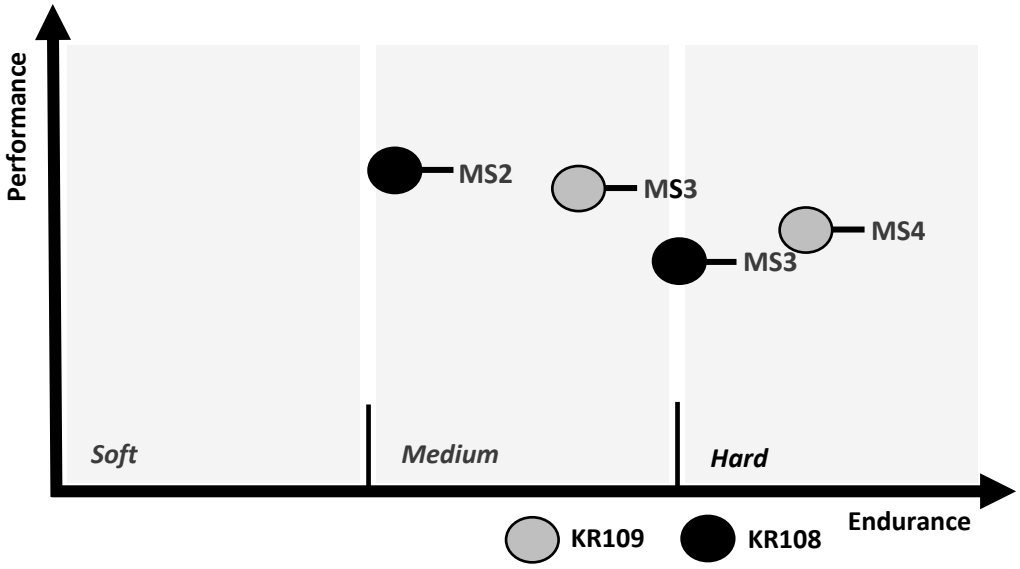
FÉDÉRATION INTERNATIONALE DE MOTOCYCLISME

EWC DUNLOP Official Tyre Partner SUPERSTOCK Trophy

DUNLOP SUPERSTOCK TEAMS – 24H SPA 2023 – TYRE INFORMATION



Spec	Size	Slick / Pattern	Crown ⌀ (mm)	Shoulder ⌀ (mm)	Width (mm)	Mandatory running pressure range (bar)	Recommended pressure out of warmers (bar)	Warmer temp. min. 1 hour
KR191	125/80R17	Wet	603	500	120	2.2 – 2.4	**2.2**	40 °c*
KR109	125/80R17	Slick	606	502	120	2.4 – 2.6	**2.3**	80 °c – 90 °c
KR393	190/55R17	Wet	650	530	190	2.2 – 2.4	**2.1**	50 °c*
KR398i	200/55R17	Inter	652	532	196	1.5 – 1.7	**1.5**	50 °c*
KR108	200/70R17	Slick	670	526	194	1.5 – 1.7	**1.4****	80 °c – 100 °c

*Rain Tyres: if warmers do not feature adjustable temperature, set to a slick temperatures for a maximum of 20 minutes

**A deviation of 0.1 bar is tolerated.

Tyre range

- KR109 MS3 - A medium compound front tyre, good balance between performance and endurance. The MS3 is capable of 2 - 3 stints dependant on set-up and race strategy.
- KR109 MS4 – A strong compound maximising endurance and stability. MS4 will provide consistent performance for 3 stints and possibly more if the conditions and set-up is optimal.
- KR108 MS2 - A medium compound tyre which is typically capable of 2 stints. It is important to understand if the MS2 is the best option when running during the cooler night conditions.
- KR108 MS3 – A strong and consistent compound, with a high resistance to tearing in cool conditions. Tyre life will be shorter during the night and race strategy should be adjusted.

General advice

Always

- **Ensure a back-up tyre set is prepared** (warmed and pressured) in case of unscheduled pit stop.
- **Ensure a set of wets are prepared** (warmed and pressured) in case of a condition change.
- **Upon pitting, fit tyre warmers and take pressures at the earliest opportunity.**
- **Keep a record of the weather.** Changes in temperature (air/track) and humidity can alter tyre performance.

Avoid

- **Reducing pressure(s) when bike pits** (fluctuations in pressure are expected and normal during / after running).
- **Adding pressures to tyres with your compressors or pitbox air**. This will increase moisture within the tyres resulting in greater fluctuations of running pressure. The Dunlop service features a dry air system.
- **Completing slow laps (coasting).** Riding slowly can cause a reduction in tyre temperature moving the tyre below its optimal operating window and risk an increase in abrasion.

There are many factors which can affect a tyre performance. If a tyre appearance or performance is not what is expected, notify a member of Dunlop technical support team at the earliest opportunity. They will be able to support you to create a plan of action on how best to proceed.

Tyre Warming & Pressures

1. All tyres to be supplied and fitted at the Dunlop service (Dunlop set pressures to 3.0 bar using a dry air system).
2. Set to target pressure and fit warmer (if too much air is released, return tyre to Dunlop for reinflation).
3. Set warmers on to the recommended temperature a minimum of 1 hour before pit exit and no more than 4 hours before.
4. Once the tyre has been heated for 1 hour, check pressure and reduce to target start pressure if required.
5. Check pressure a final time before pit exit to ensure pressures have stabilized.
6. Upon pit in, check and record tyre pressures at earliest opportunity.
7. If target running pressure is out by +/- 0.2 bar, adjust start pressure by same amount.
8. If running pressure change is more than +/- 0.2 bar from target, consult your Dunlop technical support.

NB: For wets, if you don't have adjustable warmers, please use your warmers no longer than 20 minutes. Set pressure cold.

Checklist

- ☐ Tyre range explanation and strategy
- ☐ Tyre pressure recommendation
- ☐ Tyre warmers usage
- ☐ Inspection of tyre warmers, wheels, and tyre pressure gauges
- ☐ Designated TSE
- ☐ Printed documentation

Team number: .....

Additional comments

Signature team manager	Signature Dunlop engineer	Date