	27/65 - 18	S8	320739	✔
	30/65 - 18	S7	344563	✔
	30/65 - 18	S8	050951	✔
	30/65 - 18	S9	520590	✔
	30/68 - 18	S7	654850	✔
	30/68 - 18	S8	377912	✔
	30/68 - 18	S9	763553	✔
	31/71 - 18	S7	620053	✔
	31/71 - 18	S8	593443	✔
	31/71 - 18	S9	927289	✔
	33/68 - 18	S8	272434	✔
	33/68 - 18	S9	120877	✔
19"	24/65 - 19	S8	948272	✔
	24/65 - 19	S9	088188	✔
	31/71 - 19	S9	350154	✔

OPTIMIZED GRIP

Thanks to a crown architecture inspired by the tires used in WEC (World Endurance Championship), the footprint is increased, improving grip.

PRECISE FEEDBACK

The casing is specifically designed to absorb the weight/power of new vehicles and ensure greater driving precision.

MICHELIN TRACK LONGEVITY 2.0 TECHNOLOGY — MICHELIN DYNAMIC RESPONSE TECHNOLOGY — MICHELIN RFID TECHNOLOGY

	COMPOUND	SURFACE ABRASIVITY +	++	+++	CONDITIONS DRY	DAMP	WET	GROUND TEMPERATURE (°C) 0	5	10	15	20	25	30	35	40+
S7	SOFT	■	■		■	■		■	■	■	■					
S8	MEDIUM	■	■	■	■	■				■	■	■	■	■	■	
S9	HARD		■	■	■						■	■	■	■	■	■

MICHELIN
PILOT SPORT GT M+

THE RIGHT SLICK TIRE FOR ENDURANCE!

Ø17" Ø18"

ENDURANCE

Thanks to its reinforced architecture, the tire offers improved endurance compared to its predecessor (1).

Diameter	Size	Compound	CAI	RFID
17"	24/61 - 17	S8	703963	
18"	27/65 - 18	S9	191018	✔
18"*	30/65 - 18	S9	237295	✔

**Approved in the U.S. only.*

OPTIMIZED GRIP

Thanks to a crown architecture inspired by the tires used in WEC (World Endurance Championship), the footprint is increased, improving grip.

MICHELIN TRACK LONGEVITY 2.0 TECHNOLOGY — MICHELIN DYNAMIC RESPONSE TECHNOLOGY — MICHELIN RFID TECHNOLOGY

	COMPOUND	SURFACE ABRASIVITY +	++	+++	CONDITIONS DRY	DAMP	WET	GROUND TEMPERATURE (°C) 0	5	10	15	20	25	30	35	40+
S8	MEDIUM	■	■	■	■	■				■	■	■	■	■		
S9	HARD		■	■	■						■	■	■	■	■	■

(1) Comparison made with 24/61-17 MICHELIN PILOT SPORT GT S8M.

CIRCUIT

MICHELIN
PILOT SPORT GT L

THE VERSATILE SLICK TIRE

CONSISTENT PERFORMANCE

The tire's durable casing guarantees consistent performance lap after lap, all the way to the finish line.

Ø15" Ø16" Ø17" Ø18"

Diameter	Size	Compound	CAI
15"	18/58 - 15	S9	370109
16"	23/61 - 16	S9	273199
17"	20/61 - 17	S8	853709
	24/61 - 17	S8	146154
18"	25/64 - 18	S8	373234
	25/64 - 18*	S9	205461
	27/65 - 18	S8	873904
	27/65 - 18	S9	033685
	27/68 - 18	S8	863682

** While stocks last.*

	COMPOUND	SURFACE ABRASIVITY			CONDITIONS			GROUND TEMPERATURE (°C)								
		+	++	+++	DRY	DAMP	WET	0	5	10	15	20	25	30	35	40+
S8	MEDIUM															
S9	HARD															

MICHELIN
PILOT SPORT GT P2L

DESIGNED FOR WET AND DRY TRAILS

Ø15" Ø16" Ø18" Ø19"

Diameter	Size	Compound	CAI
15"	18/58 - 15	P2L	698915
16"	23/61 - 16	P2L	853299
18"	24/64 - 18	P2L	503749
	25/64 - 18	P2L	448993
	27/65 - 18	P2L	463077
	27/68 - 18	P2L	765707
	30/65 - 18	P2L	619653
	30/68 - 18	P2L	447350
	31/71 - 18	P2L	797297
19"	24/65 - 19	P2L	206124
	31/71 - 19	P2L	398275

GRIP

The tread pattern ensures good water evacuation in the wet, while maintaining performance in the dry. The two longitudinal lines limit the risk of aquaplaning.

MICHELIN WATER BRAKE TECHNOLOGY

	COMPOUND	SURFACE ABRASIVITY			CONDITIONS			GROUND TEMPERATURE (°C)								
		+	++	+++	SEC	DAMP	WET	0	5	10	15	20	25	30	35	40+
P2L	RAIN															

MICHELIN
PILOT SPORT GT P2H

THE FULL-WET CIRCUIT TIRE

Ø15" Ø17" Ø19"

Diameter	Size	Compound	CAI
15"	19/57 - 15	P2H	964131
17"	20/61 - 17	P2H	178573
	24/61 - 17	P2H	201854
19"	24/65 - 19	P2H	588214
	28/69 - 19	P2H	454416

GRIP

Thanks to a high groove rate, the tire has great evacuation potential with very high water levels.

	COMPOUND	SURFACE ABRASIVITY			CONDITIONS			GROUND TEMPERATURE (°C)								
		+	++	+++	DRY	DAMP	WET	0	5	10	15	20	25	30	35	40+
P2H	RAIN															

CIRCUIT I PORSCHE CUP

PORSCHE CUP

MICHELIN
PILOT SPORT CUP N3 & N3R

SPECIFICALLY DEVELOPED FOR PORSCHE 911 GT3 CUP (992)

Ø18"

Diameter	Size	Compound	CAI	RFID
18"	30/65 - 18	N3	530030	✔
	31/71 - 18	N3R	242655	✔

GRIP AND LONGEVITY

Composed of a different mixture of front and rear axles, it provides grip [1] and durability.

VERSATILE

A unique tread compound that enables the tire to perform in all conditions.

CONSISTENT PERFORMANCE

Architecture inspired by GT500 and WEC and adapted for Porsche race formats, it guarantees consistent performance throughout the race.

MICHELIN TRACK LONGEVITY 2.0 TECHNOLOGY (KM / MILES)

MICHELIN DRY ADAPTIVE COMPOUND TECHNOLOGY

MICHELIN RFID TECHNOLOGY

As with every project, whether on the track or on the road, MICHELIN is committed to designing and supplying tires that are perfectly suited to Porsche vehicles, in order to take full advantage of their potential.

PORSCHE | MICHELIN

(1) Compared with its predecessor, the MICHELIN Pilot Sport Cup N2.

MICHELIN
PORSCHE CUP N2 & N2R

DEVELOPED FOR PORSCHE CARRERA CUP

Ø18"

GRIP AND LONGEVITY

Designed to meet the requirements of Porsche vehicles, the MICHELIN Porsche Cup N2 provides good lateral support.

CONSISTENT PERFORMANCE

Developed specifically for Porsche racing formats, its architecture offers consistent performance.

Diameter	Size	Compound	CAI
18"	25/64 - 18	N2	386513
	27/65 - 18	N2	907466
	27/68 - 18	N2R	122997
	30/68 - 18	N2	628143
	31/71 - 18	N2	297596

** While stocks last.*

MICHELIN DRY ADAPTIVE COMPOUND TECHNOLOGY

CIRCUIT

SINGLE-SEATER

MICHELIN
PILOT SPORT M S512

THE 1ST MICHELIN SINGLESEAT 17'' SLICK

CORNERING STABILITY

The 17" tire increases cornering speed thanks to a sidewall height reduced by 15 %[1].

INCREASED GRIP

20% larger contact patch[1] for superior grip in all racing situations.

CONSISTENT PERFORMANCE

A new casing and a compound offer consistent performance lap after lap all the way to the finish line.

CO-DEVELOPED WITH TATUUS ON THE RENAULT TATUUS F3 T-3 18

Ø 17''

Diameter	Size	Compound	CAI
17"	24/61 - 17	S512	390956
	28/64 - 17	S512	947497

MICHELIN ***SILICA*** *WET TECHNOLOGY*

MICHELIN ***DYNAMIC RESPONSE*** *TECHNOLOGY*

MICHELIN ***CONTACT*** *PATCH 3.0*

MICHELIN
PILOT SPORT M P512

THE 17'' SINGLE-SEATER RAIN TIRE

WET GRIP

Thanks to its highly grooved tread pattern, the MICHELIN Pilot Sport P512 has a high evacuation potential to provide grip on wet tracks.

CO-DEVELOPED WITH TATUUS ON THE RENAULT TATUUS F3 T-3 18

Ø 17''

Diameter	Size	Compound	CAI
17"	24/61 - 17	P512	227151
	28/64 - 17	P512	901628

(1) Compared with a MICHELIN Pilot Sport S412 in size 13.

PROTOTYPE LEGEND

MICHELIN
PILOT SPORT LEGENDS S819

THE SLICK TIRE OF LEGENDARY PROTOTYPES!

Ø18"

WARM UP AND GRIP

Thanks to a rubber compound and architecture adapted to the requirements of historic LMP1 and LMP2 vehicles, it guarantees rapid warm up and optimum grip.

FEEDBACK

A tire designed to allow drivers to rediscover the driving pleasure of legendary prototypes.

Diameter	Size	Compound	CAI	RFID
18"	33/65 - 18	S819	188873	✔
	33/68 - 18	S819	840076	✔
	36/71 - 18	S819	466857	✔
	37/71 - 18	S819	993138	✔

MICHELIN
PILOT SPORT LEGEND P219

THE RAIN TIRE FOR LEGENDARY PROTOTYPES!

Ø18"

EXTREME GRIP IN THE RAIN

Thanks to its high groove ratio, the tire has great evacuation potential on tracks with very high water levels.

Diameter	Size	Compound	CAI
18"	33/65 - 18	P219	012133
	33/68 - 18	P219	627171
	36/71 - 18	P219	476628

TECHNICAL DATA

CIRCUIT GT - TOURING - PROTOTYPE

DIAMETER	SIZE	RANGE	COMPOUND	APPLICATION	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
15″	**18/58 - 15**	PILOT SPORT GT L	S9	Hard	8	179	220	588	1847
	19/57 - 15	PILOT SPORT GT M	S8	Medium	7	185	206	573	1774
	19/57 - 15	PILOT SPORT GT	P2H	Wet	7	185	206	573	1762
16″	**23/61 - 16**	PILOT SPORT GT L	S9	Hard	10	236	276	616	1935
17″	**20/61 - 17**	PILOT SPORT GT L	S8	Medium	8	190	225	604	1890
	20/61 - 17	PILOT SPORT GT M	S9	Hard	8	187	219	606	1870
	20/61 - 17	PILOT SPORT CUP T	M1	Medium	7 (Clio Cup)	183	207	607	1907
	20/61 - 17	PILOT SPORT CUP T	H1	Hard	7 (Clio Cup)	183	207	607	1907
	20/61 - 17	PILOT SPORT GT	P2H	Wet	8	191	223	604	1854
	24/61 - 17	PILOT SPORT GT M+	S8	Medium	9	235	250	605	1857
	24/61 - 17	PILOT SPORT GT L	S8	Medium	9	235	248	605	1857
	24/61 - 17	PILOT SPORT GT	P2H	Wet	9	224	248	610	1861
18″	**24/64 - 18**	PILOT SPORT GT M	S9	Medium	9,5	225	255	646	2000
	24/64 - 18	PILOT SPORT GT	P2L	Wet	9,5	225	255	651	2000
	25/64 - 18	PILOT SPORT GT M	S8	Medium	10	249	271	642	1990
	25/64 - 18	PILOT SPORT GT M	S9	Hard	10	249	271	642	1990
	25/64 - 18	PILOT SPORT GT L	S8	Medium	10	249	271	642	1990
	25/64 - 18	PILOT SPORT GT M	S9	Hard	10	249	271	642	1990
	25/64 - 18	PILOT SPORT GT L	S9	Hard	10	249	271	642	1990
	25/64 - 18	PILOT SPORT GT	P2L	Wet	10	231	269	647	2031
	27/65 - 18	PILOT SPORT GT M	S8	Medium	11	260	284	650	2015
	27/65 - 18	PILOT SPORT GT M+	S9	Medium	11	260	284	650	2015
	27/65 - 18	PILOT SPORT GT L	S8	Medium	11	260	298	648	1990
	27/65 - 18	PILOT SPORT GT L	S9	Medium	11	260	298	648	1990
	27/65 - 18	PILOT SPORT GT	P2L	Wet	11	260	299	652	2048
	27/68 - 18	PILOT SPORT GT L	S8	Medium	11	260	298	648	1990
	27/68 - 18	PILOT SPORT GT	P2L	Wet	11	255	295	684	2147
	30/65 - 18	PILOT SPORT GT M	S7	Soft	12,5	288	329	650	1996
	30/65 - 18	PILOT SPORT GT M	S8	Medium	12,5	288	329	650	1996
	30/65 - 18	PILOT SPORT GT M	S9	Hard	12,5	288	329	650	1996
	30/65 - 18	PILOT SPORT GT M+	S9	Hard	11	285	308	651	2045
	30/65 - 18	PILOT SPORT CUP GT	H1	Hard	12,5 (LMP3)	289	328	650	2042
	30/65 - 18	PILOT SPORT CUP GT	H1	Hard	11 (GT)	289	304	651	2046
	30/65 - 18	PILOT SPORT GT	P2L	Wet	12,5	295	325	653	2057
	30/68 - 18	PILOT SPORT GT M	S7	Medium	12	306	327	678	2104
	30/68 - 18	PILOT SPORT GT M	S8	Hard	12	306	327	678	2104
	30/68 - 18	PILOT SPORT GT M	S9	Hard	12	306	327	678	2104
	30/68 - 18	PILOT SPORT CUP GT	H1	Hard	12,5	288	333	682	2141
	30/68 - 18	PILOT SPORT PRO GT	H1	Hard	12,5	298	334	688	2138
	30/68 - 18	PILOT SPORT GT	P2L	Wet	12,5	311	329	684	2150
	31/71 - 18	PILOT SPORT GT M	S7	Soft	13	310	347	712	2185
	31/71 - 18	PILOT SPORT GT M	S8	Medium	13	310	347	712	2185
	31/71 - 18	PILOT SPORT GT M	S9	Hard	13	310	347	712	2185
	31/71 - 18	PILOT SPORT CUP GT	H1	Hard	13	307	353	712	2236
	31/71 -18	PILOT SPORT PRO GT	H1	Hard	13	312	352	715	2223
	31/71 - 18	PILOT SPORT GT	P2L	Wet	13	313	347	711	2232

CIRCUIT GT - TOURING - PROTOTYPE

DIAMETER	SIZE	RANGE	COMPOUND	APPLICATION	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
18″	**33/68 - 18**	PILOT SPORT GT M	S8	Medium	13	312	352	682	2146
	33/68 - 18	PILOT SPORT GT M	S9	Hard	13	312	352	682	2146
19″	**24/65 - 19**	PILOT SPORT GT M	S8	Medium	9	230	249	647	1986
	24/65 - 19	PILOT SPORT GT M	S9	Medium	9	230	249	647	1986
	24/65 - 19	PILOT SPORT GT	P2L	Wet	9,5	222	269	652	2023
	24/65 - 19	PILOT SPORT GT	P2H	Wet	10	227	249	647	1986
	28/69 - 19	PILOT SPORT GT	P2H	Wet	11	275	306	690	2148
	31/71 - 19	PILOT SPORT GT M	S9	Hard	13	316	343	709	2192
	31/71 - 19	PILOT SPORT GT	P2L	Wet	13	316	344	711	2232

CIRCUIT PORSCHE CUP

DIAMETER	SIZE	RANGE	COMPOUND	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
18″	**25/64 - 18**	PORSCHE CUP	N2	9,5	249	271	642	1990
	27/65 - 18	PORSCHE CUP	N2	11	263	295	646	2025
	27/68 - 18	PORSCHE CUP	N2R	11	265	306	679	2111
	30/65 - 18	PILOT SPORT CUP	N3	12	296	320	651	2020
	30/68 - 18	PORSCHE CUP	N2	12	298	327	680	2108
	31/71 - 18	PILOT SPORT CUP	N3	13	311	348	708	2197
	31/71 - 18	PILOT SPORT CUP	N3R	13	311	348	708	2199
	31/71 - 18	PORSCHE CUP	N2	13	314	348	707	2131

CIRCUIT SINGLE-SEATER

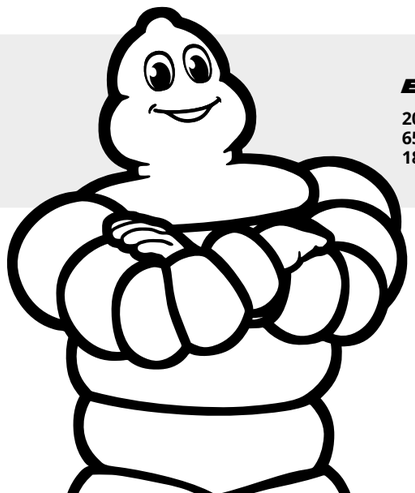
DIAMETER	SIZE	RANGE	COMPOUND	APPLICATION	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
17″	**24/61 - 17**	PILOT SPORT M	P512	Wet	9	221	249	605	1863
	24/61 - 17	PILOT SPORT M	S512	Slick	9	220	249	602	1866
	28/64 - 17	PILOT SPORT M	P512	Wet	11	291	315	647	1995
	28/64 - 17	PILOT SPORT M	S512	Slick	11	290	315	642	1992

CIRCUIT PROTOTYPE LEGEND

DIAMETER	SIZE	RANGE	COMPOUND	APPLICATION	RECOMMENDED RIM WIDTH	TREAD WIDTH (MM)	TIRE SECTION (MM)	INFLATED DIAMETER (MM)	ROLLING CIRCUMFERENCE (MM)
18″	33/65 - 18	PILOT SPORT LEGENDS	P219	Wet	13,5	312	357	651	2008
	33/65 - 18	PILOT SPORT LEGENDS	S819	Medium/Hard	13,5	312	357	651	2019
	33/68 - 18	PILOT SPORT LEGENDS	P219	Wet	13,5	312	360	681	2095
	33/68 - 18	PILOT SPORT LEGENDS	S819	Medium/Hard	13,5	312	360	681	2110
	36/71 - 18	PILOT SPORT LEGENDS	P219	Wet	14,5	350	391	710	2189
	36/71 - 18	PILOT SPORT LEGENDS	S819	Medium/Hard	14,5	350	391	710	2200
	37/71 - 18	PILOT SPORT LEGENDS	S819	Medium/Hard	14,5	356	400	715	2220

TECHNICAL DATA

READING A TIRE



EG: 20/65-18

20: Tread width in cm
65: Tire outside diameter in cm
18: Rim diameter in inches

RECOGNISING AND ACTING

WHAT TO DO IN CASE OF DAMAGE?

If a customer notices a fault, he should report it to his distributor or to the technician on site.

To report a complaint, the distributor must log on to the following site:

https://motorsportclaim.michelingroup.com

1. Log on (ID + password).

2. Press the 'add a new claim' button.

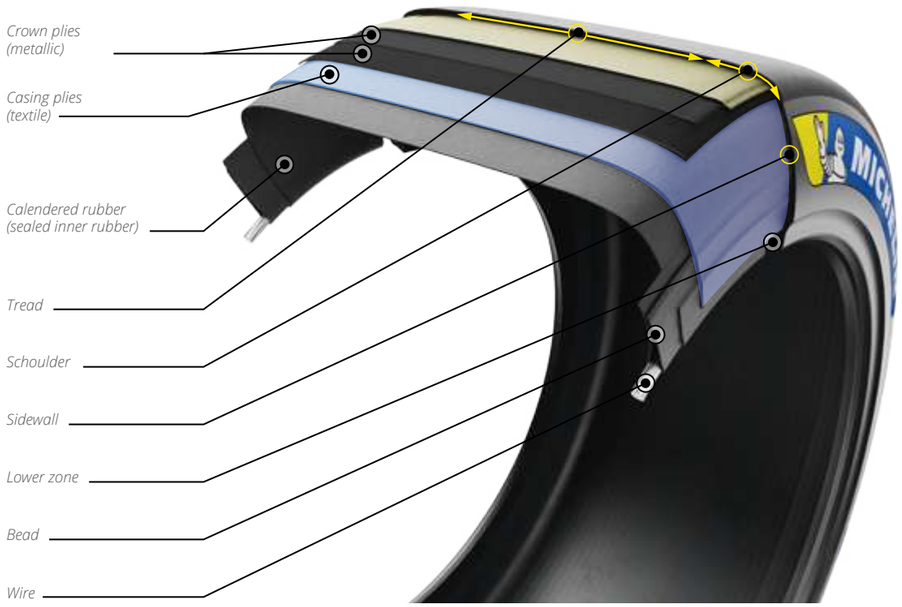
3. Fill in all the fields in each page.

CAUTION: the customer,s email and the photos are mandatory. Quality of the photos must be appropriate.

- Please review the information carefully before submitting your claim. At any time you can go back and add missing information,
- The claim will be taken into account and will go into analysis status,
- The customer (distributor in copy) will receive a reply by e-mail.

If Michelin expresses the need to appraise the tire, a request will be made to the distributor via the tool (tire to be returned to the address indicated).
The distributor must then reply when the tire is sent "tire sent".
Each distributor can track the progress of his claims via the tool.
The richness of the information provided contributes greatly to the quality and speed of the response.

PRESENTATION OF A TIRE



DAMAGE
ON THE TIRES

NO INJURY OR DEFORMATION SHOULD BE OVERLOOKED

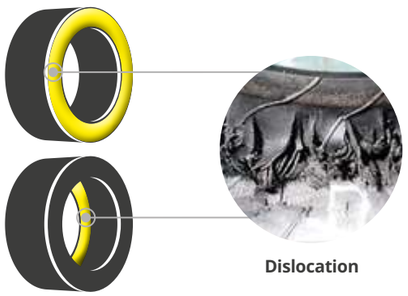
Any visible injury or abnormality (sidewall or tread deformation, deep cut, breakage, vibration, draught, etc.) must be examined in detail. The diagnosis will determine whether the tire can be repaired or whether it should be taken off the road for good.

CONSEQUENCES OF UNDER-INFLATION

Marbling

Description	The symptoms and consequences of driving with underinflation can take the form of: • Marbling (folding of the inner liner), • Dislocation of all or part of the innerliner, • Total or partial loss of tread, • Circular rupture of the carcass ply.
Origins	Driving with insufficient pressure leads to excessive bending of the casing, causing abnormal heating and irreversible damage.
Checks / Advice	Damage can be undetectable from the outside, which is why there is a need, in the event of a puncture, to remove the tire to check its condition. Under no circumstances should a marbled tire be repaired and put back on the road. The tire must be replaced.

BREAKAGE OR DISLOCATION OF THE CASING PLIES FOLLOWING FLAT RUNNING



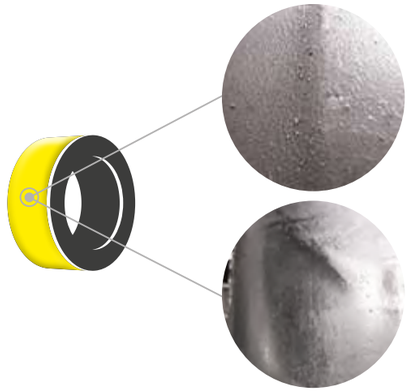
Dislocation

Description	Damage to the casing following a run-flat due to a loss of pressure, which may manifest itself as: • Deformation of the carcass at sidewall level, with possible cable rupture. • Radial cracks in the inner liner and / or of the sidewall rubber at one or more points. • Separation between the carcass ply and the crown block, which may lead to tearing.
Origins	All damage resulting in loss of pressure.
Checks / Advice	After a tire has punctured and run flat the tire must be removed and cannot be reused.

CRACKING SIDEWALL

Description	Black rubber cracks.
Origins	Excessive heating which may be due to: • Extensive work on the carcass (in particular underinflated), • Exposure to ozone or prolonged exposure to light, • Contact with products such as waxes, varnishes, washing products, etc.
Checks / Advice	Following this type of incident, it is important to: • Check the conditions of use: roads, paths, type of driving... to adapt the tire to the correct use, • Adjust the tire load and pressures, • Check tire storage and maintenance conditions (in the shop or on the yard).

CROWN DEFORMATION
= EXTENDED SEPARATION OUR CROWN PLY CABLES WITHOUT RUST



Description	This damage may affect the top layer n°1 only, top sheet n°2 only or both top layers. Damage may manifest itself as deformation (bulging top) or torsion of the crown block, which may be localized over the width of the crown or circular on one edge.
Origins	This damage is linked to the ageing of the product.
Checks / Advice	A tire with a top deformation cannot be used. The tire must be replaced.

SEPARATION BETWEEN CROWN PLIES

Description	Separation generally begins at the ends of the top layers and may develop into a pocket, or become generalised. Rubber between layers can be reduced to a powder. Sometimes you can observe a sticky rubber appearance. Sometimes shiny cables are evident due to friction. This damage can lead to a sudden loss of pressure or rupture of the carcass ply.
Origins	This phenomenon can have several causes: • Overloading or under-inflation, • Severe slippage, • Prolonged driving at high speed, • Localised stress when passing over an obstacle, • Hammering.

ADVICE AND USE

INTRODUCTION

We recommend you comply with the following safety and usage instructions.

These instructions are valid subject to more restrictive local statutory provisions for tires decreed or required by the competition, raid or track organizers.

Failure to comply with these instructions or procedures may give rise to an incorrect fitting and cause premature deterioration of the tire.

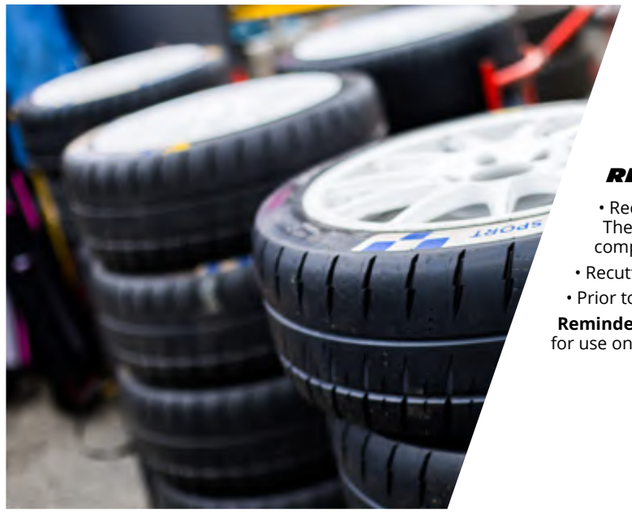
Use on banking circuits requires specific tires and/or conditions of use. Prior to any use, read the recommendations for use on our website **www.michelinmotorsport.com** or make enquiries with your usual Michelin contact.

RULES FOR CHECKING BEFORE USE

Tires must be chosen in accordance with the vehicle's equipment, as defined by the tire manufacturer and the vehicle manufacturer. On the same axle, make sure that the tires are of the same type (brand, trade name, dimensions, structure).

Before ´tting:

- That the diameter of the rim corresponds exactly to the inside diameter of the tire.
- That the rim width conforms to that recommended by the manufacturer or, failing that, to the standards cited (ETRTO, TRA, JATMA, ETC.).
- That the type of rim (tubeless, tube type) corresponds to the type of tire.
- That the rim is in good condition and shows no signs of deterioration (cracks, deformation, etc.).
- The rim is strong enough to withstand the pressure required for fitting.
- That the tires show no signs of repair.
- The valves are in good condition; if not, replace them.



RECUTTING OF TIRES

- Recutting a tire modifies its characteristics and performance. The operation requires suitable equipment and tools, as well as compliance with instructions.
- Recutting a used tire (not new) is prohibited.
- Prior to any recutting operation, contact your Michelin technician.

Reminder: recutting or regrooving ECE R30-approved tires, intended for use on public roads, is prohibited.

CONDITIONS OF USE

- Never treat the tread rubber with a chemical.
- Do not use tires of which the background is unknown.
- Within the framework of the use of heating cabinets, never place fitted assemblies in contact with metal parts and/or directly over the heat source.
- Ensure that the pressure, bodywork, speed and axle load values are those recommended by Michelin in accordance with the intended use (update the recommendations in accordance with use).

Standard recommendations for use are available on our website **www.michelinmotorsport.com** or from your Michelin technician.

FITTING AND REMOVING *A TIRE*

Fitting, removing, inflating and balancing tires must be carried out using suitable equipment in good condition, and entrusted to trained and qualified personnel, who will ensure, in particular:

- Compliance with the constructor's guidelines and the legal rules in choosing tires.
- Prior inspection of the external and internal appearance of the tire by the fitter.
- Compliance with the tire fitting, removal, balancing and inflation procedures.
- Compliance with the positioning of the tire on the vehicle (left, right; front, rear).
- Compliance with the operating pressure.
- Measurement equipment such as a pressure gauge or torque wrench must be calibrated and inspected at least once a year by an approved body, or failing this by the supplier or manufacturer.
- Make sure that the mounting equipment is suitable for to the type of installation. To use these devices the machine manufacturer's user manual.
- Observe the mounting direction for a directional tire.
- Lubricate the rim seats and tire beads with a suitable product.
- In the case of standard tube mounting (with inner tube), the size of the inner tube must correspond to that of the tire (section and diameter) and the rim must be in a condition to fit the inner tube without damaging it.

INFLATION & BALANCING

INFLATION

- **Important note:** only use inflation stations intended for this purpose. In no event should the operator remain in immediate proximity to the tire assembly. As a result, you must ensure that the compressed air pipe fixed to the valve is equipped with a safety clip and that it is of a sufficient length to allow the operator to move beyond any projection trajectories, in the event of an incident. Keep people not involved in the inflation operation away from the site where this is carried out.
- Remove the interior part of the valve.
- Start inflation and check the beads are correctly centred in relation to the edge of the rim.
- If the beads are poorly centred, deflate and start the operation again in full, including lubrication.
- Continue to inflate to 3.5 bar in order to obtain correct bead placement. For higher pressures, use a protection cage when inflating the tire.
- Replace the valve interior and adjust the operating pressure.
- Install the polyamide cap with seal in order to ensure full leak-tightness.

BALANCING

- It is recommended the four tires be balanced for track use.
- The balancing machines must be calibrated in accordance with manufacturer instructions.
- Specific attention is to be paid to the mechanisms (cone/ screw plate) centring the assembly on the machine.

STORAGE AND TRANSPORT

Tires must not be subject to:

- Direct and prolonged exposure to sunlight
- Sources of extreme heat and humidity (storage in tropical-type weather conditions).
- Solvents, lubricants, fuels and other chemicals.
- Ozone emissions from equipment such as a transformer, welder, electric motor, etc.
- Long-term storage in a stack.

Non-compliance with these storage recommendations may significantly reduce the period over which the tire retains its performance. The storage location must be dry, ventilated, out of direct light and kept solely for tires. Racks allowing tires to be stored vertically are to be used in order to avoid tension on the casings.

DURING STORAGE AND TRANSPORT, THE TEMPERATURE MUST BE HIGHER THAN:

Circuit, Hill Climb and Classic competition range	Minimum storage temperature	Minimum transport temperature
Slick	10°C	15°C
Wet	5°C	10°C

Rally range	Minimum storage temperature	Minimum transport temperature
Asphalt	10°C	10°C
Gravel	10°C	10°C

TIRE AGEING

- Tires age, even if they are not used, or if they are only used occasionally; excessive tire age can lead to a loss of grip.
- Remove tires from use when these show clear signs of ageing or wear (cracks in the rubber of the tread, shoulder or lower zone sidewall, deformations, etc.). If in doubt, refer to a tire professional.
- We recommend using Michelin Competition tires within a maximum of 24 months following their date of purchase (within 4 months in the event of storage in severe tropical- type conditions) or within 12 months for wet tires.

VALVE

- Comply with the instructions for use provided by the manufacturers (tightening and rim compatibility, type of alloys, alignment).
- Systematically retighten the polyamide valve cap with seal (equipment necessary for correct heat resistance). This ensures the valve mechanism is protected and that the tire assembly is leak proof.
- Ensure the valve is in good condition (no ovalisation, signs of impact, etc.).
- Regularly check the tightening torques on screw valves.
- Only use metal valves (track) or rubber valves (rally).

CARE AND MAINTENANCE

- Check tire pressure before every ride and correct the pressure if it no longer corresponds the operating pressure. Tire pressure should be checked when the tires are cold (tires that have not been driven or heated).
- Nitrogen inflation does not dispense with the need to check tire pressure regularly.
- In the event of an unusual loss of pressure, check the external and internal condition of the tire as well as the condition of the wheel and valve.
- Any punctures, cuts or visible deformation must be examined in detail by a tire professional. Never use a damaged or deformed tire or one that has run flat.

TECHNICAL DATA

RECOMMENDATIONS

- Michelin Competition tires are for use on events on closed roads and not for non-competitive road use.
- The integrity of a rally tire's construction is guaranteed for the wear or grip potential.
- Non-compliance with certain recommendations (e.g. camber, tire pressures) may lead to tire degradation or performance fall-off (higher wear, poor car balance, understeer, oversteer).
- These recommendations do not cover unforeseen incidents such as punctures.

***DISCOVER OUR RECOMMENDATIONS IN REAL TIME** WITH THE QR CODE BELOW*

To stay updated of the latest recommendations available.

IN THE EVENT OF USE OUTSIDE NORMAL CONDITIONS OF USE, CONTACT THE MICHELIN MOTORSPORT TECHNICAL DEPARTMENT.

Data for guidance only and may vary according to actual conditions of use. For use outside normal operating conditions, these recommendations must be adapted. Consult a professional.

INFORMATION

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Tires are recycable products

MICHELIN