

# Application of tyres

Tyre application chart

Tread pattern	position	extra soft (mud)	soft	medium soft	intermediate	medium hard	hard	extra hard
Motocross competition								
C-12	[R]							
C-15	[F]							
C-18	[R]							
C-19	[F]							
C-20	[R]							
C-21	[F]							
C-23	[F]							
C-24	[R]							
C-25	[F]							
C-26	[R]							
C-27	[F]							
C-28	[R]							

Tread pattern	position	soft	medium soft	intermediate	medium hard	hard
Cross sport extreme						
XT-754	[R]					
XT-454	[R]					

Motocross								
C-01	[R]							
C-02	[R]							
C-04	[R]							
C-10	[R]							
C-11	[F]							

Tread pattern	position	soft	medium soft	intermediate	medium hard	hard
Enduro FIM competition						
EF-05 SUPER	[R]					
EF-07 SUPER	[R]					
C-19 SUPER	[F]					
EF-07 SUPER LIGHT	[R]					
C-18 SUPER LIGHT	[R]					
C-19 SUPER LIGHT	[F]					

Enduro trail																				
	ROAD										OFF ROAD									
	100	90	80	70	60	50	40	30	20	10	10	20	30	40	50	60	70	80	90	100
TERRA FORCE-R																				
E-08																				
MC 24																				
E-07																				
MC 23 ROCKRIDER																				
E-10																				
C-17																				
E-09																				

Country cross								
C-10 Country cross	[R]							
C-15 Country cross	[F]							
C-18 Country Cross	[R]							

Legend

- The best range of using
- Acceptable range of using

Recommended use of tyres is based on the experience of the tyre manufacturer for the best performance under given conditions. Recommendation is for information only as the optimal combination may vary depending on the actual conditions of use, type of motorcycle, level of knowledge and experience of rider, current weather conditions and other factors.













# Technical information

Inch	Code	Tyre size	LL/SS	Tread pattern	Type (TT/TL)	F/R	Version	Stripe colour	Rim (inch)	Tyre dimensions E.T.R.T.O. (mm)				Max. inflation (BAR)	Max speed (km/h)
										Design		Max. in service			
										Section width	Overall diameter	Overall width	Overall diameter		
12	574254	100/90-12	49P	MC 35	TL		SUPER SOFT		2.50	101	485	109	497	1.75	150
12	574272	120/80-12	55P	MC 35	TL		SUPER SOFT		2,75	119	497	129	511	1.75	150
10	574280	3.50-10	51P	MC 35	TL		SUPER SOFT		2.50	92	437	99	448	2.5	150
10	574293	3.50-10	51P	MC 35	TL		MEDIUM		2.50	92	437	99	448	2.5	150
10	574295	100/90-10	56P	MC 35	TL		MEDIUM		2.50	101	434	109	446	2.5	150
12	574287	100/90-12	49P	MC 35	TL		MEDIUM		2.75	119	497	129	511	1.75	150
12	574291	120/80-12	55P	MC 35	TL		MEDIUM		2,75	119	497	129	511	1.75	150
<b>MC 20 MONSUM</b>															
10	590766	3.50-10	51P	MC 20	TL		SOFT		2.50	92	437	99	448	2.5	150
12	591483	100/90-12	49P	MC 20	TL		SOFT		2.50	101	485	109	497	1.75	150
12	591506	120/80-12	55P	MC 20	TL		SOFT		2.75	119	497	129	511	1.75	150
<b>MC 34</b>															
10	573084	90/90-10	50P	MC 34	TL		SUPER SOFT		2.15	90	416	97	428	2.5	150
10	574809	100/90-10	56P	MC 34	TL		SUPER SOFT		2,50	101	434	109	446	2.5	150
12	573095	110/70-12	53P	MC 34	TL		SUPER SOFT		3.00	110	459	119	469	2.3	150
12	573099	120/70-12	51P	MC 34	TL		SUPER SOFT		3.50	122	473	132	485	2.8	150
12	574814	130/70-12	62P	MC 34	TL		SUPER SOFT		3.50	129	487	139	499	2.8	150
12	574814	130/70-12	62P	MC 34	TL		SUPER SOFT		3.5	129	487	139	499	2.8	150
<b>MOPED</b>															
<b>MC 51</b>															
17	572963	2.50-17	43P	MC 51	TL		M+S		1.50	64	568	70	580	2.8	150
17	572964	2.75-17	47P	MC 51	TL		M+S		1.85	75	588	81	600	2.8	150
<b>MC 11</b>															
17	572974	2-17 REINF.	31J	MC 11	TT				1.35	55	544	58	552	2.8	100
17	572976	2 1/4-17 REINF.	39J	MC 11	TT				1.50	62	558	66	566	2.8	100
17	572975	2 1/2-17 REINF.	43J	MC 11	TL/TT				1.60	68	574	72	584	2.8	100
17	572973	2 3/4-17 REINF.	47J	MC 11	TL/TT				1.85	75	584	80	594	2.8	100
18	572965	2.50-18 REINF.	45P	MC 11	TT				1.50	64	593	74	605	2.8	150
<b>MC 2</b>															
16	572949	2 1/4-16 REINF.	38J	MC 2	TT				1.50	62	532	66	540	2.8	100
16	572950	2 1/2-16 REINF.	42J	MC 2	TL/TT				1.60	68	548	72	558	2.8	100
16	572952	2 3/4-16 REINF.	46J	MC 2	TL/TT				1.85	75	558	80	568	2.8	100
16	572947	3 1/4-16	54J	MC 2	TL/TT				1.85	81	586	94	598	2.5	100
<b>B 8</b>															
16	572901	2 1/4-16 REINF.	38J	B 8	TT				1.50	62	532	66	540	2.8	100
16	572916	2 1/2-16 REINF.	42J	B 8	TT				1.60	68	548	72	558	2.8	100
<b>B 7</b>															
17	572938	2 3/4-17 REINF.	47J	B 7	TL/TT				1.85	75	584	80	594	2.8	100
<b>B 4</b>															
17	572943	2 1/4-17 REINF.	39J	B 4	TT				1.50	62	558	66	566	2.8	100
17	572944	2 1/2-17 REINF.	43J	B 4	TT				1.60	68	574	72	584	2.8	100
18	572942	2 1/4-18 REINF.	42J	B 4	TT				1.50	62	583	66	591	2.8	100

Inch	Code	Tyre size	LL/SS	Tread pattern	Type (TT/TL)	F/R	Version	Stripe colour	Rim (inch)	Tyre dimensions E.T.R.T.O. (mm)				Max. inflation (BAR)	Max speed (km/h)
										Design		Max. in service			
										Section width	Overall diameter	Overall width	Overall diameter		
<b>B 3</b>															
18	572941	2 1/2-18 REINF.	43J	B 3	TT				1.60	68	599	72	609	2.8	100
<b>M-02</b>															
19	821310	2-19	24B	M-02	TT				1.35	55	595	58	603	2.5	50
19	821350	2 1/4-19	30B	M-02	TT				1.50	62	609	66	617	2.5	50
<b>MOPED WHITE WALL</b>															
18	572940	2 1/4-18 REINF.	42J	B 4	TT				1.50	62	583	66	591	2.8	100
16	572903	2 1/4-16 REINF.	38J	B 8	TT				1.50	62	532	66	540	2.8	100
17	572937	2 3/4-17 REINF.	47J	B 7	TL/TT				1.85	75	584	80	594	2.8	100
16	572948	2 3/4-16	46J	MC 2	TL/TT				1.85	75	558	80	568	2.8	100
16	572946	2 1/2-16	42J	MC 2	TL/TT				1.60	68	548	72	558	2.8	100
17	572969	2 1/4-17	39J	MC 11	TT				1.50	62	558	66	566	2.8	100

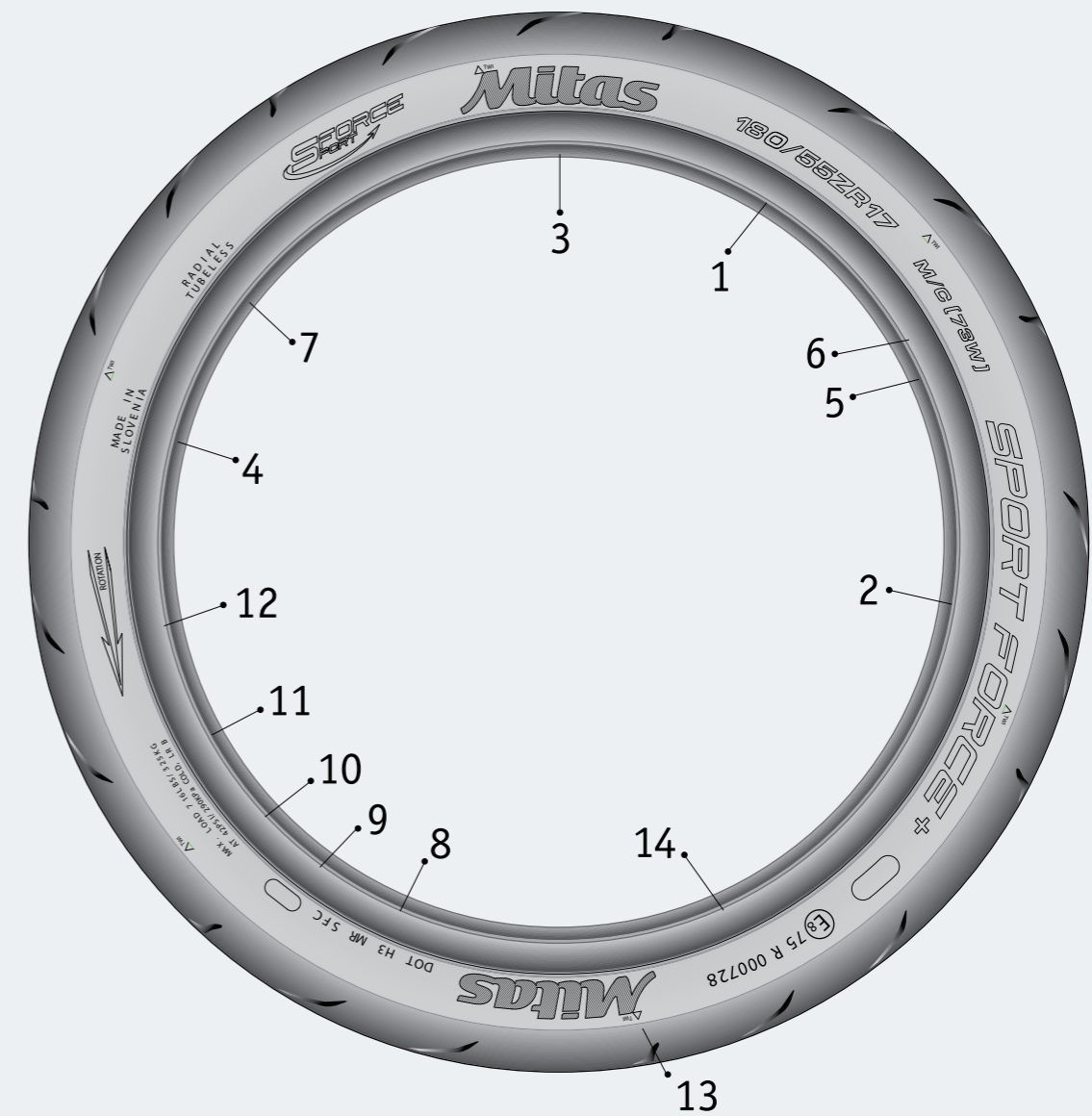
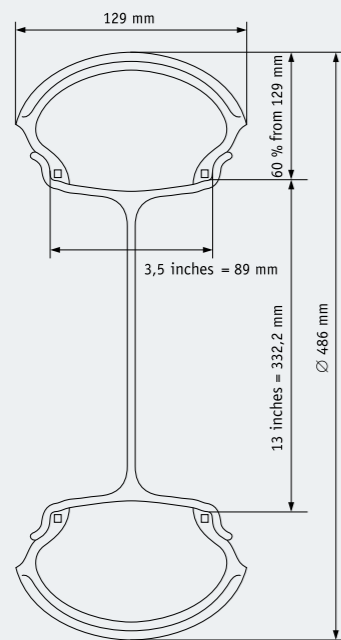
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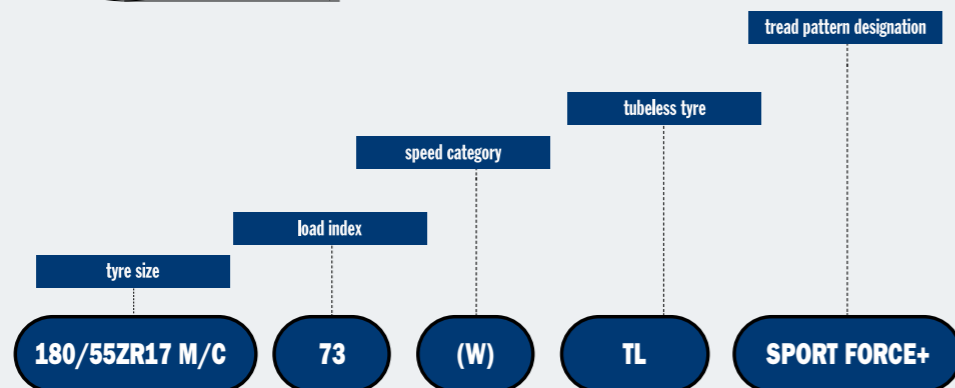
# Tyre designations

SPEED CATEGORY			
Speed category	km/h	Speed category	km/h
A1	5	K	110
A2	10	L	120
A3	15	M	130
A4	20	N	140
A5	25	P	150
A6	30	Q	160
A7	35	R	170
A8	40	S	180
B	50	T	190
C	60	U	200
D	65	H	210
E	70	V	240
F	80	(V)	>240
G	90	W	270
J	100	(W)	>270

LOAD INDEX					
U	kg	U	kg	U	kg
0	45.0	40	140.0	80	450.0
1	46.2	41	145.0	81	462.0
2	47.5	42	150.0	82	475.0
3	48.7	43	155.0	83	487.0
4	50.0	44	160.0	84	500.0
5	51.5	45	165.0	85	515.0
6	53.0	46	170.0	86	530.0
7	54.5	47	175.0	87	545.0
8	56.0	48	180.0	88	560.0
9	58.0	49	185.0	89	580.0
10	60.0	50	190.0	90	600.0
11	61.5	51	195.0	91	615.0
12	63.0	52	200.0	92	630.0
13	65.0	53	206.0	93	650.0
14	67.0	54	212.0	94	670.0
15	69.0	55	218.0	95	690.0
16	71.0	56	224.0	96	710.0
17	73.0	57	230.0	97	730.0
18	75.0	58	236.0	98	750.0
19	77.5	59	243.0	99	775.0
20	80.0	60	250.0	100	800.0
21	82.5	61	257.0	101	825.0
22	85.0	62	265.0	102	850.0
23	87.5	63	272.0	103	875.0
24	90.0	64	280.0	104	900.0
25	92.5	65	290.0	105	925.0
26	95.0	66	300.0	106	950.0
27	97.5	67	307.0	107	975.0
28	100.0	68	315.0	108	1000.0
29	103.0	69	325.0	109	1030.0
30	106.0	70	335.0	110	1060.0
31	109.0	71	345.0	111	1090.0
32	112.0	72	355.0	112	1120.0
33	115.0	73	365.0	113	1150.0
34	118.0	74	375.0	114	1180.0
35	121.0	75	387.0	115	1215.0
36	125.0	76	400.0	116	1250.0
37	128.0	77	412.0	117	1285.0
38	132.0	78	425.0	118	1320.0
39	136.0	79	437.0	119	1360.0



TYRE DESIGNATION	
1. Tyre size: 180/55ZR17	9. Production date:
2. Tread pattern designation: Sport Force+	10. Max. load capacity: 716 lbs
3. Manufacturer: Mitas	Max. inflation pressure: AT 42 PSI COLD
4. Country of origin: Slovenia	11. Load range: B
5. Speed category: (W) (>270 km/h)	12. Direction of rotation: Rotation
6. Load index: 73 (365 kg)	13. Tread wear indicator: TWI
7. Tubeless / Tubetype: Tubeless	14. Homologation No.: E8 75 R 000728
8. DOT marking: DOT H3 MR SFC	



# Charts

## AMERICAN ALPHA INDICATION

	Inch
H	3.15
J	3.50
L	3.65
M	3.75
N	4.10
P	4.10
R	4.50
S	4.75
T	5.10
U	5.60
V	5.90

## ON ROAD TYRES

Front			Rear		
Metric	Inch	Alpha	Metric	Inch	Alpha
80/90	2.50/2.75	MH90	110/90	4.00/4.25	MP85
90/90	2.75/3.00	MJ90	120/90	4.50/4.75	MR90
100/90	3.25/3.50	MM90	130/80	5.00/5.10	
110/90	3.75/4.00	MN90	130/90	5.00/5.10	MT90
120/80	4.25/4.50		140/80	5.50/6.00	
120/90	4.25/4.50	MR90	140/90	5.50/6.00	MJ90
130/90	5.00/5.10	MT90	150/80	6.00/6.25	MV85
			150/90	6.00/6.25	MV85

## OFF ROAD TYRES

Front			Rear		
Metric	Metric	Inch	Metric	Metric	Inch
60/100	90/80	2.50/2.75	80/100	80/90	2.50/3.60
70/100	90/80	2.75/3.00	90/100	110/90	3.60/4.10
80/100	100/80	3.00/3.25	100/100	120/80	4.00/4.10
			110/100	130/80	4.00/4.50
			120/100	140/80	5.00/5.10

## OFF ROAD TYRE APPLICATION

Engine capacity (ccm)	Front	Rear	Engine capacity (ccm)	Front	Rear	Rear
50	2.50-12 (2.50-10)	2.50-10	125	80/100-21 or 90/90-21	100/100-18	100/90-19
65	3.00-12	2.50-14 (80/100-12)	250	80/100-21 or 90/90-21	110/100-18	110/90-19
85	2.75-17 (60/100-14)	4.10-14 (90/100-14)	over 450	80/100-21 or 90/90-21	120/100-18	120/90-19
85-100	70/100-19	90/100-16	over 450	90/100-21	120/90-18	120/80-19

## COMPARATIVE CHART FOR METRIC-DECIMAL SIZE DESCRIPTION

Tyre Size	Load index		Permitted rim	Alphanumeric	Tyre Size		
	standard	reinforced			Metric		
					100	90	80
2.75-16	40	46	1.50-1.85	MH 90-16	80/100-16	80/90-16	90/80-16
3.00-16	40	48	1.60-2.15	MH 90-16	90/100-16	90/90-16	100/80-16
3.25-16	48	55	1.85-2.50	MJ 90 - 16	100/100-16	100/90-16	110/80-16
3.50-16	52	58	1.85-2.50	ML 90-16	100/100-16	100/90-16	110/80-16
4.60-16	58	59	1.85-3.00	MM 90-16	100/100-16	110/90-16	120/80-16
2.75-17	41	47	1.50-1.85	MH 90-17	80/100-17	80/90-17	90/80-17
3.00-17	41	50	1.60-2.15	MH 90-17	90/100-17	90/90-17	100/80-17
4.50-17	50	67	2.15-3.00	MR 90-17	110/100-17	130/90-17	140/80-17
4.60-17	50	62	1.85-3.00	MS 90-17	100/100-17	110/90-17	120/80-17
5.10-17	50	67	2.50-3.50	MT 90-17	110/100-17	130/90-17	140/80-17
2.75-18	42	48	1.50-1.85	MH 90-18	80/100-18	80/90-18	90/80-18
3.00-18	47	52	1.60-2.15	MH 90-18	90/100-18	90/90-18	100/80-18
3.25-18	52	59	1.85-2.50	MJ 90 - 18	100/100-18	100/90-18	110/80-18
3.50-18	56	62	1.85-2.50	ML 90-18	100/100-18	100/90-18	110/80-18
3.60-18	51	62	1.85-2.50	MH 90-18	100/100-18	90/90-18	100/80-18
4.00-18	64	69	2.15-3.00	MN 90-18	110/100-18	120/90-18	130/80-18
4.10-18	60	69	1.85-3.00	ML 90-18	100/100-18	100/90-18	110/80-18
4.25/85-18	64	69	1.85-3.00	MM 90-18	110/100-18	110/90-18	120/80-18
4.25-18	66	69	2.15-3.00	ML 90-18	110/100-18	120/90-18	130/80-18
4.60-18	63	69	1.85-3.00	MR 90-18	110/100-18	120/90-18	130/80-18
3.00-19	49	54	1.60-2.15	MH 90-19	90/100-19	90/90-19	100/80-19
3.25-19	54	54	1.85-2.50	MJ 90-19	100/100-19	100/90-19	110/80-19
3.50-19	54	57	1.85-2.50	ML 90-19	100/100-19	100/90-19	110/80-19
3.60-19	52	54	1.85-2.50	MH 90-19	100/100-19	90/90-19	100/80-19
2.75-21	45	54	1.50-1.85	MH 90-21	80/100-21	80/90-21	90/80-21
3.00-21	51	57	1.60-2.15	MH 90-21	90/100-21	90/90-21	100/80-21

# Inflation pressure

## RECOMMENDED INFLATION FOR MOTOCROS TYRES

Tyre use	Front			Rear		
	psi	bar	kPa	psi	bar	kPa
Motocross Hard Terrain	10-12	0.66-0.80	66-80	10-12	0.66-0.80	66-80
Motocross Intermediate	12-14	0.80-0.93	80-93	12-14	0.80-0.93	80-93
Motocross Soft Terrain	12-14	0.80-0.93	80-93	12-14	0.80-0.93	80-93
Desert/Enduro	14-18	0.93-1.20	93-120	14-18	0.93-1.20	93-120
Dual Sport - off road use	18-22	1.20-1.46	120-146	16-26	1.06-1.73	106-173

## INSTRUCTIONS FOR USE OF MITAS RACING TYRES (recommendations)

Tread patterns	MC 35		Note
dry surface	tyre pressure front	tyre pressure rear	When seeking the optimal pressure values, the rider's weight must be taken into account. It is recommendable to increase tyre pressure gradually by 0.2 bar until the ideal tyre pressure is reached.
warm weather, rough surface	MEDIUM 1.7 bar - 25 psi	MEDIUM 1.8 bar - 26 psi	
warm weather, smooth surface	SUPER SOFT & SOFT 1.7 bar - 36 psi	SUPER SOFT & SOFT 1.8 bar - 26 psi	
cold weather, rough surface	MEDIUM 2.5 bar - 36 psi	MEDIUM 2.7 bar - 39 psi	
cold weather, smooth surface	SUPER SOFT & SOFT 2.5 bar - 36 psi	SUPER SOFT & SOFT 2.7 bar - 39 psi	
Tread patterns	MC 20		
wet surface	tyre pressure front	tyre pressure rear	When seeking the optimal pressure values, the rider's weight must be taken into account. It is recommendable to increase tyre pressure gradually by 0.2 bar until the ideal tyre pressure is reached.
cold weather, wet surface	SUPER SOFT & SOFT 1.4 bar - 20 psi	SUPER SOFT & SOFT 1.6 bar - 23 psi	

## RECOMMENDED INFLATION PRESSURES FOR TRAIL TYRES

The recommended inflation pressure for trail tyres depends mainly on the manner of use, load acting on each individual motorcycle axle and a particular type of bike. The recommended inflation values are generally specified by motorcycle manufacturers. Tyre pressures can be calculated according to ETRTO. We generally recommend that you inflate trail tyres for as follows:

	Enduro Trail (Bar)		
	Solo	2 Up Light	2 Up Heavy
DUAL PURPOSE TYRES (125cc-500cc)			
Front	1,65-2,35	1,80-2,35	1,95-2,60
Rear	2,15-2,5	2,30-2,60	2,40-2,75
DUAL PURPOSE TYRES (501cc-749cc)			
Front	1,65-2,35	1,80-2,5	1,95-2,60
Rear	2,15-2,5	2,30-2,60	2,40-2,75
DUAL PURPOSE TYRES (750cc Up)			
Front	2,15-2,30	2,30-2,40	2,40-2,9
Rear	2,40-2,55	2,55-2,70	2,70-2,9

## RECOMMENDED INFLATION PRESSURES FOR SPORT FORCE+ TYRES

The Strong Carcass Technology gives a bit more free hand in choosing optimum inflation pressure. The inflation pressure is defined with regard to the tyre load during the ride and the riding style (alone or with a passenger, extra luggage), and the ride itself (long-lasting highway ride, shorter distances on local roads). We recommend as follows:

SPORT FORCE+	Front	Rear
A ride with a passenger and extra luggage	2.5	2.9
A long ride at high speeds on a highway	2.5	2.9
A solo ride on a heavier motorcycle (naked, touring)	2.3 – 2.5	2.4 – 2.6
A solo ride on a lighter motorcycle (sport)	2.1 – 2.4	2.2 – 2.5
A solo ride on an extra light motorcycle (Supermoto)	2.0 – 2.3	1.9 – 2.4
A racetrack ride	2.3	1.8 – 2.3

# Tyre maintenance

Tyres are the only part of a motorcycle, which are in contact with the road. Safety in acceleration, braking, steering and cornering thus depend on relative small contact area between the tyre and road. This is a reason that tyres should be maintained in good condition through all lifetime. Tyres may only be replaced by the authorised personnel.

Changes in tyre size, type and construction should not be made without advice of a motorcycle or tyre manufacturer, while wrong tyre fitted can have a very strong negative effect on motorcycle handling, safety and wear. Always read the motorcycle manufacturers' handbook. New tyres have very smooth surface. It is recommended to drive especially carefully for about 100 km to make tyre work properly. Drive reasonably. Excessive acceleration, braking and cornering shortens tyre life considerably.

## INFLATION PRESSURE

Inflation pressure is vitally important. Driving with tyres that do not have the correct inflation pressure is very dangerous. In under-inflated tyre an excessive heat build up occur and it can result in sudden tyre destruction. Tyre pressure determines tyre lifetime. The correct pressure ensures maximum mileages with satisfactory stability, comfort and road holding properties. The tyre is kept at the contour, at which it was designed to run. Insufficient air pressure or wrong tyre fitment accelerates tread wear and creates additional stress on the tyre carcass. It also increases the risk of accidental damage, adversely affects handling and increases rolling resistance. Excessively high pressure causes rapid wear in the centre of the tread. There is also greater danger of causing fracture and tread cutting. Keep the tyres inflated to the values shown in the motorcycle handbook. This correct inflation pressure must be maintained as a minimum. For fast driving on the road, the tyre pressure should be increased by 0.2 bars; for driving with a lot of baggage the inflation pressure in rear tyre should be increased by 0.2 bars. Inflation pressure has to be checked at least once a week with an accurate tyre pressure gauge when the tyre is cold and always before long journeys. Pressure rises, when the tyre is hot and falls down, when the tyre is cold. Take this fact into consideration. Loss of pressure may be due to valve core not seating properly or being worn out. Check valve core, tighten it for correct seating or replace it if necessary. Always fit valve cap into the valve (finger tight), because they keep dust from the valve as an extra seal. In the case of tubeless tyres, valves should be kept in good condition and replaced when a new tyre is fitted.

## TYRE AND RIM

At wire wheels, the right rim tapes (flaps) should be used. Rim tapes should be maintained in good condition, while a protruding spoke head can damage a tube and cause a puncture.

Tyre has to be aligned properly on the rim and it has to be checked regularly. Replace tyre before legal 1mm (1.6 mm in Germany) remaining tread pattern depth is reached. Worn tyres are more susceptible to damage and road holding is reduced especially in the wet.

Damaged tyres are very dangerous. Replace damaged tyres immediately. Stones or nails captured in the tread pattern must be removed. If left, they can penetrate through the carcass and cause a puncture and an accident. The main advantage of tubeless tyre is its ability to withstand penetration by nails without a rapid loss of air. This also means that rider can be unaware of a puncture and if he uses the tyre for a long distance, the damage area will spread and could become serious. When the deflation is noticed, the tyre should be removed from the rim and checked before attempting any repairs. Repairs in the shoulder and sidewall area are not recommended. Repairs for tyres with speed symbol P and higher are not recommended. The behaviour of the tyre is worse, if the tyre was in contact with oil or grease. The tyre has to be cleaned with a cloth damped with petrol. Our tyres are made to fine tolerance, but for higher speeds it is important, that the tyre is balanced. Tubeless tyre-rim assemblies should be balanced with self-adhesive weights, the tube-type tyres on wire wheels should be balanced with spoke weights.

## TREAD WEAR

A summary of the various factors that can cause abnormal wear:

Under-inflation/over-loading can cause tread distortion and irregular wear. More seriously they may result in a sudden failure of the carcass due to excessive tyre flexing.

High-speed means rapid tread wear, especially due to harder acceleration and extra braking.

Temperature of tarmac surface – higher temperature causes faster wear

Rough tarmac surface causes higher abrasion and shorter lifetime of a tyre.

Mechanical irregularities such as distorted wheels, incorrect brake adjustment, bad dumpers, excessive tolerance in frame-wheel bearings can cause severe wear.

Unbalanced rotating weight (heavy spots on rim) can cause irregular tread wear.

# Legend

Acronym	Meaning /Definition	
[F]	Front	
[R]	Rear	
TT	Tube Type	
TL	Tubeless	
Reinforced	Increased load capacity by ETRTO (The European Tyre and Rim Technical Organisation)	
SUPER	Design with special tread compound for Enduro racing	
SUPER LIGHT	Design with special tread compound and lightweight frame for Enduro extreme	
SUPER SOFT	Tyre with softer carcass and extra soft tread compound suitable for extreme hard enduro competition	
COUNTRY CROSS	Motocross tyre with Enduro racing tread compound suitable for Cross Country racing	
PIT CROSS	Tyre with increased load capacity suitable for PIT CROSS races	
DAKAR	Design with reinforced frame for extreme rally	
WINTER FRICTION	Special version for use in winter conditions and suitable for spiking	Motocross tyres with a classical carcass and a harder compound, which is flexible and elastic in the freezing cold up to -15°C. Recommended for classical studding with special spikes.
SPIKE	WINTER FRICTION design with spikes	
ICE SOFT	Special version for motoskiöring	Motocross tyres with a classical carcass and a special soft compound; the compound is flexible and elastic in the freezing cold up to -10°C and offers good grip in such conditions. ICE SOFT tyres are not suitable for spiking and they are recommended mainly for use in snow and ice in motoskiöring.
ICE		Motocross tyres with a special carcass construction – including 2 textile plies and 6 breaker plies – that enables insertion of metal screws (tyre tread thickness is about 5 cm). These tyres are used for winter motocross. Tyre compound is hard, yet it retains its elasticity at temperatures up to -20°C.
M+S	Mud+Snow Tyre suitable for winter conditions or year round operation. Maximum designed tyre speed should be observed if fitted on a motorcycle with a higher designed tyre speed	
M/C	M/C designation on motorcycle tyres with nominal diameter codes 13 and above to prevent misfitment with passenger car tyres or agricultural tyres	
PR	Ply rating	Identifies different versions (load capacity/inflation pressure) of tyres having the same size designation
TYPE	Tubeless or Tube Type	Tubeless (TL)- Tyres specially designed for fitment without an inner tube on appropriate rims. Tubeless tyres may be used with tube.
LI	Load index	A numerical code associated with the maximum load a tyre can carry at the speed indicated by its Speed Symbol under service conditions specified by the tyre manufacturer.
RIM	Recommended Rim a Types of Service	The rim which gives the best fitment of the tyre in all conditions. The rim which is used as the Measuring Rim
NEW	New tyres dimensions	The dimensions of an unloaded new tyre mounted on its Measuring Rim at the recommended inflation pressure and allowed to stand for a minimum of 24 hours at normal room temperature before readjustment of the pressure back to its original level.
MAX.IN SERVICE	Maximum Tyres Dimensions in Service	Inflated tyre dimensions, including manufacturing tolerances and growth in service, to be used by vehicle manufacturers in designing tyre clearances. Distortions of the tyre due to load, lateral and centrifugal forces are not included.
SW	Section Width (design) mm	The linear distance between the outside of the sidewalls of an inflated tyre including manufacturing tolerances, tolerances for service growth, elevations due to labeling (markings), decorations, protective bands or ribs.
OD (NEW)	Overall Diameter (design)	The diameter of an inflated tyre at the outermost surface of the tread.
OD (MAX.)	Maximum Overall Diameter in Service (grown)	The maximum load (kg) a tyre is permitted to carry under specified operating conditions. In the case of twin-fitted driven wheels, a factor of 1.76 is applied to the load capacity of a single fitment tyre.
INFLATION	Inflation Pressure	The "cold" pressure (kPa) of the fluid at which the tyre is inflated.
ETRTO	The European Tyre and Rim Technical Organisation	Data in this Technical databook is relevant to ETRTO standards, where further data can be found.
Nominal Section Width		The section width of an inflated tyre mounted on its theoretical rim and indicated in the tyre size designation.
SOFT (on-road)		For riding at mid temperatures and on mid rough surfaces.
MEDIUM (on-road)		When the weather is warm and the riding surface rough.
SUPER SOFT (on-road)		For rainy and cold weather when the riding surface is smooth
NHS		Not for Highway Service

# Notes

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