

Continental 
The Future in Motion



When Everything Counts



When MAX Performance Counts MaxContact™ MC6

- > Reduced braking distance in wet and dry conditions
- > Superior sporty handling and direct feedback from the road
- > Perfect combination of good mileage and low noise for everyday driving



German 
Technology

MaxContact™ MC6



Multifunctional Tread

Dedicated areas on MaxContact™ MC6's tread design are responsible for the high performance of the tyre. These features cover all four directional forces that are applied to the tyre tread.

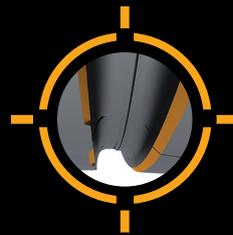
ABC: Acceleration, Braking, Cornering Left and Right.



Chevron Grip Element

Performance designed Chevron Grip Elements allow even pressure distribution during cornering even on the inside tyre of the vehicle resulting in enhanced grip, better wet braking and handling.

Beneficial for:  



Longitudinal Chamfered Edges

Prevent the rolling-in-effect of the ribs in the lateral direction for maximum contact area to achieve enhanced cornering grip and stability.

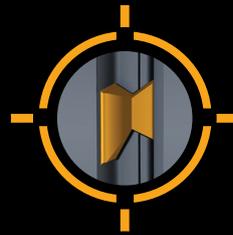
Beneficial for: 



Asymmetric Rib Geometry

The supporting angles of the rib-shoulders prevent slanting of the ribs under heavy cornering manoeuvres and sharp changes of steering direction, thus ensuring an enhanced cornering response.

Beneficial for: 



Stabiliser Bars

Fix and stabilise the outside shoulder blocks and the longitudinal rib to form one stable unit, for enhanced handling and cornering grip. Depending on the dimension, there are about 50 Stabiliser Bars positioned around the tyre's circumference.

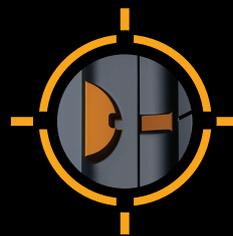
Beneficial for: 



Stable Rib Structure

To achieve faster dry braking and efficient traction for acceleration, these longitudinal ribs are engineered to avoid block distortion by transferring circumferential forces efficiently to the road.

Beneficial for:  



Noise Breaker 2.0

Breaks down the noise waves which flow through the grooves to ensure a comfortable low noise ride.

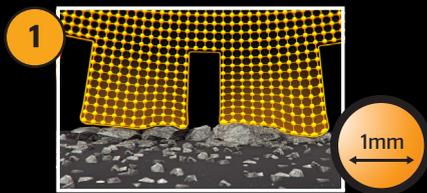


Adaptive Grip Compound

The special adhesive polymers within the MaxContact™ MC6 compound are specifically designed to accomplish the extreme high grip requirements of the driver. Continental is a technology leader in compounding. For MC6 we took all levels of traction into account to reach maximum grip under all conditions.

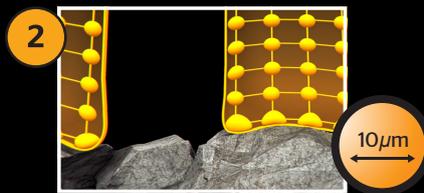
The grip is achieved on three different levels:

Mechanical Interlocking



Assures primary contact to the road and interlocks the tread of the tyre to the road's surface on a mechanical level.

Hysteresis



Generated by the deformation of visco-elastic materials on a micro level due to surface roughness or stick/slip-movements of the tyre while driving.

Adhesion



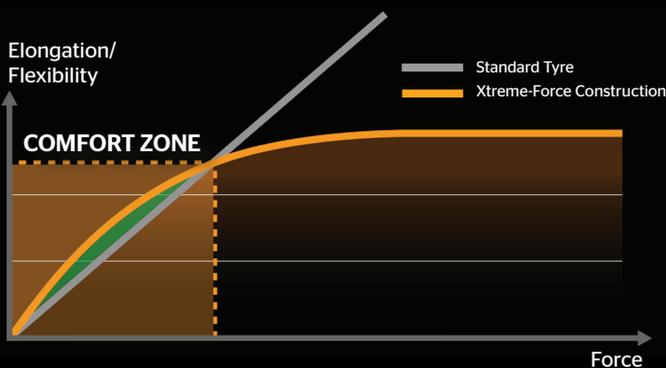
Superior adhesion to the road surface created by molecular forces - based on the "Van-der-Waals-Forces" - which bonds the polymers to the road surface on a nanometre level.



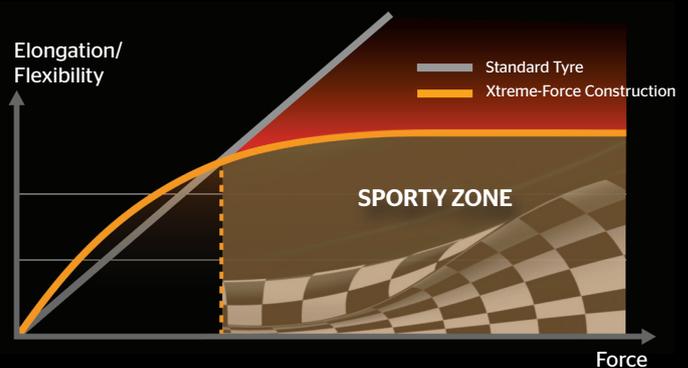
Xtreme-Force Construction

The stiffness of the Xtreme-Force ply material of MaxContact™ MC6 reduces tyre flexing during hard cornering and at high speeds providing maximum control and better handling.

At lower speeds, the polyester material retains its flexibility to ensure a comfortable ride.

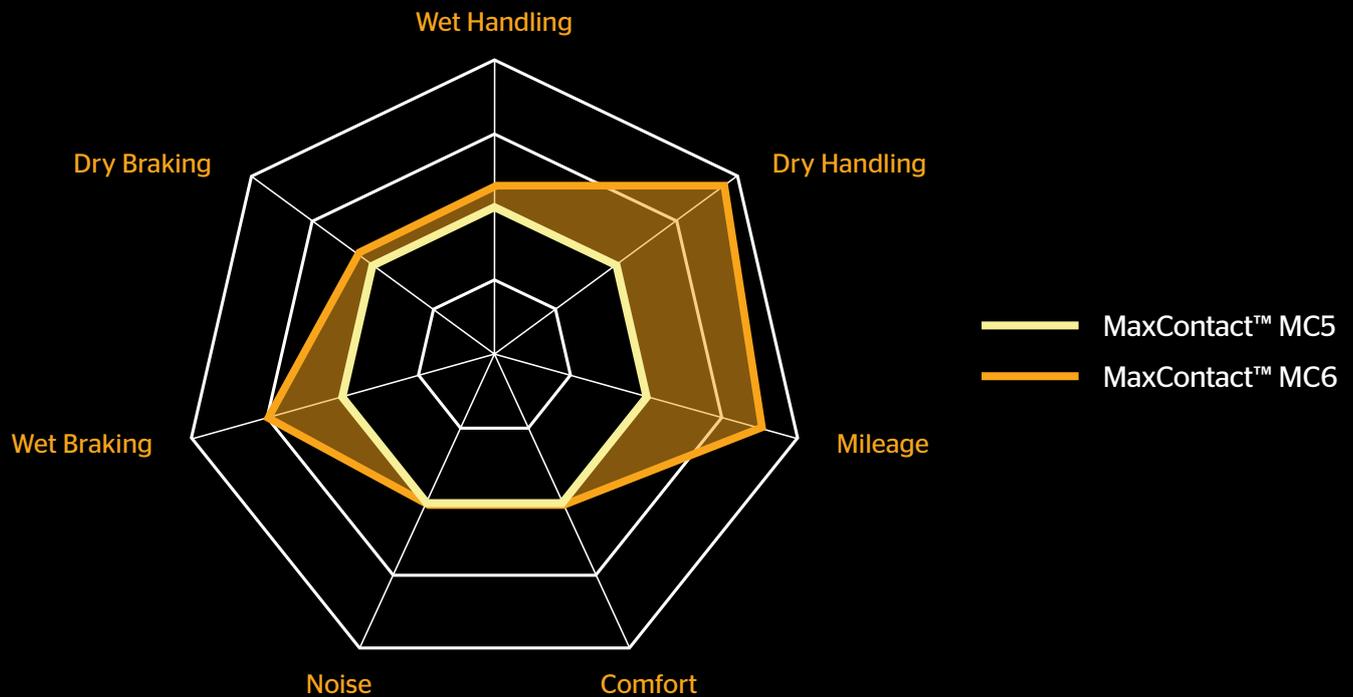


At lower speeds or less sporty driving, less forces are applied to the tyres. In such cases, the Xtreme-Force ply material is still flexible enough to ensure a comfortable ride in the comfort zone area, while a standard tyre would be not that flexible.



In the sporty zone, the Xtreme-Force ply material causes MC6 to be more rigid which provides a direct feedback to the driver. A conventional ply material would be flexing much more which reduces the feedback in cornering and steering at high speeds.

Performance Comparison



Product Size Range

Width	Aspect Ratio	Rim Diameter	Speed Symbol
195 - 295	30 - 55	16 - 20	V/W/Y