

MICHELIN Commander II: for going even further!

A new tyre for custom motorcycles – unique, and much more...

September 2011 will see Michelin launch a new motorcycle tyre which delivers unrivalled tyre life. Independent tests carried out in the United States using a Harley-Davidson® Electra Glide® Classic prove it; a rear MICHELIN Commander II is capable of covering up to 40,000 kilometres*. That is nearly twice the distance covered by its direct competitors, while the longevity of the front tyre is even greater.

The MICHELIN Commander II creates a new standard with regard to durability, yet without compromising wet weather grip, manoeuvrability or stability. This performance balance provides yet another eloquent illustration of Michelin's research and development philosophy: no performance gain to be achieved to the detriment of another.

In response to the major concern of custom motorcycle riders – tyre life, notably at the rear – the engineers at the Michelin Technology Centre at Ladoux, near Clermont-Ferrand (France), have developed a new rubber compound to extend the life of the tyre.

The exclusive architecture of the MICHELIN Commander II brings both manoeuvrability and stability. The tyre's more rigid, high-density carcass improves manoeuvrability, while the aramid fibre crown ply of the rear tyre enhances resistance and lightness for impeccable stability, even at high speeds.

Last but not least, the numerous longitudinal grooves of the new tyre's tread pattern optimise water dispersal for outstanding wet weather grip.

Thirteen sizes will be available from September 2011, while two other sizes will be released at the beginning of next year.



* Based on commissioned third-party tests carried out in March/April 2011 by Texas Test Fleet (900 N. Transportation Devine, TX. 78016) on public roads and using the 2010 Harley-Davidson FLT Electra Glide Classic. Comparison based on results of the MICHELIN Commander II versus the METZELER ME880 and the DUNLOP D407/D408 in sizes 130/80 B 17 (front) and 180/65 B 16 (rear). Individual results may vary depending on motorcycle type and running conditions