

DEALER BOOK
CUSTOMER RACING

2024



MICHELIN



«Dear distributor,

For many years, our joint presence in the field has enabled us to develop our know-how and our products new product innovations to serve our customers.

In 2023, we expanded our product ranges with new high-tech products, still manufactured in France: the MICHELIN Pilot Sport^{Gravel} and the MICHELIN Pilot Sport Pro^{Rally} for rallying, and the MICHELIN Pilot Sport Cup^{GT} for circuit racing. This year, we offer you optimized performance on certain rubber compounds (G91, LTX Force T XL and MICHELIN Porsche Cup N2R), as well as a new high-performance touring tire to be introduced on the American market: the MICHELIN Pilot Sport Pro^{GT}.

We are also working on the creation of new premium services such as simulation offers, while reimagining the digital racing experience, which will enrich our customers' experience, which is so important to us.

Tomorrow's competitions will require us to take up new challenges: sustainable products, quality services, premium experience. Let's start today facing these challenges together! In the first few pages, we share our vision and goals with you, through a simple message: #WeRaceForChange.

Enjoy discovering this 2024 version of the Michelin Motorsport catalogue.

My entire team remains at your disposal should you have any questions.

Sincerely yours »

*Julien Vial
European Customer Racing Manager*

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WHY MICHELIN?

MICHELIN, TRUSTED TIRES IN MOTORSPORT

1st tire brand by value 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.



A PIONEER IN MOBILITY INNOVATION SINCE 1889 (2)



1891

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



1895

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



1951

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



1967

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

(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>

(2) A pioneering brand since 1889: not only was Michelin the first to design an inner tube for radial bicycle tires, it is also a pioneer in electrification (Formula E, MotoE).

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



Services & solutions

Rally

Classic competition

Hill Climb

Circuit

Technical data



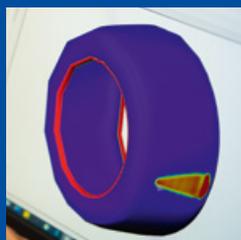
2012

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



2019

Michelin unveils Uptis, the airless tire.



2021

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



2023

Michelin unveiled a competition tire that incorporates 63% sustainable materials, equipping the GreenGT hydrogen prototype as well as the 100% electric Porsche GT4 ePerformance.

#WE RACE FOR CHANGE



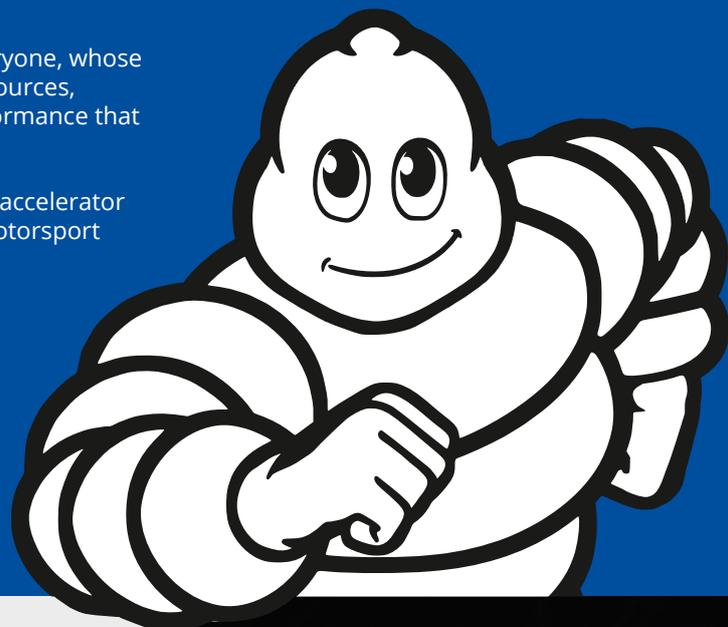
WATCH THE VIDEO

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 CO₂ 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 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.



MODELLING & SIMULATION

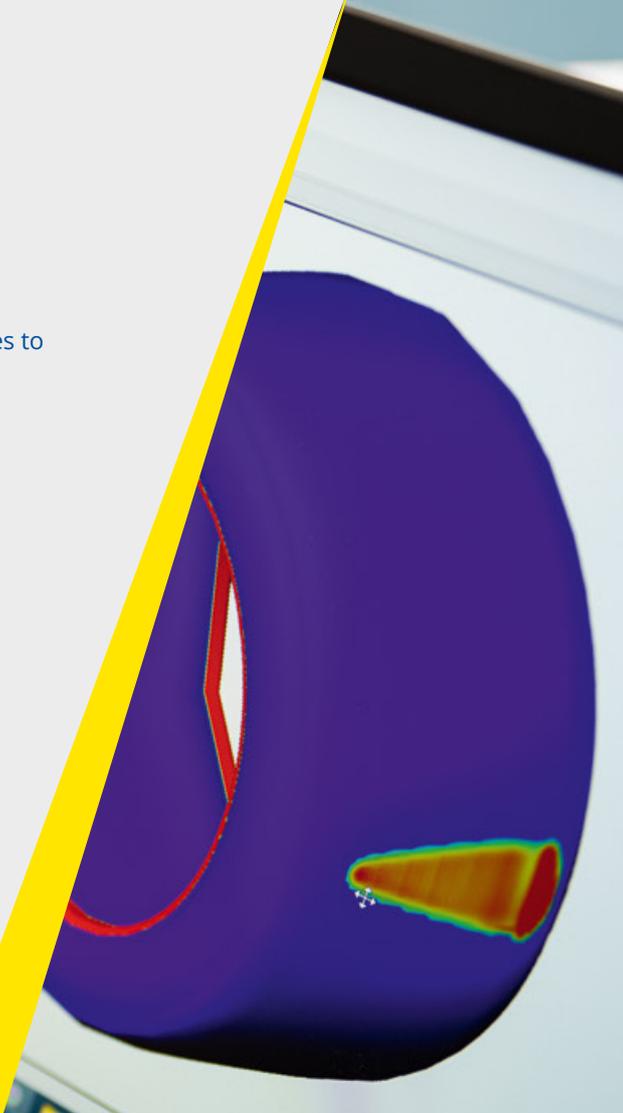
Michelin is working on simulation systems that enable the tires to be developed virtually.

Michelin Motorsport, a pioneer in this field, has put in place 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

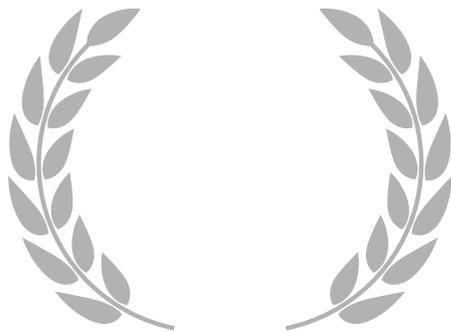
Michelin is committed to providing safe, high-performance tires from the first to the last kilometer: in the race, to the finish line, or on the road, to the legal wear indicator.

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. That's the equivalent of two F1 Grand Prix races!

REDUCING THE FREQUENCY OF REPLACEMENTS

means using and manufacturing fewer tires, reducing raw materials and energy, as well as the associated CO₂ emissions.

MICHELIN MOTORSPORT RECORD'S



FIA WORLD ENDURANCE CHAMPIONSHIP (WEC)

- 85 victories with 7 manufacturers
- 11 Constructor's titles, 11 Driver's titles
- 5 consecutive world titles with Toyota
- 151 LMGTE class wins (Pro and Am)

DAKAR RALLY

- 19 victories in the Car category between 1981 and 2016
- 38 victories in the Motorcycle category between 1983 and 2023
- 33 Truck class wins between 1981 and 2017



FORMULA ONE 1977-1984 AND 2001-2006

- 215 Grand Prix contested
- 102 victories
- 111 pole positions
- 6 Driver's titles
- 5 Constructor's 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



Services & solutions

Rally



24 HOURS OF LE MANS

- 1st victory in 1923 for the 1st edition
- 32 victories, including 26 in a row since 1998
- 53 drivers and 11 brands have won with Michelin
- 92 podium finishes
- 117 category wins

Classic competition

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



Hill Climb

Circuit



FIA WORLD RALLY CHAMPIONSHIP (WRC)

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

Technical data

OTHER RECORDS, CUSTOMER RACING...

EUROPEAN RALLY CHAMPIONSHIP FIA (ERC)

- More than 20 Driver's titles
- 2 wins in 2023 with Citroën and Skoda



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
- 42 victories
- 10 Teams titles, 10 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 AND GRAVEL
RALLIES, NOTABLY IN
EUROPE.**



IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP

- Partner since 2019, the year the championship was created
- 58 victories
- 5 Driver's, Team's and Manufacturer's titles

24 HOURS OF NÜRBURGRING

- 23 victories between 1992 and 2023
- 6 manufacturers have won with Michelin
- Michelin supports its manufacturer-partners in the NLS Championship held at the Nürburgring



Services & solutions

Rally

Classic competition

Hill Climb

Circuit

Technical data

TECHNOLOGIES

• COMPOUND TECHNOLOGIES

MICHELIN
WARM-UP
TECHNOLOGY



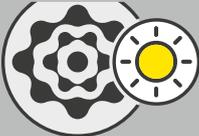
Michelin's synthetic racing elastomers, used in rubber blends and combined with high-tech synthetic resins, ensure ultra-rapid start-up and rapid attainment of optimum operating temperature.

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

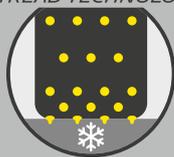


NEW

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

• TREAD TECHNOLOGIES

MICHELIN MAX-STUD TREAD TECHNOLOGY

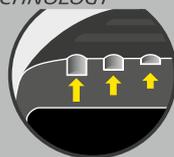


The tread is specially optimized to allow a large number of studs to be placed in the center and on the shoulders of the tire.

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 to 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.

• TREAD PATTERN TECHNOLOGIES

MICHELIN COLD DESIGN



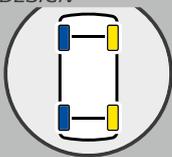
The tread, with its deep grooves, ensure grip and traction on very cold and snow-covered roads

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.

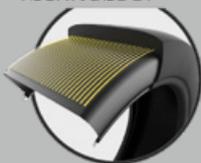
MICHELIN S-SIPE TECHNOLOGY



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

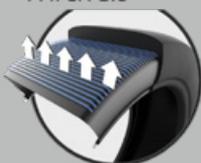
• CASING ARCHITECTURE TECHNOLOGIES

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 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					
			MICHELIN WARM-UP TECHNOLOGY	MICHELIN SILICA WET TECHNOLOGY	MICHELIN DRY ADAPTIVE COMPOUND TECHNOLOGY	MICHELIN TRACK LONGEVITY 2.0 TECHNOLOGY	MICHELIN RALLY FORCE TECHNOLOGY	MICHELIN WEC INSPIRED COMPOUND TECHNOLOGY
Rally Asphalt Snow, Ice	MICHELIN PILOT SPORT PRO RALLY	●	●					
	MICHELIN PILOT SPORT A	●	●					
	MICHELIN PILOT SPORT A MW1		●					
	MICHELIN PILOT SPORT R	●						
	MICHELIN PILOT SPORT R VERSION GT							
	MICHELIN PILOT ALPIN NAO1 & NAO1 CL							●
	MICHELIN X-ICE NORTH NAO1							
Rally gravel	MICHELIN PILOT SPORT GRAVEL	●	●				●	
	MICHELIN LTX FORCE T & FORCE T XL	●					●	
Hill	MICHELIN PILOT SPORT H S5 C+		●					
Circuit	MICHELIN PILOT SPORT CUP GT		●	●				
	MICHELIN PILOT SPORT CUP T		●			●		
	MICHELIN PILOT SPORT GT M					●		
	MICHELIN PILOT SPORT GT M+					●		
	MICHELIN PILOT SPORT GT L							
	MICHELIN PILOT SPORT GT P2L							
	MICHELIN PILOT SPORT GT P2H							
Porsche Cup	MICHELIN PILOT SPORT CUP N3 & N3R			●	●			
	MICHELIN PORSCHE CUP N2 & N2R			●				
Single-seater	MICHELIN PILOT SPORT M S512			●				
	MICHELIN PILOT SPORT M P512							

TREAD TECHNOLOGIES								CASING TECHNOLOGIES			SERVICES & SOLUTIONS	
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 SIDE SHIELD TECHNOLOGY	MICHELIN RFID TECHNOLOGY	MICHELIN CONNECTED TECHNOLOGY
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Services & solutions

Rally

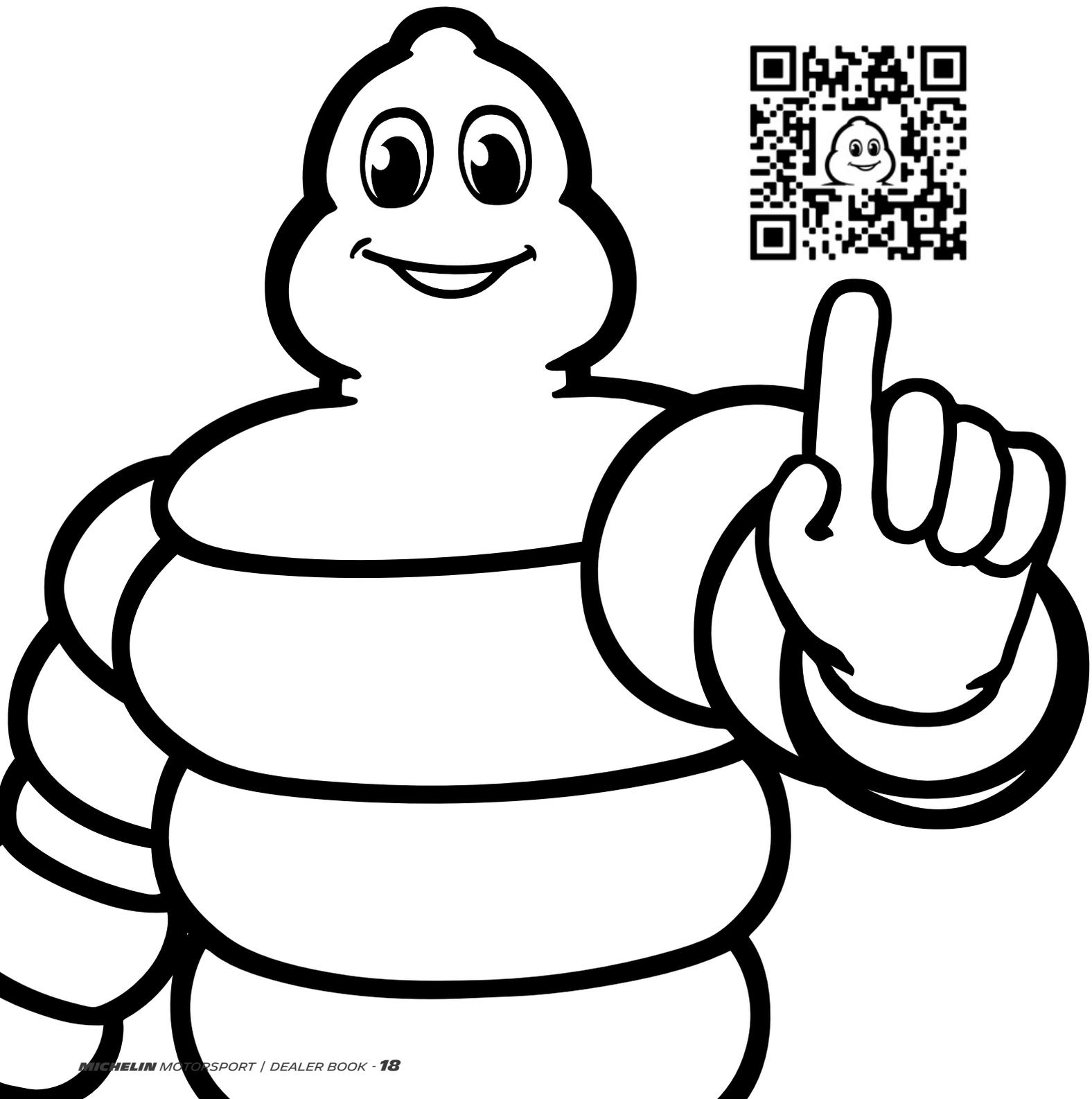
Classic competition

Hill Climb

Circuit

Technical data

VIDEOS
« MICHELIN MOTORSPORT
GARAGE »



IDEAL RALLY TIRES?



How to choose the rally tires best suited to your needs

MASTER TIRE PRESSURE



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



RECUT

RALLY ASPHALT TIRES



Successfully recut an asphalt rally tire



RECUT

RALLY GRAVEL TIRES



Successfully recut a gravel rally tire



RIGHT RUBBER COMPOUND

RALLY ASPHALT TIRES



Choosing the right rubber compound for an asphalt rally tire



ABNORMAL WEAR

SLICK TIRES



Understanding wear on a slick tire



RIGHT RUBBER COMPOUND

SLICK TIRES



Choosing the right rubber compound for a slick tire



HOW TO WARM UP

SLICK TIRES



Understanding temperature increase on a slick tire

SERVICES & SOLUTIONS

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25 - MICHELIN RFID READER



Services & solutions

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MICHELIN TIRE SIMULATION MAGIC FORMULA



MICHELIN'S NUMERIC MODELING OFFER TO HELP YOU OPTIMIZE YOUR TIRE KNOWLEDGE AND BETTER OPERATE YOUR VEHICLE

OFFER AVAILABLE FOR THE FOLLOWING RANGES:

MICHELIN
PILOT SPORT GT M
(S8 & S9 compounds)

MICHELIN
PILOT SPORT CUP ^{GT}

MICHELIN
PILOT SPORT PRO ^{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 characteristics	MICHELIN TIRE SIMULATION Tire model for magic formula
Useful information for vehicle setup with data on ride height, aerodynamics, mechanical balance, vertical rigidity, loaded radius and rolling radius.	●	●
Longitudinal and lateral grip	—	●
Cornering stiffness	—	●
Self-aligning torque	—	●
Laptimer integration	—	●
Usable in your simulator (DIL : Driver In the Loop)	—	●

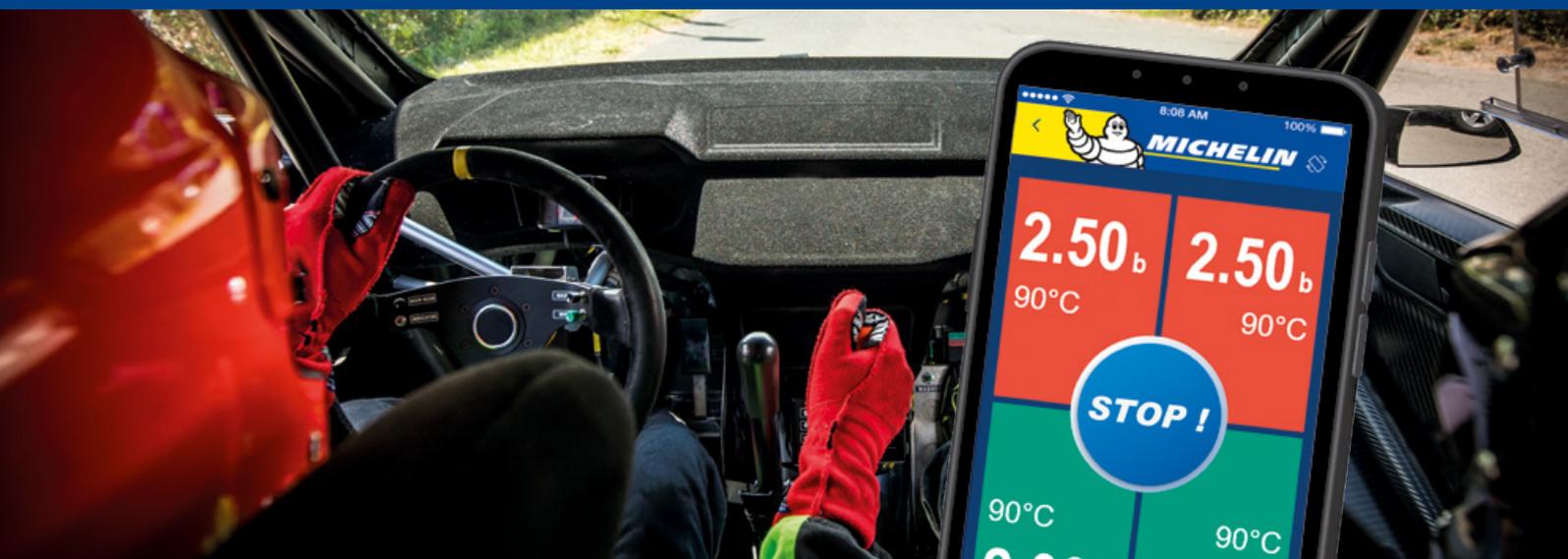


FOR FURTHER INFORMATION,
 PLEASE CONTACT YOUR USUAL
 MICHELIN MOTORSPORT EXPERT

MICHELIN TRACK CONNECT

MOTORSPORT MODE

Developed by Michelin Motorsport teams and co-developed with rally drivers and co-drivers, the Michelin Track Connect application has been designed to make the most of the potential of rally tires thanks to the Motorsport mode.



BOOST YOUR PERFORMANCE !

- Recommended tire pressure according to vehicle, use, compounds and driving conditions,
- Be warned of a puncture with an on-screen alert,
- View tire pressure and temperature in real time,
- Analyse the data recorded during the journey to adapt pressures for the next stage.



WEB PORTAL MICHELIN TRACK CONNECT

Reserved for MICHELIN users, Track Connect Motorsport mode, the portal that allows you to easily analyse all of the recorded data and to share it. It grants access to exclusive content pertaining to tires: videos, technical data files, personalised advice, etc.



portal.trackconnect.michelin.com

WHERE CAN I DOWNLOAD THE MICHELIN TRACK CONNECT APP?



The car must be configured with the MICHELIN Track Connect Motorsport kit.

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 are adhered to 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

- Removes the problem of illegible FIA labels thanks to an RFID chip placed in the tire and the automatic reading,
- Instant TAG reading,
- Prevents any chance of cheating because of the RFID TAG is locked at the factory,
- Automates controls and reduces the number of technical officials.

RALLY

28 - ADVICE AND PRESSURES

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36 - ASPHALT & SNOW RALLY

36 - TECHNICAL TABLE

38 - MICHELIN PILOT SPORT PRO ^{RALLY} S10, M20, H30

40 - MICHELIN PILOT SPORT A SS02, S10, M20, H31

42 - MICHELIN PILOT SPORT A MW1

44 - MICHELIN PILOT SPORT R P01, 11, 21, 31

45 - MICHELIN PILOT SPORT R «VERSION GT» P01, 11, 21, 32

46 - MICHELIN PILOT ALPIN NA01 - NA01CL

48 - ICE RALLY

49 - MICHELIN X-ICE NORTH NA01

50 - GRAVEL RALLY

50 - MICHELIN PILOT SPORT ^{GRAVEL} G70, G80, G91

54 - MICHELIN LTX FORCE T 71, 81, 91

55 - MICHELIN LTX FORCE T XL 72, 82, 92

56 - TECHNICAL DATA



Services & solutions

Rally

Classic competition

Hill Climb

Circuit

Technical data

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

A distinction is made between cold and hot pressures.

COLD PRESSURE

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

HOT PRESSURE

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

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 <i>Slick</i> 2 bar <i>MW1</i>	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	MAX -200g drop	MAX -200g drop	MAX -200g drop	MAX -200g drop

- 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.



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.



RECUTTING



RECUTTING MAKES IT POSSIBLE TO:

- **Improve the grip** when adhesion to the road worsens following changing weather conditions,
- to increase the tyre's initial intrinsic **water evacuation** characteristics,
- to offer the driver a **tailor-made feel adapted** to each special stage.

For asphalt tires,
fit your reshaper 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

MICHELIN PILOT SPORT R



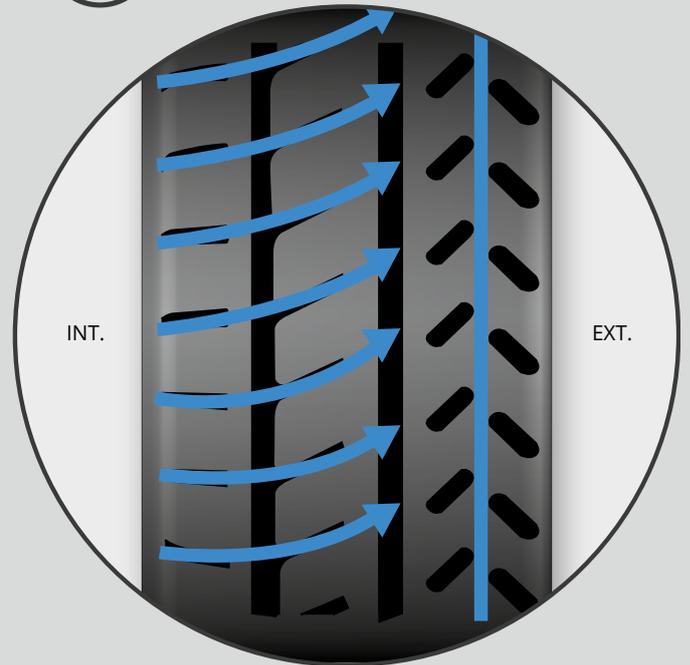
RECUTTING



RECUTTING PLAN

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

W3 - 11 MM

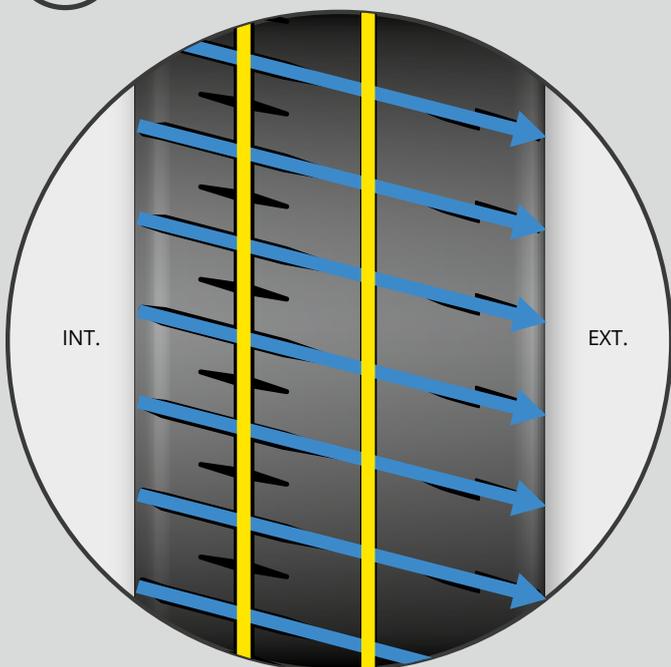
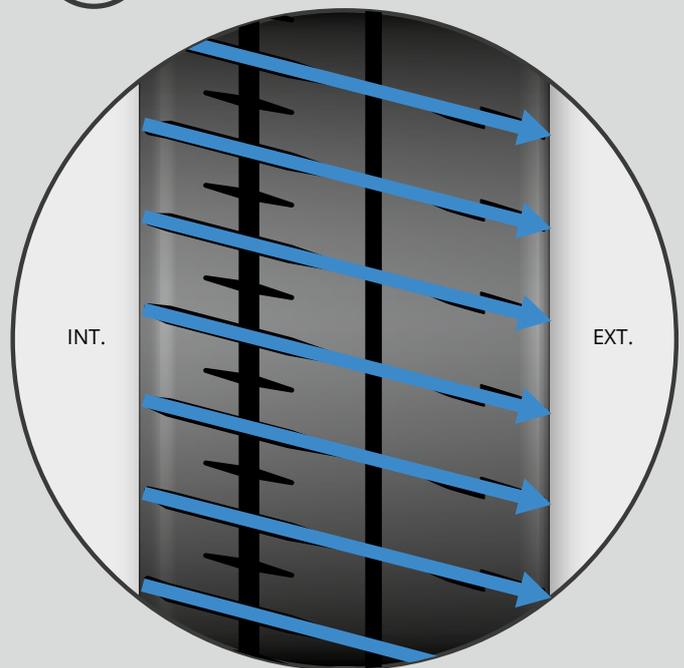
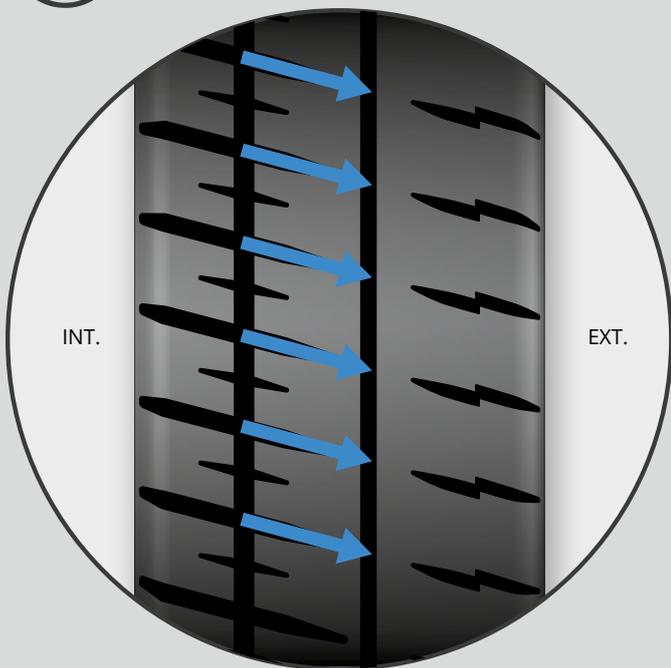


Rally

MICHELIN PILOT SPORT A

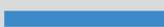


RECUTTING



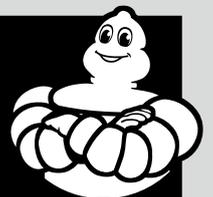
RECUTTING PLAN

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

 **R2 - 9 MM**

 **R2 - 11 MM**

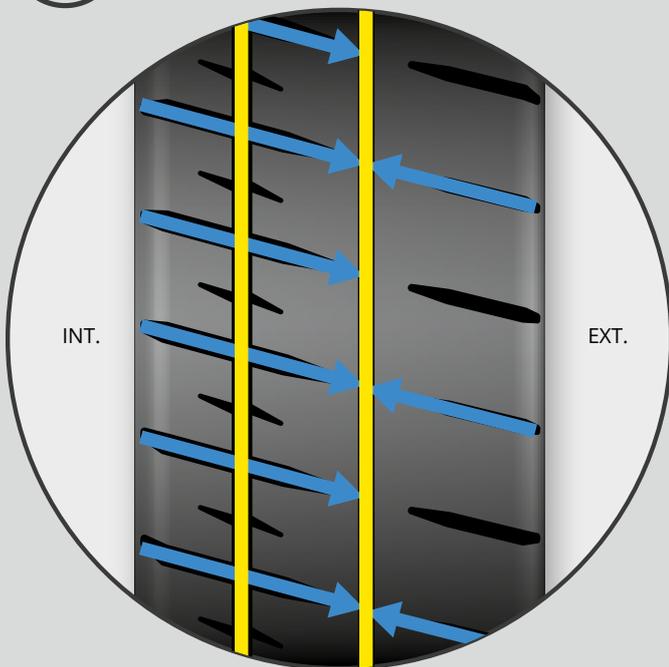
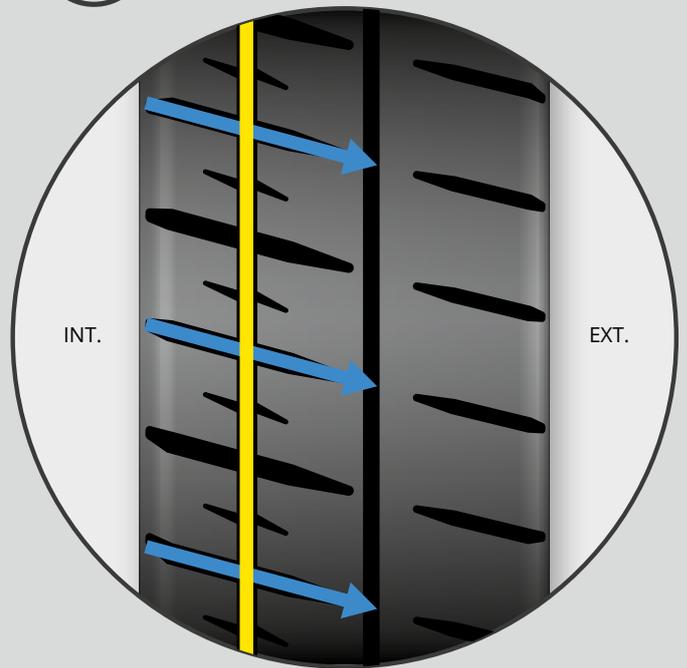
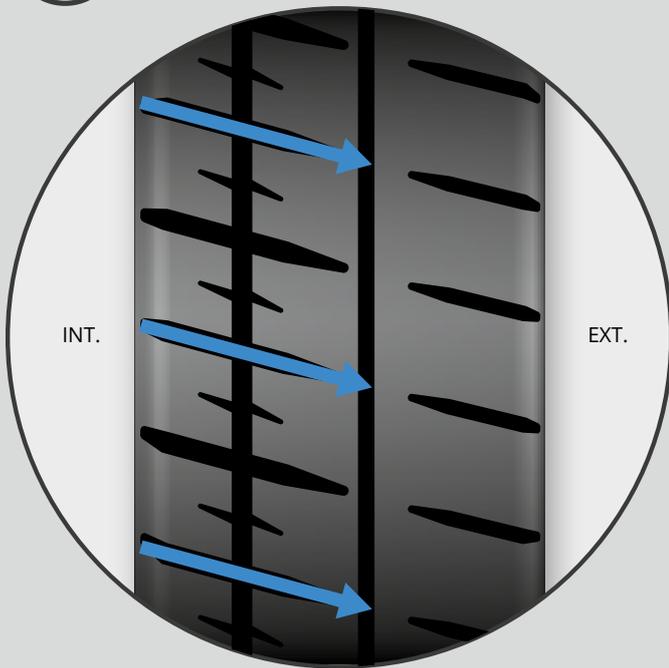
Did you know?
With SS02 or S10 rubber, the MICHELIN Pilot Sport A offers remarkable qualities in the wet, this re-cutting plan will give you will enable you to obtain a similar evacuation MW1 in the event of a sudden meteorological sudden weather conditions



MICHELIN PILOT SPORT PRO RALLY

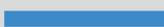


RECUTTING



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 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.



Rally

MICHELIN PILOT SPORT GRAVEL

RECUTTING

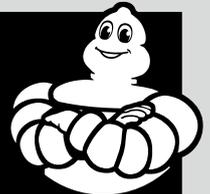


RECUTTING PLAN

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

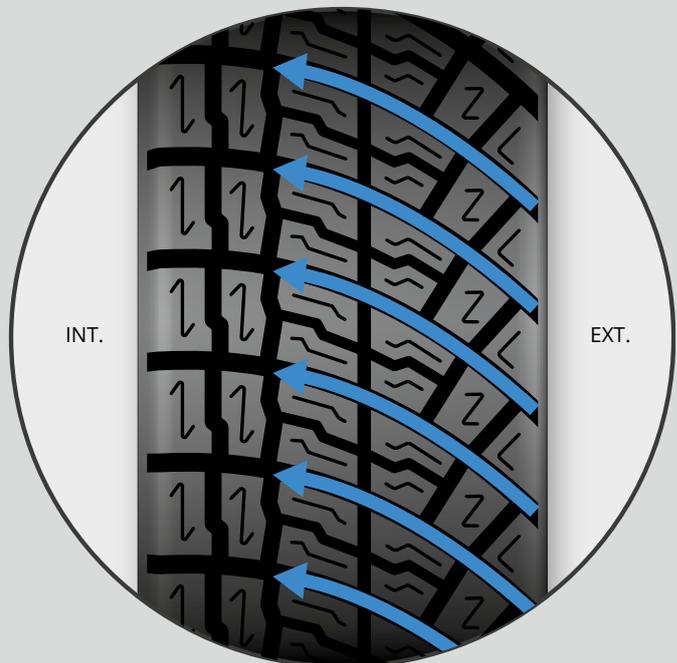
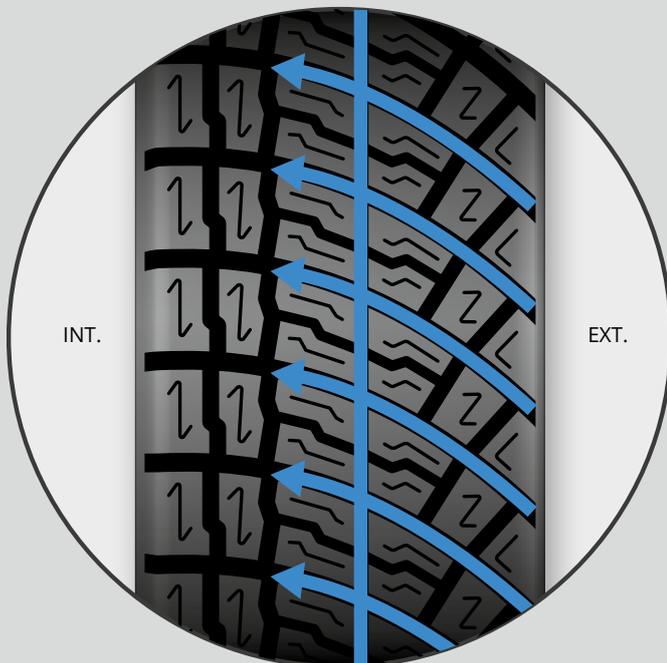
W3/W4 - 11 MM

The MICHELIN Pilot Sport Gravel has been developed with a higher than the MICHELIN Latitude Cross. Therefore 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



Rally

MICHELIN

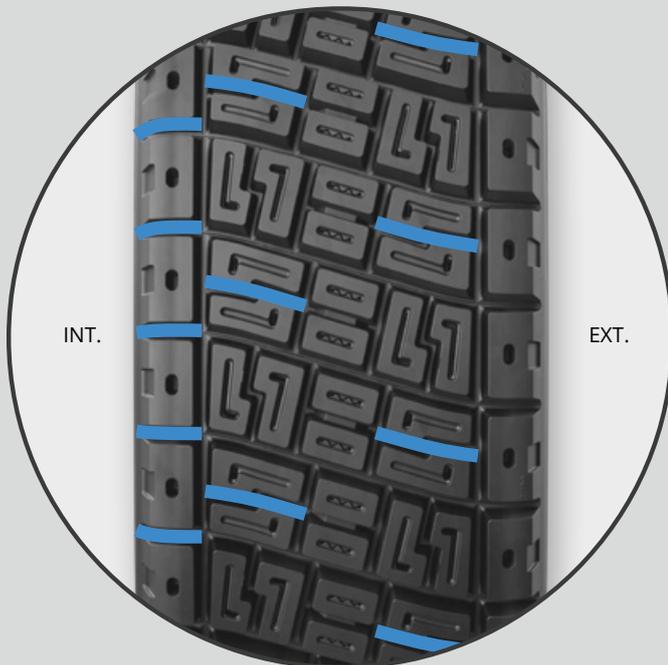
LTX FORCE T & LTX FORCE T XL

RECUTTING



W3/W4 - 11 MM

LOOSE
GRAVEL



Services & solutions

Rally

Classic competition

Hill Climb

Circuit

Technical data

ASPHALT & SNOW RALLY

		DIAM.	COMPOUND	SURFACE		
				CLOSED FLOOR	MEDIUM	OPEN FLOOR
MICHELIN PILOT SPORT PRO RALLY	S10	16' 17'	SOFT	[Closed Floor]	[Medium]	[Open Floor]
	M20	16' 17'	MEDIUM	[Closed Floor]	[Medium]	[Open Floor]
	H30	16' 17'	HARD	[Closed Floor]	[Medium]	[Open Floor]
MICHELIN PILOT SPORT R	11	15' 16' 17'	SOFT	[Closed Floor]	[Medium]	[Open Floor]
	21	15' 16' 17'	MEDIUM	[Closed Floor]	[Medium]	[Open Floor]
	31	15' 16' 17'	HARD	[Closed Floor]	[Medium]	[Open Floor]
MICHELIN PILOT SPORT R VERSION GT	11	18'	SOFT	[Closed Floor]	[Medium]	[Open Floor]
	21	18'	MEDIUM	[Closed Floor]	[Medium]	[Open Floor]
	32	18'	HARD	[Closed Floor]	[Medium]	[Open Floor]
	P01	18'	RAIN	[Closed Floor]	[Medium]	[Open Floor]
MICHELIN PILOT SPORT A	SS02	18'	SUPER SOFT	[Closed Floor]	[Medium]	[Open Floor]
	S10	18'	SOFT	[Closed Floor]	[Medium]	[Open Floor]
	M20	18'	MEDIUM	[Closed Floor]	[Medium]	[Open Floor]
	H31	18'	HARD	[Closed Floor]	[Medium]	[Open Floor]
	MW1	15' 16' 17' 18'	RAIN	[Closed Floor]	[Medium]	[Open Floor]
MICHELIN PILOT ALPIN	NA01	15' 16' 17' 18'	SNOW	[Closed Floor]	[Medium]	[Open Floor]
	NA01CL	15' 16' 17' 18'	STUDDED SNOW	[Closed Floor]	[Medium]	[Open Floor]



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



MICHELIN PILOT SPORT PRO RALLY

RECUTTING



Page 33



ATTACK WITH CONFIDENCE WITH THE MICHELIN PILOT SPORT PRO RALLY



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.

ROAD-APPROVED IN EUROPE ONLY

Ø16" Ø17"



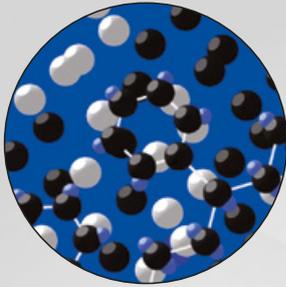
Technologies:

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	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		✓

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID	CONNECTABLE
17'	19/63 - 17	S10	878932	✓	✓
	19/63 - 17	S10	340435		✓
	19/63 - 17	M20	927224	✓	✓
	19/63 - 17	M20	866846		✓
	19/63 - 17	H30	481031	✓	✓
	19/63 - 17	H30	401133		✓

	COMPOUND	SURFACE			CONDITIONS						GROUND TEMPERATURE (°C)								
		CLOSED FLOOR	MEDIUM	OPEN FLOOR	DRY	DAMP	WET	FROSTY	SNOW	ICE	-5	0	5	10	15	20	25	30	35+
S10	SOFT	✓	✓	✓	✓	✓	✓	✓				✓	✓	✓					
M20	MEDIUM	✓	✓	✓	✓	✓							✓	✓	✓	✓			
H30	HARD	✓	✓	✓	✓										✓	✓	✓	✓	✓

(1) Notch volume rate
* While stocks last ** Launch in 2024



**MICHELIN
WARM-UP
TECHNOLOGY**

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

**MICHELIN
DUAL SPORT
TREAD 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).



**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
DYNAMIC
RESPONSE
TECHNOLOGY**

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

MICHELIN

PILOT SPORT A

SS02, S10, M20, H31

RECUTTING



Page 32



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

18"

Technologies:

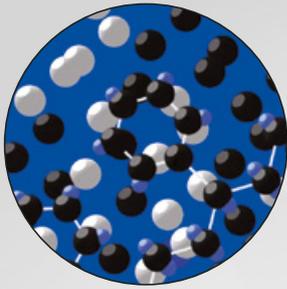


DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID	CONNECTABLE
18'	20/65 - 18	SS02	734141	✓	✓
	20/65 - 18	SS02	345599	✓	
	20/65 - 18	S10	887143	✓	✓
	20/65 - 18	S10	648588	✓	

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID	CONNECTABLE
18'	20/65 - 18	M20	362669	✓	✓
	20/65 - 18	M20	597891	✓	
	20/65 - 18	H31	536750	✓	✓
	20/65 - 18	H31	753779	✓	

(1) 0.73 s/km faster with the MICHELIN Pilot Sport A S10 than with the MICHELIN Pilot Sport R 11, in wet/dry conditions. Internal studies carried out in February 2020 in France on Skoda R5 and November 2019 in Spain on Citroen R5.
 (2) In-house study carried out in May 2020 in France on Skoda R5.

	COMPOUND	SURFACE			CONDITIONS						GROUND TEMPERATURE (°C)								
		CLOSED FLOOR	MEDIUM	OPEN FLOOR	DRY	DAMP	WET	FROSTY	SNOW	ICE	-5	0	5	10	15	20	25	30	35+
SS02	SUPER SOFT	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
S10	SOFT	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
M20	MEDIUM	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
H31	HARD	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow



MICHELIN WARM-UP TECHNOLOGY

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

MICHELIN DUAL SPORT TREAD DESIGN

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

MICHELIN DYNAMIC RESPONSE TECHNOLOGY

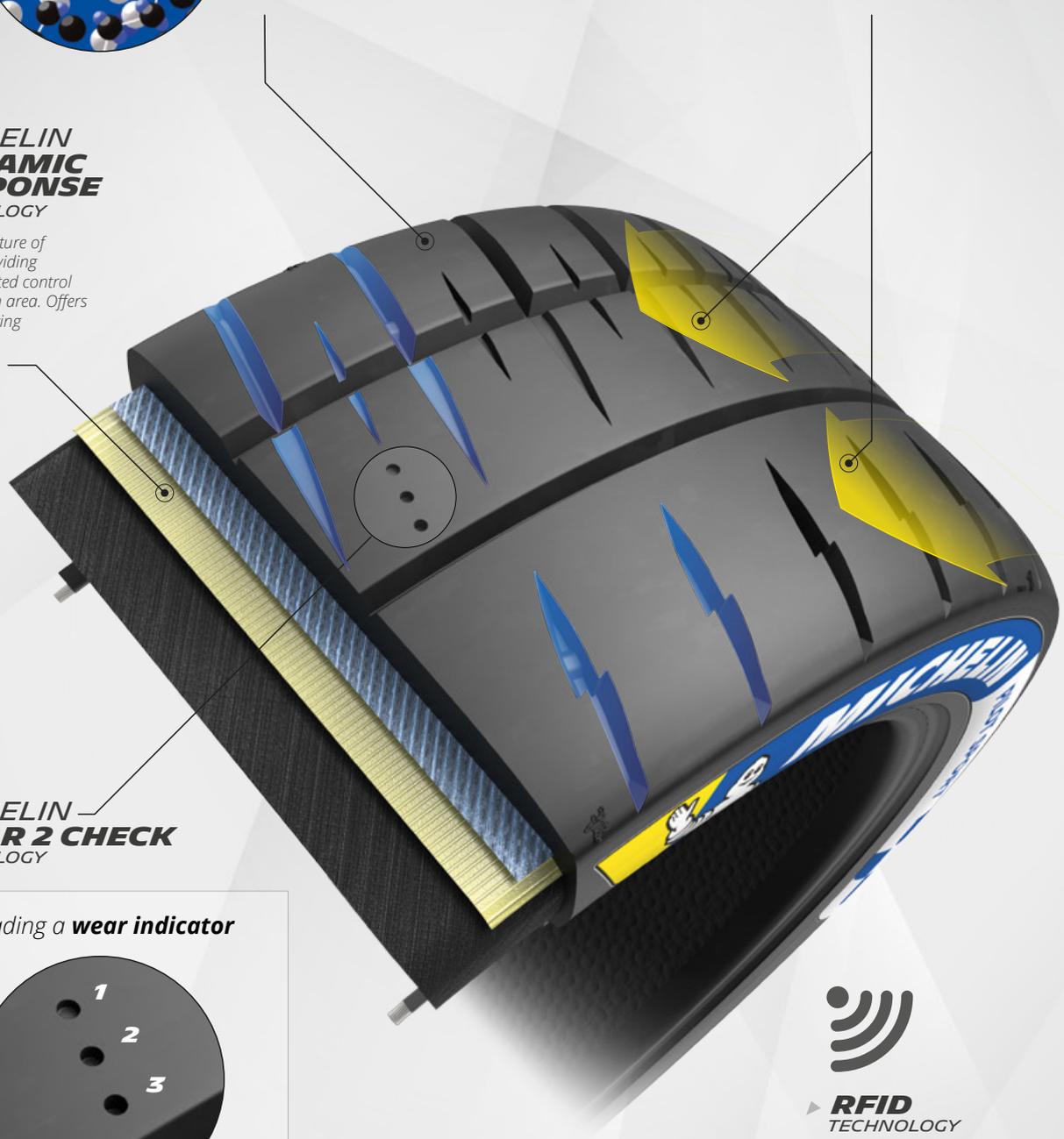
The architecture of the tire, providing unprecedented control of the crown area. Offers optimal driving precision.

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 PILOT SPORT A MW1



GRIP FOR **WET AND DRY** ROADS



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 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.

**ROAD-APPROVED
IN EUROPE ONLY**

Ø15" Ø16" Ø17" Ø18"



MICHELIN
WARM-UP
TECHNOLOGY



MICHELIN
WEAR 2 CHECK
TECHNOLOGY



MICHELIN
DUAL SPORT
TREAD DESIGN



MICHELIN
DYNAMIC RESPONSE
TECHNOLOGY



MICHELIN
RFID
TECHNOLOGY



MICHELIN
CONNECTED
TECHNOLOGY

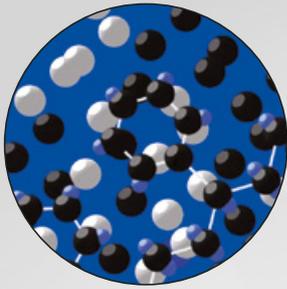
Technologies:

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID	CONNECTABLE
15'	19/58 - 15	MW1	200950	✓	
16'	19/60 - 16	MW1	374809	✓	✓
	19/60 - 16	MW1	579838	✓	

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID	CONNECTABLE
17'	19/63 - 17	MW1	536354	✓	✓
	19/63 - 17	MW1	521413	✓	
18'	20/65 - 18	MW1	542571	✓	✓
	20/65 - 18	MW1	987825	✓	

(1) Volume entailment rate

	COMPOUND	SURFACE			CONDITIONS						GROUND TEMPERATURE (°C)								
		CLOSED FLOOR	MEDIUM	OPEN FLOOR	DRY	DAMP	WET	FROSTY	SNOW	ICE	-5	0	5	10	15	20	25	30	35+
MW1	RAIN	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█



**MICHELIN
WARM-UP WET
TECHNOLOGY**

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

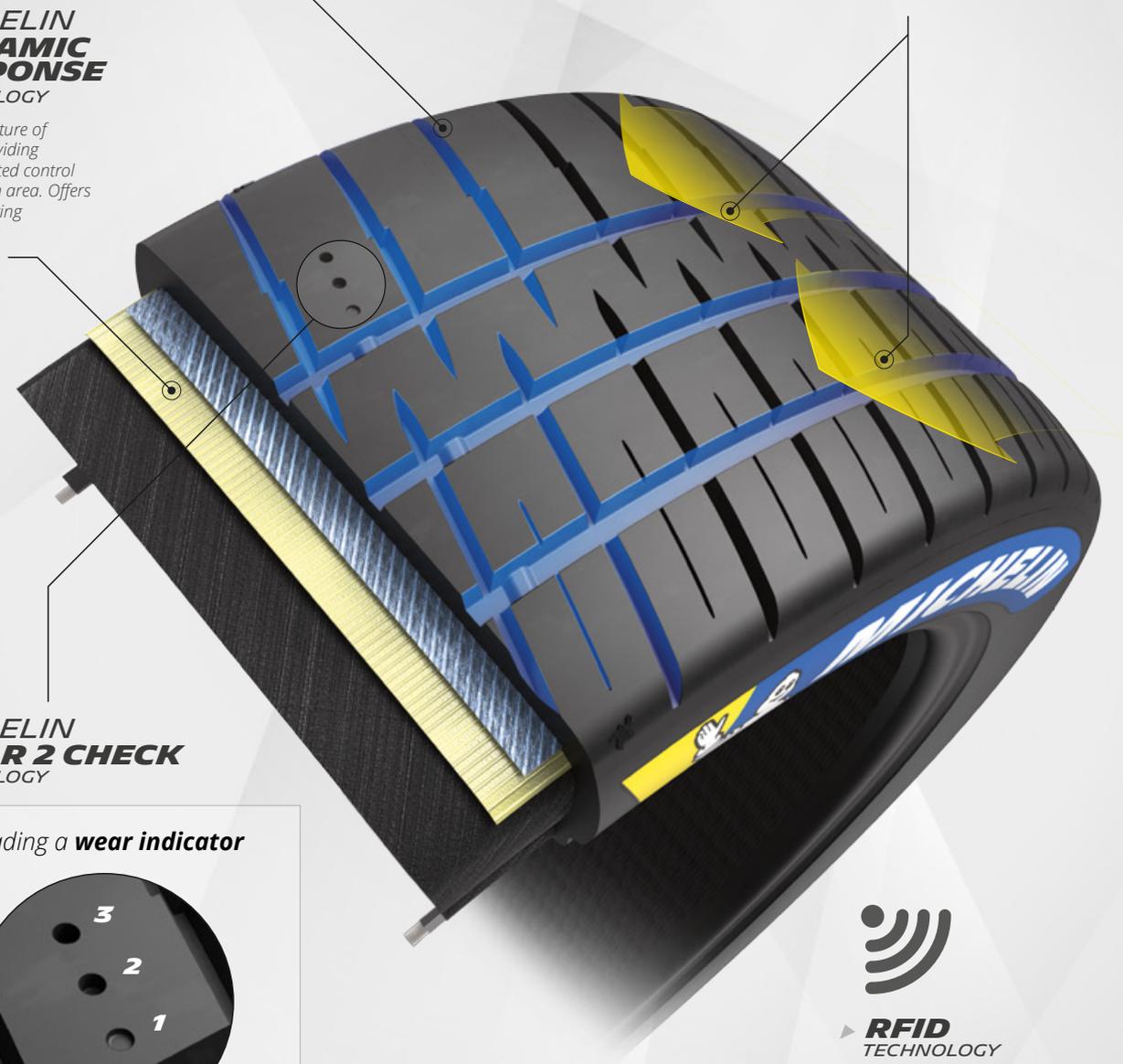
**MICHELIN
DUAL SPORT
TREAD DESIGN**

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.

**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 PILOT SPORT R

RECUTTING



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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

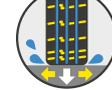
Its architecture has been specifically developed to guarantee consistent performance whatever the duration of the specials.

Ø15" Ø16" Ø17"

APPROVED FOR ROAD USE IN EUROPE ONLY

Technologies:

MICHELIN
DUAL SPORT
TREAD DESIGN



MICHELIN
RFID
TECHNOLOGY



DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	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	✓	

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID	CONNECTABLE
15'	19/63 - 17	11	652723	✓	✓
	19/63 - 17	11	574904	✓	
	19/63 - 17	21	149918	✓	✓
17'	19/63 - 17	21	121070	✓	
	19/63 - 17	31	344868	✓	
	20/63 - 17	11	489529		
	20/63 - 17	21	309188		

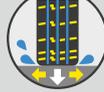
	COMPOUND	SURFACE			CONDITIONS						GROUND TEMPERATURE (°C)								
		CLOSED FLOOR	MEDIUM	OPEN FLOOR	DRY	DAMP	WET	FROSTY	SNOW	ICE	-5	0	5	10	15	20	25	30	35+
11	SOFT	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow				Yellow	Yellow	Yellow	Yellow				
21	MEDIUM	Yellow	Yellow	Yellow	Yellow	Yellow							Yellow	Yellow	Yellow	Yellow			
31	HARD	Yellow	Yellow	Yellow	Yellow										Yellow	Yellow	Yellow	Yellow	Yellow

MICHELIN PILOT SPORT R VERSION GT



Technologies:

MICHELIN
DUAL SPORT
TREAD DESIGN



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.

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	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

	COMPOUND	SURFACE			CONDITIONS						GROUND TEMPERATURE (°C)								
		CLOSED FLOOR	MEDIUM	OPEN FLOOR	DRY	DAMP	WET	FROSTY	SNOW	ICE	-5	0	5	10	15	20	25	30	35+
11	SOFT	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow				Yellow	Yellow	Yellow					
21	MEDIUM	Yellow	Yellow	Yellow	Yellow	Yellow								Yellow	Yellow	Yellow			
32	HARD	Yellow	Yellow	Yellow	Yellow											Yellow	Yellow	Yellow	
P01	RAIN	Yellow	Yellow	Yellow		Yellow	Yellow												



MICHELIN PILOT ALPIN NA01 & NA01 CL



MULTIPLE MONTE CARLO RALLY WINS



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.



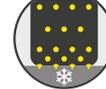
STUDED VERSION

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

Ø15" Ø16" Ø17" Ø18"

Technologies:

MICHELIN
MAX-STUD
TREAD TECHNOLOGY



MICHELIN
COLD
DESIGN



MICHELIN
RFID
TECHNOLOGY



DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	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 STUDED



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

*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.

	COMPOUND	SURFACE			CONDITIONS						GROUND TEMPERATURE (°C)								
		CLOSED FLOOR	MEDIUM	OPEN FLOOR	DRY	DAMP	WET	FROSTY	SNOW	ICE	-5	0	5	10	15	20	25	30	35+
NA01	SNOW	Yellow	Yellow	Yellow	White	White	White	Yellow	Yellow	Yellow	Yellow	Yellow	White						
NA01CL	STUDED SNOW	Yellow	Yellow	Yellow	White	White	White	Yellow	Yellow	Yellow	Yellow	Yellow	White						



Services & solutions

Rally

Classic competition

Hill Climb

Circuit

Technical data

ICE RALLY



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.



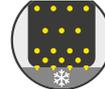
CORNERING STABILITY

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

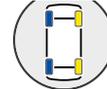


Technologies:

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.

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	TYPE	COMPOUND / CRAN	CAI	RFID
	13/64 - 15	NA01	STUDDED ICE	419700	
15'	15/65 - 15	NA01 L	STUDDED ICE	958109	✓
	15/65 - 15	NA01 R	STUDDED ICE	043907	✓

L = Left (gauche)
R = Right (droite)

GRAVEL RALLY

	DIM.	COMPOUND	SURFACE	
			ROLLING	BRITTLE
MICHELIN PILOT SPORT GRAVEL	G70	SOFT		
	G80	MEDIUM		
	G91	HARD		
MICHELIN LTX FORCE T XL	72	SOFT		
	82	MEDIUM		
	92	HARD		
MICHELIN LTX FORCE T	71	SOFT		
	81	MEDIUM		
	91	HARD		

* while stocks last



POLLUTION		CONDITIONS		
POLLUTED SOIL	CLEAN SOIL	MUD	DAMP	DRY



MICHELIN PILOT SPORT GRAVEL

RECUTTING



Page 34



THE COMBINATION OF RESISTANCE AND PERFORMANCE FOR GRAVEL RALLY STAGES



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.



right



left



Technologies:

MICHELIN WARM-UP TECHNOLOGY



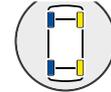
MICHELIN RALLY FORCE TECHNOLOGY



MICHELIN L-GRIP BLOCK TECHNOLOGY



MICHELIN RIGHT/LEFT DESIGN



MICHELIN S-SIPE TECHNOLOGY



MICHELIN SIDE SHIELD TECHNOLOGY



MICHELIN RFID TECHNOLOGY

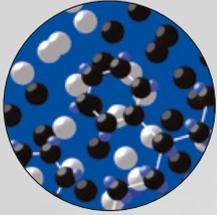


DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID
15'	17/65 - 15	G70 L	333947	✓
	17/65 - 15	G70 R	125894	✓
	17/65 - 15	G80 L	796201	✓

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID
15'	17/65 - 15	G80 R	736441	✓
	17/65 - 15	G91 L	775566	✓
	17/65 - 15	G91 R	260370	✓

L : Left (gauche) / R : Right (droite)

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



MICHELIN WARM-UP TECHNOLOGY

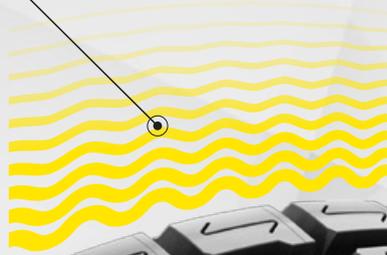
MICHELIN racing elastomers, used in rubber compounds and combined with high-tech synthetic resins, enabling ultra-fast warm up to reach the optimum temperature.

MICHELIN RALLY FORCE TECHNOLOGY

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

MICHELIN S-SIPE TECHNOLOGY

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



MICHELIN L-GRIP BLOCK TECHNOLOGY

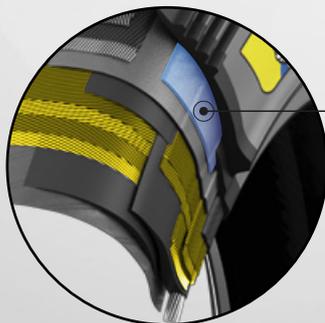
The L-shaped tread blocks increase the tire's resistance to stress and improve driving precision.



MICHELIN 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 LTX FORCE T

RECUTTING



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GRIP ON ROLLING TRACKS



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.

Ø15"

Technologies:

MICHELIN RALLY FORCE TECHNOLOGY



MICHELIN L-GRIP BLOCK TECHNOLOGY



MICHELIN 3D-SIPE LOCK TECHNOLOGY



MICHELIN RFID TECHNOLOGY



DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	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		*

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID	CONNECTABLE
15'	17/65 - 15	81	930197		✓ *
	17/65 - 15	81	262110		* *
	17/65 - 15	91	989374		* *
	17/65 - 15	91	920982		✓ *

* while stocks last

	COMPOUND	SURFACE		POLLUTION		CONDITIONS		
		ROLLING	BRITTLE	POLLUTED SOIL	CLEAN SOIL	MUD	DAMP	DRY
71	SOFT	Yellow	White	Yellow	Yellow with diagonal lines	Yellow	Yellow with diagonal lines	White
81	MEDIUM	Yellow	White	Yellow with diagonal lines	Yellow	Yellow with diagonal lines	Yellow with diagonal lines	Yellow
91	HARD	Yellow	White	Yellow with diagonal lines	Yellow	White	Yellow with diagonal lines	Yellow

MICHELIN LTX FORCE T XL

RECUTTING



Page 35



THE REINFORCED TIRE FOR ROLLING TRACKS

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.

Ø15"

Technologies:



DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	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	✓

	COMPOUND	SURFACE		POLLUTION		CONDITIONS		
		ROLLING	BRITTLE	POLLUTED SOIL	CLEAN SOIL	MUD	DAMP	DRY
72	SOFT	Yellow	Yellow	Yellow	Diagonal lines	Yellow	Diagonal lines	White
82	MEDIUM	Yellow	Yellow	Diagonal lines	Yellow	Diagonal lines	Diagonal lines	Yellow
92	HARD	Yellow	Yellow	Diagonal lines	Yellow	White	Diagonal lines	Yellow



Services & solutions

Rally

Classic competition

Hill Climb

Circuit

Technical data

TECHNICAL DATA

ASPHALT & SNOW RALLY

DIAMETRE / DIAMETER	DIMENSION	GAMME / RANGE	CRAN / COMPOUND	APPLICATION	JANTE RECOMMANDÉE / RECOMMENDED RIM WIDTH	LARGEUR DE LA BANDE DE ROULEMENT / TREAD WIDTH (MM)	SECTION DU PNEU / TIRE SECTION (MM)	DIAMETRE GONFLE (MM) / INFLATED DIAMETER (MM)	CIRCONFERENCE DE ROULEMENT / ROLLING CIRCUM- FERENCE (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
	18/65 - 18	PILOT ALPIN	NA01	Snow	8	175	221	650	2042
	18/65 - 18	PILOT ALPIN	NA01 CL	Studded Snow	8	175	221	650	2042
18'	20/65 - 18	PILOT SPORT A	MW1	Wet	8	220	226	646	1980
	20/65 - 18	PILOT SPORT A	SS02	Super Soft	8	202	225	649	2038
	20/65 - 18	PILOT SPORT A	S10	Soft	8	202	225	649	2038
	20/65 - 18	PILOT SPORT A	M20	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

DIAMETRE / DIAMETER	DIMENSION	GAMME / RANGE	CRAN / COMPOUND	APPLICATION	JANTE RECOMMANDÉE / RECOMMENDED RIM WIDTH	LARGEUR DE LA BANDE DE ROULEMENT / TREAD WIDTH (MM)	SECTION DU PNEU / TIRE SECTION (MM)	DIAMETRE GONFLE (MM) / INFLATED DIAMETER (MM)	CIRCONFERENCE DE ROULEMENT / ROLLING CIRCUM- FERENCE (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

DIAMETRE / DIAMETER	DIMENSION	GAMME / RANGE	CRAN / COMPOUND	APPLICATION	JANTE RECOMMANDÉE / RECOMMENDED RIM WIDTH	LARGEUR DE LA BANDE DE ROULEMENT / TREAD WIDTH (MM)	SECTION DU PNEU / TIRE SECTION (MM)	DIAMETRE GONFLE (MM) / INFLATED DIAMETER (MM)	CIRCONFERENCE DE ROULEMENT / ROLLING CIRCUM- FERENCE (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		

* while stocks last

CLASSIC COMPETITION

59 - ADVICE AND PRESSURES

60 - MICHELIN TB5+

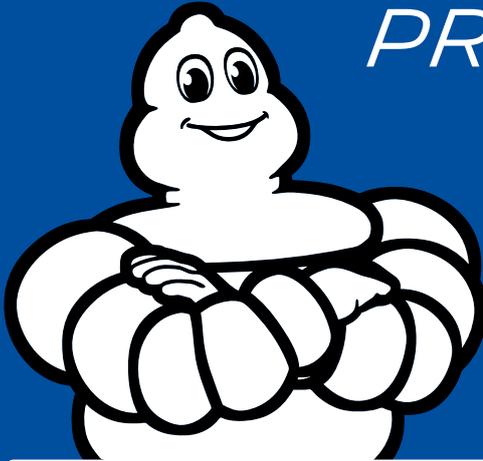
60 - MICHELIN TB15+

61 - MICHELIN PB20

62 - TECHNICAL DATA



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 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 to 2.3 bar maximum*

 *rainy conditions - 2.1 bar to 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.

If operating pressure is :

- 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.

Classic competition

MICHELIN TB5+



Ø15"

**ROAD-APPROVED
IN EUROPE ONLY**

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

1) comparison with 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.

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	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

MICHELIN TB15+



Ø15"

**APPROVED FOR ROAD USE IN
EUROPE AND NORTH AMERICA**

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.

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	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

Classic competition

MICHELIN PB20



Ø15"

ROAD-APPROVED
IN EUROPE ONLY

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.

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI
15'	18/60 - 15 (205/55 R15 79H)	Wet	566033
	23/62 - 15 (275/45 R15 86H)	Wet	217685

Services & solutions

Rally

Classic competition

Hill Climb

Circuit

Technical data



TECHNICAL DATA

DIAMETRE / DIAMETER	DIMENSION	GAMME / RANGE	CRAN / COMPOUND	APPLICATION	JANTE RECOMMANDÉE / RECOMMENDED RIM WIDTH	SECTION DU PNEU / TIRE SECTION (MM)	DIAMETRE GONFLE (MM) / INFLATED DIAMETER (MM)	CIRCONFERENCE DE ROULEMENT / ROLLING CIRCUM- FERENCE (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
while stocks last



Services & solutions

Rally

Classic competition

Hill Climb

Circuit

Technical data

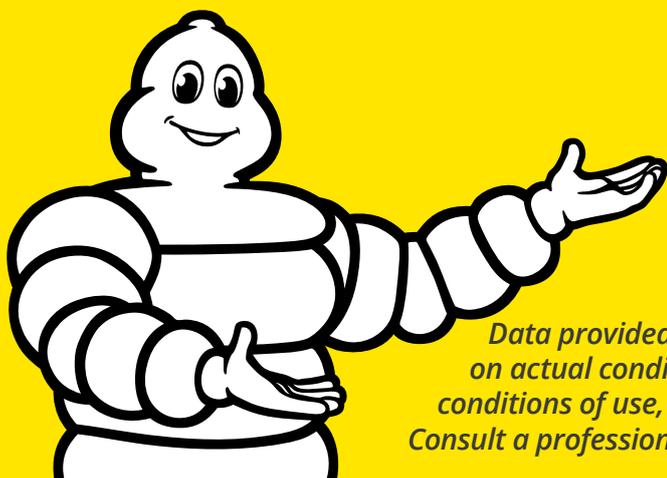
HILL CLIMB

65 - ADVICE AND PRESSURES

66 - MICHELIN PILOT SPORT H S5C+

67 - TECHNICAL DATA





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. Recommended hot pressure varies depending on the length of the race and the temperature of the ground.

Dry conditions

	Pression	Ground temperature		
		5 to 15°C	15 to 30°C	More than 30°C
Single-seater	Cold	1.5 bar	1.4 bar	1.35 bar
	Hot	1.5 to 1.6 bar		
Prototype	Cold	1.5 bar	1.44 bar	1.35 bar
	Hot	1.5 to 1.6 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

	Pression	Water height		
		High pressure, heavy rain, storm	Moderate, continuous rain	Low rainfall & drying track
Single-seater	Cold	1.6 bar	1.5 bar	1.4 bar
	Hot	1.55 to 1.7 bar		
Prototype	Cold	1.6 bar	1.5 bar	1.4 bar
	Hot	1.55 to 1.7 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⁾

Technologies:

MICHELIN
WARM-UP
TECHNOLOGY



Ø13" Ø15" Ø17" Ø18"

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	CAI
13'	24/57 - 13	440225 *
15'	19/57 - 15	826415
17'	20/61 - 17	709288
	24/61 - 17	186062

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	CAI
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
*While stocks last



TECHNICAL DATA

DIAMÈTRE / DIAMETER	DIMENSION	GAMME / RANGE	JANTE RECOMMANDÉE / RECOMMENDED RIM WIDTH	LARGEUR DE LA BANDE DE ROULEMENT / TREAD WIDTH (MM)	SECTION DU PNEU / TIRE SECTION (MM)	DIAMÈTRE GONFLÉ (MM) / INFLATED DIAMETER (MM)	CIRCONFÉRENCE DE ROULEMENT / ROLLING CIRCUMFERENCE (MM)
13'	24/57 - 13	PILOT SPORT H SSC+	10	241	289	585	1765 *
15'	19/57 - 15	PILOT SPORT H SSC+	7	185	206	573	1774
17'	20/61 - 17	PILOT SPORT H SSC+	8	187	219	606	1870
	24/61 - 17	PILOT SPORT H SSC+	9	235	250	605	1857
	24/65 - 18	PILOT SPORT H SSC+	9	229	251	647	1988
18'	27/65 - 18	PILOT SPORT H SSC+	11	262	298	647	1988
	30/65 - 18	PILOT SPORT H SSC+	12.5	288	329	650	1996
	31/71 - 18	PILOT SPORT H SSC+	13	316	343	709	2192

* while stocks last

CIRCUIT

70 - ADVICE AND PRESSURES

72 - TOURING, GT, PROTOTYPE

74 - MICHELIN PILOT SPORT PRO ^{GT}
76 - MICHELIN PILOT SPORT CUP ^{GT}
78 - MICHELIN PILOT SPORT CUP ^T
80 - MICHELIN PILOT SPORT GT M
81 - MICHELIN PILOT SPORT GT M+
82 - MICHELIN PILOT SPORT GT L
83 - MICHELIN PILOT SPORT GT P2L
83 - MICHELIN PILOT SPORT GT P2H

84 - PORSCHE CUP

86 - MICHELIN PILOT SPORT CUP N3 & N3R
87 - MICHELIN PORSCHE CUP N2 & N2R

88 - SINGLE-SEATER

89 - MICHELIN PILOT SPORT M S512
89 - MICHELIN PILOT SPORT M P512

90 - PROTOTYPE LEGEND

91 - MICHELIN PILOT SPORT LEGEND S819
91 - MICHELIN PILOT SPORT LEGEND P219

92 - TECHNICAL DATA



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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 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 tips

- *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.*

E.g.: 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).



Technical data

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Services & solutions

TOURING, GT, PROTOTYPE

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



MICHELIN PILOT SPORT PRO GT



HIGH PERFORMANCE SLICK FOR GT



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.

APPROVED FOR **UNITED STATES ONLY**

HARD

Ø18"

MICHELIN
WEC INSPIRED
COMPOUND TECHNOLOGY



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

MICHELIN
WARM-UP
TECHNOLOGY



MICHELIN
DRY ADAPTIVE
COMPOUND
TECHNOLOGY



MICHELIN
DYNAMIC RESPONSE
TECHNOLOGY



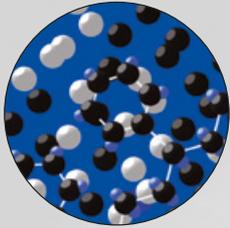
Technologies:

MICHELIN
RFID
TECHNOLOGY



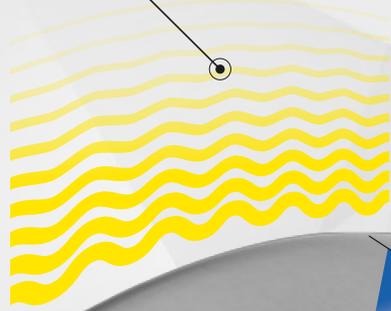
DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID
18"	30/68 - 18	H1	159609	✓
	31/71 - 18	H1	854755	✓

*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.



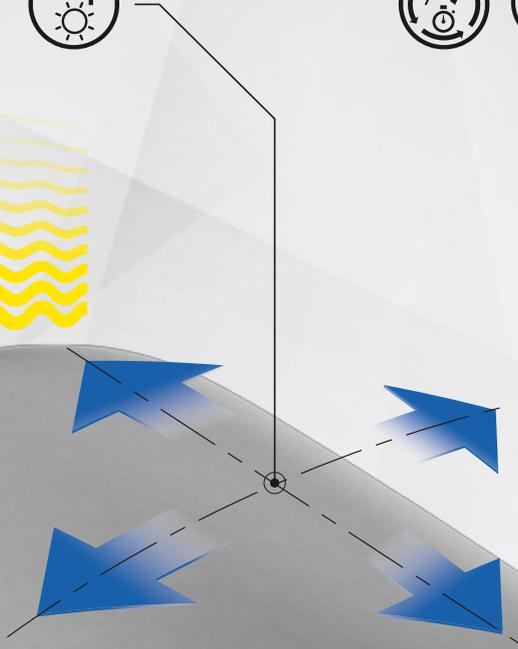
MICHELIN WARM-UP TECHNOLOGY

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 DRY ADAPTIVE COMPOUND TECHNOLOGY

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



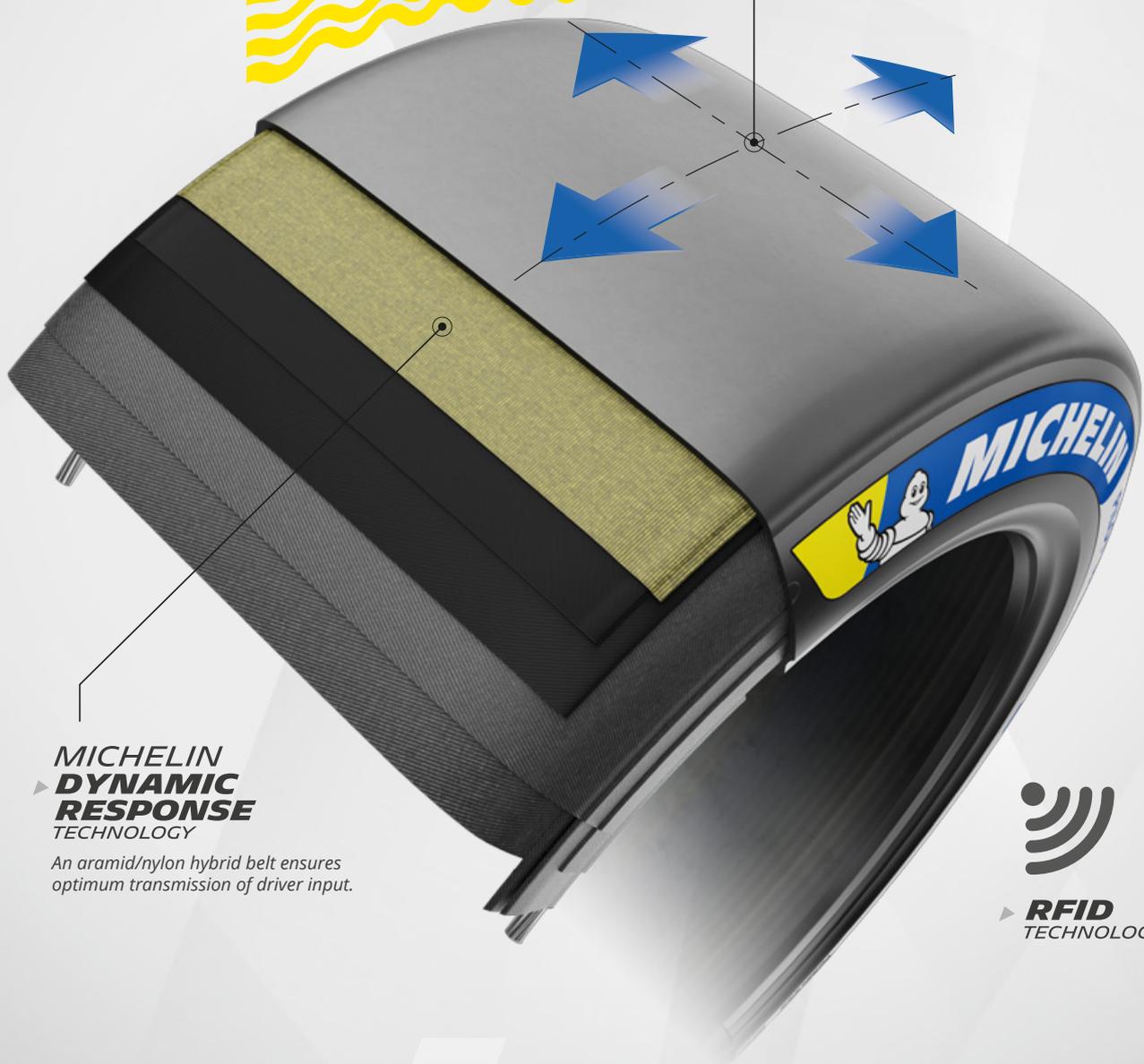
MICHELIN WEC INSPIRED COMPOUND TECHNOLOGY

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



MICHELIN DYNAMIC RESPONSE TECHNOLOGY

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



MICHELIN RFID TECHNOLOGY

MICHELIN PILOT SPORT CUP^{GT}



THE SLICK TIRE FOR GT



RAPID WARM UP

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



EASE OF HANDLING

The tire's new architecture provides greater stability on corner entry, as well as lateral support to improve the car's balance.



HIGH PEAK PERFORMANCE

The tire's maximum potential helps to improve lap times over a stint.

Ø18"

MICHELIN
WARM-UP
TECHNOLOGY



MICHELIN
DRY ADAPTIVE
COMPOUND
TECHNOLOGY



MICHELIN
DYNAMIC RESPONSE
TECHNOLOGY



Technologies:

MICHELIN
RFID
TECHNOLOGY



DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID
18'	30/65 - 18	H1	787739	✓
	30/68 - 18	H1	112873	✓
	31/71 - 18	H1	799048	✓

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



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MICHELIN PILOT SPORT CUP^T



THE SLICK TIRE FOR TOURING VEHICLES



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.

Ø17"

MICHELIN
WARM-UP
TECHNOLOGY



MICHELIN
TRACK LONGEVITY 2.0
TECHNOLOGY



MICHELIN
DYNAMIC RESPONSE
TECHNOLOGY



MICHELIN
RFID
TECHNOLOGY



Technologies:

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID
17"	20/61 - 17	M1	956216	✓
	20/61 - 17	H1	510079	✓

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



Services & solutions

Rally

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MICHELIN PILOT SPORT GT M



THE REFERENCE FOR A SLICK TIRE!



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.

Ø15" Ø17" Ø18" Ø19"

Technologies:

MICHELIN TRACK LONGEVITY 2.0 TECHNOLOGY



MICHELIN DYNAMIC RESPONSE TECHNOLOGY



MICHELIN RFID TECHNOLOGY



DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	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	✓

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID
18'	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	✓
19'	33/68 - 18	S9	120877	✓
	24/65 - 19	S8	948272	✓
	24/65 - 19	S9	088188	✓
	31/71 - 19	S9	350154	✓

	COMPOUND	SURFACE ABRASIVITY			CONDITIONS			GROUND TEMPERATURE (°C)									
		+	++	+++	DRY	DAMP	WET	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!**



ENDURANCE

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



OPTIMIZED GRIP

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

Ø17" Ø18"

Technologies:

MICHELIN
TRACK LONGEVITY 2.0
TECHNOLOGY



MICHELIN
DYNAMIC RESPONSE
TECHNOLOGY



MICHELIN
RFID
TECHNOLOGY



DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID
17'	24/61 - 17	S8	703963	
18'	27/65 - 18	S9	191018	✓
	30/65 - 18	S9	237295	✓

*US only

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

	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 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 / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI
15"	18/58 - 15	S9	370109
16"	23/61 - 16	S9	273199
17"	20/61 - 17	S8	853709
	24/61 - 17	S8	146154

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI
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	Blue hatched	Blue	Blue	Blue					Blue							
S9	HARD	Blue hatched	Blue	Blue	Blue					Blue							



PORSCHE CUP

86 - MICHELIN PILOT SPORT CUP N3 & N3R
87 - MICHELIN PORSCHE CUP N2 & N2R





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MICHELIN PILOT SPORT CUP N3 & N3R

SPECIFICALLY DEVELOPED FOR THE **PORSCHE 911 GT3 CUP (992)**



GRIP AND LONGEVITY

Composed of a different mixture of front and rear axles, it provides grip 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.

Ø 18"

Technologies:

MICHELIN
TRACK LONGEVITY 2.0
TECHNOLOGY



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

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID
18'	30/65 - 18	N3	530030	✓
	31/71 - 18	N3R	242655	✓

*while stocks last

MICHELIN PORSCHE CUP N2 & N2R



DEVELOPED FOR PORSCHE CARRERA CUP



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.

Ø 18"

Technologies: **MICHELIN DRY ADAPTIVE COMPOUND TECHNOLOGY**

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI
18'	25/64 - 18	N2	386513
	27/65 - 18	N2	907466
	27/68 - 18	N2	587114 *

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI
18'	27/68 - 18	N2R	122997
	30/68 - 18	N2	628143
	31/71 - 18	N2	297596

*while stocks last



SINGLE-SEATER

89 - MICHELIN PILOT SPORT M S512

89 - MICHELIN PILOT SPORT M P512



MICHELIN PILOT SPORT M S512



Ø 17"

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

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI
17"	24/61 - 17	S512	390956
	28/64 - 17	S512	947497

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

THE 1ST MICHELIN SINGLE- SEAT 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.

Technologies:



MICHELIN PILOT SPORT M P512



Ø 17"

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.

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI
17"	24/61 - 17	P512	227151
	28/64 - 17	P512	901628

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

PROTOTYPE LEGEND



MICHELIN PILOT SPORT LEGEND S819



Ø18"

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI	RFID
18'	33/65 - 18	S819	188873	✓
	33/68 - 18	S819	840076	✓
	36/71 - 18	S819	466857	✓
	37/71 - 18	S819	993138	✓

THE **SLICK TIRE** OF LEGENDARY PROTOTYPES!



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.

MICHELIN PILOT SPORT LEGEND P219



Ø18"

DIAMETER / DIAMÈTRE	SIZE / DIMENSIONS	COMPOUND / CRAN	CAI
18'	33/65 - 18	P219	012133
	33/68 - 18	P219	627171
	36/71 - 18	P219	476628

THE **RAIN TIRE** FOR LEGENDARY PROTOTYPES!



EXTREME GRIP IN THE RAIN

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

TECHNICAL DATA

CIRCUIT GT - TOURING - PROTOTYPE

DIAMETRE / DIAMETER	DIMENSION	GAMME / RANGE	CRAN / COMPOUND	APPLICATION	JANTE RECOMMANDEE / RECOMMENDED RIM WIDTH	LARGEUR DE LA BANDE DE ROULEMENT / TREAD WIDTH (MM)	SECTION DU PNEU / TIRE SECTION (MM)	DIAMETRE GONFLE (MM) / INFLATED DIAMETER (MM)	CIRCONFERENCE DE ROULEMENT / ROLLING CIRCUM- FERENCE (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
	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
17'	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
	24/64 - 18	PILOT SPORT GT M	S9	Medium	9,5	225	255	646	2000
18'	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 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
	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

DIAMETRE / DIAMETER	DIMENSION	GAMME / RANGE	CRAN / COMPOUND	JANTE RECOMMANDÉE / RECOMMENDED RIM WIDTH	LARGEUR DE LA BANDE DE ROULEMENT / TREAD WIDTH (MM)	SECTION DU PNEU / TIRE SECTION (MM)	DIAMETRE GONFLE (MM) / INFLATED DIAMETER (MM)	CIRCONFERENCE DE ROULEMENT / ROLLING CIRCUM- FERENCE (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	N2	11	265	306	679	2111
	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

DIAMETRE / DIAMETER	DIMENSION	GAMME / RANGE	CRAN / COMPOUND	APPLICATION	JANTE RECOMMANDÉE / RECOMMENDED RIM WIDTH	LARGEUR DE LA BANDE DE ROULEMENT / TREAD WIDTH (MM)	SECTION DU PNEU / TIRE SECTION (MM)	DIAMETRE GONFLE (MM) / INFLATED DIAMETER (MM)	CIRCONFERENCE DE ROULEMENT / ROLLING CIRCUM- FERENCE (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

DIAMETRE / DIAMETER	DIMENSION	GAMME / RANGE	CRAN / COMPOUND	APPLICATION	JANTE RECOMMANDÉE / RECOMMENDED RIM WIDTH	LARGEUR DE LA BANDE DE ROULEMENT / TREAD WIDTH (MM)	SECTION DU PNEU / TIRE SECTION (MM)	DIAMETRE GONFLE (MM) / INFLATED DIAMETER (MM)	CIRCONFERENCE DE ROULEMENT / ROLLING CIRCUM- FERENCE (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

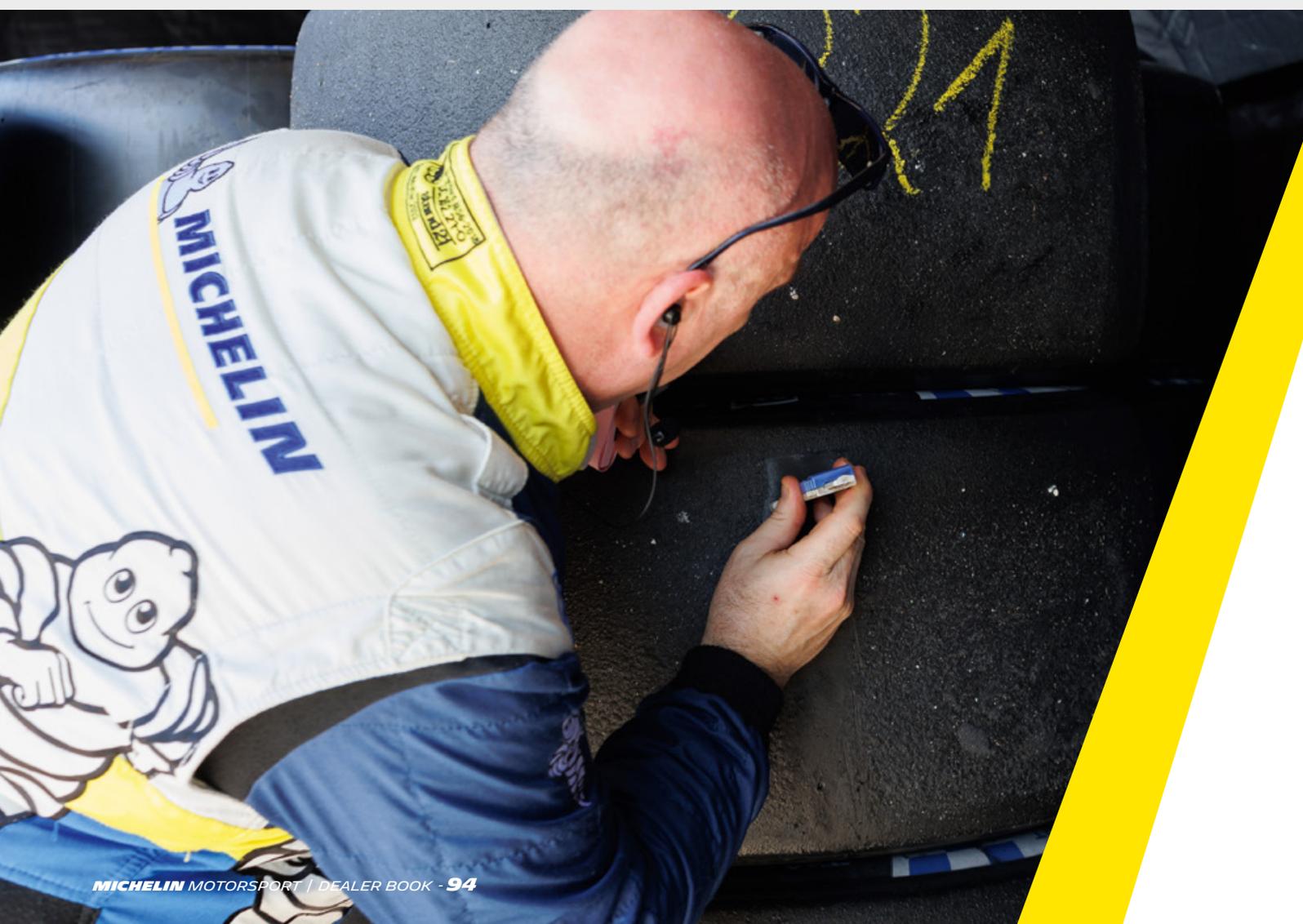
95 - READING A TIRE

96 - RECOGNIZING AND ACTING

98 - DAMAGE ON THE TIRES

100 - ADVICE AND USE

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READING A TIRE



E.G. : **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>

- Log on (ID + password)
- Press the 'add a new claim' button
- 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.

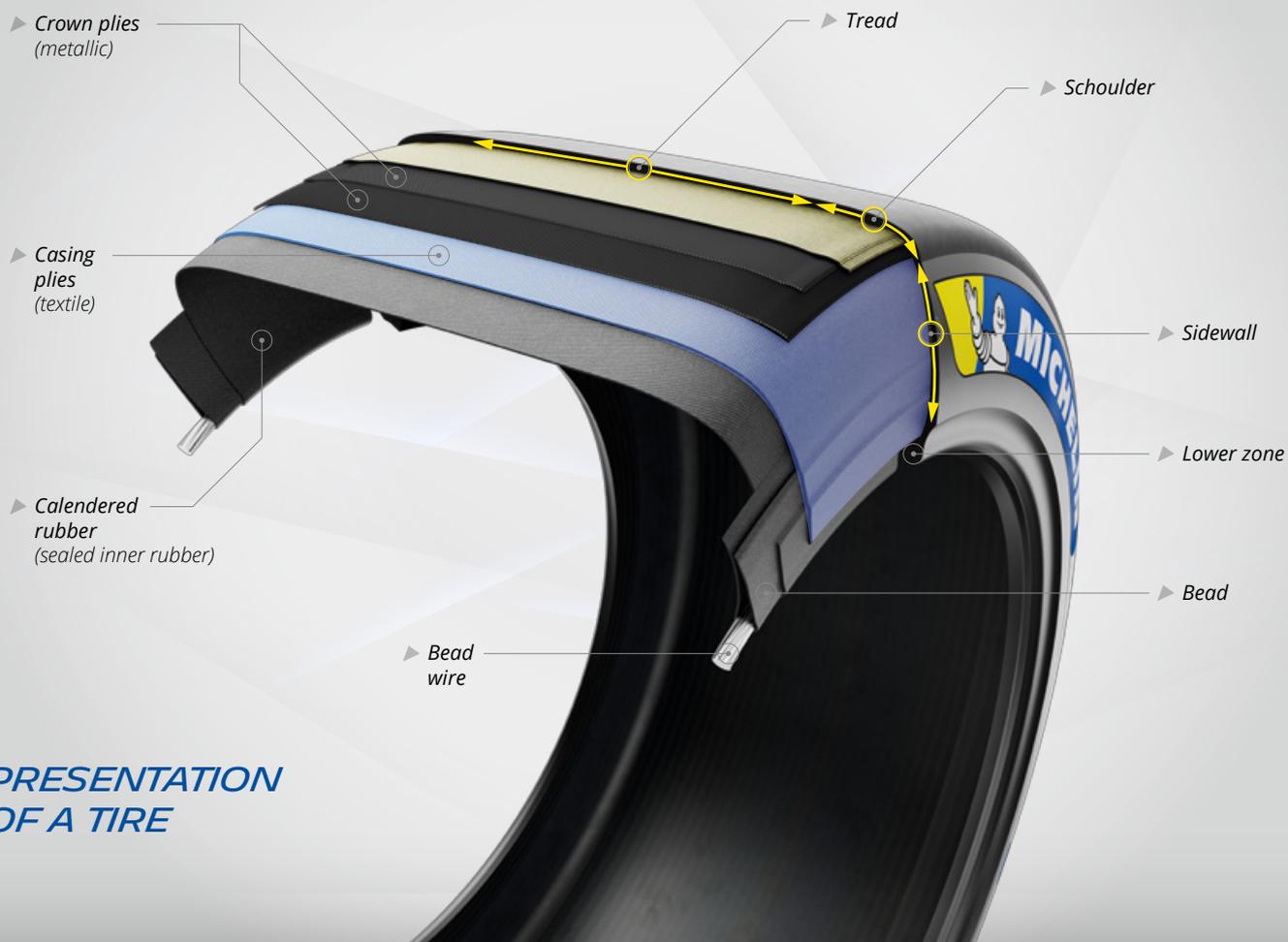
- Please review the information carefully before submitting your claim. At any time you can go back and add missing information,
- The claim will be taken into account and will go into analysis status,
- The customer (distributor in copy) will receive a reply by e-mail.

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.



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.

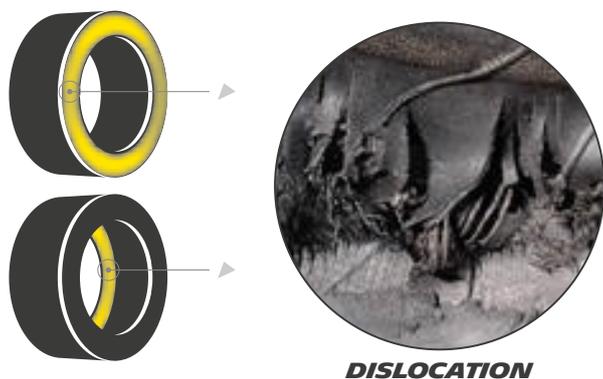
The diagnosis will determine whether the tire can be repaired or whether it should be taken off the road for good.

CONSEQUENCES OF UNDER-INFLATION



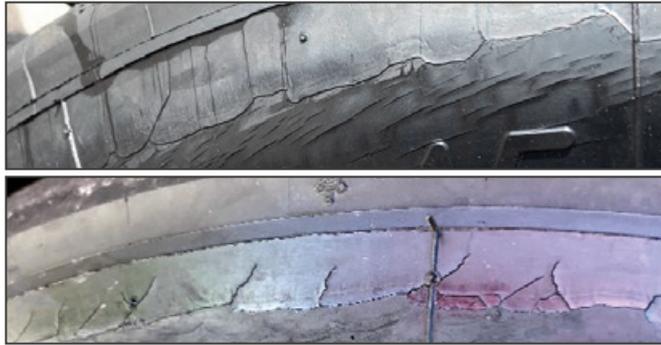
Description	The symptoms and consequences of driving with underinflation can take the form of : - Marbling (folding of the inner liner), - Dislocation of all or part of the innerliner, - Total or partial loss of tread, - Circular rupture of the carcass ply.
Origins	Driving with insufficient pressure 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 PLYS FOLLOWING FLAT RUNNING



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.

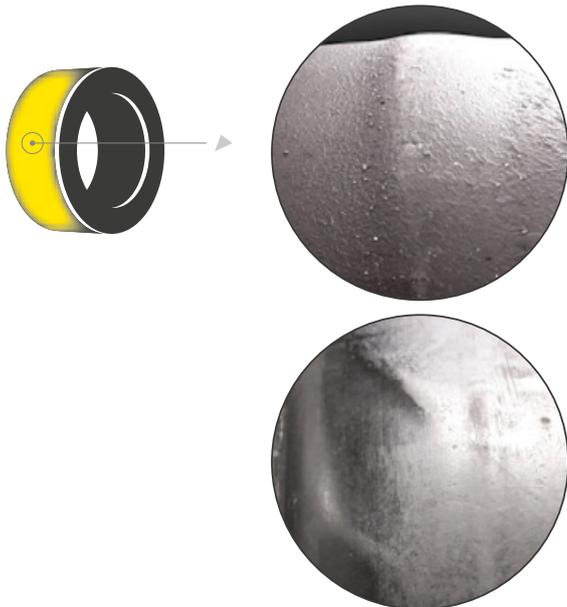
CRACKING SIDEWALL



Description	Black rubber cracks.
Origins	Excessive heating which may be due to : - Extensive work on the carcass (in particular under-inflated), - 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 PLYS



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 FITTING:

- 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



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 rally	10°C	10°C
Gravel rally	10°C	10°C

Furthermore, 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.



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.

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.

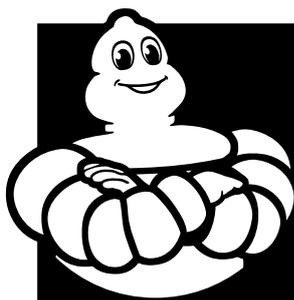
› Non-compliance with certain recommendations (e.g. camber, tire pressures) may lead to tire degradation or performance fall-off (higher wear, poor car balance, understeer, oversteer).

› These recommendations do not cover unforeseen incidents such as punctures.

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.



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.



MICHELIN



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www.michelinmotorsport.com/fr/



Tires are
recyclable
products