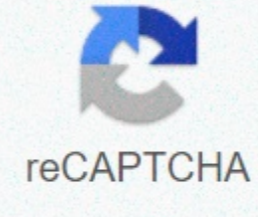




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Metzeler karoo 3

Width 110 profiles 80 average 19 tested used courtesy of editors of motorcycle magazine and published in October issue 10 of 2015. ----- we took five rubber different concepts and tried them in both asphalt and field. On our R 1200 GS we will test in standard endured dimensions 110/80R 19 and 150/70R 17 on one side of the tires with a purely road pattern at first glance, on the other hand in a purely closed road tire. The road capabilities here are represented in trail specifications by Michelin Pilot Road 4. Tire walking is similar to the standard version of Pilot Road as well as the GT Travel Edition (tested in MC9/2015), so the difference lies in the structure of the two blends from which the tire is made to walk. On the sides it is made of a softer mixture than the middle and thus intended to determine the right combination of endurance and grip in the tilt, but the trail version has a soft mixture, which is properly adapted to the travel and dust (in addition to the mixture, the shape of the front and back side and center parts has also changed). It is clear that this tire will have a clear advantage over both dry asphalt and wet conditions. Therefore, we do not test it, we want to find out why the off-road sample is not enough for this, and on the contrary, of course, this road tyre awaits our off-road examination, where we will find out why, what and when it actually loses. The opponents of the road tire of this test are purely off-road Continental TCC 80. This evergreen coarsely endured shell (which ensures high strength and durability) with diagonal construction was introduced 30 years ago when it went on sale in early 1985. Since then, many passengers have made more than one trip around the world on these tyres and still pay for the final off-road tires. The TKC 80 will be excellent on the untracked surface, but we are interested in how they manifest themselves on the tarmac. ----- we have tested ----- we are testing on BMW R 1200 GS RV 2013. The wet test took place on a Michelin test track near the southern French city of Salon-de-Provence. There, we also used mud ovals and farm and forest roads with sandy and soil base to test tires in the field. The first four quantities depend on chassis geometry, so their exploration value applies to motorcycles with chassis similar to GS. The other four parameters can be transferred to other motorcycles. Tires were inflated on the front to 2.2 times, back to 2.5 times. We focused on eight parameters from the following: grip/acceleration For this parameter we focus on the edge of the tire. Conduction and transfer of power Different ready in dry and wet conditions. Steering accuracy we test in different sharp sections of hard corners. We determine whether the motorcycle follows the chosen course or whether it is necessary to consistently correct the selected direction. Holding in tilt we detect side guides in both wet, dry and off-road maximum tilt. It's an extreme tire load behavior at the catch range we're interested in how to work in the tyre area before they lose grip. We test on both wet tracks and dry tracks and of course, even in the field. Agility shows us how much force needs to be spent on changing direction or maintaining the selected direction in a sharp sequence of turns. Stability in corners is determined when tipping and undulating roads in a series of turns both dry and without a passenger. We are also interested in stability in acceleration from tilt. Stability in a straight line we test the maximum speed limit, focusing on steering unease. To straighten the trend we are interested in how much the motorcycle wants to brake when tilting. Width 110 Profile 80 Diameter 19Th District/Highway: (130 points, 2nd place) - As a shell fall off the Trailsmarty on the districts of Géesu. While Michelin gets a little lost in stability and steering accuracy, they still leave a great impression. The bike behaves very agilely, the tires remain neutral in different driving modes and will also please with the really high quality response, which will allow to assess the degree of grip. The grip is also excellent in low temperatures and wet conditions. WET TEST: (92 points, second place) — The overall catch rate is at a higher level, even if it falls short of the Michelin grip. But you'll stop with Dunlops about a metre earlier than the otherwise sovereign pilot Road 4. Overall, the adhesion stores are very large, so in wet conditions you quickly gain the necessary confidence in the tire. Terrain: (27 points, 4th place) - On gravel or dirt road it's still good enough, but tipper is not enough for heavy terrain. Still, Dunlop is better than Michelin and TKC loses less on the 70 than it may seem. District/Highway: (130 marks, 2nd place) - Stability in a straight line with a loaded motorcycle might be better (Pilot Road 4 handles it much better) - You feel a little discomfort in the chassis, which also appears in a fast-long twist. District/Highway (New Tire) - Agility (30) 27 District/Highway (New Tire) - Driving Accuracy (30) 26 District/Highway (New Tire) - Stability in corners (20) 18 District/Highway (New Tire)- Tilt Grip (10) 9 District/Highway (New Tire) During Acceleration (10) 9 District/Highway (New Tires) Motorcycle (10) 7 District/Highway (New Tire) - Dealing with Passenger (20) 17 District/Highway (New Tire) - Behaviour on Catch Range (10) District/Highway (New Tire) - Tendency to Straighten (10) 8 Tires in Area - Traction during Acceleration (1 20) 10 Off-Road Tyres - Breaking Gri (10) 7 Off-Road Tyres - Tilt Grip (10) 5 Off-Road Tyres - Grip Behaviour (10) 5 Off-Road Tyres - Acceleration 25 to 60 km/hr (S) 3.4 Tyres on the Ground - Time Wheel 104.3 Off-Road Tyres - Breaking Distance 32.2 Off-road tyres - Top Speed 75 Wet Tyres - Agility (10) 9 Wet Tyres - Steering Accuracy (20) 18 Wet Tyres - Tilt Grip (20) 19 Wet Tyres - Sharp Grip (20) 19 Wet Tyres - Grip Behavior (2 0) 19 Wet Tyres - Meltdown (10) 8 Wet Tyres - 100 km/h 55.9 m Breaking Distance from Wet Tyres - Tilt Speed 69.9 km/h Wet Tyres - Time Per Bike (Minimum) 1.06.43 Width 110 Profile 80 Average 19 District/Highway : (132 points, 1st place) - An otherwise off-road version of road tires is clearly a good option if you're driving on your journey suffered just down the road. The GS is extremely stable, whether in tilt or fully loaded on the highway. In the fast, long turn, the pilot road is clearly the best. Breaking performance is also excellent. Michelin is therefore better than Dunlop, although the bike on Tralymatech is a bit more agile and ni agile. WET TEST: (97 points, first place) In our first wet endured tyre test (MC 8/2015) Michelin Anakee III failed, but Pilot Road 4 is repairing the reputation of the French manufacturer. Although you stop Dunlop 80cm ago, Michelin gets the best overall grip in wet tanks and a solid victory for legible behavior on the edge of adhesion loss. Terrain: (19 points, 5: place) In heavy terrain, narrow grooves of tip quickly clog and tires immediately begin to slide. From the tarmac. pilot Road 4, despite the trail specification, just isn't exactly a good fit. District/Highway (New Tire) - Agility (30) 26 District/Highway (New Tire) - Steering Accuracy (30) 27 District/Highway (New Tire) - Stability in Corners (20) 19 District/Highway (New Tire)- Tilt-in-Grip (10) 9 District/Highway (New Tires) - Grip during Acceleration (10) 10) 9 District/Highway (New Tire) - Stability in a Straight Line with Loaded Motorcycle (10) 10 District/Highway (New Tire) - Dealing with Passenger (20) 17 District Car/Highway (New Tire) - Behavior on Edge of Grip (10) 8 District/Highway (New Tire) - Tendency to Straighten in the Area (10) 7 Tires Acceleration (20) 8 Off-Road Tyres - Breaking Grip (10) 5 Off-Road Tyres - Tilt Grip (10) 3 Off-Road Tyres - Grip Behaviour (10) 3 Off-Road Tyres - Acceleration 25 to 60 km/h (s) 3.3 Off-road tyres - Lap Time 105 Off-road tyres - Breaking Distance 35.2 Off-road tyres - Top Speed 72 Wet Tyres - Agility (10) 10 Wet Tyres - Steering Accuracy (10 20) 1 9 Wet Tyres - Tilt Grip (20) 20 Wet Tyres - Acceleration Grip (20) 20 Wet Tyres - Behaviour on Grip Limit (20) 19 Wet Tyres - Meltdown (10) 9 Wet Tyres - 100km/h from Brake Track 56.7m Wet Tire-Tilt Speed 73.3km/h Wet Tire - Lap Time (Minimum) 1.03.98 Width 110 Profile 80 Diameter R19 59V TL-,F=47% District/Highway: (119 marks, Third place) - the pattern is far from a road tire with its

wide and deep grooves , yet TKC 70 is surprising on dry asphalt. Under control, it also outperformed its two street competitors and delights with its high grip. Tires quickly heat up and provide feedback that allows you to set grip rates well. Wet test: (92 points, second place) - the field sample is not a barrier to a great result in wet conditions. TKC 70 delights with excellent response and readable store in adhesion. Tyres quickly reach operating temperatures and stay with both Michelin and Dunlop in their grip. It loses at the break, but it's a surprisingly good performance. Terrain: (33 points, 3rd place) - On a test oval with a sand clay base, the TKC 70 can cut hard thanks to its functional profile, clearly outscored by both Dunlop and Michelin. Karu 3 and TKC 80 are not enough, but they still leave a good impression. District/Highway: (119 marks, third place) - Slight unease in tilt should be expected. We ship Central Warehouse 20 today at 4,829 CZK 2,566 stock. In Opwa 4. District/Highway (New Tire) - Agility (30) 28 District/Highway (New Tire) - Driving Accuracy (30) 23 District/Highway (New Tire) - Stability in corners (2 0) 14 District/Highway (New Tire)- Tilt Grip (10) 9 District/Highway (New)- Grip during Acceleration (10) 9 District/Highway (New Tires) - Stability in a straight line along a straight line loaded motorcycle (1 0) 6 District/Highway (New Tire) - Dealing with Passenger (20) 14 District/Highway (New Tire) Behaviour on Catch Limit (10) 8 District/Highway (New Tire)- Street Trend (10) 8 Off-Road Tyres - Traction in Acceleration (20) 14 Off-Road Tyres - Breaking Grip (10) 7 Off-Road Tyres - Grip In (10) 6 Off-Road Tyres - Grip Behaviour (10) 6 Off-Road Tyres - Acceleration 25 to 60 km/h (S) 2.6 Off-Road Tyres - Lap Time 98.2 Off-Road Tyres - Brakes Managing Distance 30,1 Off-Road Tyres - Maximum Speed 76.9 Wet Tyres - Agility (10) 9 Wet Tyres - Steering Accuracy (20) 17 Wet Tyres - Tilt Grip (20) 20 19 wet tires - when holding acceleration (20) 19 wet tires - behavior in grip (20) 19 wet tires - meltdown (10) 9 wet tires - braking distance 100km/h 57.6 wet tire-tilt speed 69.1 5 km/h Wet Tyres - Lap Time (Minimum) 1.06.79 eshop in width eshop view in show 110 profile 80 diameter-19 59R TL,F-41% District/Highway: (83 points, 4th place) - massive wide tip block TCC80 partitions work better on asphalt than four-sided profiles , so you feel more confident than Conti. District/Highway: (83 marks, 4) - Karu 3 dunlop or Michelin are far from certainty, stability and grip. Even with small inclinations, you feel significantly worse stability in a corner or in a straight line. In the tilt, you feel a wobble, the discomfort in the chassis is really familiar on the highway. The breaking distance is the second longest in the test and vigorous braking quickly knocks down the edges of the tip block. Wet test: (56 points, 4th place) - Tipper contact area is larger than TCC 80, so the tire is better than the conti with off-road samples, but otherwise the overall catch rate is significantly lower and the breaking distance is more than 11 meters long in wet conditions compared to TCC 70. But the loss at TKC 70 (and, of course, both Michelin and Dunlop) is really big. Terrain: (40 points, second place) - Metzler can clearly remove three competitive tires, but in TCC80 it is not enough in any of the tested parameters. 3055 CZK 1,799 in stock we ship Central Warehouse 6 today. In Opwa 8. District/Highway (New Tire) - Agility (30) 25 District/Highway (New Tire)- Driving Accuracy (30) 12 District/Highway (New Tire)- Stability in Corners (20) 8 District/District/20 Highway (New Tires) - Tilt Grip (10) 7Th District/District 10) 5 District/Highway (New Tire) - Dealing with Passenger (20) 8 District/Highway (New Tire) - Behaviour at Catch Limit (10) 5 District/Highway (New Tire) - To Straighten the Trend (10) 6 Off - Traction in Road Tyres-Acceleration (20) 16 Off-Road Tyres - Breaking Grip (10) 8 Off-Road Tyres - Tilt Grip (10) 8 Off-Road Tyres - Grip Behaviour 8 Off-Road Tyres - 25 to 60 km/hr (S) 2.4 Off-Road Tyres - Lap Time 94.7 Off-Road Tyres - Breaking Distance 29.8 Off-Road Tyres - Top Speed 7 7 9.6 Wet Tyres - Flat Quality (10) 7 Wet Tyres - Steering Accuracy (20) 13 Wet Tyres - Tilt Adhesion (20) 12 Wet Tyres - Acceleration Grip (20) 10 Behaviour on Wet Tyres - Grip Limit (20) 9 Wet Tyres - Meltdown (10) 5 Wet Tyres - Breaking Distance from 100km/h 68.9 m Wet Tyres - Tilt Speed 65km/h h. Wet in Tyres - Lap Time (Minimum) 1.12.53 eShop Width 110 Profile 80 Diameter B19 59Q TL, F-48% Locality: (44 marks, 1. Place) - While the asphalt burned on the TKC 80, they make for everything in the area. Rough provides the best traction during single acceleration and the grip in the corners is excellent. They're the best tires in the field. District/Highway: (71 marks, 5th place) - TKC 80 asphalt can't fully handle. Even at relatively low speeds, you feel that the motorcycle lacks stability, the discomfort of the tire is transferred throughout the chassis. With strong acceleration, the rear tire quickly loses adhesion, and on the highway you feel significantly more of the longitude instability. It will not even please the longest breaking distance of all. When braking in the tilt, less experienced pilots are at risk of falling. Wet test: (50 points, 5th place) - Rough four-sided profile with wide grooves is a small contact area of tires with asphalt, which is the main reason for the weakest performance on the wet track. Therefore, poor dry performance is repeated in wet conditions - tires usually have a low grip, which manifests itself in both the rapid loss of grip and the longest breaking distance in the test. We ship Central Warehouse 20 today in 4546 CZK 2380 stock. In Opwa 3. District/Highway (New Tire) - Agility (30) 26 District/Highway (New Tire) - Driving Accuracy (30) 10 District/Highway (New Tire) - Stability in Corners (20) 5 District/Highway (New Tires) - Catch in Our Tilt (1 10) 6 District/Highway (New Tire) - Grip during Acceleration (10) 6 District/Highway (New Tire) - A Straight Line Fixture with a Loaded Motorcycle (10) 3rd District/Highway (New Tire) - Dealing with Passenger (10) 20) 6 District/Highway (New Tires) - Behaviour at the edge of the grip (10) 3 district/highway (new tire)- tendency to straighten (10) 6 tyres in the area- Traction during acceleration (20) 17 tyres in the area - Adhesion brake performance (10) 9 off-the-field Road Tyres - Tilt Grip (10) 9 Off-Road Tyres - Grip Behaviour (10) 9 Off-Road Tyres - Acceleration 25 to 60 km/hr (S) 2.2 Off-Road Tyres - Time to Time 93.1 Off-road tyres - Braking Distance 29.8 Off-road tyres - Top Speed 81 Wet Tyres - Agility (10) 7 Wet Tyres - Steering Accuracy (20) 12 Wet Tyres - Tilt Grip (20) 10 Wet Tyres - Acceleration Grip (20) 9 tyres wet - Behaviour on the edge of the grip (20) 7 wet tyres - meltdown (10) 5 wet tyres - 100km/h 70.1 m Breaking distance from wet tyres - Tilt speed 58.5km/h Wet tyres - Lap time (minimum) show in 1.16.39 eshop

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