

PRESS INFORMATION

The Michelin Pilot Sport Cup 2 and Porsche 918 Spyder

The new Michelin Pilot Sport Cup 2 tyre is the latest generation of road legal track tyres designed for ultra-high performance cars. The performance levels that this tyre offers are clearly demonstrated by the fact that it is the sole OE fitment on the Porsche 918 Spyder.

Further evidence of its performance is highlighted by the Nurburgring lap record set last year by the 918 Spyder which was fitted with completely standard versions of this tyre.

Compared to its predecessor, the Pilot Sport Cup+, it offers various performance gains on road, track and in environmental terms. The new tyre lasts up to 50 per cent longer on track and offers faster lap times* due to technology developed in motorsport at races such as the Le Mans 24 hours. These improvements in performance are achieved with no compromises in other areas, and are an example of Michelin's Total Performance strategy.

A prime example of this is that despite its ultra-high performance track credentials the tyre still offers low rolling resistance levels to ensure optimum range when using battery power, plus a corresponding reduction in CO₂ emissions.

Produced with the same tools used to manufacture racing tires, the tread compound of the Michelin Pilot Sport Cup 2 integrates Bi-Compound technology, which involves the use of different rubber compounds on the inner and outer sections of the tread. The outer rubber is made with a high molecular weight elastomer whose hardness has been specially designed to deliver maximum adherence and outstanding dry grip on curves, especially on tight corners, while the inner of the tyre's tread uses rubber made with a more rigid elastomer to ensure precise steering response.

Michelin's Track Variable Contact Patch 3.0 is an innovation adapted from Variable Contact Patch 2.0 technology used in the Michelin Pilot Super Sport tyre. It optimises pressure in the tyre's contact patch so the same amount of rubber is always in contact with the road or track, whether driving in a straight line or cornering, even sharply.

Internally, a main feature of the tyre is a belt made with aramid, a high-tenacity fibre with a very high tensile strength. This composite is both light and highly resistant; in fact, it is five times more resistant than steel of an equivalent weight. Positioned on the crown under the tread, this strip is applied with variable tension between the shoulders and the centre of the tyre. It is tightened so firmly that it literally locks the tyre structure into a practically inelastic belt. As a result, the tyre's shape is effectively maintained and its footprint remains constant, even at very high speeds.

Ends...

*Internal Michelin tests.

