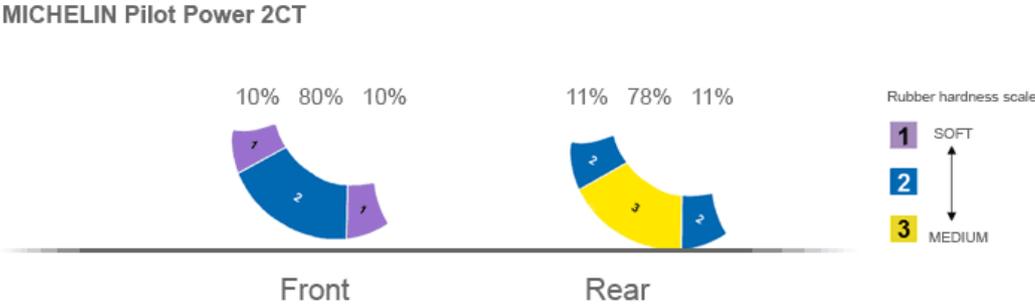
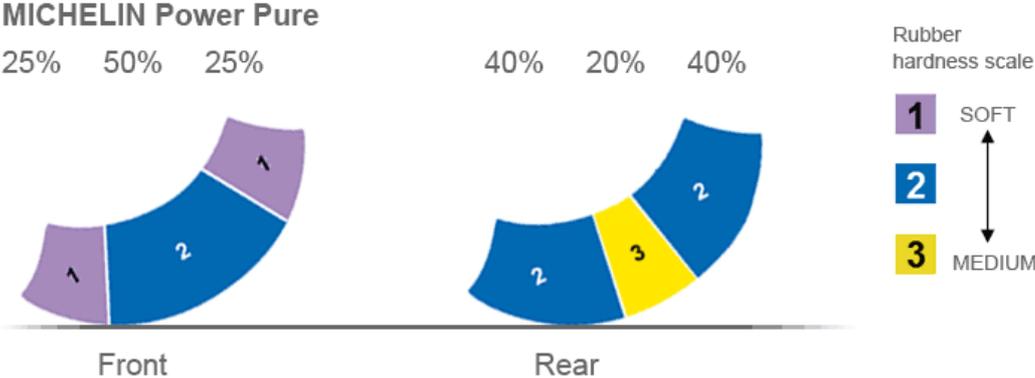


MICHELIN 2CT Dual-Compound Technology breaks new ground by providing even more soft rubber on the shoulders.

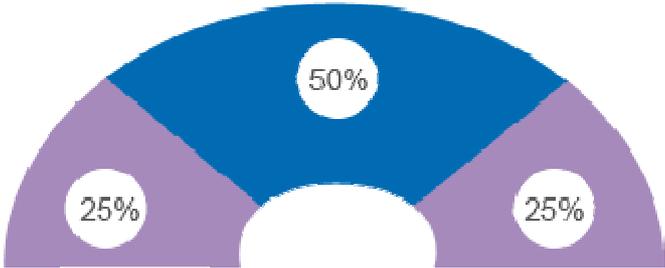
Take the example of a front tyre leaning at an angle of 36°: 27% of the contact patch is made up of soft rubber in the case of the **MICHELIN Power Pure**, whereas the soft compound has yet to come into contact with the road in the case of the **MICHELIN Pilot Power 2CT**. At the rear, the difference is more spectacular still: in the case of the **MICHELIN Power Pure**, the contact patch is comprised entirely of soft rubber, compared with just 8% for the **MICHELIN Pilot Power 2CT**.



More about MICHELIN's Two Compound (2CT) technology

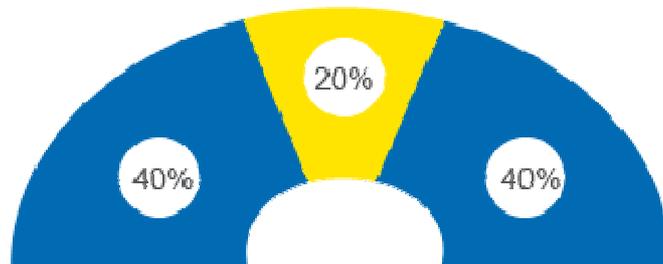
The partition of the different tread compounds was completely restudied and improved.

Front tyre



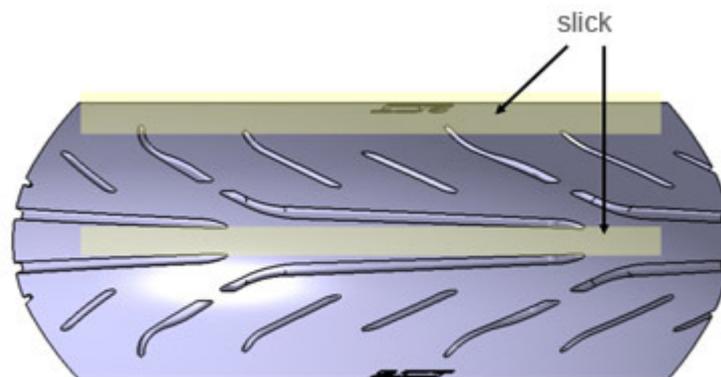
The front tyre of Power Pure has a **2CT** tread compound distribution of 25% / 50% / 25%. As shown in the above diagram, the harder of the two compounds makes up 50% of the tread rolling surface and is placed in the middle of the tyre. This provides the necessary rigidity and feedback required from a front tyre, while also giving exceptional longevity even under the strains of heavy braking. The maxi-grip soft compound is placed on the two shoulders to provide maximum grip starting with lean angles of only 24°.

Rear tyre



The rear tyre of Power Pure has a **2CT** tread compound distribution of 40% / 20% / 40%. As shown in the above diagram, the harder of the two compounds makes up 20% of the tread rolling surface and is placed in the middle of the tyre. When a bike is in an upright position (0° lean angle), the rear contact patch is made up of both the harder center compound and softer shoulder compounds. The distribution of the different tread compounds is optimized to provide longevity, resistance to flat spotting and excellent grip for maximum acceleration, all at the same time. With lean angles as low as 20°, the maxi-grip soft shoulder compound makes up 98% of the contact patch of the rear tyre providing maximum traction and grip for braking and acceleration.

Partition of the slick zones on the tread surface



In addition, the shoulders of both the front and rear Power Pure are slick to ensure maximum grip while on lean angle cornering beyond 40°. Furthermore, both front and rear tyres have a full-slick portion in the center of the tyre to ensure maximum traction during full-throttle straight-line acceleration.