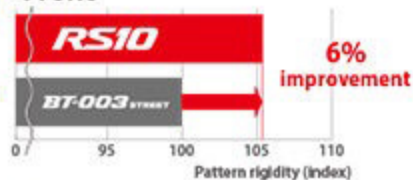


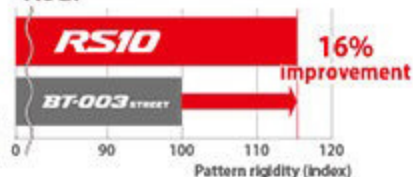
- 1 The groove is placed along the entering direction at cornering**
⇒ Reinforced block rigidity
- 2 Tread transformation to create an independent groove**
⇒ Warm up in a short period is possible
- 3 Reinforced block rigidity due to the 3D groove shape**
⇒ Improved stability when braking and accelerating

■ Pattern rigidity (Front)

• Front



• Rear



■ A new compound

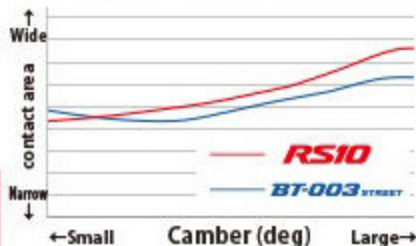


Improved grip in high temperature regions

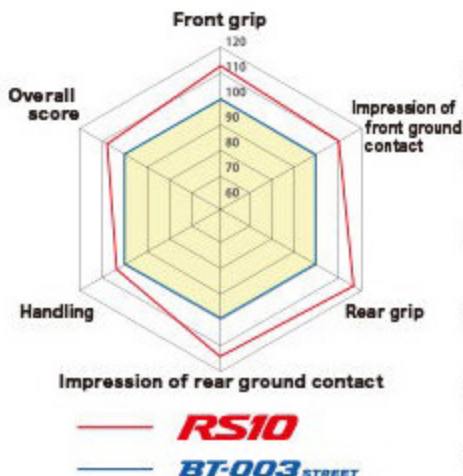
■ Optimized tire shape



■ Change in the contact area

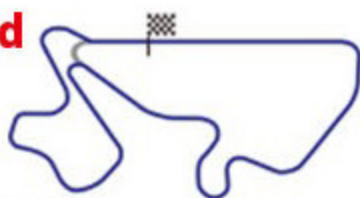
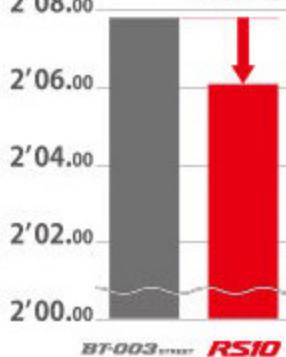


The contact area at camber is expanded to improve stability during turning



■ Circuit lap time

Shortened 1.5sec.



[Test conditions]
 Test location: Autopolis Circuit, Japan (4.674km), June 23,24, 2014
 Test vehicle: BMW S1000RR
 Tire size: 120/70ZR17 or 190/55ZR17
 Air pressure: front 230kPa, rear 250kPa
 Rider: Bridgestone Test Rider

Dry grip and handling performance suitable for premium on-road tires have been achieved