

BRIDGESTONE

MOTORCYCLE & SCOOTER TIRE 2020





Bridgestone knows the roads around the world and the hot spirit of the riders.

The scenery that waits you around the next corner.

The view ahead at 300Km/h on the track.

The view you are about to discover at the end of that long stretch.

Bridgestone has always embraced the spirit of riders with our experiences of participating to the world's top racing, enhancing the latest technologies.

All the technical capabilities and resources are thrown into our tire development just for the ultimate joy of riding experience for all riders throughout the world.

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Products Line Up

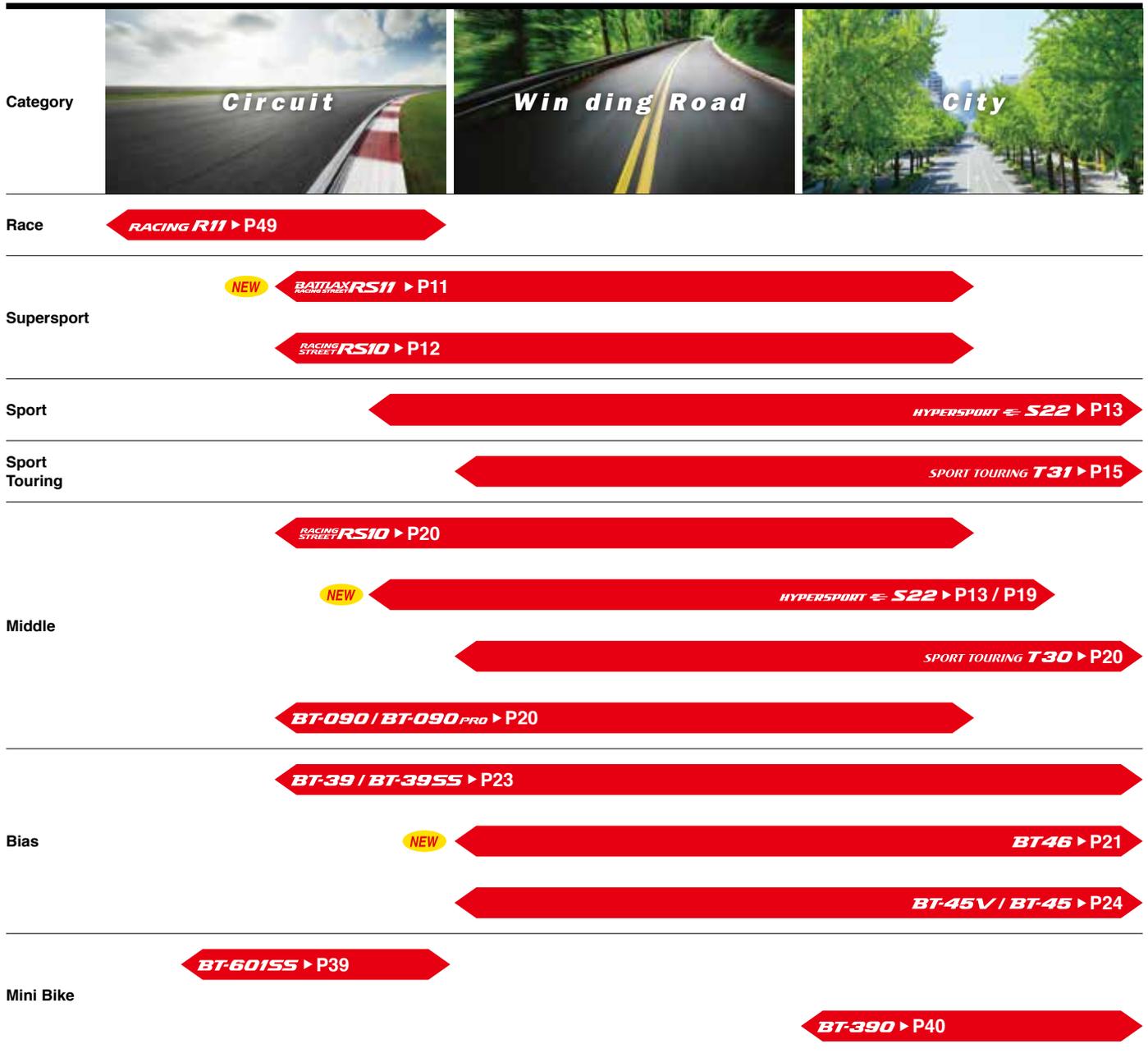


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Products Line Up

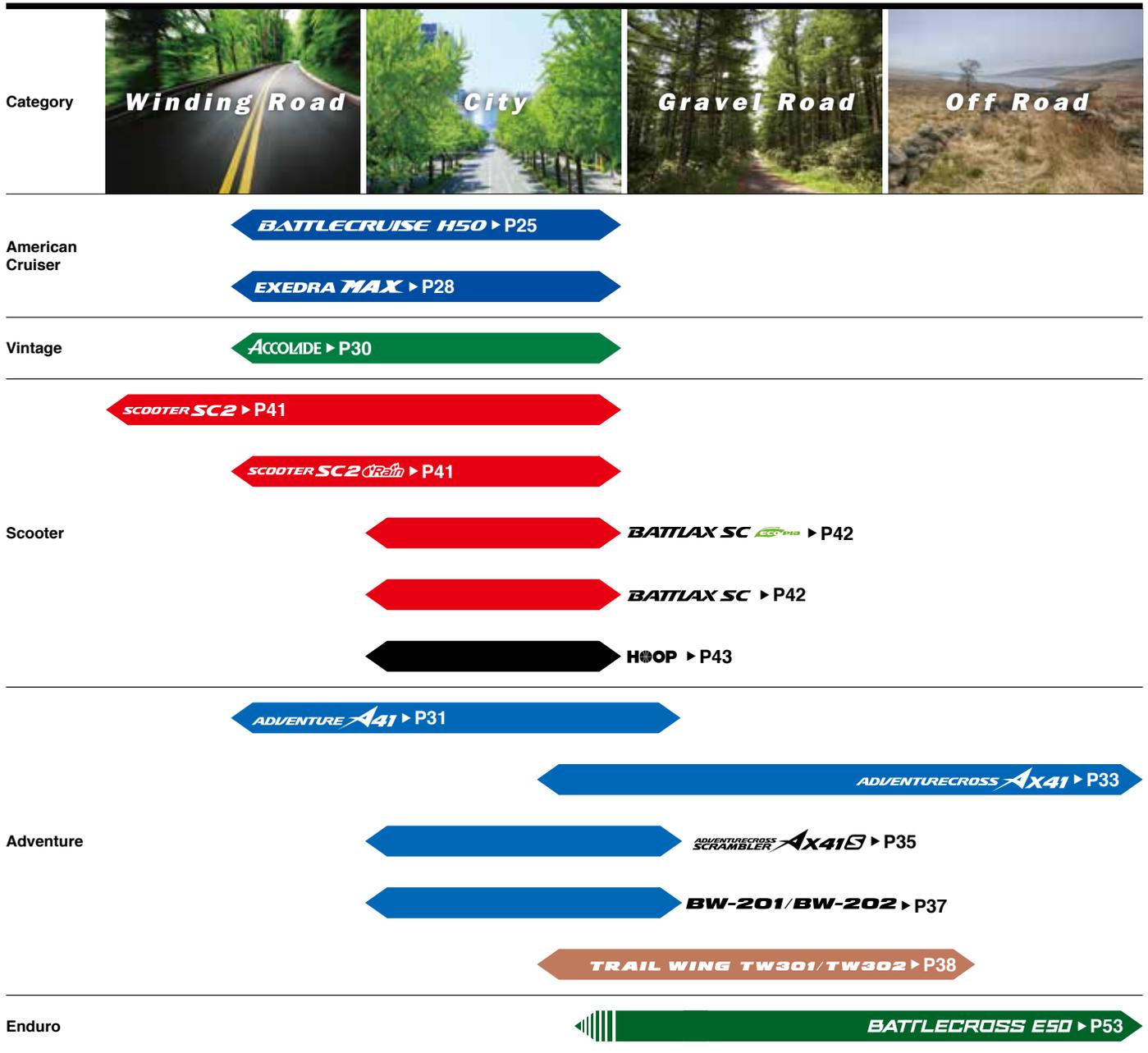


Chart above is for illustrative purposes only

ULTIMAT EYE™

Bridgestone's proprietary tire development technology for measuring and visualizing tire contact surface behavior during actual riding conditions. Previously, tire development consisted of running simulations, building prototypes and using laboratory measurements as well as actual vehicle tests to verify performance. ULTIMAT EYE™ reproduces high-speed riding conditions in the laboratory that are equivalent to those of an actual vehicle, enabling tire contact surface behavior to be visualized. In addition to the previous actual vehicle tests, this allows high-precision analysis and performance verification with a solid scientific basis. Using technology born to develop tires for the world's most demanding car and motorcycle races, the measurement and analysis equipment can handle speeds of up to 400km/h and lean angles of up to 60 degrees.

■ Previous tire product development workflow



■ Tire product development workflow with ULTIMAT EYE™



Wet surface scenario



Snowy surface scenario

When developing tires, various computer simulations are run. The optimal calculated design is then used to create a prototype.

Prototype is measured



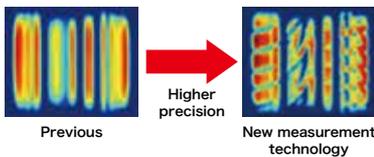
Feed Back



Bridgestone's proprietary technology allows the dynamic behavior of the tire in actual riding conditions to be reproduced and visualized in order to verify actual performance that cannot be understood through simulations alone.

■ Tire measurement technology for high rotational speed

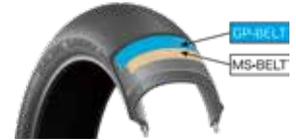
By developing technology that enables the measurement and visualization of the distribution of tread pattern contact force, it becomes possible to measure the influence at high rotational speeds of small features of the tread pattern that were not previously understood.



GP-BELT



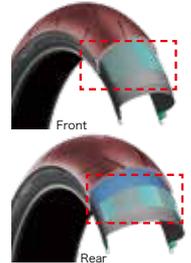
A new belt added to the conventional MS-BELT. The pressure has been equalized to the ground surface. By enlarging the ground contact surface area, gripping performance during cornering has been improved. This also contributes to better gripping, reduction in ground contact surface area which causes slipping, and better wear control.



V-MS•BELT



Optimization of the spacing of the MS-BELT cords coiled around the tire's circumference contributes to ideal tire contact properties, as well as enhanced grip and performance.



MS•BELT Mono Spiral Belt



Patent acquired

Lightweight and durable cords are wrapped around the circumference of the tire to provide a smooth grip feeling. This contributes to a high performance tire with ① weight reduction, improvement in ② grip, ③ rotational stability, ④ high speed performance and ⑤ excellent damping effect.

HTSPC High Tensile Super Penetrated Cord



Steel cord material is comprised of individually rubber insulated inner filaments with high thermal conductivity to enhance heat transfer and reduce the risk of blowout. Moisture does not accumulate between filaments, reducing the chance of oxidation. The features promote high speed stability and durability of the tire as a whole. High case rigidity (grip performance) and superior shock absorption have also been achieved by these highly tensile filaments which have strong resistance to deformation.

3LC+CAP&BASE



The CAP&BASE construction divides the shoulder compound of the tire into upper and lower sections. By using a high grip compound for the upper section of the shoulder, and a high stability abrasion resistant compound for the lower and central sections, provides combination of both performance and mileage.



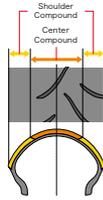
3LC 3 Layer Compound



3 Layer Compound

3LC (3 Layer Compound) technology. The shoulder compound provides excellent cornering grip. The center compound offers linear handling.

※ The name has been changed from "SPORT SACT"



RC POLYMER for motorcycle



RC POLYMER for motorcycle tire

Polymer improves wear resistance of tires, and silica is effective for wet performance. Although these two compounds are usually not compatible, the potential of both compounds is drastically increased by promoting affinity between them.

RC POLYMER for motorcycles, developed using Bridgestone's key technology NanoPro-Tech®, contributes to the improvement of wet performance and longer wear life.

※ NanoPro-Tech® is Bridgestone's key technology which controls the nanostructure of tire materials through molecular design, in order to emphasize the needed characteristics of the material.

5LC 5 Layer Compound

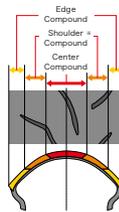


5 Layer Compound

Patent acquired

5LC (5 Layer Compound) technology. High grip performance has been achieved for every sports racing scene. The edge compound improves rotational stability during steep banking. The shoulder compound improves cornering power and grip performance in the forward direction. The center compound achieves a smooth feeling from straight runs to lean angles.

※ The compound with the highest "tensile rigidity in the circumferential direction" is used in the shoulder area, enabling rapid acceleration at a corner exit.



SPORT SACT



The center of the tire is equipped with a compound which provides excellent straight line stability, high speed durability and wear resistance. The shoulder area is equipped with a compound which realizes high grip performance. A smooth ride has been achieved by unifying these two compounds through intermolecular coupling at high temperature.

※ The name has been changed to "3LC (3 Layer Compound)"

CAP&BASE



The cap tread contains a compound with soft silica, and the base tread contains a compound with medium silica. These are carefully balanced. While ensuring shock absorption, strong grip performance in various temperature conditions is provided while supporting optimum rigidity.

SACT Straight And Cornering Technology



The center area utilizes a compound which specializes in wear resistance, and the shoulder with a compound which specializes in grip performance. By combining these compounds, two conflicting features, "long life durability" and "high grip performance" have been dimensionally fused. The two compounds are unified through intermolecular coupling at high temperature.

SILICA RICH



Silica Rich Compound ensures high grip performance in low temperature conditions at the early stage of riding and exhibits excellent wet performance.

Antenna rubber is Used

SILICA RICH EX

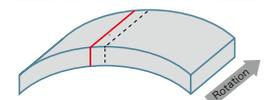
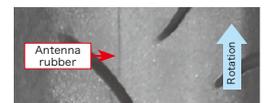


Performance in wet conditions is improved by greatly increasing the amount of silica compared to conventional SILICA RICH.

Antenna rubber is Used

● Antenna rubber (mainly used in SILICA RICH and SILICA RICH EX)

Electro-conductivity of the tire rubber containing larger amount of silica is, in general, low. Therefore, static electricity generated by a vehicle during driving is not easily discharged to a road surface. As a solution, rubber having high electro-conductivity (conductive slit) is exposed on a tread surface in a linear shape in order to easily discharge the accumulated static electricity. The rubber of the conductive slit has a different shade of color than the other tread rubbers so that it looks like a stripe on a tread surface. It does not affect the safety and wear life performance.



NEW

BATTLAX RS11

RACING STREET

The ultimate high-grip tires for street bikes is here

The Racing Street (RS) is the flagship tire of BATTMAX street application line up, designed for use on public roads. The RS11 is the successor to the RS10, which was standard equipment on numerous flagship motorcycles. It is a version of the highly regarded RACING R11 for track use, which has been tuned for street riding. RACING STREET RS11 takes riding into a higher level with significant improvements in aspects of sports riding, including grip, cornering stability, handling, and contact feel. Feel the evolution for yourself, either on winding roads or on the track.



- Riders who wish to enjoy riding over a wide range from the racing track to the winding road.
- Riders who want sporty and high kinetic performance on dry roads.
- Riders who are seeking higher grade dry performance than S21/ S20EVO.

Front RS11

Tire size	TL / TT	Appr. Rim (inch)
120/70ZR17 M/C (58W)	TL	3.50~3.50

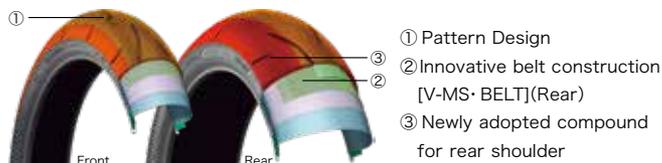
Rear RS11

Tire size	TL / TT	Appr. Rim (inch)
190/55ZR17 M/C (75W)	TL	5.50~6.00
200/55ZR17 M/C (78W)	TL	6.00~6.50



★1 Front tire only ★2 Rear tire only

Featured Technology



① Pattern Design

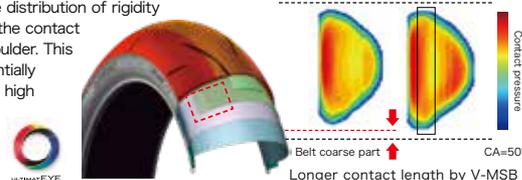
- ① Pattern design based on that of the R11. To increase tread rigidity, the main grooves are aligned in the same direction of the input force. Thus, we have achieved high levels of cornering grip and incisive handling.
- ② Improved the balance of tread rigidity by lengthening the shoulder grooves and improving their placement. By enlarging the contact patch, the grip is improved, when leaning over the bike.



② Innovative [V-MS-BELT (Variable-pitch MS-BELT)] construction

Significantly improved contact properties by optimizing the distribution of rigidity and lengthening the contact patch on the shoulder. This results in substantially enhanced grip at high camber angles.

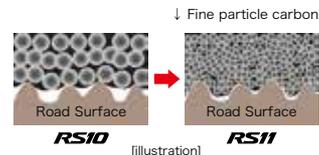
Contact Property comparison



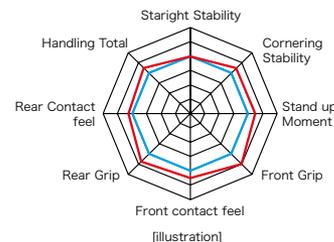
Tire size: 190/55ZR17M/C [RS10] 190/55ZR17M/C [RS11] Camber angle: 50 deg.

③ Uses newly developed compound at rear shoulder

Better bite into the road surface is achieved through the adoption of fine-particle carbon. In addition, better grip for the rubber itself is obtained by a new compounding approach. This results in drastically enhanced grip at high camber angles.



Performance comparison



Date: March/2019
Venue: Bridgestone Europe PG
Vehicle: BMW S1000RR
Tire size:
F) 120/70ZR17M/C (250kPa at Cold)
R) 190/55ZR17M/C (290kPa at Cold)
Rider: Bridgestone Test Rider
*Test results based on Bridgestone's internal standards. Results are strictly test values, and will vary depending on riding style.

— RS11
— RS10

BATTLAX RACING STREET RS10



Front RS10

Tire size	TL / Appr. Rim (inch)
120/70ZR17 M/C(58W)	TL 3.00~3.50

Rear RS10

Tire size	TL / Appr. Rim (inch)
180/55ZR17 M/C(73W)	TL 5.50~6.00
190/50ZR17 M/C(73W)	TL 5.50~6.00

BATLAX HYPERSPORT S22

Ultimate sports tire with outstanding DRY Grip and lightness

Exclusive front & rear pattern design and specially developed compounds will give high levels of grip and quick handling. Astonishing riding feel makes the bike lighter. Winding roads are even more enjoyable. Also, improvement in WET handling and WET grip will give you a sport riding with one step higher range.



- Riders who mostly enjoy sports riding.
- Riders of supersports motorcycles who want a combination of performance in wet and long life.
- Riders who are thinking of starting riding on the racetrack.

Front S22

Tire size	TL / TT	Appr. Rim (inch)
120/70ZR17 M/C(58W)	TL	3.50~3.50

Rear S22

Tire size	TL / TT	Appr. Rim (inch)
160/60ZR17 M/C(69W)	TL	4.50~5.00
180/55ZR17 M/C(73W)	TL	5.50~6.00
180/60ZR17 M/C(75W)	TL	5.00~5.50
190/50ZR17 M/C(73W)	TL	5.50~6.00
190/55ZR17 M/C(75W)	TL	5.50~6.00
200/55ZR17 M/C(78W)	TL	6.00~6.50

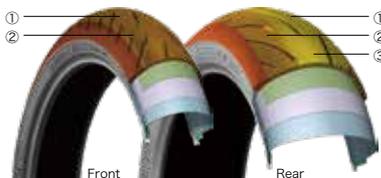
Front S22 H-range

Tire size	TL / TT	Appr. Rim (inch)
110/70R17 M/C 54H	TL	3.00~3.50

Rear S22 H-range

Tire size	TL / TT	Appr. Rim (inch)
140/70R17 M/C 66H	TL	4.00~4.50
150/60R17 M/C 66H	TL	4.00~4.50

Applied Technology

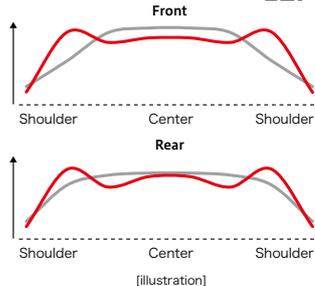


- ① Exclusive pattern design Front & Rear
- ② Specially developed compound for front center and rear traction area
- ③ Specially developed rear center compound

① Exclusive pattern design

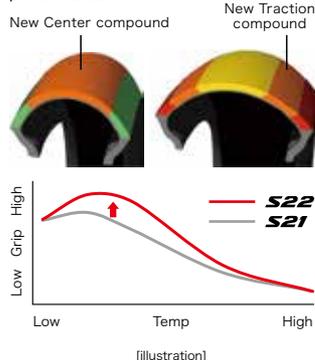
To enhance wet performance, the land-sea ratio of the shoulder part have been improved compared to the S21. Agility has also been improved by optimizing the rigidity of the pattern.

Land-Sea Ratio



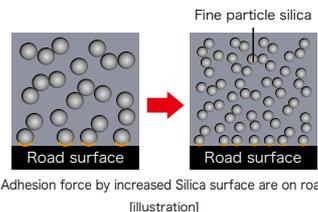
② Specially developed compound for front center and rear traction area

By optimizing the compounding of the resin, dry grip has been improved through a wider temperature range. This provides a higher level of sports riding performance.



③ Specially developed rear center compound

The silica on the tire surface has been increased by around 25% by the adoption of fine-particle silica. The new compound provides excellent grip in wet condition.



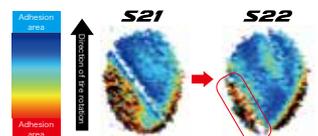
Adhesion force by increased Silica surface are on road [illustration]

Silica surface area



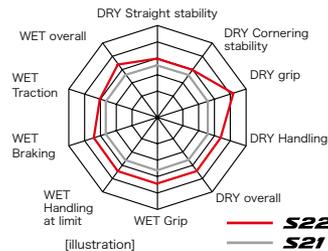
ULTIMAT EYE™

Bridgestone's proprietary ULTIMAT EYE™ technology was adopted for the structural design of the tire. Slippage area of the rear has been reduced by gaining a better understanding of the tires' behavior on the road surface. This improved grip performance allows a higher level of sports riding performance.



Slippage region is reduced in rearward of the contact patch

Total performance comparison



Venue : Bridgestone PG, Rome. Size : Fr : 120/70ZR17 Rr : 190/55ZR17. Vehicle : BMW S1000RR
*Test results based on Bridgestone's internal standards. Results are strictly test values, and will vary depending on riding style.



★1 Front tire only ★2 Rear tire only

BATTLAX SPORT TOURING T31

A significant improvements in wet performance leads to a feeling of safety
The ideal sports touring radial, able to cope with a wide variety of riding conditions

Provides confidence in riding even in adverse conditions such as rain or changing road surfaces. The wet performance of the SPORT TOURING T31 has been greatly improved. In particular, shorter braking distances on wet road surfaces and enhanced cornering grip give the rider increased confidence. Naturally, the tire also offers handling accuracy and high-speed stability on dry road surfaces. The ideal sports radial, capable of coping with the wide range of conditions that confront riders over a variety of road surfaces.



Front T31

Tire size	TL/TT	Appr. Rim (inch)
110/70ZR17 M/C(54W)	TL	2.75~3.50
120/60ZR17 M/C(55W)	TL	3.00~3.50
120/70ZR17 M/C(58W)	TL	3.00~3.50
110/80 R18 M/C 58V	TL	2.50~3.00
110/80ZR18 M/C(58W)	TL	2.50~3.00
120/70ZR18 M/C(59W)	TL	3.00~3.50
110/80ZR19 M/C(59W)	TL	2.50~3.00
120/70ZR19 M/C(60W)	TL	3.00~3.75

Front T31 GT specs*

Tire size	TL/TT	Appr. Rim (inch)
120/70ZR17 M/C(58W)	TL	3.00~3.50
120/70ZR18 M/C(59W)	TL	3.00~3.50

Rear T31

Tire size	TL/TT	Appr. Rim (inch)
150/70ZR17 M/C(69W)	TL	4.00~4.50
160/60ZR17 M/C(69W)	TL	4.50~5.00
160/70ZR17 M/C(73W)	TL	4.50~5.00
170/60ZR17 M/C(72W)	TL	4.50~5.50
180/55ZR17 M/C(73W)	TL	5.50~6.00
190/50ZR17 M/C(73W)	TL	5.50~6.00
190/55ZR17 M/C(75W)	TL	5.50~6.00
140/70 R18 M/C 67V	TL	4.00~4.50
160/60ZR18 M/C(70W)	TL	4.50~5.00

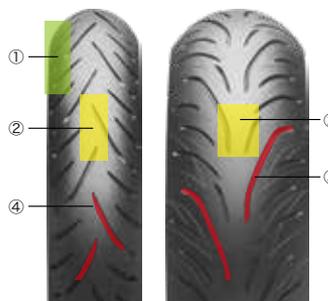
Rear T31 GT specs*

Tire size	TL/TT	Appr. Rim (inch)
170/60ZR17 M/C(72W)	TL	4.50~5.50
180/55ZR17 M/C(73W)	TL	5.50~6.00
190/55ZR17 M/C(75W)	TL	5.50~6.00

* GT spec provides good handling and stability for heavy vehicles.

- Riders who enjoy riding on winding road with a touring motorcycle.
- Riders who enjoy riding a supersports bike with touring tires.
- Riders who want high performance in wet conditions.
- Riders who want to ride with sense of security even when caught in unexpected rainfall.

A pattern design that achieves improved performance in the dry and the wet



- ① Increased proportion of grooves on the shoulder section gives better drainage and thus improved cornering performance in wet conditions.
- ② By reducing groove ratio on center part of the tread with increased block rigidity, shorter braking distance was achieved in wet condition.
- ③ Optimized angle for main grooves on middle part. Enlarged contact area gives higher camber thrust to enhance handling in dry condition.
- ④ High angle groove placement on tread center part. Higher tread rigidity leads to a better handling response in dry condition.

Refining contact properties through the use of ULTIMAT EYE™

Bridgestone's proprietary ULTIMAT EYE™ technology was utilized for the structural design of the tire. The design was optimized by means of detailed analyses that included the construction of the crown, belt, case and the distribution of the groove pattern. This results in reduced slippage within the contact area, which generates improved grip performance and better handling. In addition, the optimized design results in a more uniform distribution of contact pressure and increases the contact area by 5%, improving steering stability on both dry and wet road surfaces.

Specially developed compound (Front)

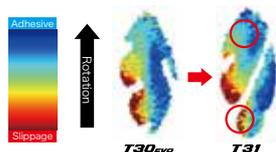
In this newly developed compound the distribution of silica has been improved at the molecular level, leading to enhanced rubber flexibility and resulting in better bite on the road surface at loaded situation. Grip in low-temperature regions has also been improved, and grip performance is high even on slippery and wet surfaces.

Unloaded status

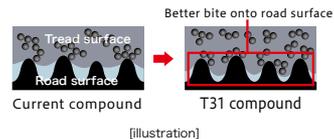


Improved rubber flexibility at the molecular level

Analysis of front tire contact properties



Loaded status



Increased adhesion area in forward contact patch. Reduced slippage in rear contact patch. Improved wet grip when cornering. Improved response in the dry.

Tire size: 120/70ZR17 Camber angle: 15 deg.



- ★ 1 Front tire only
- ★ 2 Rear tire only

BATTLAX HYPERSPORT S21



Front S21

Tire size	TL / TT	Appr. Rim (inch)
130/70ZR16 M/C(61W)	TL	3.50~4.00
110/70ZR17 M/C(54W)	TL	2.75~3.50
120/60ZR17 M/C(55W)	TL	3.00~3.50

Rear S21

Tire size	TL / TT	Appr. Rim (inch)
150/60ZR17 M/C(66W)	TL	4.00~4.50
160/60ZR17 M/C(69W)	TL	4.50~5.00
180/55ZR17 M/C(73W)	TL	5.50~6.00



- ★1 Front and Rear tire (150/60ZR17 M/C, 160/60ZR17 M/C)
- ★2 Rear tire (except 150/60ZR17 M/C, 160/60ZR17 M/C)
- ★3 Front and Rear tire (except 130/70ZR16 M/C)
- ★4 Front tire only
- ★5 Rear tire only

BATTLAX HYPERSPORT S20 EVO/S20



Front S20 EVO

Tire size	TL / TT	Appr. Rim (inch)
120/70ZR17 M/C (58W)	TL	3.00~3.50

Rear S20

Tire size	TL / TT	Appr. Rim (inch)
170/60ZR17 M/C (72W)	TL	4.50~5.50
200/50ZR17 M/C (75W)	TL	6.00~6.50



- ★1 120/70ZR17 M/C, 200/50ZR17 M/C
- ★2 170/60ZR17 M/C

※ S20EVO / S20 は在庫がなくなくなり次第販売終了となります。

BATTLAX HYPERSPORT BT-016 PRO



Front BT-016 PRO

Tire size	TL / TT	Appr. Rim (inch)
120/70ZR17 M/C(58W)	TL	3.00~3.50
110/80ZR18 M/C(58W)	TL	2.50~3.00

Rear BT-016 PRO

Tire size	TL / TT	Appr. Rim (inch)
150/70ZR18 M/C(70W)	TL	4.00~4.50
160/60ZR18 M/C(70W)	TL	4.50~5.00



BATTLAX H-range series

BATTLAX *HYPERSPORT* **S22** NEW



Front S22 H-range

Tire size	TL / TT	Appr. Rim (inch)
110/70 R17 M/C 54H	TL	3.00~3.50

Rear S22 H-range

Tire size	TL / TT	Appr. Rim (inch)
140/70 R17 M/C 66H	TL	4.00~4.50
150/60 R17 M/C 66H	TL	4.00~4.50

BATTLAX *RACING STREET* **RS10**



Front RS10 H-range

Tire size	TL / Appr. Rim TT (inch)
110/70 R17 M/C 54H	TL 2.75~3.50

Rear RS10 H-range

Tire size	TL / Appr. Rim TT (inch)
140/70 R17 M/C 66H	TL 3.50~4.50
150/60 R17 M/C 66H	TL 4.00~4.50

BATTLAX **BT-090 / BT-090 PRO**



Front BT-090 H-range

Tire size	TL / Appr. Rim TT (inch)
110/70 R17 M/C 54H	TT 2.75~3.50
120/60 R17 M/C 55H	TL 3.00~3.50

Rear BT-090 PRO H-range

Tire size	TL / Appr. Rim TT (inch)
140/70 R17 M/C 66H	TT 3.50~4.50
160/60 R17 M/C 69H	TL 4.50~5.00
150/60 R18 M/C 67H	TL 4.00~4.50

BATTLAX *SPORT TOURING* **T30**



Front T30 H-range

Tire size	TL / Appr. Rim TT (inch)
110/70 R17 M/C 54H	TL 2.75~3.50
120/60 R17 M/C 55H	TL 3.00~3.50

Rear T30 H-range

Tire size	TL / Appr. Rim TT (inch)
150/60 R17 M/C 66H	TL 4.00~4.50
160/60 R17 M/C 69H	TL 4.50~5.00

NEW **BATTLAX BT46**

BT46: the new standard in touring bias tires
The long-awaited update to the perennial favorite BT-45

The Battlax BT46 is set to replace the iconic Battlax BT-45. Since its introduction 22 years ago, the Battlax BT-45 has been the go-to tire for touring. Now, Bridgestone has upgraded this design with modern technology. Wet performance has been upgraded from the BT-45, with no impact on the predecessor's wellknown dry handling performance and wear resistance.



Front

Rear

Rear tire only



Front BT46

Tire size		TL/TT	Appr. Rim (inch)
100/90-18	M/C 56V	TL	2.15-2.75
100/90-19	M/C 57V	TL	2.15-2.50

Rear BT46

Tire size		TL/TT	Appr. Rim (inch)
150/80-16	M/C 71V	TL	3.00-4.00
120/90-17	M/C 64V	TL	2.50-3.00
130/90-17	M/C 68V	TL	2.50-3.50
140/80-17	M/C 69V	TL	2.75-3.50
120/90-18	M/C 65V	TL	2.50-3.00

Front BT46 H-range

Tire size		TL/TT	Appr. Rim (inch)
110/70-17	M/C 54H	TL	2.75-3.50
110/80-17	M/C 57H	TL	2.15-3.00
90/90-18	M/C 51H	TL	1.85-2.50
100/90-18	M/C 56H	TL	2.15-2.75
110/90-18	M/C 61H	TL	2.15-2.75
3.25-19	54H	TL	1.85-2.50

Rear BT46 H-range

Tire size		TL/TT	Appr. Rim (inch)
130/90-16	M/C 67H	TL	2.50-3.50
120/80-17	M/C 61H	TL	2.50-3.00
130/70-17	M/C 62H	TL	3.00-4.00
130/80-17	M/C 65H	TL	2.50-3.50
140/70-17	M/C 66H	TL	3.50-4.50
150/70-17	M/C 69H	TL	3.50-4.50
4.00-18	64H	TT	2.15-3.00
110/80-18	M/C 58H	TL	2.15-3.00
110/90-18	M/C 61H	TL	2.15-2.75
120/80-18	M/C 62H	TL	2.50-3.00
130/70-18	M/C 63H	TL	3.00-4.00
140/70-18	M/C 67H	TL	3.50-4.50

- Riders who want to enjoy all around riding, over a wide range from town use to long touring and winding roads.

Featured Technology



- ① Pattern Design
- ② Newly adopted rear Compound

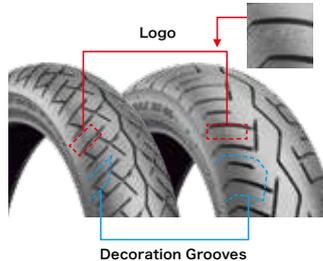
① Pattern Design

The pattern design follows that of reversed BT-45. The rotational direction (on the front only) reduces irregular wear and gives the rider incredible feed back for superior handling.



Decorative grooves and logo

Expresses the identity of the BT46.



② Newly adopted rear Compound

Improved wet grip by adopting silica compound.

Wet handling lap time

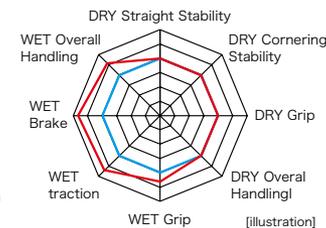
BT-45V / BT-45

BT46 ← 1.7% reduction

TEST DATE : NOV./2018
TEST Venue : Bridgestone PG WET Handling track
Vehicle : Kawasaki NINJA250
Tyre size : Fr) 110/70-17M/C (200kPa COLD)
Rr) 140/70-17M/C (225kPa COLD)
Rider : Bridgestone Test Rider

Performance comparison

Compared to the previous BT-45V/BT-45, wet performance is improved in the BT46 while dry performance and wear life remain the same.



— **BT46** — **BT-45V / BT-45**

Test Date : Feb./2019, Test Venue: Bridgestone PG, Japan, Vehicle: Kawasaki W800, Tire size: Fr) 100/90-19M/C (200kPa Cold), Rr) 130/80-18M/C (225kPa Cold), Rider: Bridgestone Test Rider
*Test results based on Bridgestone's internal standards. Results are strictly test values, and will vary depending on riding style.

Wear life

BT-45V / BT-45

BT46 Wear life is same with BT-45V / BT-45

Can also be used with spoked wheel motorcycles (certain sizes only)

BATTLAX BT46 tires marked "TUBELESS" are basically for use on tubeless rims, but only for the tires stamped "USE TUBE ON TUBE TYPE RIM" on the sidewall, an appropriate tube can be inserted to allow use on tube type rims.

※ BATTALX BT46 tires that do not have "USE ON TUBE TYPE RIM" stamped on the sidewall, and are marked only with "TUBELESS," must never be fitted to tube type rims, even with a tube inserted. High-speed durability may be impaired, leading to a serious accident. These must be used on tubeless wheels.



BATTLAX BT-39 / BT-39SS

De facto sport bias standard!
With sport and comfort



"BT-39" and "BT-39SS" are designed with the same patterns.

Recommended for:

- Riders who want to enjoy sport riding. (BT-39)
- Riders who put priority on dry grip for sports riding on circuits, and/or who compete in Sport Production Racing. (BT-39SS)
- Both dry and wet grip performances have been drastically improved by using a silica-composite compound.
- Slick-like pattern provides high-level dry grip performance. Both dry and wet performances have been achieved through negative control which ensures negative ratio during shallow banking.
- Optimized rigidity balances the front and rear tires, producing balanced high performance, easy use and comfortable ride.

Front BT-39

Tire size	TL / TT	Appr. Rim (inch)
100/90-16 M/C 54H	TL	2.15~2.75
90/80-17 M/C 46P	TL	1.85~2.50
100/80-17 M/C 52H	TL	1.85~2.75
110/70-17 M/C 54H	TL	2.75~3.50
110/80-17 M/C 57H	TL	2.15~3.00

Rear BT-39

Tire size	TL / TT	Appr. Rim (inch)
130/90-16 M/C 67H	TL	2.50~3.50
120/70-17 M/C 58P	TL	3.00~3.50
120/80-17 M/C 61H	TL	2.15~3.00
130/70-17 M/C 62H	TL	3.00~4.00
140/70-17 M/C 66H	TL	3.50~4.50
150/70-17 M/C 69H	TL	3.50~4.50
140/70-18 M/C 67H	TL	3.50~4.50

Front BT-39SS

Tire size	TL / TT	Appr. Rim (inch)
80/90-16 M/C 43S	TL	1.60~2.15
80/90-17 M/C 44S	TL	1.60~2.15
※ 90/80-17 M/C 46S	TT	1.85~2.50
90/80-17 M/C 46S	TL	1.85~2.50
100/80-17 M/C 52S	TL	1.85~2.75

Rear BT-39SS

Tire size	TL / TT	Appr. Rim (inch)
90/90-17 M/C 49S	TL	1.85~2.50
100/80-17 M/C 52S	TL	1.85~2.75
120/80-17 M/C 61S	TL	2.15~3.00
100/90-18 M/C 56S	TL	1.85~2.75

Not for use on public roads: Since these tires are for racing purpose only.

※ 2.50-18 45L	TT	1.40~1.60
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※ Usable for both front and rear tires.

BATTLAX BT-45V / BT-45

The definitive touring bias tire. A proud best seller with total high performance to meet the needs of the user



"BT-45V" and "BT-45" are designed with the same patterns.

Recommended for:

- Riders who want to enjoy all around riding, over a wide range from town use to long touring and winding roads.
- Sport SACT is used for the rear tire. Features high grip performance for fun winding road running, and durability which shows its real value in long touring. The harmony of these features matches sport riding, and also are strong allies for touring enthusiasts.
- Realizes soft and stable riding feel even with bias tires. Reduces rider fatigue while riding over rough roads or long touring.

Front BT-45V

Tire size	TL / TT	Appr. Rim (inch)
110/90-16 M/C 59V	TL	2.15~3.00
120/80-16 M/C 60V	TL	2.50~3.00
110/80-17 M/C 57V	TL	2.15~3.00
100/90-18 M/C 56V	TL	1.85~2.75
110/80-18 M/C 58V	TL	2.15~3.00
110/90-18 M/C 61V	TL	2.15~3.00
100/90-19 M/C 57V	TL	1.85~2.75

Rear BT-45V

Tire size	TL / TT	Appr. Rim (inch)
130/90-16 M/C 67V	TL	2.50~3.50
150/80-16 M/C 71V	TL	3.00~4.00
120/90-17 M/C 64V	TL	2.15~3.00
130/90-17 M/C 68V	TL	2.50~3.50
140/80-17 M/C 69V	TL	2.75~3.50
150/70-17 M/C 69V	TL	3.50~4.50
120/90-18 M/C 65V	TL	2.15~3.00
130/80-18 M/C 66V	TL	2.50~3.50
140/70-18 M/C 67V	TL	3.50~4.50
150/70-18 M/C 70V	TL	3.50~4.50

※ Note: For rear installation on a Harley Davidson XL1200S (sportster, sport), there may not be enough clearance.



Rear tire (except 110/90-18 M/C TT)

Front BT-45

Tire size	TL / TT	Appr. Rim (inch)
100/90-16 M/C 54H	TL	2.15~2.75
100/80-17 M/C 52H	TL	1.85~2.75
110/70-17 M/C 54H	TL	2.75~3.50
110/80-17 M/C 57H	TL	2.15~3.00
120/70-17 M/C 58H	TL	3.00~3.50
3.50-18 56H	TT	1.85~2.50
90/90-18 M/C 51H	TL	1.85~2.50
90/100-18 M/C 54S	TT	1.85~2.50
100/80-18 M/C 53H	TL	1.85~2.75
100/90-18 M/C 56H	TL	1.85~2.75
3.25-19 54H	TL	1.85~2.50
100/90-19 M/C 57H	TT	1.85~2.75
90/90-21 M/C 54H	TL	1.85~2.50

Rear BT-45

Tire size	TL / TT	Appr. Rim (inch)
130/90-16 M/C 67H	TL	2.50~3.50
110/90-17 M/C 60H	TL	2.15~3.00
120/80-17 M/C 61H	TL	2.15~3.00
130/70-17 M/C 62H	TL	3.00~4.00
130/80-17 M/C 65H	TT	2.50~3.50
130/80-17 M/C 65H	TL	2.50~3.50
140/70-17 M/C 66H	TL	3.50~4.50
150/70-17 M/C 69H	TL	3.50~4.50
4.00-18 64H	TT	2.15~3.00
4.00-18 64H	TL	2.15~3.00
110/80-18 M/C 58H	TL	2.15~3.00
110/90-18 M/C 61S	TT	2.15~3.00
110/90-18 M/C 61H	TL	2.15~3.00
120/80-18 M/C 62H	TL	2.15~3.00
130/70-18 M/C 63H	TL	3.00~4.00
140/70-18 M/C 67H	TL	3.50~4.50
150/70-18 M/C 70H	TL	3.50~4.50

BATTLECRUISE H50

Giving Bridgestone's touch on American V-Twins.

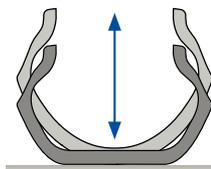
With fuller size line up for V-Twin cruisers, making a world of difference in your riding experience. H50 make your big V-Twin cruiser feel lighter by nimble handling. Easy turns due to effortless steer, changes your bike life much easier. Relaxed riding by reduced vibration transmitted from the engine, and from the uneven road surface. Making your bike journey less tiring by smoother ride. Double the distance over EXEDRA Max for less wear and economy.



- Riders with American OEM cruisers.
- Riders wanting smooth control of heavier American cruisers.
- Riders who enjoy long-distance touring, high-speed cruising on cruisers.

Comfort with less fatigue

By optimizing rigidity distribution (vertical spring rate), the front tire absorbs energy inputs from the road surface while maintaining rigidity, reducing vibration through the handlebars. Imperfections on the road surface are well damped. You will realize a real comfort touring with reduced fatigue even at long-distance cruising.

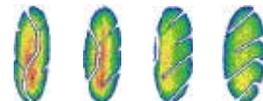


Absorption of input energy [illustration]

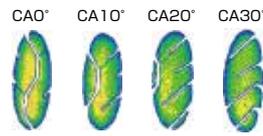
Smooth handling

Using ULTIMAT EYE™, the contact properties were analyzed to optimize the tire shape and structure accordingly. This resulted in the generation of significant camber thrust, improving cornering grip and enhancing handling performance. The large and uniform contact properties secures high stability in any lean angle. Even on heavy machines that do not turn in quickly, control becomes easier and more enjoyable for the rider.

EXEDRA MAX

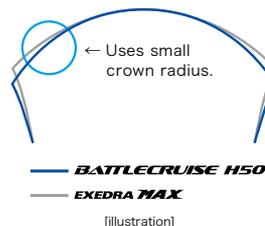


BATTLECRUISE H50



TEST Venue : Bridgestone Technical Center indoor evaluation equipment
Tire size : 130/90B16M/C (250kPa COLD)
Rim size:3.00x16 Load: 1.8kN

Optimization of the shape (Front)



Compatibility Chart : Alpha-Numeric Size ⇔ Metric Size

Alpha-Numeric size	Metric size
MH90	80/90
MT90	130/90
MU90	140/90
MU85	140/90

Front BATTLECRUISE H50

Tire size	TL / TT	Appr. Rim (inch)
130/90 B16 M/C 67H	TL	2.50~3.50 ※
130/90 B16 M/C 73H RFD	TL	2.50~3.50 ※
100/80 -17 M/C 52H	TL	2.15~2.75 ※
130/80 B17 M/C 65H	TL	2.50~3.50 ※
140/75 R17 M/C 67V	TL	3.50~4.25
120/70 ZR18 M/C (59W)	TL	3.50~3.75
130/70 B18 M/C 63H	TL	3.00~4.00
100/90 B19 M/C 57H	TL	2.15~2.75 ※
120/70 ZR19 M/C (60W)	TL	3.00~3.75
130/60 B19 M/C 61H	TL	3.00~4.00
80/90 -21 M/C 54H RFD	TL	1.60~2.15 ※
130/60 B21 M/C 63H	TL	3.00~4.00

Rear BATTLECRUISE H50

Tire size	TL / TT	Appr. Rim (inch)
140/75 R15 M/C 65H	TL	3.50~4.25
130/90 B16 M/C 73H RFD	TL	2.50~3.50 ※
140/90 B16 M/C 77H RFD	TL	2.75~3.75 ※
150/80 B16 M/C 77H RFD	TL	3.00~4.25 ※
180/65 B16 M/C 81H RFD	TL	4.25~5.50 ※
180/70 B16 M/C 77H	TL	4.25~5.50
150/60 ZR17 M/C (66W)	TL	4.00~4.50
160/70 B17 M/C 73V	TL	3.75~5.00 ※
180/60 B17 M/C 75V	TL	4.25~5.50 ※
200/55 R17 M/C 78V	TL	6.00~6.50
180/55 B18 M/C 80H RFD	TL	5.00~6.00
240/40 R18 M/C 79V	TL	8.00~9.00

※ "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall of the tire. (For details, refer to p.27)
★ Do not use with MTM rims, CM contour rims or WM rims manufactured before 1977.

BATTLECRUISE H50

Significant improvement on wear life

BATTLECRUISE H50

Front	
Rear	Rear-tire wear life: 2.7 times longer

EXEDRA MAX

Front	
Rear	

Test location: General public roads in the U.S. / Test vehicle: Heritage Softail Classic / Tire size: Fr) 130/90B16M/C, Rr) 150/80B16M/C / Rim width: Fr) 3.00x16M/C, Rr) 3.00x16M/C / Air pressure: Fr) 250kPa, Rr) 280kPa

Can also be used with spoked wheel motorcycles (certain sizes only)

BATTLECRUISE H50 tires marked "TUBELESS" are basically for use on tubeless rims, but only for the tires stamped "USE TUBE ON TUBE TYPE RIM" on the sidewall, an appropriate tube can be inserted to allow use on tube type rims.

※ BATTLECRUISE H50 tires that do not have "USE ON TUBE TYPE RIM" stamped on the sidewall, and are marked only with "TUBELESS," must never be fitted to tube type rims, even with a tube inserted. High-speed durability may be impaired, leading to a serious accident. These must be used on tubeless wheels.



BATTLAX BT-39 Sport tires for American models

BATTLAX BT-39 for American models



Front

Rear

Front BT-39

Tire size	TL / TT	Appr. Rim (inch)
100/90-19 M/C 57H	TL	1.85~2.75

Rear BT-39

Tire size	TL / TT	Appr. Rim (inch)
130/90-16 M/C 73H	TL	2.50~3.50

Tires for American Cruiser Model

EXEDRA MAX

Cool and dignified cruising with the superior EXEDRA MAX

- The latest pattern design and proven technology are used so sophisticated cruisers can show excellent inherent performances.
- Optimum crown pattern/structure for cruisers is used. Excellent straight line stability and controllability are achieved even when riding a heavy vehicle with tandem.
- Optimum compound and structure/pattern design for cruisers are used. Excellent dry and wet grip performances, as well as long wear life, have been achieved.

Radial tire



Front

Rear

Front EXEDRA MAX (Radial tire)

Tire size	TL / TT	Appr. Rim (inch)
150/80 R16 M/C 71V	TL	3.50~4.00
130/70ZR17 M/C (62W)	TL	3.50~4.00
120/70ZR18 M/C (59W)	TL	3.00~3.50
130/70ZR18 M/C (63W)	TL	3.50~4.00
120/70ZR19 M/C (60W)	TL	3.00~3.50

Rear EXEDRA MAX (Radial tire)

Tire size	TL / TT	Appr. Rim (inch)
180/70 R16 M/C 77V	TL	5.00~5.50
200/60 R16 M/C 79V	TL	5.50~6.25
240/55 R16 M/C 86V	TL	7.00~8.00
170/60ZR17 M/C (72W)	TL	5.00~5.50
190/60 R17 M/C 78V	TL	5.00~6.00
200/50ZR17 M/C (75W)	TL	6.00~6.50

Tires for American Cruiser Model

EXEDRA MAX

Recommended for:

- For whom by JPN vehicle manufacturer.
- Riders who want to enjoy long and comfortable highway touring.

Bias tire



Front

Rear

Front EXEDRA MAX (Bias tire)

Tire size	TL / TT	Appr. Rim (inch)
130/90-16 M/C 67H	TT	2.50~3.50
130/90-16 M/C 67H	TL	2.50~3.50
130/90B16 M/C 67H	TL	2.50~3.50
150/80-16 M/C 71H	TL	3.00~4.00
120/90-17 M/C 64H	TT	2.15~3.00
120/90-17 M/C 64H	TL	2.15~3.00
110/90-18 M/C 61H	TT	2.15~3.00
110/90-18 M/C 61H	TL	2.15~3.00
100/90-19 M/C 57H	TT	1.85~2.75
100/90-19 M/C 57H	TL	1.85~2.75
110/90-19 M/C 62H	TT	2.15~3.00
110/90-19 M/C 62H	TL	2.15~3.00
80/90-21 M/C 48H	TT	1.60~2.15
80/90-21 M/C 48H	TL	1.85~2.15
90/90-21 M/C 54H	TT	1.85~2.50
90/90-21 M/C 54H	TL	1.85~2.50

Rear EXEDRA MAX (Bias tire)

Tire size	TL / TT	Appr. Rim (inch)
130/90-15 M/C 66S	TT	2.50~3.50
130/90-15 M/C 66S	TL	2.50~3.50
140/90-15 M/C 70H	TT	2.75~3.50
140/90-15 M/C 70H	TL	2.75~3.50
150/80-15 M/C 70H	TT	3.00~4.00
150/80-15 M/C 70H	TL	3.00~4.00
150/90B15 M/C 74V	TL	3.00~4.00
160/80-15 M/C 74S	TT	3.50~4.50
160/80-15 M/C 74S	TL	3.50~4.50
170/80B15 M/C 77H	TL	3.50~4.50
180/70-15 M/C 76H	TL	4.50~5.50
150/80B16 M/C 71H	TT	3.00~4.00
150/80B16 M/C 71H	TL	3.00~4.00
170/70B16 M/C 75H	TL	4.00~5.00

Custom-made traditional motorcycle gear with high performance

ACCOLIDE

Custom-made, one-of-a-kind tires
Enjoy riding on tires with a pattern that gives
the impression of a classical motorcycle, while
achieving high performance

Recommended for:

- Riders who want the traditional appearance of a vintage motorcycle and tires with high grip performance.

AC-01

AC-02



Front

Rear

Front AC-01

Tire size	TL / TT	Appr. Rim (inch)
2.50 -18 40L	TT	1.40~1.60
3.50 -18 56H	TT	1.85~2.50
90/90-18 M/C 51P	TT	1.85~2.50
90/90-18 M/C 51H	TT	1.85~2.50
3.50 H19 57H	TT	1.85~2.50

Not for use on public roads: Since these tires are for racing purpose only.

2.00-18

TT

Rear AC-02

Tire size	TL / TT	Appr. Rim (inch)
110/90-17 M/C 60P	TT	2.15~3.00
110/90-17 M/C 60H	TT	2.15~3.00
2.50 -18 40L	TT	1.40~1.60
4.00 H18 64H	TT	2.15~3.00
110/90-18 M/C 61H	TT	2.15~3.00

Not for use on public roads: Since these tires are for racing purpose only.

2.25-18

TT

AC-03

AC-04



Front

Rear

Front AC-03

Tire size	TL / TT	Appr. Rim (inch)
100/90-18 M/C 56H	TT	1.85~2.75
100/90-19 M/C 57H	TT	1.85~2.75

Rear AC-04

Tire size	TL / TT	Appr. Rim (inch)
130/80-18 M/C 66H	TT	2.50~3.50

BATTLAX ADVENTURE A41

An Adventure Type tire that has evolved in all aspects to offer outstanding straight-line stability and performance in the wet, in addition to satisfactory wear life

While preserving long tire life, the ADVENTURE A41 achieves the conflicting objectives of performance in the wet, stability in the dry and improved handling. In particular, shorter braking distances on wet road surfaces and enhanced cornering grip make for more confident riding even on rainy days. This is a next-generation adventure tire that allows riders to extract even more enjoyment from the unique riding that only an adventure bike can offer, whether it be long-distance touring, highway cruising or riding on unpaved roads.



Front ADVENTURE A41

Tire size	TL / TT	Appr. Rim (inch)	
120/70 R15 M/C 56V	TL	3.50~3.50	※2
120/70 ZR17 M/C (58W)	TL	3.00~3.50	
110/80 R18 M/C 58H	TL	2.50~3.00	
100/90 -19 M/C 57V	TL	2.15~2.75	※1
110/80 R19 M/C 59V	TL	2.50~3.00	
120/70 R19 M/C 60V	TL	3.00~3.75	
120/70 ZR19 M/C 60W	TL	3.00~3.75	
90/90 -21 M/C 54H	TT	1.85~2.50	※3
90/90 V21 M/C (54V)	TL	1.85~2.50	※1

Rear ADVENTURE A41

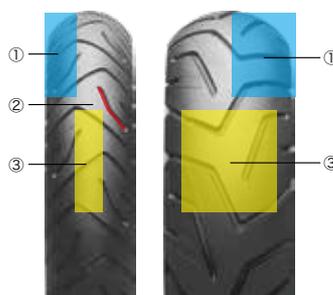
Tire size	TL / TT	Appr. Rim (inch)	
130/80 R17 M/C 65H	TL	2.50~3.50	※1
140/80 R17 M/C 69V	TL	3.50~3.75	※1
150/70 R17 M/C 69V	TL	4.00~4.50	※1
160/60 ZR17 M/C (69W)	TL	4.50~5.00	
170/60 R17 M/C 72V	TL	4.50~5.50	
170/60 ZR17 M/C 72W	TL	4.50~5.50	
180/55 ZR17 M/C (73W)	TL	5.50~6.00	
190/55 R17 M/C 75V	TL	5.50~6.00	※2
190/55 ZR17 M/C (75W)	TL	5.50~6.00	
150/70 R18 M/C 70H	TT	4.00~4.50	※3
150/70 ZR18 M/C 70W	TL	4.00~4.50	

※1 "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall of the tire. (For details, refer to next page)

※2 For Yamaha NIKEN 18MY ※3 For Honda CLF1000L (Africa Twin) 18MY

- Riders who have adventure motorcycles, and enjoy on-road touring.
- Riders who want high wet performance and long wear life.

A pattern design that achieves improved performance both in the dry and the wet



- ① Increase groove ratio at shoulder part. Improved water drainage enhances performance in wet condition
- ② High-angled grooves are distributed over the shoulder section. Increased contact area and more uniform distribution of contact pressure result in improved wet grip when cornering.
- ③ Reduced proportion of grooves in the central section of the tread increases block rigidity, resulting in shorter braking distances in wet conditions as well as improved straight-line stability.

Multi-compound tread

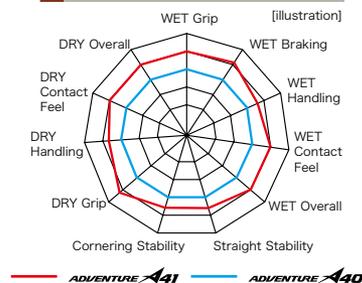
The front tire uses a 3LC tread construction. Through the appropriate distribution of compounds optimized for grip performance and wear resistance, the tire achieves the twin objectives of superior handling and mileage. The rear tire uses the new 3LC+Cap&Base construction. The upper section of the shoulder uses a compound with a softer type of silica, while the compound adopted for the lower section uses a medium-hard type of silica. This results in improved stability when cornering.



Refining contact properties through the use of ULTIMAT EYE™

Bridgestone's proprietary ULTIMAT EYE™ technology was utilized for the structural design of the tire. The design was optimized by means of detailed analyses that included the construction of the crown, belt, case and the distribution of the groove pattern. This results in reduced slippage when accelerating, which generates improved grip performance and better handling. In addition, the optimized design results in a more uniform distribution of contact pressure and increases the contact area by 5%, improving handling stability on both dry and wet road surfaces.

Performance score comparison



Tire size : F) 110/80R19M/C, R) 150/70R17M/C. Vehicle: BMW R1200GS *Test results based on Bridgestone's internal standards. Results are strictly test values, and will vary depending on riding style.

Can also be used with spoked wheel motorcycles (certain sizes only)

BATTLAX ADVENTURE A41 tires marked "TUBELESS" are basically for use on tubeless rims, but only for items like the one shown on the right with "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall, an appropriate tube can be inserted to allow fitting to tubed rims.

※ BATTLAX ADVENTURE A41 tires that do not have "USE ON TUBE TYPE RIM" stamped on the sidewall, and are marked only with "TUBELESS," must never be fitted to tube type rims, even with a tube inserted. High-speed durability may be impaired, leading to a serious accident. These must be used on tubeless wheels.



★1 Rear tire only

★2 Front tire (except 90/90V21 M/C, 100/90-19 M/C, 120/70ZR17 M/C, 110/80R18 M/C)

BATTLAX ADVENTURECROSS AX41

Conquer the world, any way you like.
This performance is your new best friend.

Tread pattern and block shape for both front & rear have been reworked. Carefully tuned performance and highly evolved durability let you to chase down your own adventure. The AX41's high performance enables powerful off-road performance. More freedom, just the way you want it. A tire on which to discover the joy of conquering the unknown.

- For riders with adventure bikes who enjoy touring off-road.
- For riders who demand a high level of off-road performance and durability.



Front ADVENTURECROSS AX41

	Tire size	TL / TT	Appr. Rim (inch)
STV	100/90 -18 M/C 56P	TL	2.15~2.75 ※
STV	90/100 -19 M/C 55P	TL	1.85~2.50 ※
	100/90 -19 M/C 57Q	TL	2.15~2.75 ※
	110/80 B19 M/C 59Q	TL	2.15~3.00 ※
	120/70 B19 M/C 60Q	TL	2.75~3.75 ※
STV	2.75 -21 M/C 45P	TT	1.40~1.85 ※
STV	80/100 -21 M/C 51P	TT	1.60~2.15 ※
STV	90/90 -21 M/C 54Q	TL	1.85~2.50 ※

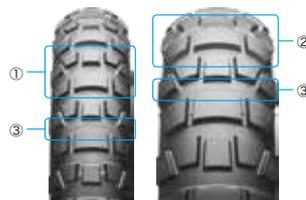
Rear ADVENTURECROSS AX41

	Tire size	TL / TT	Appr. Rim (inch)
STV	120/90 -16 M/C 63P	TL	2.50~3.00 ※
STV	120/90 -17 M/C 64P	TL	2.50~3.00 ※
STV	130/80 -17 M/C 65P	TL	2.50~3.50 ※
	130/80 B17 M/C 65Q	TL	2.50~3.50 ※
	140/80 B17 M/C 69Q	TL	2.75~3.75 ※
	150/70 B17 M/C 69Q	TL	3.50~4.50 ※
	170/60 B17 M/C 72Q	TL	4.00~5.50 ※
STV	4.00 -18 M/C 64P	TL	2.15~3.00 ※
STV	4.10 -18 M/C 59P	TL	1.85~2.50 ※
STV	120/80 -18 M/C 62P	TL	2.50~3.00 ※
STV	120/90 -18 M/C 65P	TL	2.50~3.00 ※
STV	130/80 -18 M/C 66P	TL	2.50~3.50 ※
STV	150/70 B18 M/C 70Q	TL	3.50~4.50 ※

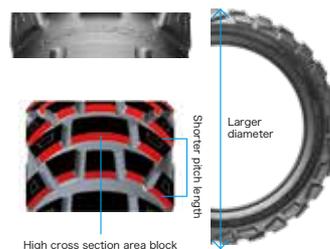
※ "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall of the tire. (For details, refer to next page)

New pattern

By using blocks with a high cross-section area and shorter pitch length (at the rear) and optimized block wall angles, traction and durability on muddy road surfaces are improved. This tire provides outstanding off-road performance.



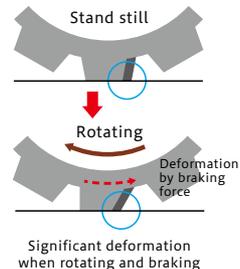
- Block wall angle optimization**
Improved durability by optimizing block rigidity
- High cross section area block & small pitch length**
Improved traction on muddy road
- New groove bottom logo**
Identity of AX41



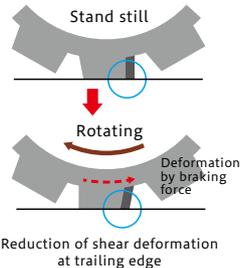
Newly designed Block shape(Front)

Takes into account block deformation on the front tire to reduce irregular wear occurring at the edge of the block. This leads to a significant improvement in durability over current models.

Current (illustration)



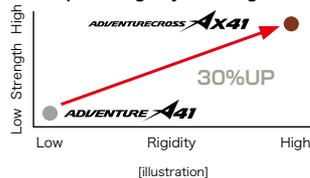
Specially developed Block (illustration)



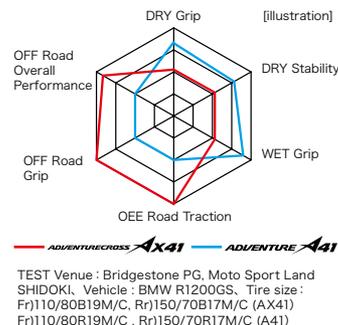
High toughness Compound

The rear tire uses a high-toughness compound with approximately 30% greater rigidity and strength than the A41. This provides outstanding off-road performance and durability.

Compound rigidity & strength



Performance comparison



Can also be used with spoked wheel motorcycles (certain sizes only)

BATTLAX ADVENTURECROSS AX41 tires marked "TUBELESS" are basically for use on tubeless rims, but only for items like the one shown on the right with "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall, an appropriate tube can be inserted to allow fitting to tubed rims.
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BATTLAX ADVENTURECROSS SCRAMBLER AX41S

The Battlax Adventurecross Scrambler AX41S is Bridgestone's new concept tire. AX41S gives an attractive look to your bike with latest sporty tire performance.

AX41S adopts the latest technologies from Bridgestone's sport-touring tire series to ensure the high road performances. The perfect match for scrambler type bikes to variety of street bikes, adding the style to your motorcycle.

● For riders seeking a new lifestyle through bike culture



Front ADVENTURECROSS SCRAMBLER AX41S

Tire size	TL / TT	Appr. Rim (inch)
120/70 R17 M/C 58H	TL	2.75~3.75
100/90 -18 M/C 56H	TL	2.15~2.75
110/80 R18 M/C 58H	TL	2.15~3.00
130/80 -18 M/C 66P	TT	2.50~3.50
100/90 -19 M/C 57H	TL	2.15~2.75
120/70 R19 M/C 60H	TL	2.75~3.75

Rear ADVENTURECROSS SCRAMBLER AX41S

Tire size	TL / TT	Appr. Rim (inch)
180/80 -14 M/C 78P	TT	4.00~5.00
160/60 R15 M/C 67H	TL	3.75~5.00
130/80 -17 M/C 65H	TL	2.50~3.50
160/60 R17 M/C 69H	TL	3.75~5.00
170/60 R17 M/C 72H	TL	4.00~5.50
180/55 R17 M/C 73H	TL	5.50~6.00

※ "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall of the tire. (For details, refer to next page)



Technologies supporting ON road performance



① Pattern Design

Pattern design matched to the scrambler vehicle image

② Touring compound

By adopting the latest touring compound, AX41S ensures necessary DRY and WET performance

③ 3LC tread for rear

Secure grip and wear performance by adopting 3LC tread

High quality pattern design

Recognizing matching to scrambler vehicles and urban life, adopt sporty and wild pattern design.



Can also be used with spoked wheel motorcycles (certain sizes only)

BATTLAX ADVENTURECROSS SCRAMBLER AX41S tires marked "TUBELESS" are basically for use on tubeless rims, but only for items like the one shown on the right with "USE TUBE ON TUBE TYPE RIM" stamped on the sidewall, an appropriate tube can be inserted to allow fitting to tubed rims.

※ BATTLAX ADVENTURECROSS SCRAMBLER AX41S tires that do not have "USE ON TUBE TYPE RIM" stamped on the sidewall, and are marked only with "TUBELESS," must never be fitted to tube type rims, even with a tube inserted. High-speed durability may be impaired, leading to a serious accident. These must be used on tubeless wheels.



Performance for both city and highway riding

BATTLE WING

BW-201/BW-202

Exclusive pattern for on-road use of off-road vehicles

on-road use



Front

Rear

Front BW-201

Tire size	TL / TT	Appr. Rim (inch)
2.75-21 45P	TT	1.40~1.85
3.00-21 51P	TT	1.60~2.15

Rear BW-202

Tire size	TL / TT	Appr. Rim (inch)
4.10-18 59P	TT	1.85~2.50
4.60-18 63P	TT	2.15~2.75
120/80-18 M/C 62P	TL	2.50~3.00

※ Similar to other sizes, please fit the tires following the rotation direction marks. The serial number and position of the light spot (yellow spot) mark are opposite to those of normal tires.

Looking for adventure

TRAIL WING

TW301/TW302

TRAIL WING supports both on and off the road

on-road use



Front

Rear



Front TW301

Tire size	TL / TT	Appr. Rim (inch)
2.75-21 45P	TT	1.40~1.85
3.00-21 51P	TT	1.60~2.15
80/100-21 M/C 51P	TT	1.60~2.15
90/90-21 M/C 54S	TT	1.85~2.50

Rear TW302

Tire size	TL / TT	Appr. Rim (inch)
4.60-17 62P	TT	2.15~2.75
4.10-18 59P	TT	1.85~2.50
4.60-18 63P	TT	2.15~2.75
120/80-18 M/C 62P	TT	2.15~3.00
120/80-18 M/C 62P	TT	2.15~3.00
120/80-18 M/C 62P	TL	2.15~3.00
130/80-18 M/C 66S	TT	2.50~3.50



BATTLAX BT-601SS

“LIGHT-SPORT” BT-601SS
Dedicated to win mini bike races



Front BT-601SS

Tire size	TL / TT	Compound	Appr. Rim (inch)
100/90-12 49J	TL	YCX (soft)	2.15~2.75
100/90-12 49J	TL	YCY (medium)	2.15~2.75

Rear BT-601SS

Tire size	TL / TT	Compound	Appr. Rim (inch)
120/80-12 55J	TL	YCY (medium)	2.50~3.50
120/80-12 55J	TL	Y CZ (hard)	2.50~3.50

Not for use on public roads.

BATTLAX BT-601SS WET

Wet tire with high performance,
providing fun racing even on rainy days



Improved grip performance of full wet & semi wet tires has realized the ideal following of racing line such as a dry tire (BT-601SS)

- ※ Caution: The utilization of compound for the wet tire may shorten the product life in dry situation.
- ※ Be sure to confirm race regulations before using these tires.

Front BT-601SS Wet NHS Not for Highway Service

Tire size	Compound	Appr. Rim (inch)	Recommended air pressure (when cold) (kPa)
100/90-12	YEK	2.50~2.75	170~200

Rear BT-601SS Wet NHS Not for Highway Service

Tire size	Compound	Appr. Rim (inch)	Recommended air pressure (when cold) (kPa)
120/80-12	YEK	2.75~3.50	170~200

BATTLAX BT-395S Mini

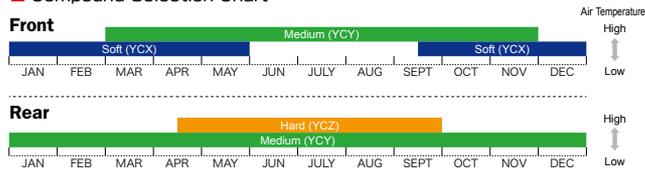


for DRY
(YCX & YCY)

Front•Rear BT-395S Mini

Tire size	TL / TT	Compound	Appr. Rim (inch)
3.00-10 42J	TL	YCX (soft)	1.85~2.15
3.00-10 42J	TL	YCY (medium)	1.85~2.15
3.50-10 51J	TL	YCX (soft)	2.15~2.50
3.50-10 51J	TL	YCY (medium)	2.15~2.50
90/90-10 50J	TL	-	2.15~2.50

Compound Selection Chart



BATTLAX BT-390

High grip bias tire which changes Honda Z series,
Super Cub, etc. to sporty vehicles



Front•Rear BT-390

Tire size	TL / TT	Appr. Rim (inch)
3.50-8 46J	TT	2.15
2.50-17 38L	TT	1.40~1.60



BATTLAX SCOOTER SC2

The BATTLAX SCOOTER SC2 recalls the lightness and fun of the original sports scooters

Riding cool, having fun on big scooters. Sports riding on winding roads. The BATTLAX SCOOTER SC2 is for riders who want to enjoy the sporty nature of big scooters.



Front BATTLAX SCOOTER SC2

Tire size	TL/TT	Appr. Rim (inch)
120/70 R14 M/C 55H	TL	3.00~3.50
120/70 R15 M/C 56H	TL	3.00~3.50

Rear BATTLAX SCOOTER SC2

Tire size	TL/TT	Appr. Rim (inch)
160/60 R14 M/C 65H	TL	4.50~5.00
160/60 R15 M/C 67H	TL	4.50~5.00



- ★ 1 Rear tire (160/60R15 M/C)
- ★ 2 Rear tire only

BATTLAX SC ECOPIA

Tire for big scooters that contributes to high fuel economy

Optimized the compound, tire shape and tire construction has achieved an overwhelming sporty ride with longer mileage which surpasses the previous products.



Front BATTLAX SC ECOPIA

Tire size	TL/TT	Appr. Rim (inch)
120/70R15 M/C 56H	TL	3.00~3.50

Rear BATTLAX SC ECOPIA

Tire size	TL/TT	Appr. Rim (inch)
160/60R14 M/C 65H	TL	4.50~5.00
160/60R15 M/C 67H	TL	4.50~5.00



- ★ 1 Rear tire only
- ★ 2 Front tire only

BATTLAX SCOOTER SC2 Rain

The BATTLAX SCOOTER SC2 Rain supports your everyday riding from the ground up

The BATTLAX SCOOTER SC2 Rain is for people who use their big scooters in all kinds of conditions. A high-quality tire for big scooters that allows them to be ridden easily.



Front BATTLAX SCOOTER SC2 Rain

Tire size	TL/TT	Appr. Rim (inch)
120/70 R15 M/C 56H	TL	3.00~3.50

Rear BATTLAX SCOOTER SC2 Rain

Tire size	TL/TT	Appr. Rim (inch)
160/60 R14 M/C 65H	TL	4.50~5.00
160/60 R15 M/C 67H	TL	4.50~5.00
130/70 R16 M/C 61S	TL	3.50~4.00



- ★ 1 Rear tire (160/60R15 M/C)
- ★ 2 Rear tire only

BATTLAX SC

BATTLAX brand sport radial for high performance scooters



Front BATTLAX SC

Tire size	TL/TT	Appr. Rim (inch)
110/70-12 47L	TL	2.50~3.50
110/90-12 64L	TL	2.15~3.00
110/100-12 67J	TL	2.50~2.50
120/70-12 51S	TL	2.75~3.75
110/90-13 M/C 55P	TL	2.15~3.00
120/70-13 M/C 53P	TL	2.75~3.50
80/90-14 M/C 40P	TL	1.85~2.15
90/80-14 M/C 49P	TL	1.85~2.50
90/90-14 M/C 46P	TL	1.85~2.50
120/70-14 M/C 55P	TL	2.75~3.50
120/80-14 M/C 58S	TL	2.15~3.00
120/70-15 M/C 56S	TL	2.75~3.75
100/80-16 M/C 50P	TL	2.15~2.75
110/70-16 M/C 52S	TL	2.50~3.50

Rear BATTLAX SC

Tire size	TL/TT	Appr. Rim (inch)
120/90-10 66J	TL	2.75~3.50
120/70-12 51L	TL	2.75~3.50
130/70-12 62P	TL	3.00~3.50
140/70-12 65L	TL	3.00~4.50
130/70-13 M/C 63P	TL	3.00~4.00
140/70-13 M/C 61P	TL	3.50~4.50
150/70-13 M/C 64S	TL	3.50~4.50
90/90-14 M/C 46P	TL	1.85~2.50
100/90-14 M/C 51P	TL	2.15~2.75
140/70-14 M/C 62P	TL	3.50~4.50
140/70-14 M/C 68S	TL	3.50~4.50
120/80-16 M/C 60P	TL	2.50~3.00

HOOP Street sneaker

Suitable for big scooters

B03



Front

Front B03

Tire size	TL/TT	Appr. Rim (inch)
110/90-13 M/C 55P	TL	2.15~3.00
120/70-13 M/C 53L	TL	2.75~3.50
120/70-14 M/C 55S	TL	2.75~3.50

B02



Rear

Rear B02

Tire size	TL/TT	Appr. Rim (inch)
130/60-13 M/C 53L	TL	3.00~4.00
140/70-13 M/C 61P	TL	3.50~4.50

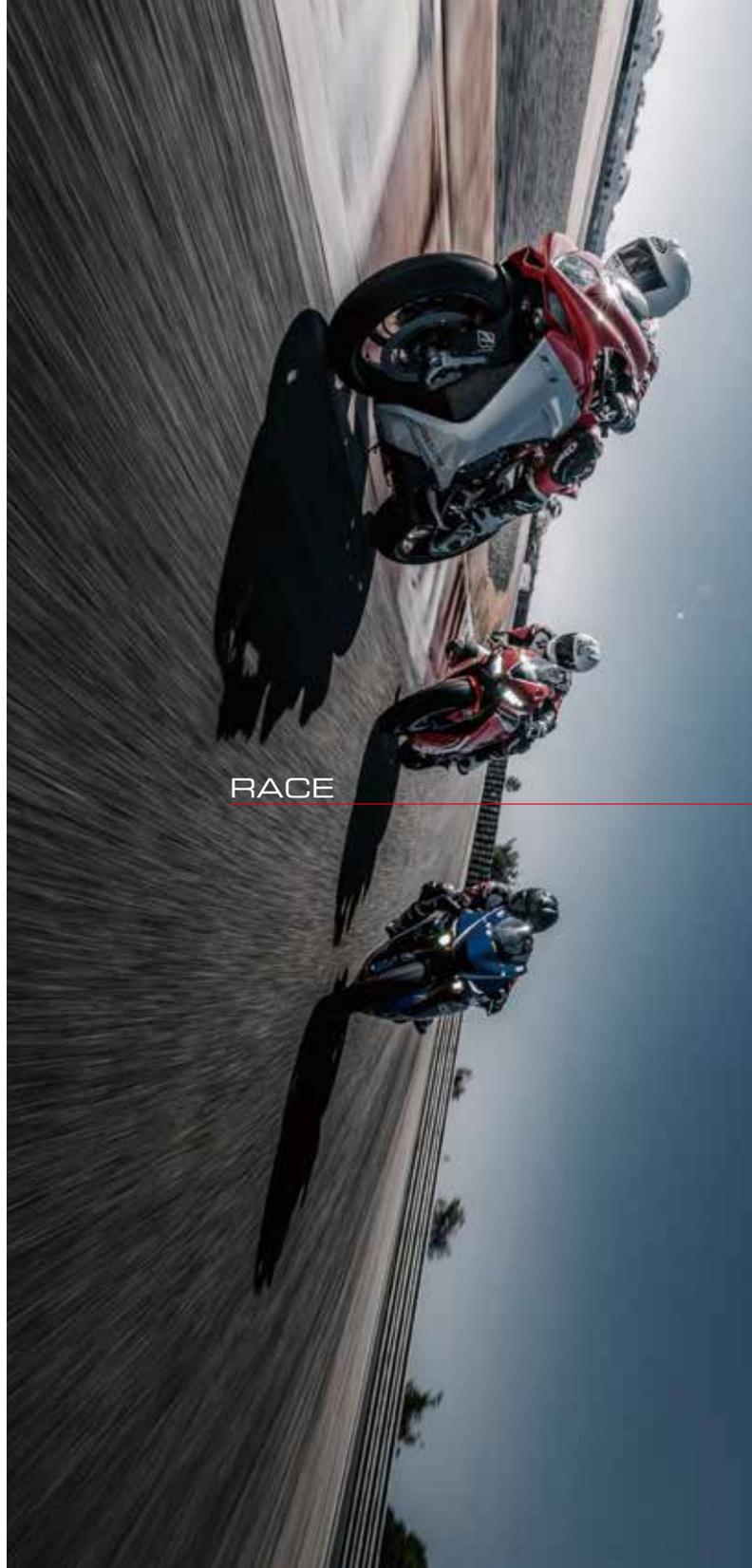
B01



Front•Rear

Front•Rear B01

Tire size	TL/TT	Appr. Rim (inch)
3.00-8 26J	TT	1.85~2.15
2.75-10 26J	TT	1.50~1.85
3.00-10 42J	TT	1.85~2.15
3.00-10 42J	TL	1.85~2.15
3.50-10 51J	TL	2.15~2.50
80/90-10 44J	TL	1.85~2.15
80/100-10 46J	TL	1.85~2.15
90/90-10 50J	TL	2.15~2.50
100/90-10 56J	TL	2.15~2.50
110/90-10 51J	TL	2.15~3.00
120/90-10 66J	TL	2.75~3.50
130/90-10 61J	TL	3.00~3.50
90/90-12 44J	TL	1.85~2.50
100/80-12 56J	TL	1.85~2.75
120/80-12 65J	TL	2.50~3.50



RACE

RACING BATTLEAX

RACING BATTLEAX V02

DRY TIRE

Our flag ship model "RACING BATTLEAX V02" with gripping strength and a long wear life has been raised to a higher dimension

Recommended for:

- Riders who ride the track at various riding events and who ride for sports.
- Riders who can properly adjust the vehicle setting, and temperature/air pressure of the tire.



3 Layer Compound

3LC

A spec combining a soft compound for cornering grip and a medium compound for resistance to abrasion. This is Bridgestone's first multi-compound racing slick for the aftermarket, and further extends its range.



V02 For JSB1000 · BIG BIKE · GP2

Use	Tire size	Compound				Standard rim width (inch)	Applicable rim width (inch)	Outer diameter (mm)	Tread width (mm)	Recommended air pressure (kPa)	
		EXTRA SOFT	SOFT	SOFT MEDIUM	MEDIUM					cold status	warmed up
Front	120/600R17 TL	-	○	-	○	3.50	3.50 ~ 3.75	603	117	180 ~ 190	220 ~ 230
		-	○ ※2	-	○ ※2						
Rear	200/655R17 TL	○ ※1 ※3	○ ※1	○ ※1 ※3	○ ※1	6.00	5.50 ~ 6.25	655	194	140 ~ 150	180 ~ 190

※ 1 GP-BELT ※ 2 V-MS · BELT ※ 3 3LC

V02 For GP3 · S80

Use	Tire size	Compound (product code)		Standard rim width (inch)	Applicable rim width (inch)	Outer diameter (mm)	Tread width (mm)	Recommended air pressure (kPa)	
		SOFT	MEDIUM					cold status	warmed up
Front	90/580R17 TL	○	○	2.50	2.15 ~ 2.50	576	87	180	200
Rear	120/600R17 TL	○	○	3.50	3.00 ~ 3.50	602	113	180	210

RACING BATTLEAX

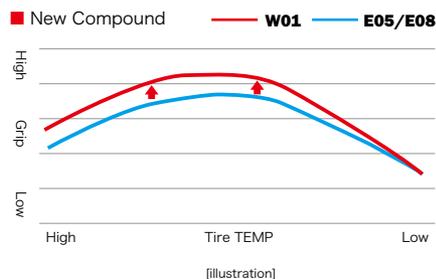
RACING BATTLEAX W01

WET TIRE

“Bridgestone for the rain” evolves further.
The W01, for snatching victory in wet races



Shows its effectiveness on wet surfaces by making use of the latest technology nurtured in some of the world's fastest and most demanding races. Newly developed compound delivers quick warm-up, making for high confidence on wet surfaces.



Use	Tire size		Standard rim width (inch)	Applicable rim width (inch)	Outer diameter (mm)	Tread width (mm)	Recommended air pressure (kPa)	
							cold status	
■ GP3-S80								
Front	90/580 R 17	TL	2.50	2.15~2.50	578	91	170~190	
Rear	120/595 R 17	TL	3.50	2.75~3.50	598	113	180~200	
■ ST250/SP-NEO STANDARD·SUPER MOTARD								
Front	110/590 R 17	TL	2.75	2.50~3.00	596	106	180~200	
Rear	140/620 R 17	TL	4.00	3.50~4.50	623	141	180~200	
	165/630 R 17	TL	5.00	4.50~5.75	633	165	180~200	
■ JSB1000-GP2·BIG BIKE·ST600								
Front	120/600 R 17	TL	3.50	3.50~3.75	606	120	180~200	
Rear	190/650 R 17	TL	6.00	5.50~6.25	649	188	180~200	

BATTLAX RACING R11

Introducing the RACING R11: improved specification is designed to shave seconds off lap times while maintaining ease of handling

Leveraging Bridgestone's proprietary ULTIMAT EYE™ analysis technology and the innovative belt construction [V-MS·BELT] construction, this tire achieves more uniform distribution of contact pressure while cornering. Because this reduces lateral slides when applying power to drive out of corners, it allows to open the throttle earlier at the corner exit. Although it is a tire designed for the circuit, the high level of grip and the firm contact increase confidence and safer handling.



Front RACING R11

Tire size	TL / TT	Compound	Appr. Rim (inch)
110/70 R17 M/C 54H	TL	medium	2.75~3.50
120/70 R17 M/C 58V	TL	soft	3.00~3.50
120/70 R17 M/C 58V	TL	medium	3.00~3.50

Rear RACING R11

Tire size	TL / TT	Compound	Appr. Rim (inch)
140/70 R17 M/C 66H	TL	medium	3.50~4.50
150/60 R17 M/C 66H	TL	medium	4.00~4.50
160/60 R17 M/C 69V	TL	medium	4.50~5.00
180/55 R17 M/C 73V	TL	medium	5.50~6.00
190/55 R17 M/C 75V	TL	soft	5.50~6.00
190/55 R17 M/C 75V	TL	medium	5.50~6.00
200/55 R17 M/C 78V	TL	soft	6.00~6.50
200/55 R17 M/C 78V	TL	medium	6.00~6.50



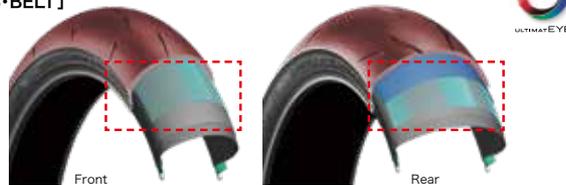
- ★ 1 Rear tire (140/70R17M/C, 150/60R17M/C, 160/60R17M/C, 180/55R17M/C)
- ★ 2 Front and Rear tire (190/55R17M/C, 200/55R17M/C)
- ★ 3 Rear tire (180/55R17M/C, 190/55R17M/C, 200/55R17M/C)

- Riders who ride the track at various riding events and who ride for sports.
- Riders who want to win production races.
- Riders who can properly adjust the vehicle setting, and temperature/air pressure of the tire.

Innovative belt construction [V-MS·BELT]

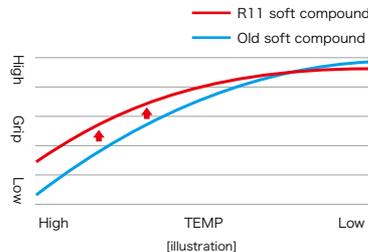
Bridgestone's proprietary ULTIMAT EYE™ technology was utilized for the structural design of the tire. The use of the innovative belt construction [V-MS·BELT] allows the rigidity distribution of the tread to be optimized, resulting in significantly improved contact properties. Because this enabled a more uniform distribution of contact pressure, the tread makes more efficient contact and grip performance is enhanced. In particular, applying power when driving out of corners results in high lateral forces, but because the tire reduces lateral slides under acceleration, the throttle can be opened earlier during the corner exit. (Not used for certain sizes)

[V-MS·BELT]



Soft Compound

Changes have been made to the rear soft-spec compound. Improved grip performance and persistence for lower lap times. Achieves high grip right from the start, while equaling the usability of the previous model even at low temperatures and under slippery conditions.



"RACING R11" is designed specifically for track use. Available to registered sellers only.

⚠ Warning

RACING R11 product is a dry tire especially designed for track racing, and is designed and developed for the use in production races. Use care when riding in areas where ambient temperature conditions or road surface temperature/conditions are not appropriate for the compound of the tires installed, or when first starting out and the tires still have not reached their proper temperature, as sufficient grip performance will not be achieved and poor wear will occur under such conditions. Riding vehicles which are not properly adjusted or set up may result in instability caused by wobbling (vehicle oscillation) or serious accident. Modification or exposure to strong impact under low temperature conditions may cause the tire tread to crack.

BATTLAX RACING R11

Not for use on public roads.

R11 (NHS)

USE	Tire size	TL / TT	Appr. Rim (inch)	Recommended air pressure (kPa) cold status
Front	120/600 R17	TL	3.00~3.50	170~190
Rear	180/640 R17	TL	5.50~6.00	160~180

NEW **BATTLAX** CLASSIC RACING CR11

Not for use on public roads.

CLASSIC RACING CR11: the direct descendant of the racing BATTLAX - a tire for winning classic bike races

BATTLAX CLASSIC RACING CR11 tires are a direct line of RACING BATTLAX tires that utilize the technologies Bridgestone has cultivated over years of developing tires for motorcycle races. These tires feature an optimized pattern design and compound based on BATTLAX RACING R11 circuit racing motorcycle tires to realize both the high grip and the superior stability required in classic bike races.

- Riders who aim to win classic bike races using older vehicles from the 1980's.



Front

Rear

Front CR11

Tire size	TL / TT	Appr. Rim (inch)	Recommended air pressure (kPa) cold status
110/80 R18	TL	2.50~3.00	210~230

Rear CR11

Tire size	TL / TT	Appr. Rim (inch)	Recommended air pressure (kPa) cold status
150/65 R18	TL	4.00~4.50	190~210



- ★1 Front tire only
- ★2 Rear tire only

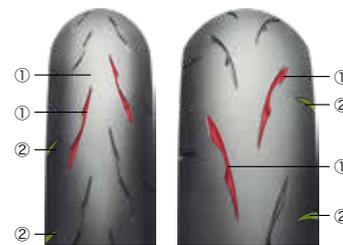
Featured Technology



- ① **Pattern Design**
- ② **Racing-purpose compound that emphasizes grip**
- ③ **Innovative belt construction [V-MS·BELT]**

① Pattern Design

- ① Major grooves arranged in the same direction as the direction of force input in order to heighten tread rigidity and achieve improved cornering grip.
- ② Shoulder edge grooves arranged in diameter direction for increased wet performance.

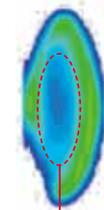


③ Innovative belt construction [V-MS·BELT] (Variable-pitch MS·BELT)

[V-MS·BELT] adopted for the front tire. The distribution of tread rigidity has been optimized to obtain more uniform distribution of contact pressure. This results in more efficient tread contact and enhanced grip performance.

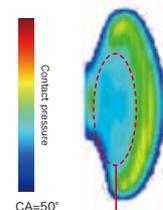


Std. [MS·BELT]



Lower contact pressure part

[V-MS·BELT]



More even contact pressure distribution

Tyre size: 120/70ZR17 (R10 T-2) 120/70R17 (R11 MED.) Camber angle: 50 deg.

Warning

Although this tire is equipped with grooves, it is exclusively for circuit use and is NHS (Not for Highway Service).

Because all NHS-specification tires are developed for circuit riding or race use, they cannot be used on public roads. Accordingly, they have not been certified in any way for riding on public roads.

Moreover, in cases where the vehicle has not been properly set up and tuned, wobbles and other phenomena may not only cause lack of stability, but also lead to crashes and serious accidents while riding. Also, in low temperatures, impacts on the tire and deformation of the tire may cause the tread portion to come away. Do not use cracked tires.

BATTLECROSS E50

Exclusively designed open tread pattern guarantees Off-Road performance.

Applying Bridgestone's finest Off-Road race technologies, the E50 rear tire offers outstanding traction on Off-Road. While being compliant with FIM regulation, the E50 tires out performs the competition in variety of Off-Road conditions, by providing strong drive and high cornering capabilities, making the best out of your Off-Road racing.

FIM regulations: For environmental protection, the block height of the rear tire must be designed to be less than 13mm

● For customers who enjoy enduro racing



Front BATTLECROSS E50

Tire size	TL / TT	Appr. Rim (inch)
90/90-21 M/C 54P	TT	1.60~2.15

Rear BATTLECROSS E50

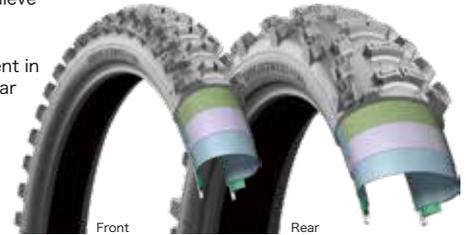
Tire size	TL / TT	Appr. Rim (inch)
120/90-18 M/C 65P	TT	2.15~2.75
140/80-18 M/C 70P	TT	2.15~3.50

■ Optimum patterns for various ground surfaces (front/rear)

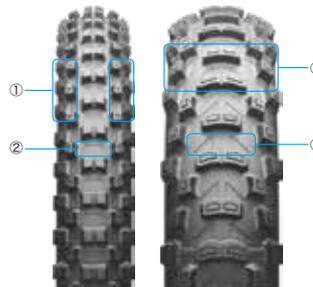


New pattern

The technology to achieve high off-road running performance. Massive Significant improvement in off-road traction of rear and cornering grip on both front and rear.



Specialized pattern

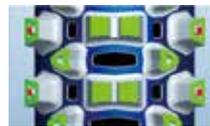


① **Castle Block™ (Convex Block)** : Adopt convex-shape blocks that maximize the edge effect of the block in the center area in order to ensure traction on not only the intermediate road surface (Medium) but also the harder surface.

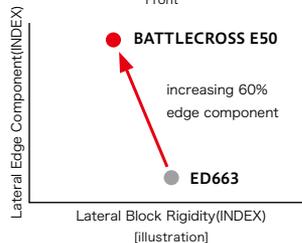
② **Bunker (Dent in tread part)** : Even when the block part is buried in the road surface, it produces traction at the edges part of the bunker part.

Pattern design for Front

Visualization of the block pattern with 3D simulation gives optimized block shape and its placement. By the new pattern design of the front, the edge component becomes larger than its predecessor, therefore cornering grip is greatly improved.



Front

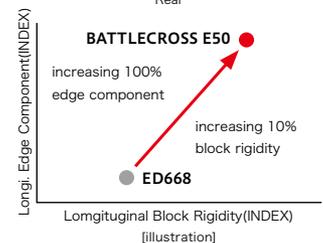


Pattern design for Rear

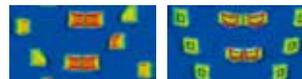
Visualization of the block pattern with 3D simulation gives optimized block shape and its placement. Improvement of traction by increase of edge component and block rigidity.



Rear



Block deformation under traction



Current : ED668

NEW : E50

The red part represents the magnitude of block deformation. It shows that the block deformation amount of the new pattern is smaller than that of the current pattern. It is possible to transmit the traction force to the road surface.

NEW **BATTLECROSS E50 EXTREME** Not for use on public roads.

The new E50 Extreme challenges even the toughest terrain. It features a soft compound especially developed for superior grip and high traction power.

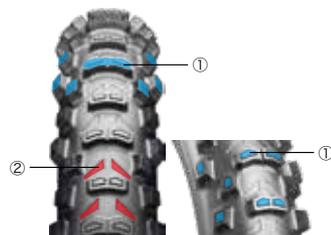
This tire uses a competition-only spec soft compound to allow it to tackle hard enduro racing over demanding terrain. It achieves high levels of grip and outstanding traction.

- Riders who enjoy the challenge of hard enduro over terrain even more demanding than normal enduro racing.



Special feature

The rear pattern follows that of the E50, but uses a soft compound. Developing high grip and massive traction, it dramatically enhances rideability over the toughest terrain.

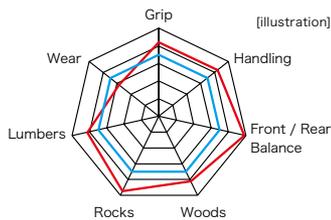


- ① Castle Block™(Convex Block)**
Adopt convex blocks that maximize the edge effect of the block in the center area in order to ensure a strong traction
- ② Bunker (Dent in tread part)**
Even when the block part is buried in the road surface, it produces traction at the edge part of the bunker part

Performance comparison

Due to its superior traction, handling and stability in a variety of road surface conditions, rideability on challenging surfaces in particular has been significantly enhanced.

Test date: April, 2019. Venue: Hino off-road land (J). Vehicle: BETA RR2T 300Racing
Tire size: 90/90-21M/C(E50), 140/80-18M/C(E50, E50EXT). Rider: Bridgestone contracted rider
*Test results based on Bridgestone's internal standards. Results are strictly test values, and will vary depending on riding style.



BATTLECROSS E50 EXTREME (Red line) vs **BATTLECROSS E50** (Blue line)

Rear BATTLECROSS E50 EXTREME

Tire size	TL / TT	Appr. Rim (inch)
140/80-18 70M	TT	2.15~3.50

- Optimum patterns for various ground surfaces



BATTLECROSS

This high performance tire was developed on race and has further evolved in performance

X10

MUD



Front X10

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
80/100-21 51M	1.60	705	96

Rear X10

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
100/90-19 57M	1.85	681	121
110/90-19 62M	2.15	690	134

X20

SOFT



Front X20

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
80/100-21 51M	1.60	706	97
90/100-21 57M	1.60	713	99

Rear X20

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
110/100-18 64M	2.15	682	130
100/90-19 57M	1.85	681	121
110/90-19 62M	2.15	691	134
120/80-19 63M	2.15	697	134

BATTLECROSS

- Riders who ride the track at various riding events and who ride for sports.
- Riders who want to win production races.
- Riders who can properly adjust the vehicle setting, and temperature/air pressure of the tire.

X30

MEDIUM



Front X30

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
80/100-21 51M	1.60	708	95
90/100-21 57M	1.60	714	99

Rear X30

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
100/100-18 59M	1.85	669	121
110/100-18 64M	2.15	681	131
100/90-19 57M	1.85	679	121
110/90-19 62M	2.15	688	132
120/80-19 63M	2.15	694	135

X40

HARD



Front X40

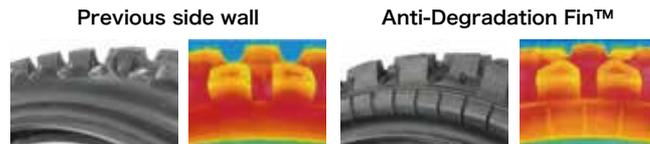
Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
80/100-21 51M	1.60	708	96
90/100-21 57M	1.60	716	96

Rear X40

Tire size	Standard rim width (inch)	Outer diameter (mm)	Tread width (mm)
110/100-18 64M	2.15	685	131
100/90-19 57M	1.85	681	121
110/90-19 62M	2.15	694	132
120/80-19 63M	2.15	696	135

Anti-Degradation Fin™ ● Applied to X30/X40 rear tires

Motocross tires use lower inner pressure. Heat build up occurs due to repeated side wall folding, leading to lower grip performance. To address this, a cooling fin, used in run flat tire technology for cars, was revised for use in motocross tires, and attached to the side wall to control heat. The tire is cooled by passing wind, and decreased grip performance due to heat is avoided.



Exterior of the side wall Surface temperature Exterior of the side wall Surface temperature

※ Taken by a thermal camera while rotating the tire with an indoor testing machine.

Castle Block™ (凸 block) ● Applied to X20/X30/X40 rear tires

"Castle Block", a step up from conventional block surfaces, provides a firm grip under very slippery conditions such as when there is a layer of loose dirt covering hard soil, or immediately after track wet down in between races.

In a comparison with conventional products, (※) grip is improved by increasing contact pressure under slippery conditions.

※ M204 was used as the conventional product for the X20 rear tire, M404 for the X30 rear tire, and M604 for the X40 rear tire.



The red part is the "Castle Block"

X20(Soft)

X30(Medium)

X40(Hard)

■ MOTOCROSS(Front / Rear)

		M603 / M604	
		BATTLECROSS X40	
		M404	
		BATTLECROSS X30	
		M203 / M204	
		BATTLECROSS X20	
		BATTLECROSS X10	
MUD (Muddy)	SOFT (Soft)	MEDIUM (Medium)	HARD (Hard)

MOTOCROSS COMPETITION

Not for use on public roads.

M101 Front

MUD



Corresponding road surface condition.

Tire size

80/100-21 51M

M102 Rear

MUD



Corresponding road surface condition.

Tire size

110/100-18 64M

M102 tires have a specific rotation direction, check the arrow mark when mounting.

M203 Front

MEDIUM to SOFT



Corresponding road surface condition.

Tire size

90/100-21 57M

M204 Rear

MEDIUM to SOFT



Corresponding road surface condition.

Tire size

100/100-18 59M

M203 tires have a specific rotation direction, check the arrow mark when mounting.

M404 Rear

MEDIUM



Corresponding road surface condition.

Tire size

110/80-19 59M

M603 Front

HARD to MEDIUM



Corresponding road surface condition.

Tire size

90/100-21 57M

M604 Rear

HARD to MEDIUM



Tire size

100/100-18 59M

110/80-19 59M

CONVERSION CHARTS

Street Tire Size Designations

Street Tire Size Designations

170 / 60 R 17 M/C 72 H

- Speed Rating (Speed Symbol : SS)
- Load Rating (Load Index : LI)
- Rim Diameter (Inches)
- "R"=Radial, "-"=Bias
- Aspect Ratio (%)
- Section Width (mm)

Inch Designations

3.00 / 21 4PR

- Casing Strength (Ply Rating)
- Rim Diameter (Inches)
- Section Width (Inches)

Alphabetical Designations

M T 90 B 16 71 H

- Speed Rating (Speed Symbol : SS)
- Load Rating (Load Index : LI)
- Rim Diameter (Inches)
- "B"=Belted Bias, "-"=Not Belted Bias
- Aspect Ratio (%)
- Tire Width Code (mm)
- Motorcycle Code

Motorcycle Street Tire Size

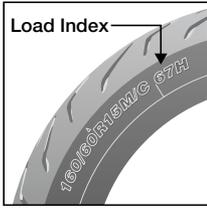
Front

Metric	Alphabetical	Inch
80/90	MH90	2.50/2.75
90/90	MJ90	2.75/3.00
100/90	MM90	3.25/3.50
110/90	MM90	3.75/4.00
120/80	-	4.25/4.50
120/90	MR90	4.25/4.50
130/90	MT90	5.00/5.10

Rear

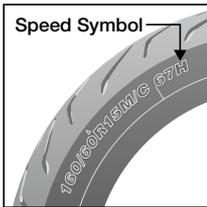
Metric	Alphabetical	Inch
110/90	MN90	3.75/4.25
120/80	MP85	4.50/4.75
120/90	MP85	4.50/4.75
130/80	-	5.00/5.10
130/90	MT90	5.00/5.10
140/80	-	5.50/6.00
140/90	MU90	5.50/6.00
150/80	MV85	6.00/6.25
150/90	MB85	6.00/6.25

Load Rating (Load Index : LI)



LI	KGS	LBS	LI	KGS	LBS
21	82.5	182	51	195	430
22	85	187	52	200	441
23	87.5	193	53	206	454
24	90	198	54	212	467
25	92.5	204	55	218	481
26	95	209	56	224	494
27	97.5	215	57	230	507
28	100	220	58	236	520
29	103	227	59	243	536
30	106	234	60	250	551
31	109	240	61	257	567
32	112	247	62	265	584
33	115	254	63	272	600
34	118	260	64	280	617
35	121	267	65	290	639
36	125	276	66	300	661
37	128	282	67	307	677
38	132	291	68	315	694
39	136	300	69	325	716
40	140	309	70	335	736
41	145	320	71	345	761
42	150	331	72	355	783
43	155	342	73	365	805
44	160	353	74	375	827
45	165	364	75	387	853
46	170	375	76	400	882
47	175	386	77	412	908
48	180	397	78	425	937
49	185	408	79	437	963
50	190	419			

Speed Rating (Speed Symbol : SS) for Motorcycle use

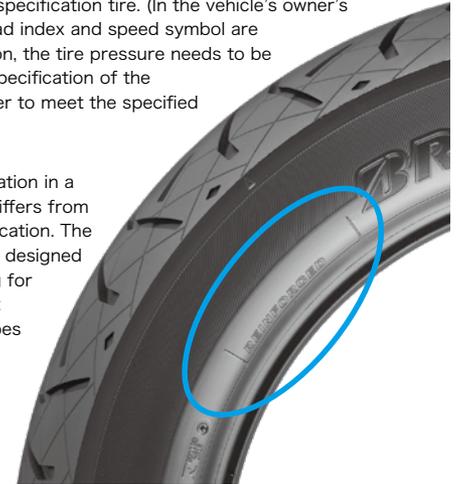


SS	Km/h	Mph
F	80	50
J	100	62
L	120	75
M	130	81
N	140	87
P	150	94
R	170	106
S	180	112
H	210	130
V	240	149
Z	240+	149+
W	270	168
(W)	270+	168+

Reinforced (RFD) specification:

A reinforced (RFD) specification tire is a tire designed with a higher load capacity than a standard (STD) specification tire of the same size. This is accomplished by strengthening the internal structure of the tire. It is intended to be mounted on vehicles which designate the use of a reinforced (RFD) specification tire. (In the vehicle's owner's manual, tire size, load index and speed symbol are specified.) In addition, the tire pressure needs to be set according the specification of the vehicle manufacturer to meet the specified load capacity.

Note : "GT" specification in a touring tire range differs from "Reinforced" specification. The "GT" specification is designed to improve handling for heavier vehicles but it's load capacity does not change from the standard (STD) specifications.



WARNING

**SERIOUS INJURY OR DEATH MAY RESULT FROM:
AN EXPLOSION OF THE TIRE/RIM ASSEMBLY DUE TO
IMPROPER MOUNTING PROCEDURES.**

- Only specially trained persons should mount tires.
- Always match tire and rim diameters.
- During inflation always have assembly restrained, stand clear, and use remote controlled clip-on air hose.
- To seat tire bead, never exceed 400kPa/57 PSI for Motorcycle tire.
- After seating tire beads, adjust inflation to operating pressure recommended by vehicle manufacturer.
- Never put a flammable substance into a tire/rim assembly.

Run-in New Motorcycle tires

- Use care when riding on new tires. We recommend that you ride slowly and carefully for the first 100km/60miles until you become accustomed to the performance of your new tires in conjunction with your motorcycle. We recommend avoiding extreme maneuvers, including sudden acceleration, maximum braking and hard cornering, until you have become accustomed to the performance of your tires in conjunction with your motorcycle.

Care and Use at Low Temperatures

- High performance motorcycle tires may crack in the tread area from impact or deformation at low ambient temperatures. Handle and store the tires with care.
- Always ride carefully until the tires are warmed up, particularly in low ambient temperature conditions.