

GEOMAX MX-53

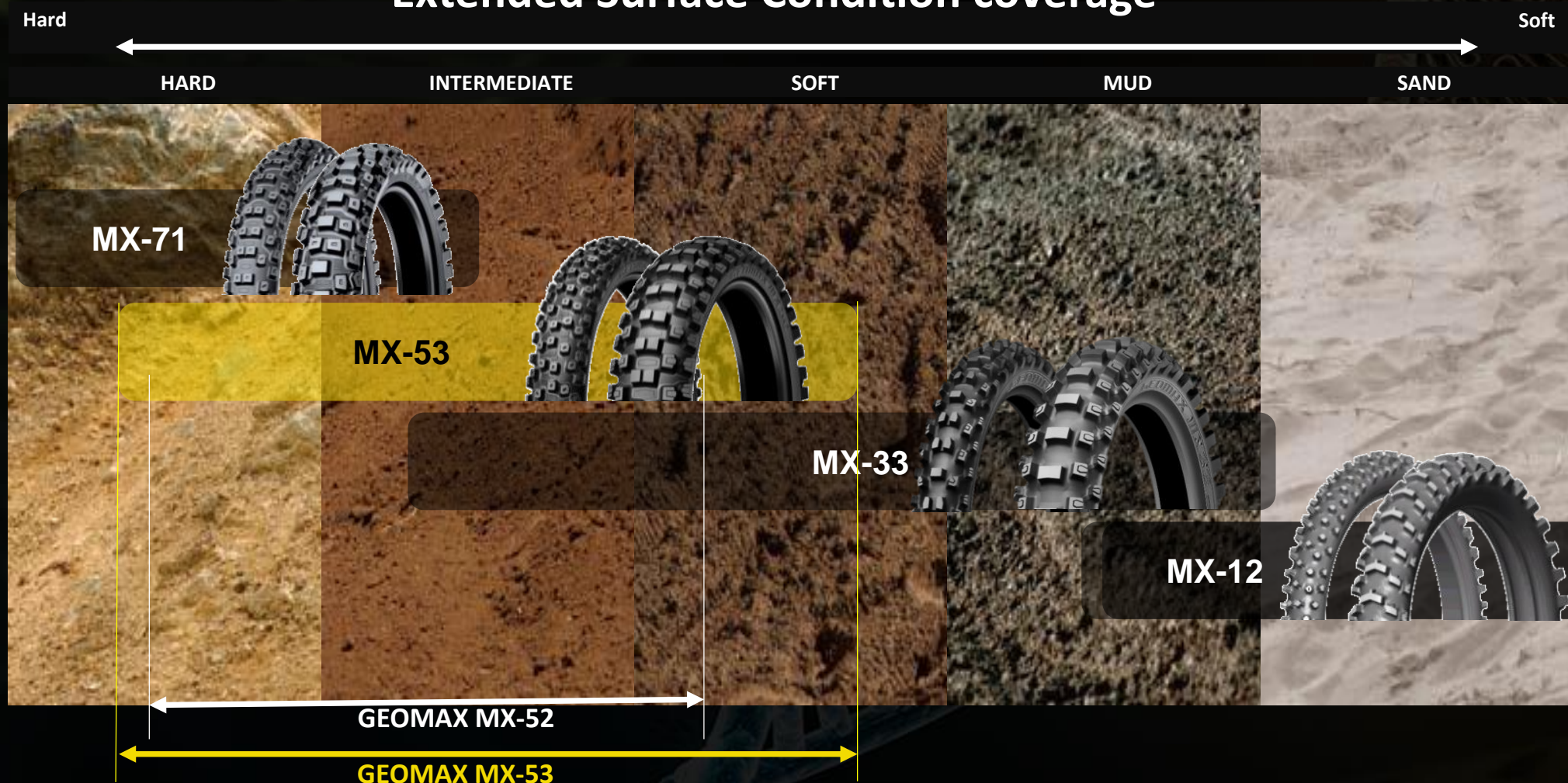
GEOMAX
MX53

**THE GRIP OF CHAMPIONS,
FOR INTERMEDIATE to HARD TERRAINS.**

 **DUNLOP**
FOREVER FORWARD

DUNLOP MX RANGE

Extended Surface Condition coverage



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DUNLOP MX DEVELOPMENT

Feedback from top Dunlop riders in Supercross, National and MXGP is channeled to our development team through our MX coordinators both in the US (Broc Glover) and Europe (Eddy Seel).

New specs are assessed via supported teams and when validated, these are incorporated in the next generation commercially available Dunlop MX products.

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SUPERCROSS (US)



MXGP (Europe)

BASIC OUTLINE

Concept

- Intermediate to hard tire with a exceptionally **wide scope of application**.
- Successor to the MX-52 with increased **versatility**, enhanced **handling** and **feedback**.

Target Market

- A wide range of MX riders, from leisure MX enthusiasts to **GP-level** riders.

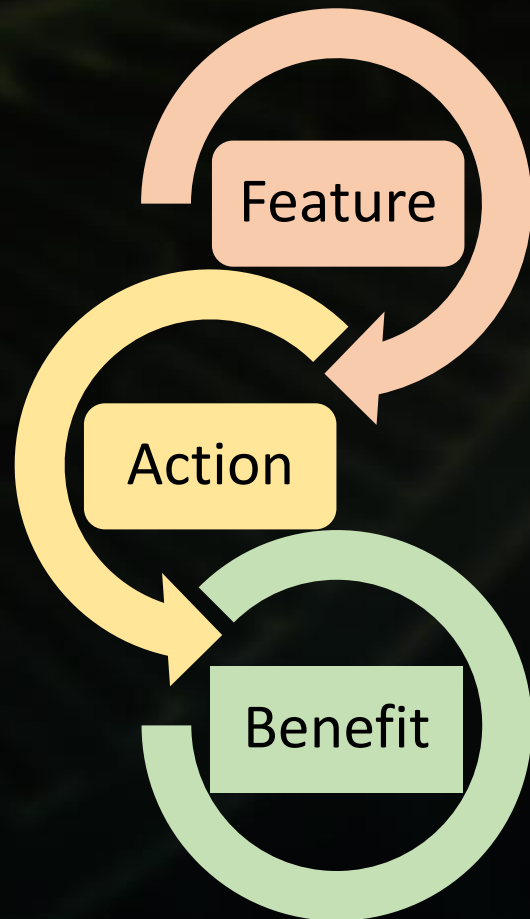
Improvements

- **Optimized traction** on a wider range of terrains, offering true intermediate performance.
- More **progressive cornering**, greater control, reduced fall-down at max lean angles.
- Greatly **improved feedback, predictability** on the throttle through corners, enabling easy slide control.



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FRONT CASING



- ❖ Higher Section height
- ❖ Reduced tread radius

- Increased damping capacity.
- Bigger footprint at all lean angles.
- Optimized stiffness.

- ✓ Reduced steering effort -> improved handling, especially on **turn-in**.
- ✓ More neutral handling -> **greater control**.
- ✓ Improved rider **feedback**.

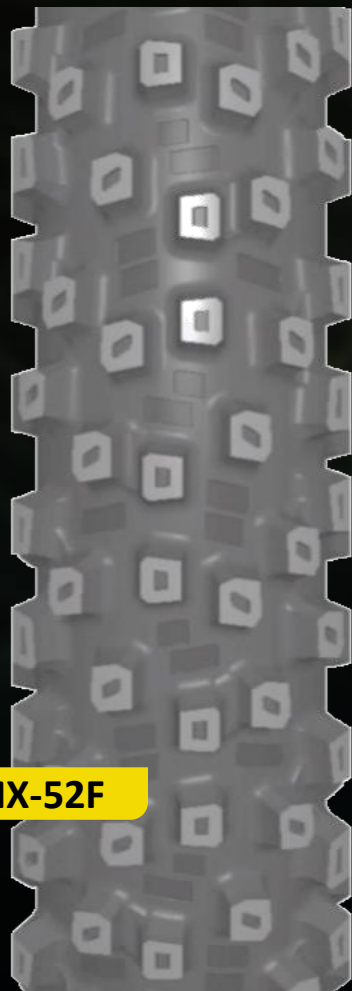
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PATTERN

Front

All New pattern



MX-52F



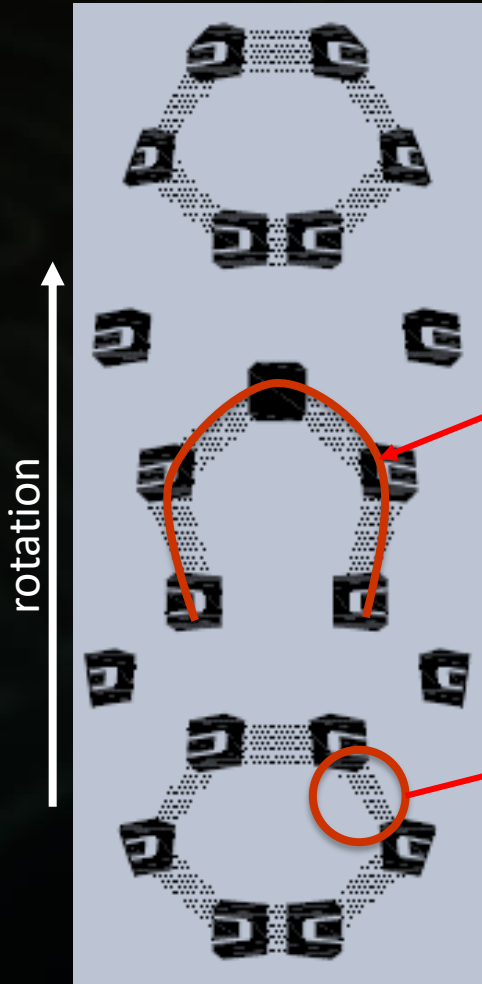
MX-53F

- Block height increased by 1mm
→ *provides more grip on soft terrain*
- Reduced rigidity in center area
→ *improves traction and feel when riding straight up*
- More linear land-to-sea ratio transition
→ *better predictability when cornering*
- More block edges
→ *increased braking grip*

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PATTERN Front



Open block arrangement
in horseshoe shape for
optimum grip when
braking



- Strongly revised block pattern with
 - Semi-circular block arrangement
 - blocks spaced further apart around tread center
 - *Provides more grip on firmer terrain*
 - *Shortened braking distances*
- Tie-bar block reinforcement
 - *Controlled flex for greater predictability*
 - *Improved durability on harder terrain*

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*image of MX53F contact patch

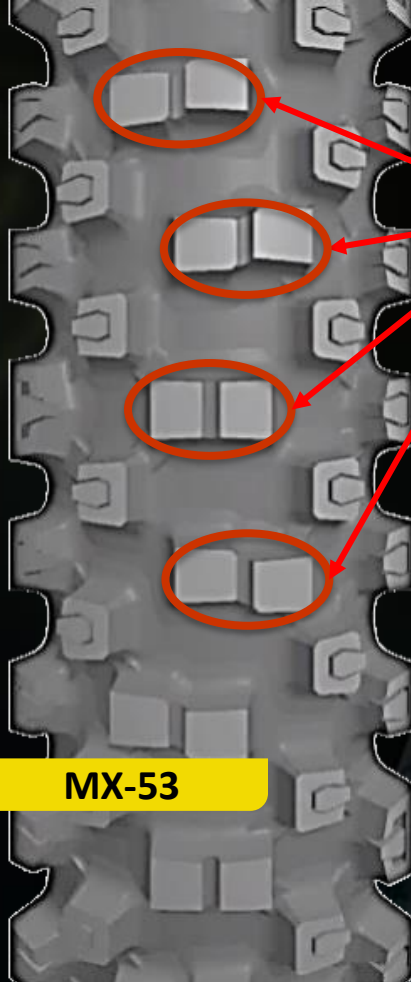
PATTERN

Rear

Rear pattern footprint optimization



MX-52



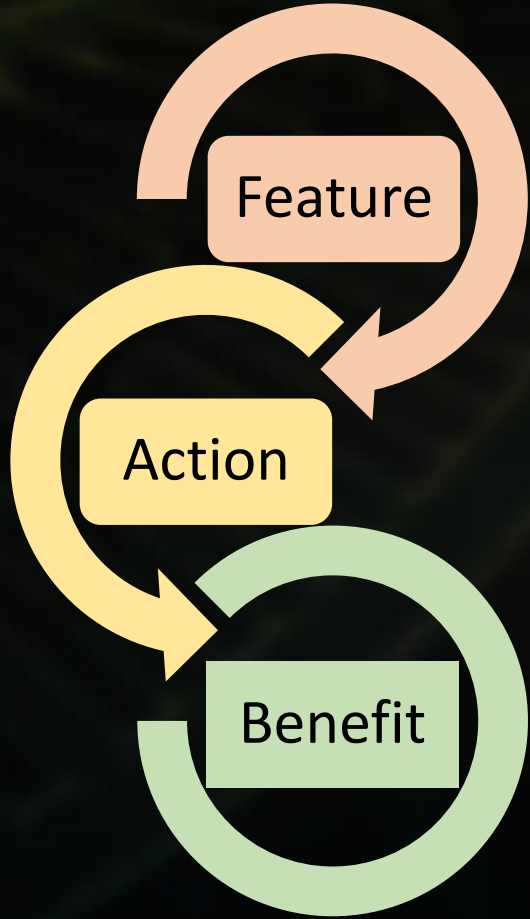
MX-53

- Staggered center block pairs
→ **better tracking during straight-line acceleration**
- Reduced overall block number with maintained block edge surface
→ **block spacing optimized to enhance grip on soft terrain, with maintained performance on firm terrain**
- More linear land-to-sea ratio transition
→ **better predictability when cornering, more precise control**

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PATTERN OPTIMIZATION PCBT



- ❖ Progressive Cornering Block Technology (PCBT), now also used at the front (new)

- Split Shoulder blocks on the rear tyre, now also on the front

- ✓ Stable cornering due to enhanced side grip and slide control

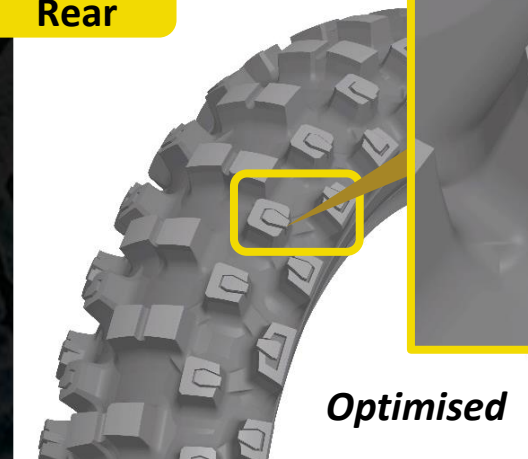
Front



New



Rear



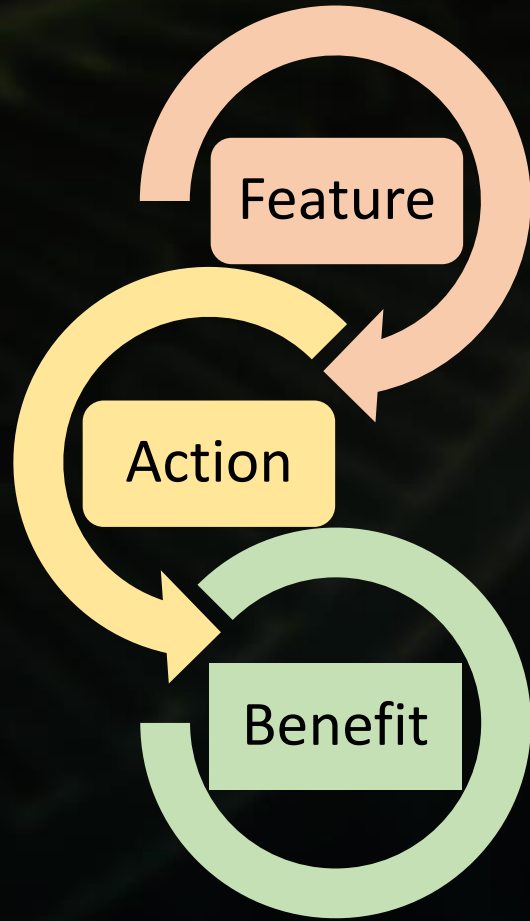
Optimised



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CASING CONSTRUCTION AAD



Feature

❖ Advanced Apex Design

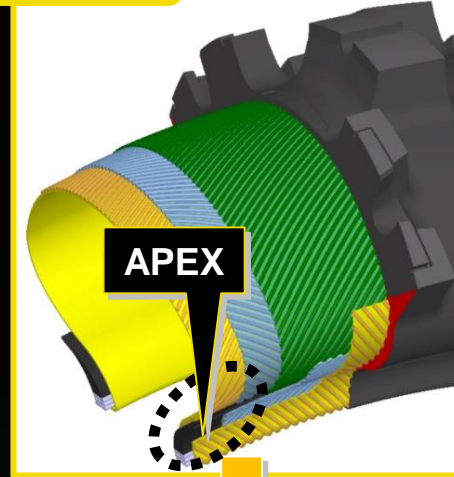
Action

- Thinner and longer apex shape provides uniform rigidity in tyre sidewall.
- Sidewall deflects evenly when a load is applied to tire.

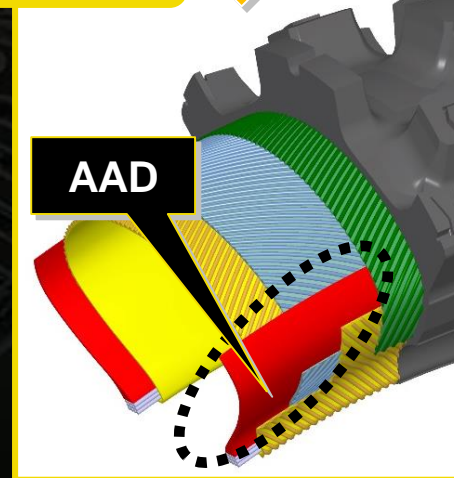
Benefit

- ✓ Firm feeling and high absorption -> increased predictability.

MX-52



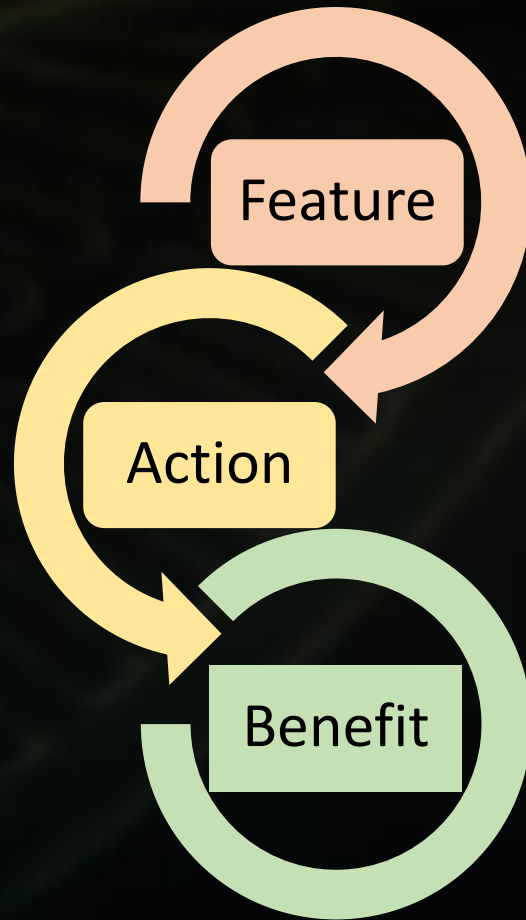
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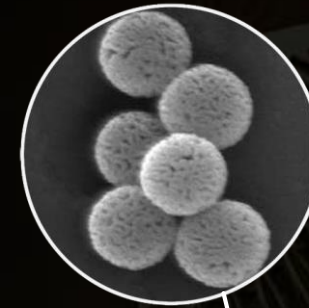
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COMPOUND



- ❖ All new compound formulation.
- Higher durability thanks to higher shear resistance with a revised molecular weight polymer.
- Enhanced grip obtained through the use of ultra fine carbon particles.
- ✓ Improved durability and grip, both front and rear.



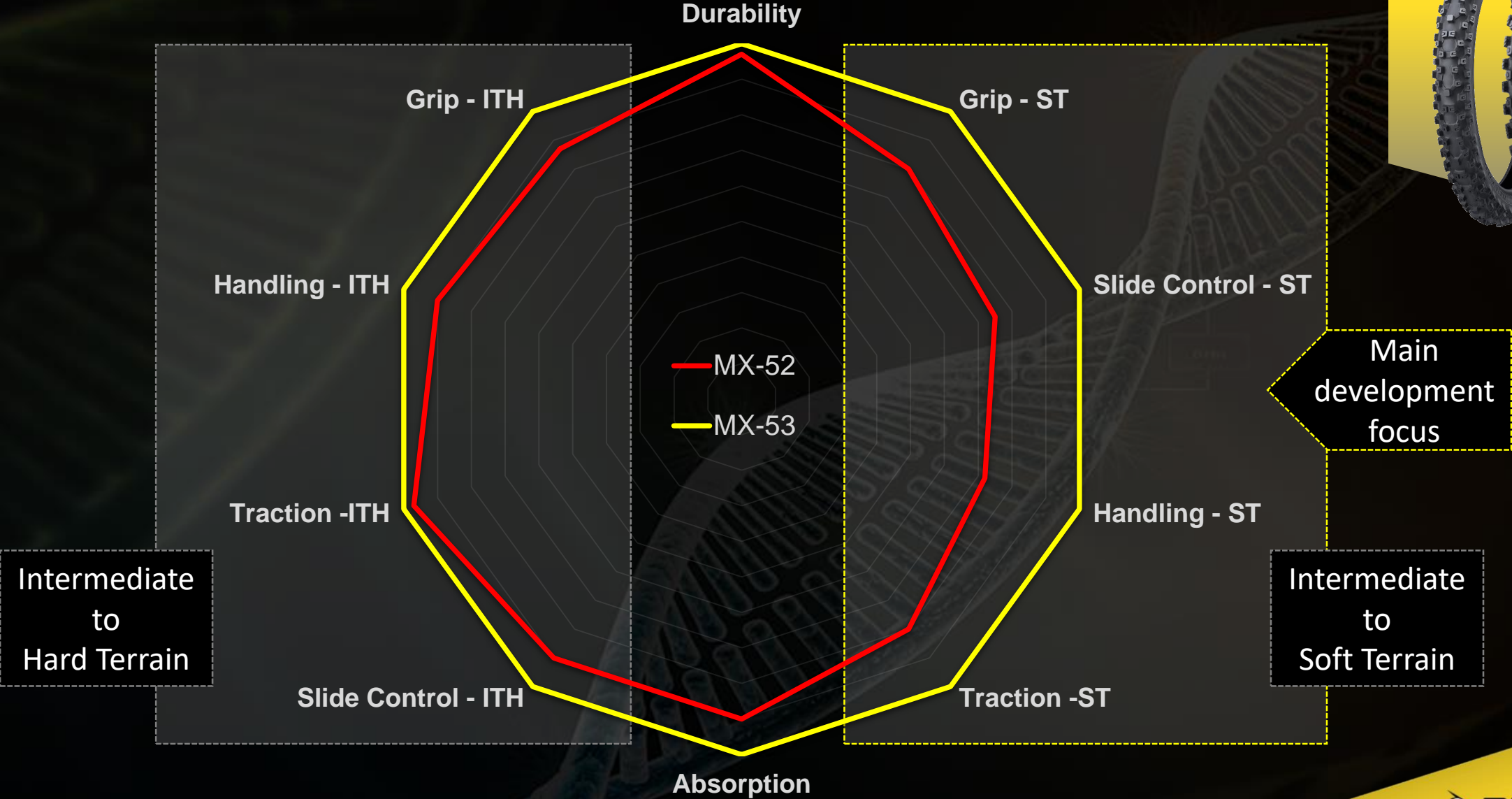
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COMPARISON MX-53 v MX-52

Performance Chart

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SIZE KIT

F/R	Rim	Size	L/S	Code		Start of supply
F	10	60/100 - 10	33J	636580		01-10-19
	12	60/100 - 12	36J	636581		01-10-19
	14	60/100 - 14	29M	636582		01-10-19
	17	70/100 - 17	40M	636584		01-10-19
	19	70/100 - 19	42M	636585		01-10-19
	21	80/100 - 21	51M	636587		01-10-19
R	10	70/100 - 10	41J	636583		01-10-19
	12	80/100 - 12	41M	636586		01-10-19
	14	90/100 - 14	49M	636588		01-10-19
	16	90/100 - 16	51M	636589		01-10-19
	18	100/100 - 18	59M	636576		01-10-19
	18	110/100 - 18	64M	636578		01-10-19
	18	120/90 - 18	65M	636575		01-10-19
	19	100/90 - 19	57M	636577		01-10-19
	19	110/90 - 19	62M	636579		01-10-19
	19	120/80 - 19	63M	636573		01-10-19
	19	120/90 - 19	66M	636574	New size	01-10-19

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PERFORMANCE CONTRIBUTORS

	Profile	Pattern	Construction	Compound
Grip		○		○
Cornering	○	○	⊙	
Absorption	⊙		⊙	
Traction	○	○	○	○
Durability	○	⊙		⊙

CUSTOMER BENEFITS

Real intermediate performance package

Less need to switch wheels or tyres when used at different tracks -> convenience

Vastly improved cornering control and feedback

Improved rider comfort with better shock absorption

KEY TAKEOUTS

Successor to the
MX-52

Vast
improvement in
predictability and
slide control for
fast cornering

GEOMAX MX-53. Intermediate coverage redefined.

Return to the true
intermediate
option philosophy
of MX-51

Big leap forward
on softer terrain,
while preserving
hard terrain
performance

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DESIGNED TO DO MORE.

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