



Bridgestone Battlax Racing Street RS10  
Selected as Original Equipment  
on Flagship Models

# Another World

## BATTLAX RACING STREET RS10

A pedigree created by the world's best riders

Special Site

Uses new compound with an optimized tire shape. These are Bridgestone's latest premium high-grip radials that achieve excellent dry handling, grip and stability. The slick-like tread pattern adopts a 3D groove shape to improve tread rigidity. Technology derived from years of unrelenting study of the world's toughest motorcycle races continues to evolve away from the racetrack. In addition two new rear tire sizes in higher-spec versions with significantly improved life are now on sale!



## Thoughts from the development engineer



Motorcycle Tire Development division, Development Unit 2,  
Kensuke Dobashi

When we were developing the BATTLAX RACING STREET RS10, our aim was to re-establish Bridgestone's existing ideas about the right way to create a tire. We were seeking not only the existing feature of "BATTLAX = high grip" but also an enhanced "contact feel" that you notice as soon as you ride the bike. We wanted to sweep away the fixed image that high-grip tires are only for advanced riders. Our aim was for everybody who got on the bike to straight away have this sense of surprise and delight. We developed the tire with a goal in mind of creating something that allows more people to enjoy biking life.

Also, I think that pattern design is an important factor to decide bike's characteristics. It's a major contributor to the sense of owner's satisfaction that a rider feels when the bike is fitted with attractive tires.

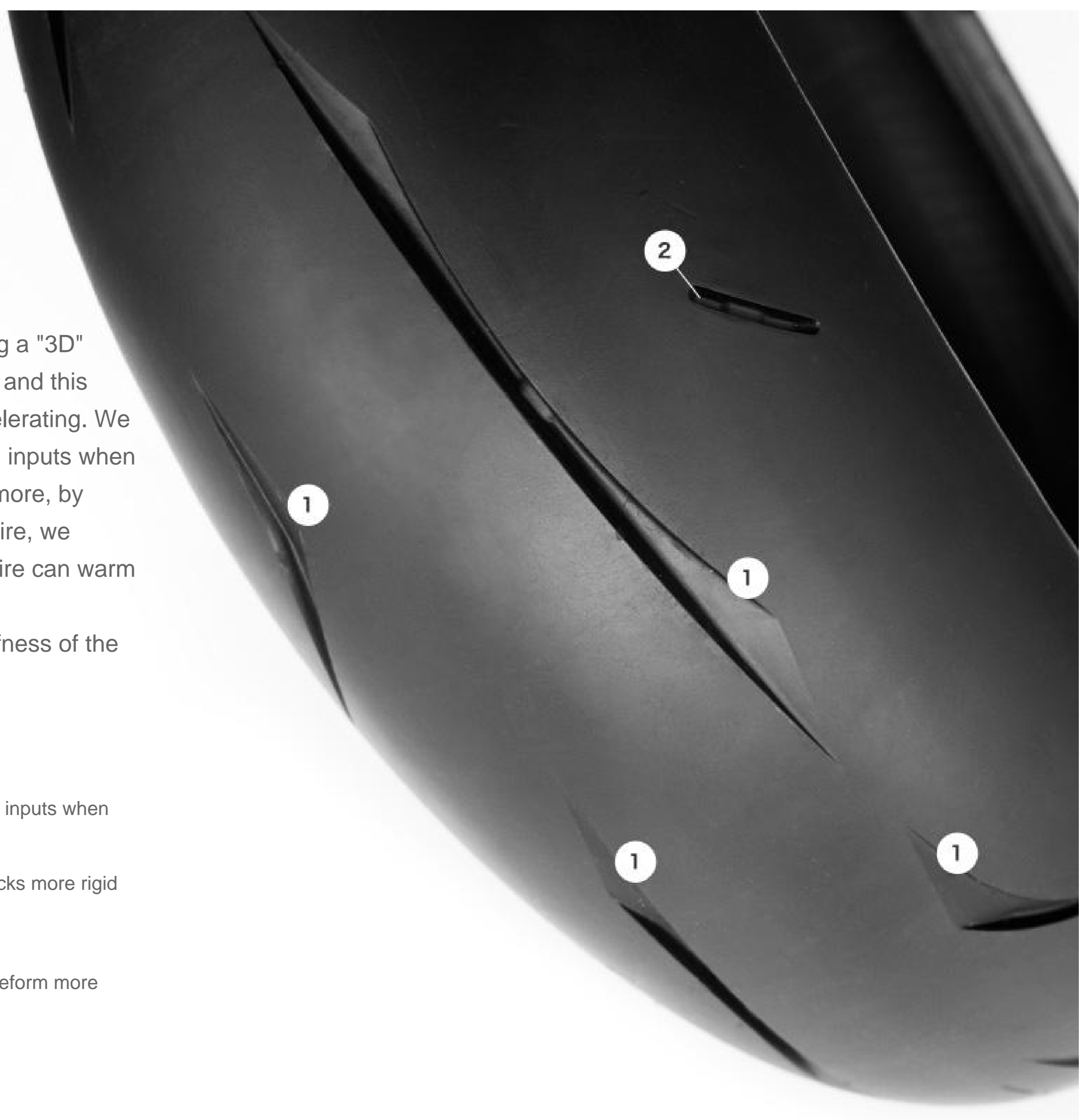
High-grip tires inevitably have fewer grooves and they tend to resemble each other, because the assumption is always that function must drive the pattern design. With the BATTLAX RACING STREET RS10 we paid a lot of attention to the visual appeal of the tire and tried to create an elegant, high-quality pattern design. We wanted the choice of tire to enable you to make your machine look even more beautiful, enhancing the joy of bike ownership.

We ran repeated tests with all levels of riders, from near-beginners to those with advanced skills. Needless to say we tested in all kinds of environments, not only in Japan but also overseas, on public roads and on race tracks. To achieve this unprecedented riding feelings, we approached the development from various angles, considering not only the rubber used in the tread, but also the internal construction of the tire, the overall balance of the tire and so on. I would really like you to try this unique new tire for yourself, to evaluate it in the context of your own riding style.

## New tread pattern

The New tread pattern is adopted to the RS10. Using a "3D" groove shape we increased the rigidity of the blocks and this resulted in improved stability when braking and accelerating. We aligned the grooves with the direction of the steering inputs when cornering, which leads to more rigid blocks. Furthermore, by creating standalone grooves on the shoulder of the tire, we allowed the tread to deform more easily so that the tire can warm up more quickly. By using this new tread pattern we improved the stiffness of the pattern by 6% at the front and 16% at the rear.

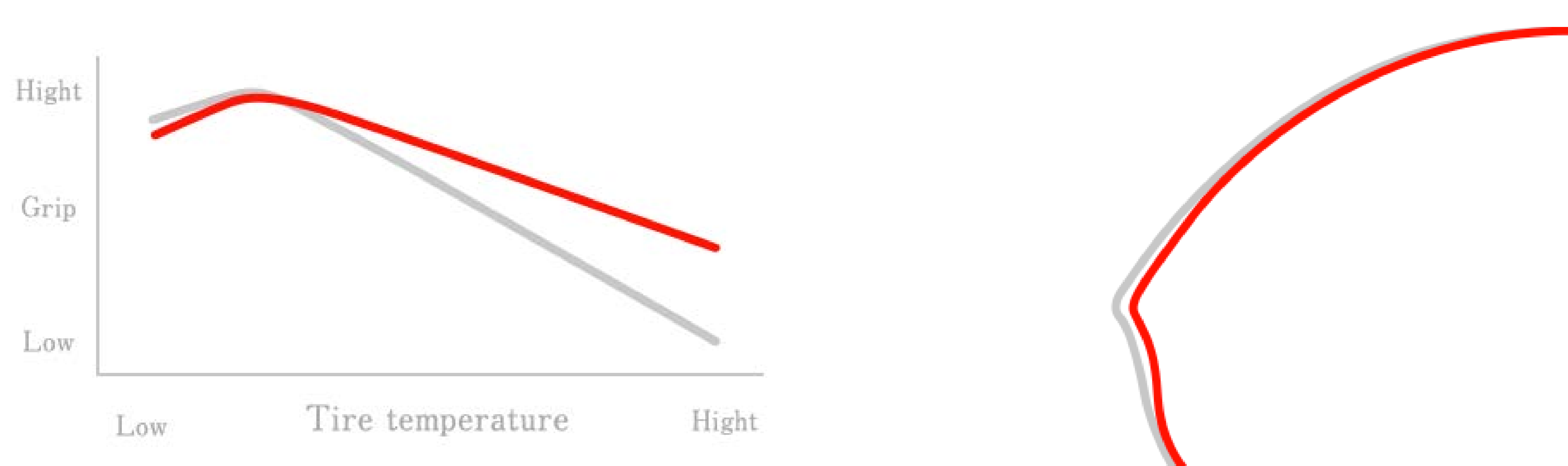
- 1 We aligned the grooves with the direction of the steering inputs when cornering, leading to more rigid blocks.  
Through the use of a 3D groove shape we made the blocks more rigid and improved stability when braking and accelerating.
- 2 By adding standalone grooves we allowed the tread to deform more easily, making shorter warm-up times possible.





## New compound and optimized shape (rear tire)

Through the adoption of a new compound we further improved grip in the high temperature zone. By increasing the crown radius of the shoulder area we enlarged the size of the contact area at camber and this leads to improved stability during turns.



### New tread compound

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### Optimized shape

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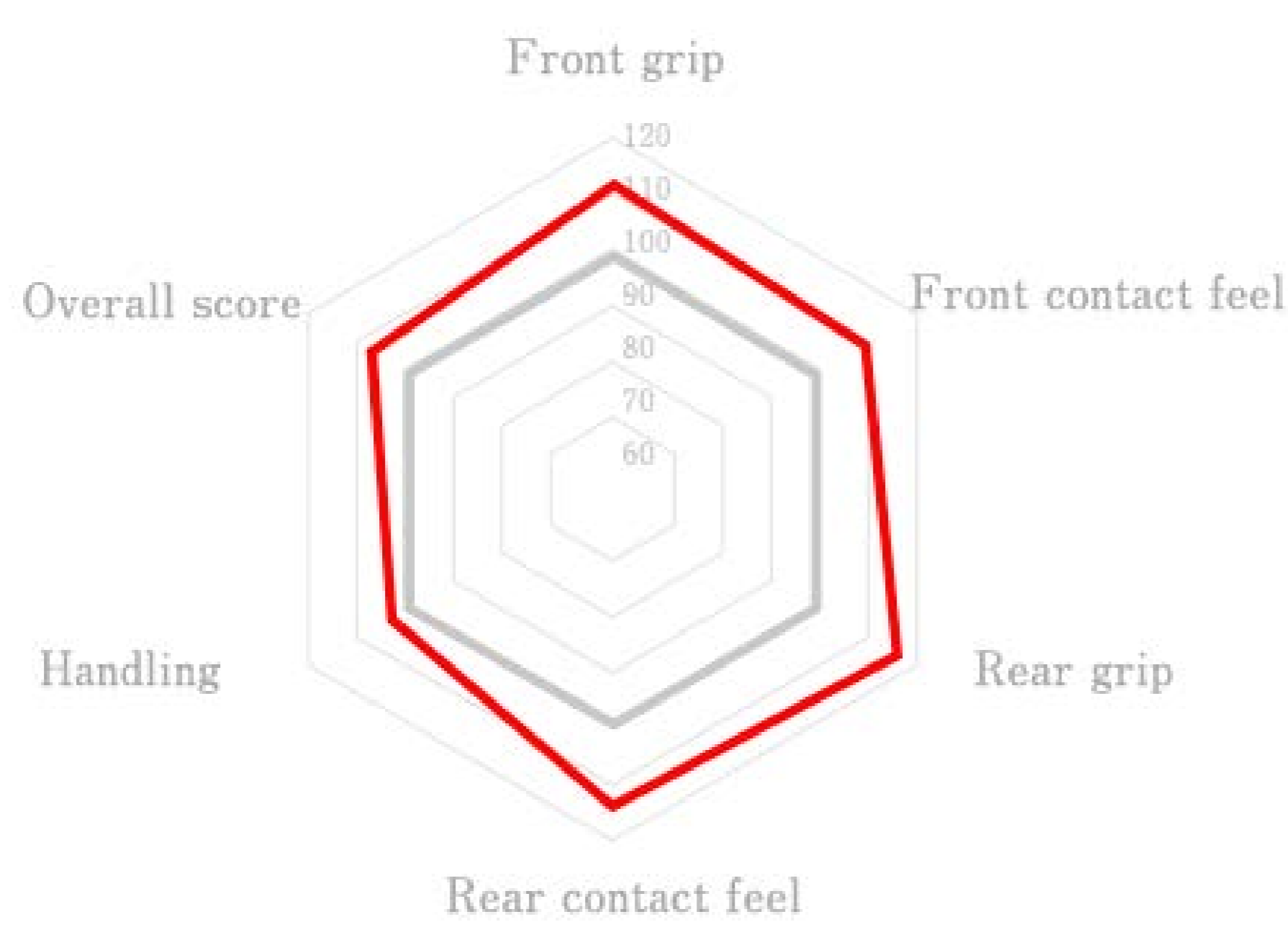
- 1 180/55ZR17 M/C, 190/50ZR17 M/C
- 2 190/55ZR17 M/C, 200/55ZR17 M/C
- 3 180/55ZR17 M/C, 190/50ZR17 M/C
- 4 120/70ZR17 M/C
- 5 120/70ZR17 M/C, 180/55ZR17 M/C, 190/50ZR17 M/C
- 6 120/70ZR17 M/C, 180/55ZR17 M/C, 190/50ZR17 M/C

## Dry grip and handling performance suitable for a premium road tire

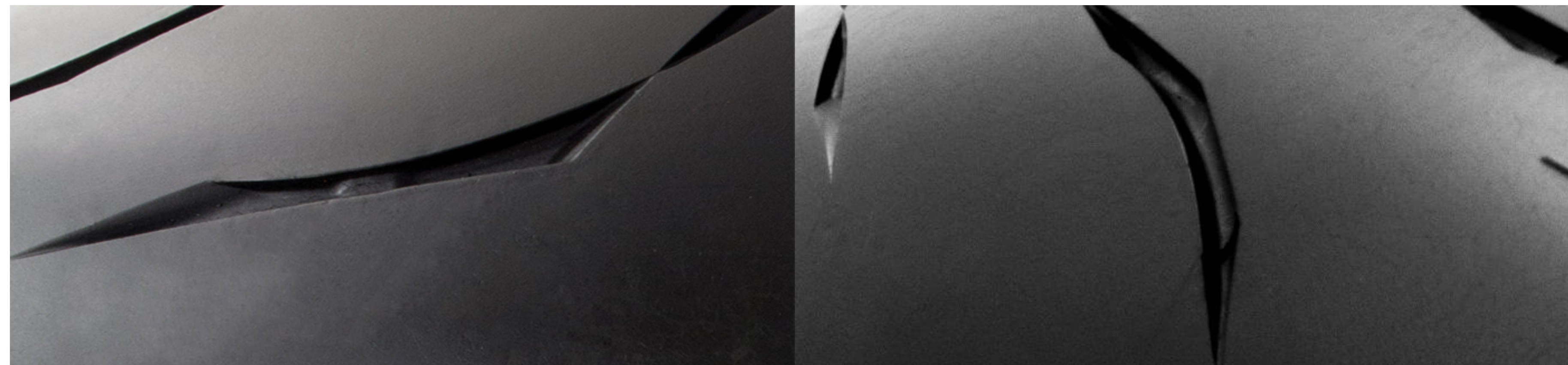
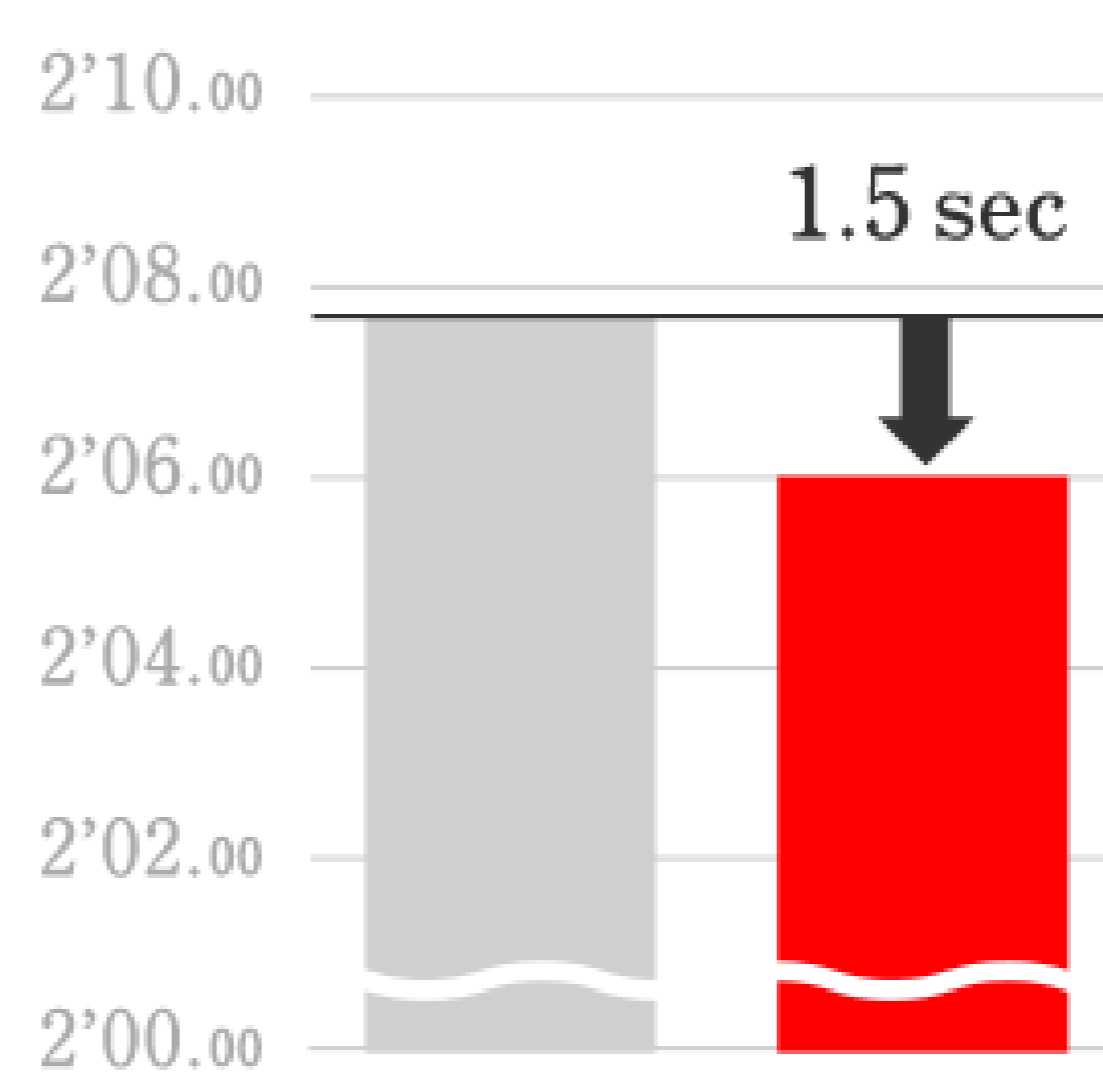
The new tire surpasses the BT-003 ST in all 6 areas (grip, front and rear; contact feel, front and rear; handling; overall score) and led to a 1.5 second reduction in lap times at the Autopolis circuit.\*

\* [Test conditions] Test location: Autopolis circuit, Japan (4.674km); test vehicle: BMW S1000RR, tire size: 120/70ZR17 and 190/55ZR17; tire pressure: front 230 kPa, rear 250 kPa; rider: company test rider

### Performance summary



### Circuit lap time



## Selected as Original Equipment on Flagship Models



**YAMAHA** *Revs Your Heart* YZF-R1 / YZF-R1M

Yamaha's flagship 1,000cc supersport model draws on the latest technologies, based on races in Japan and around the world, to deliver superb acceleration, braking and cornering performance. YZF-R1M, a special model of the YZF-R1, equipped with an electronically controlled suspension, carbon cowling, and other features.

Tire Size 120/70ZR17 M/C (58W) 190/55ZR17 M/C (75W)  
(YZF-R1M Rear: 200/55ZR17 M/C (78W))

**Kawasaki** Ninja H2

Designed to be fun to ride, this flagship model is made for public roads and features a new supercharged engine that delivers 200 PS.

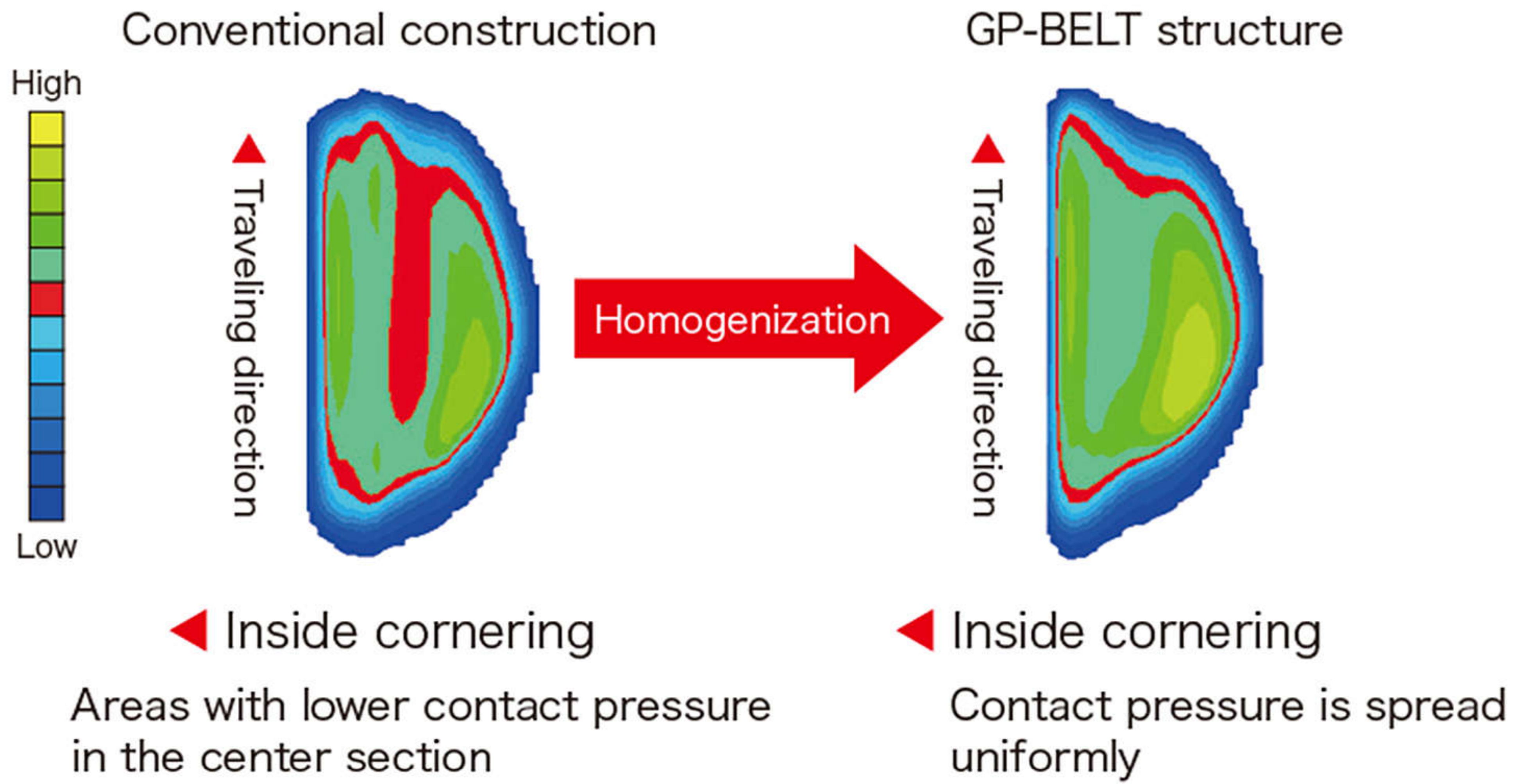
Tire Size 120/70ZR17 M/C (58W) 200/55ZR17 M/C (78W)



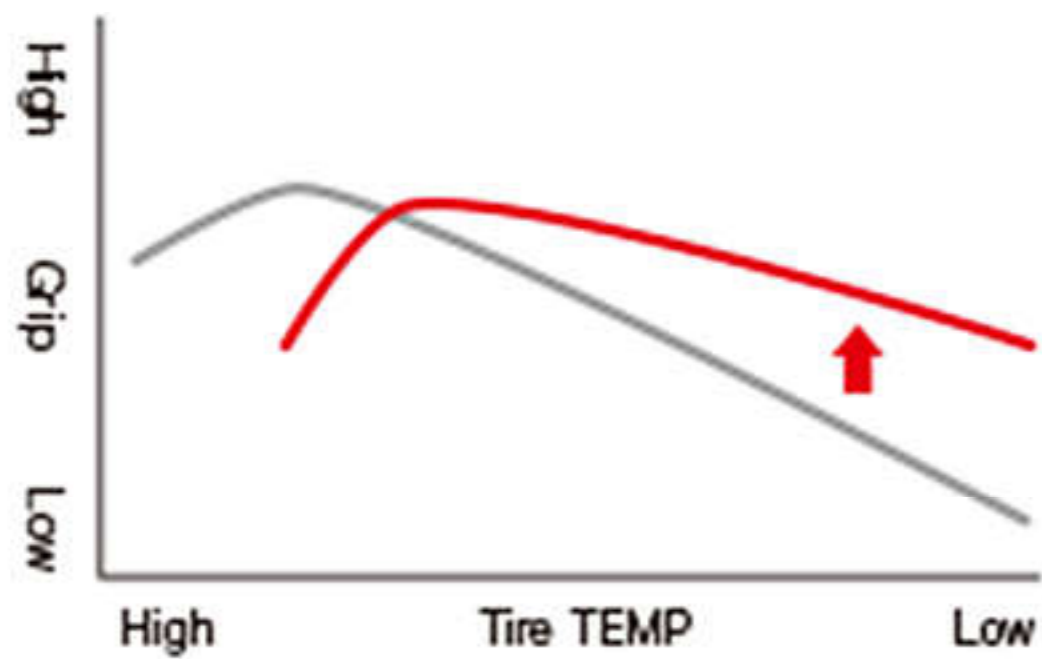
■ "GP-BELT" construction (rear)

Dominant acceleration when exiting a corner has been achieved

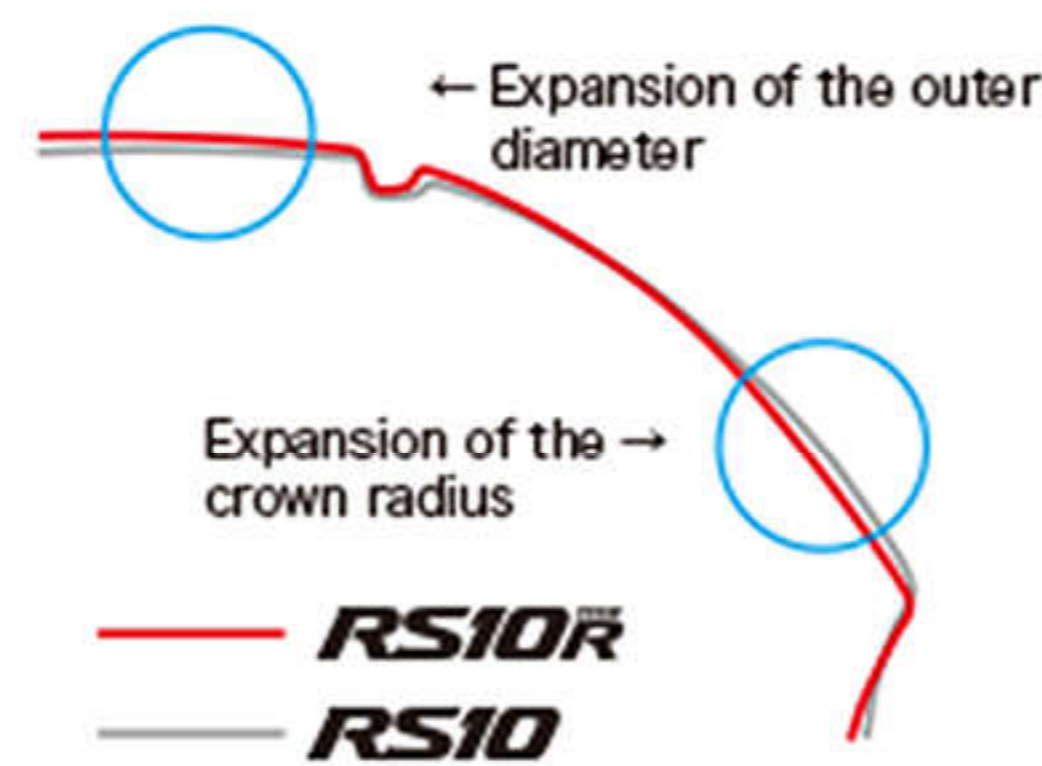
Contact pressure of the tire and road surface at cornering (camber degree 50)



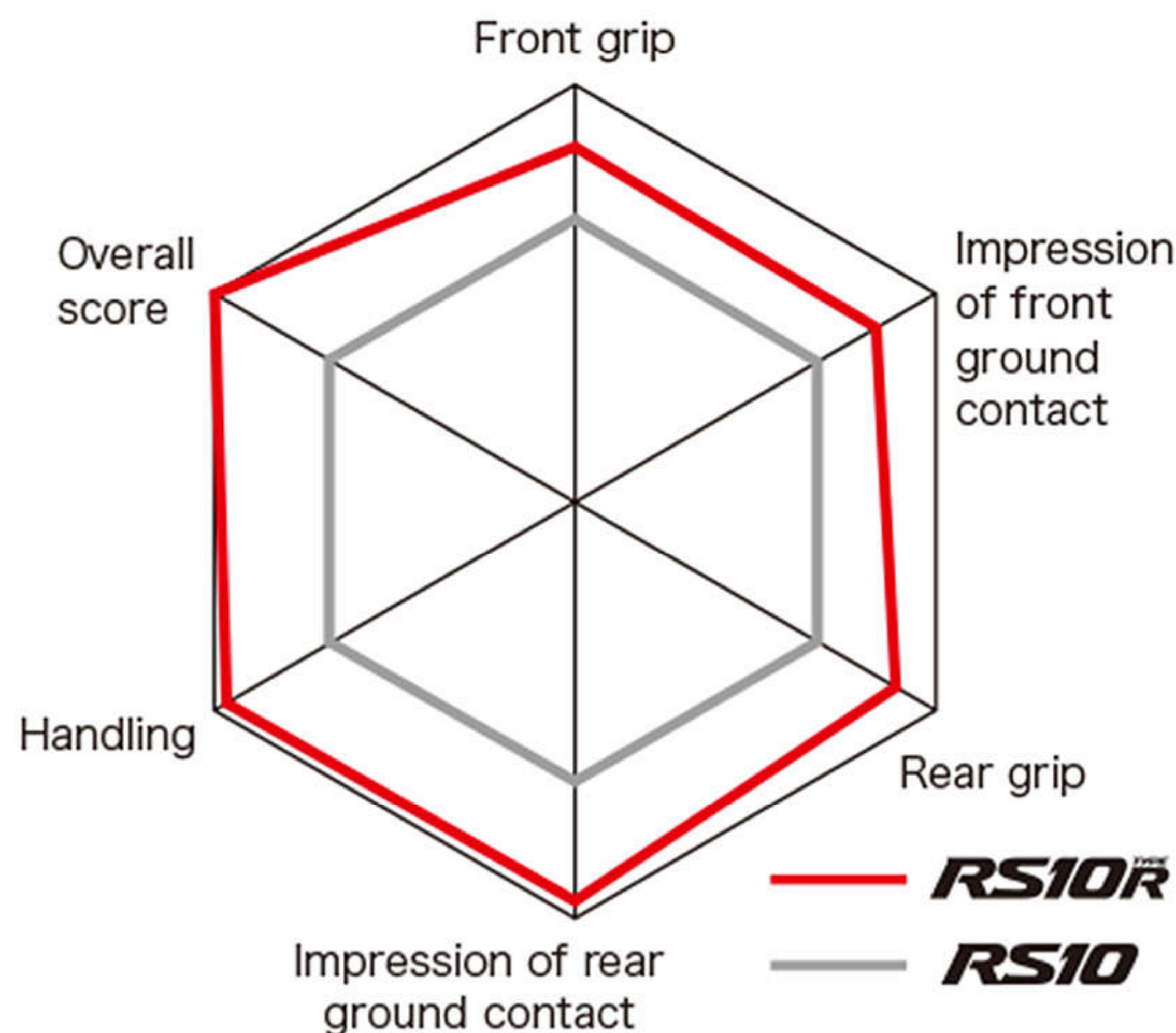
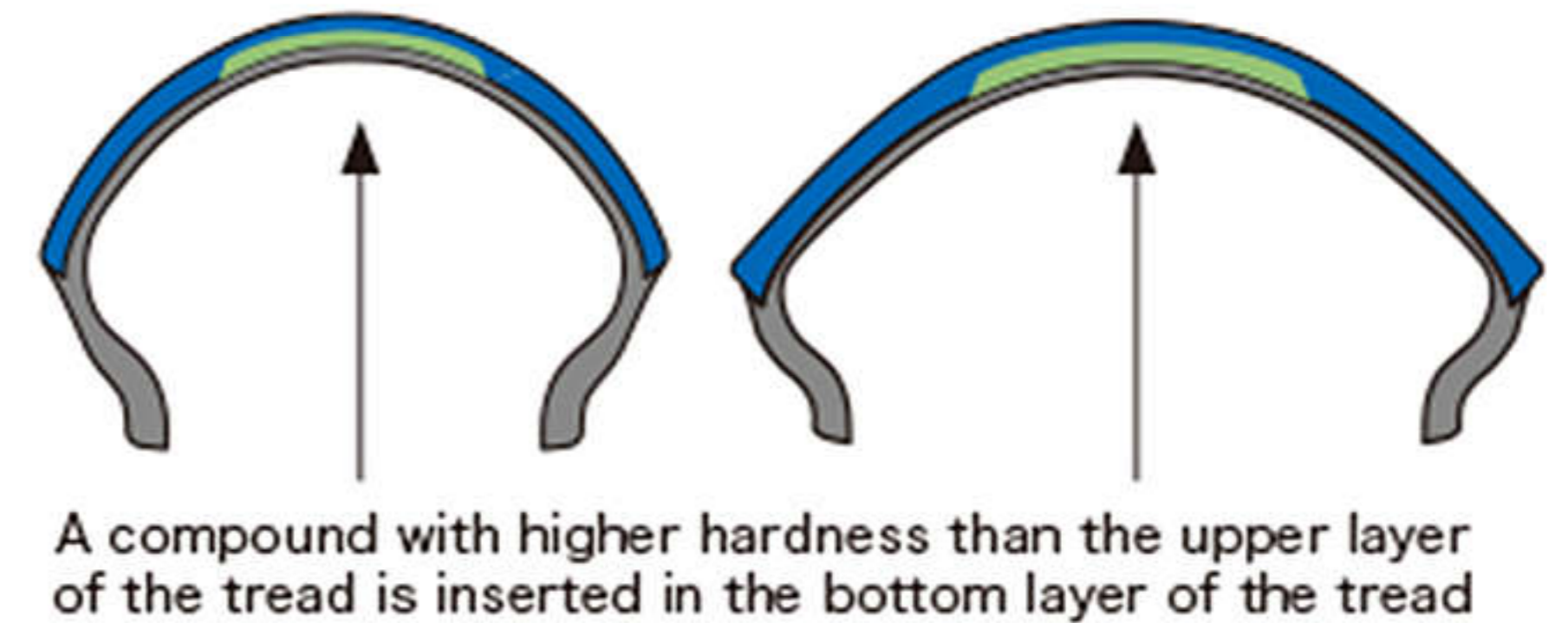
■ Tread compound  
Improved grip for track use in high temperature regions



■ Optimization of the shape (rear)  
Expansion of the contact area at camber and improved stability during cornering



■ CAP&BASE tread  
Front stability during braking and rear stability during accelerating have been improved



■ Circuit lap time

**RS10R Shortened 2%**

RS10

[Test conditions]  
 Test location : Autopolis Circuit, Japan (4,674km),  
 June 23, 24, 2014  
 Test vehicle : MWS1000RR  
 Tire size : 120/70ZR17, 190/55ZR17  
 Air pressure : front 230kPa, rear 250kPa  
 Rider : Bridgestone Test Rider



■ Tread pattern

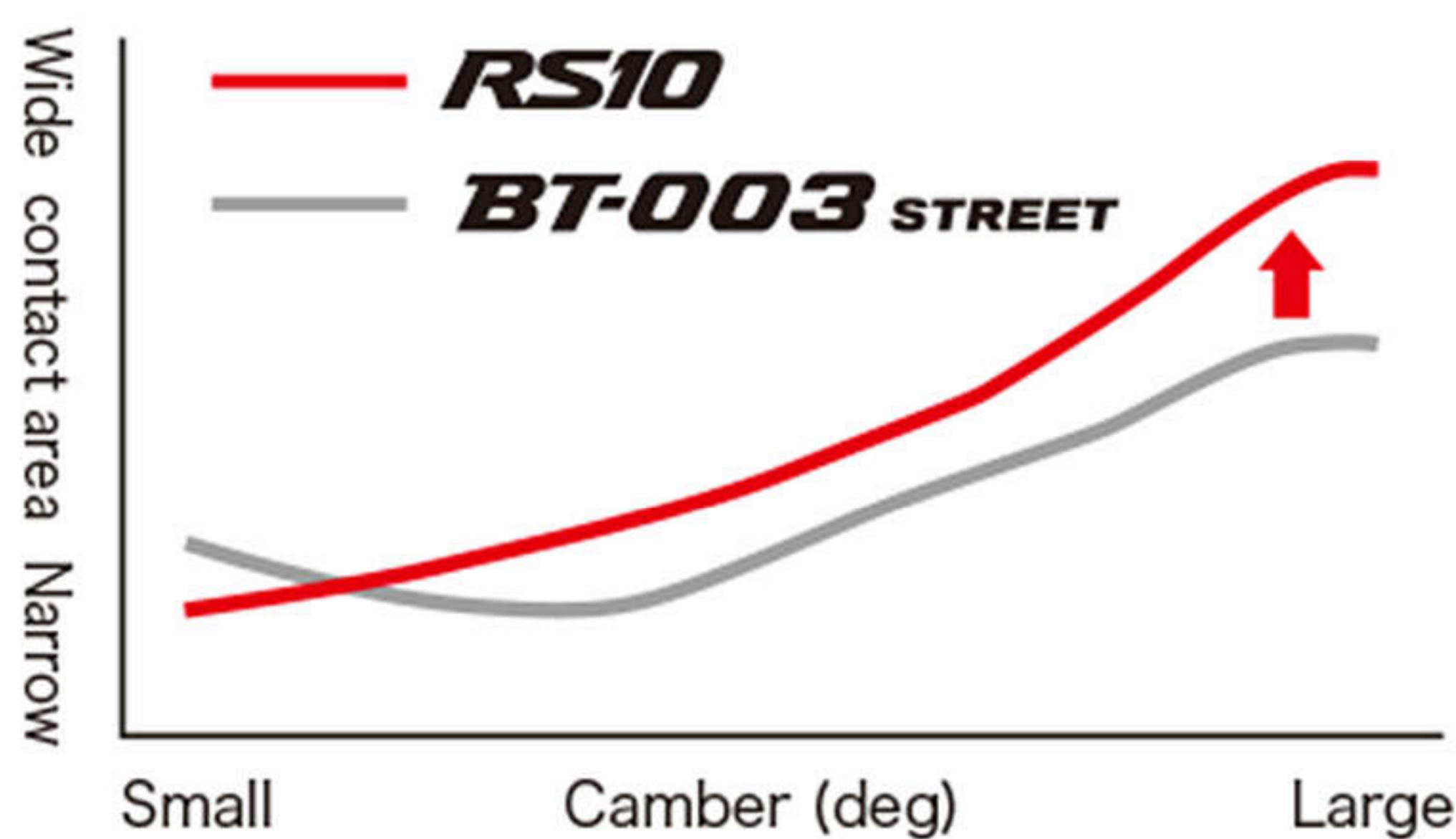


- ① The groove is placed along the entering direction at cornering  
⇒ Reinforced block rigidity
- ② Tread transformation to create an independent groove  
⇒ Warm up time shortened
- ③ Reinforced block rigidity due to the 3D groove shape  
⇒ Improved stability when braking and accelerating

■ Optimized tire shape (Rear)

The contact area when vehicle leaned is maximized by increasing the crown radius, so that the stability during cornering is improved.

■ Change in the contact area

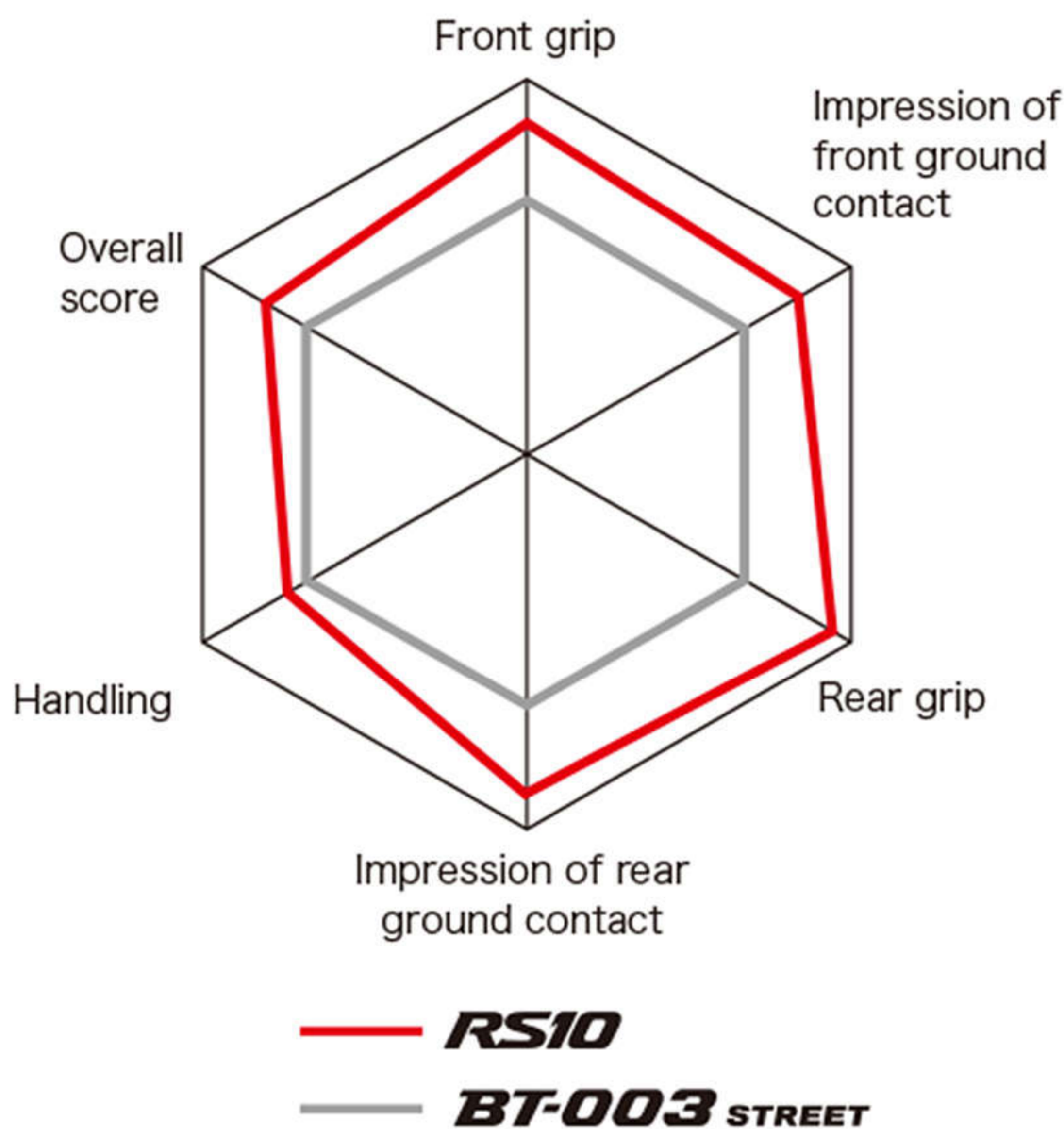


The contact area at camber is maximized to improve stability during cornering.

■ A compound characteristic

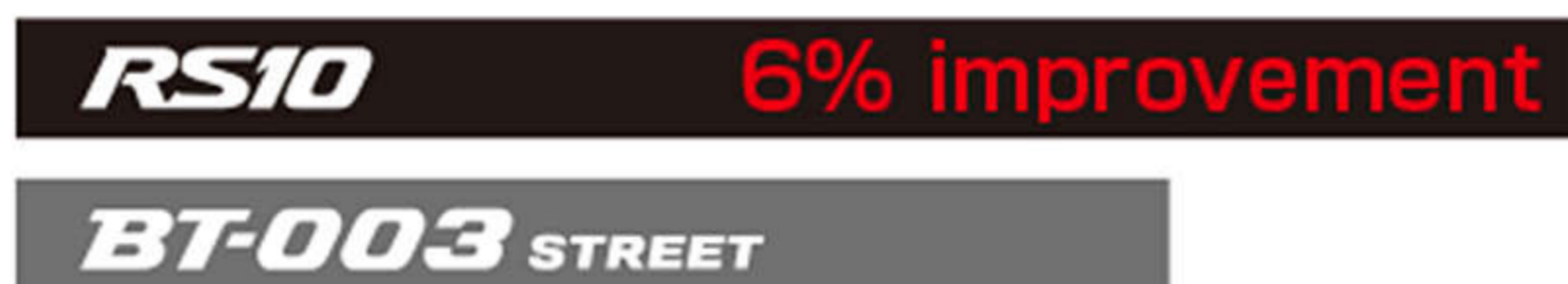


Grip in high temperature is improved over to the previous compound.



■ Pattern rigidity

Front



Rear



■ Circuit lap time



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