



TUNDORA



GRAVEL OFF-ROAD DIRT LOOSE WET MUD GRAVEL OFF-ROAD DIRT LOOSE WET

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TUNDRA

Hutchinson's great experience in mountain biking takes full advantage of this new profile, which completes the very versatile Touareg. The design of the knobs has been studied at length to offer great traction on soft and greasy ground.

Its large volume of grip allows, among other things, to optimize grip both flat and in curves and offers excellent braking performance. All while maintaining a pleasant rolling central surface for road segments between two trails.

Due to its adventurer DNA, this tire's greatest asset is its Tubeless Ready construction, which optimizes grip and comfort at low pressure. In terms of reliability, nothing to fear from irregularities in the terrain thanks to the integral Hardskin Hutchinson reinforcement.

The weight remains under control with 490g in 700x40. While the more massive 700x45 is displayed at 580g.



HANDMADE IN FRANCE

TUNDRA

TAN WALL EDITION

TUNDRA

BLACK EDITION



ITEM CODE NEW PRODUCT	USE	PRODUCT NAME	DIMENSION	ETRTO	TECHNOLOGY	FB/WB	TUBELESS READY	REINFORCEMENT	COMPOUND	COLOR	TPI	WEIGHT (G) +/-7%
PV531691	GRAVEL	TUNDRA	700 x 40	40-622	TUBELESS READY	FB	YES	HARDSKIN	BI-COMPOUND	BLACK/TAN SIDEWALLS	127 TPI	490G
PV531681	GRAVEL	TUNDRA	700 x 45	45-622	TUBELESS READY	FB	YES	HARDSKIN	BI-COMPOUND	BLACK/TAN SIDEWALLS	127 TPI	580G

ITEM CODE NEW PRODUCT	USE	PRODUCT NAME	DIMENSION	ETRTO	TECHNOLOGY	FB/WB	TUBELESS READY	REINFORCEMENT	COMPOUND	COLOR	TPI	WEIGHT (G) +/-7%
PV704071	GRAVEL	TUNDRA	700 x 40	40-622	TUBELESS READY	FB	YES	REINFORCED+	BI-COMPOUND	BLACK	127 TPI	490G
PV704481	GRAVEL	TUNDRA	700 x 45	45-622	TUBELESS READY	FB	TT/TL	REINFORCED+	BI-COMPOUND	BLACK	127 TPI	580G

TUNDRA

Unlimited Gravel

At Hutchinson, we initiated our gravel range a few years ago with the Override. The goal then was to develop a rolling tyre that allowed you to get off the road.

Over the years, the sections have widened, the profiles have become more aggressive. After the release of the very versatile Touareg, the objective of the development of the Tundra was to expand the range to cover all facets of gravel: rolling, dry, rocky but also wet, loose or even muddy.



To obtain this high-performance «all-terrain» tyre, we were inspired by the profile of our Black Mamba, keeping only the most important blocks and purifying to have a clearing surface. For a loose / mud oriented tyre there must be space.

Then we added everything related to Hutchinson's strong identity: the famous central spine for performance as well as our solid «strut leg» side blocks.

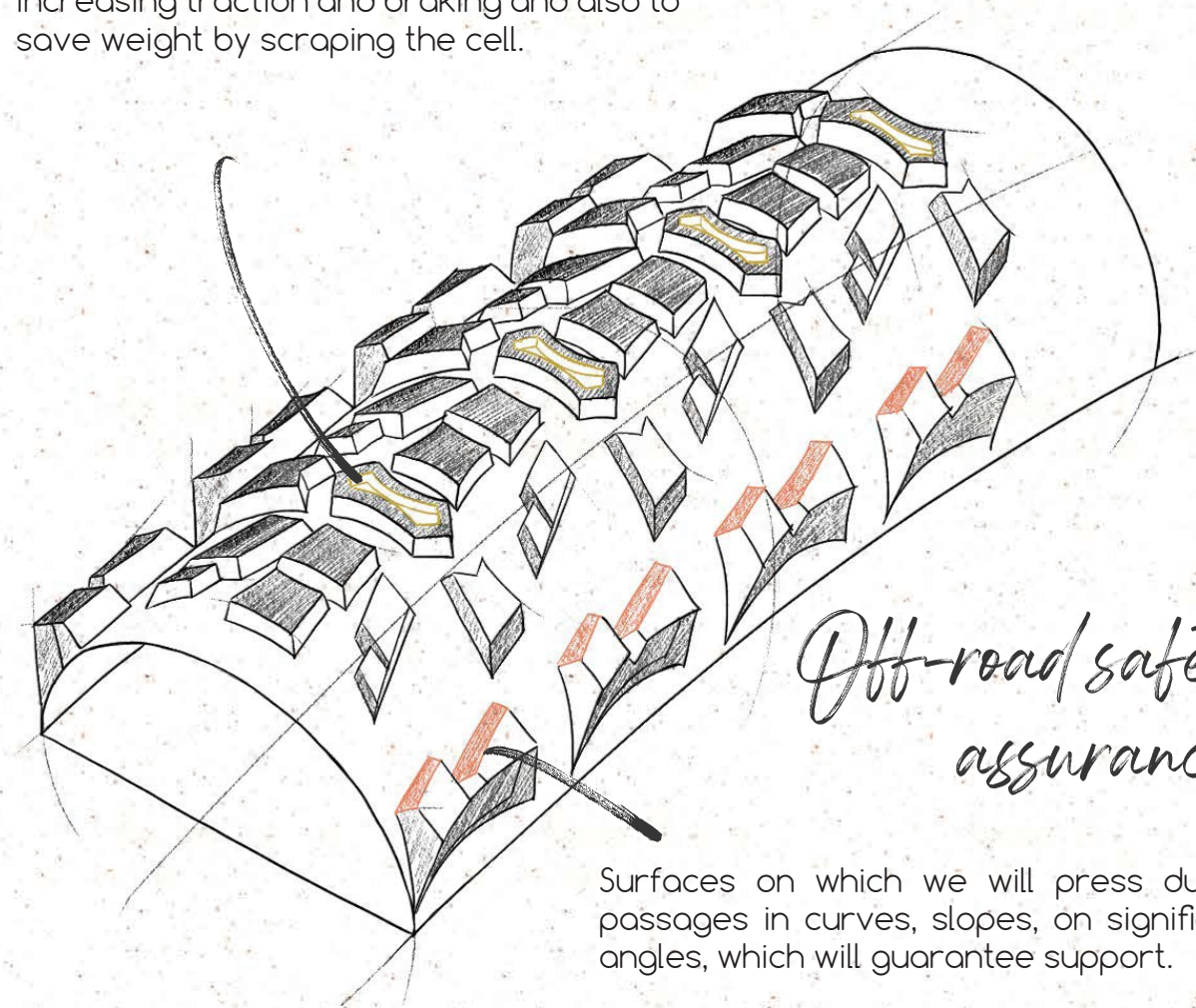


On the central tread we dug one of the cobblestones, which gives us two advantages: to avoid the phenomenon of «sledding» by increasing traction and braking and also to save weight by scraping the cell.



The Tundra calls for a more swampy, greasy, moist environment. It is not limited to capricious weather conditions, however.

The design of its knobs as well as its large volume of grip have been meticulously thought out in order to be able to accompany the pilot in technical passages and difficult conditions: taking angles, singles, roots, slopes.



Off-road safety and assurance

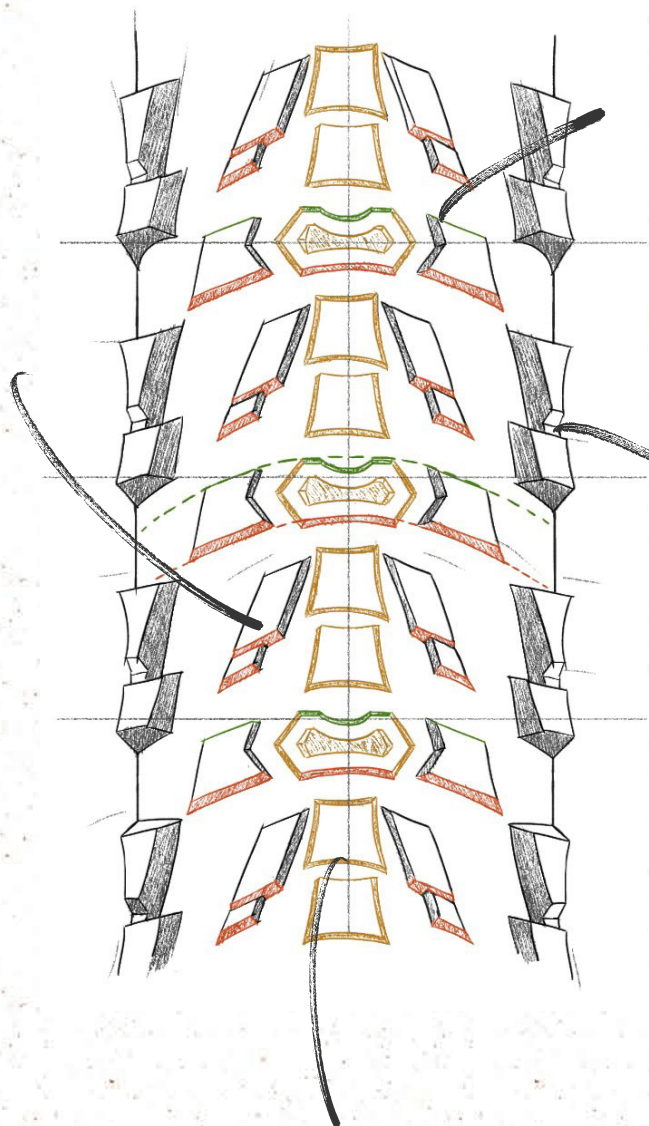
Surfaces on which we will press during passages in curves, slopes, on significant angles, which will guarantee support.

The design of the Tundra was thought out in several complementary parts.

Inspired by the Black Mamba, we find on the Tundra these cobbles in "bee wings", two oblique cobbles that follow each other.

We also identify a radial band which crosses the tread from one edge to the other: it ensures traction on one side with this front line which will bite the ground (in green) and on the other braking (in red).

We also removed the cobbles that could hinder traction or braking and looked for empty spaces.



A male side and a female side, which allows interlocking and thus flexibility on the center of the tread.

Thanks to our mountain biking experience, we have unanimous very good feedback on these Hutchinson «signature» laterals: safety when cornering and crossing on slopes, good grip, good deformation, due among other things to this effect of offset teeth.

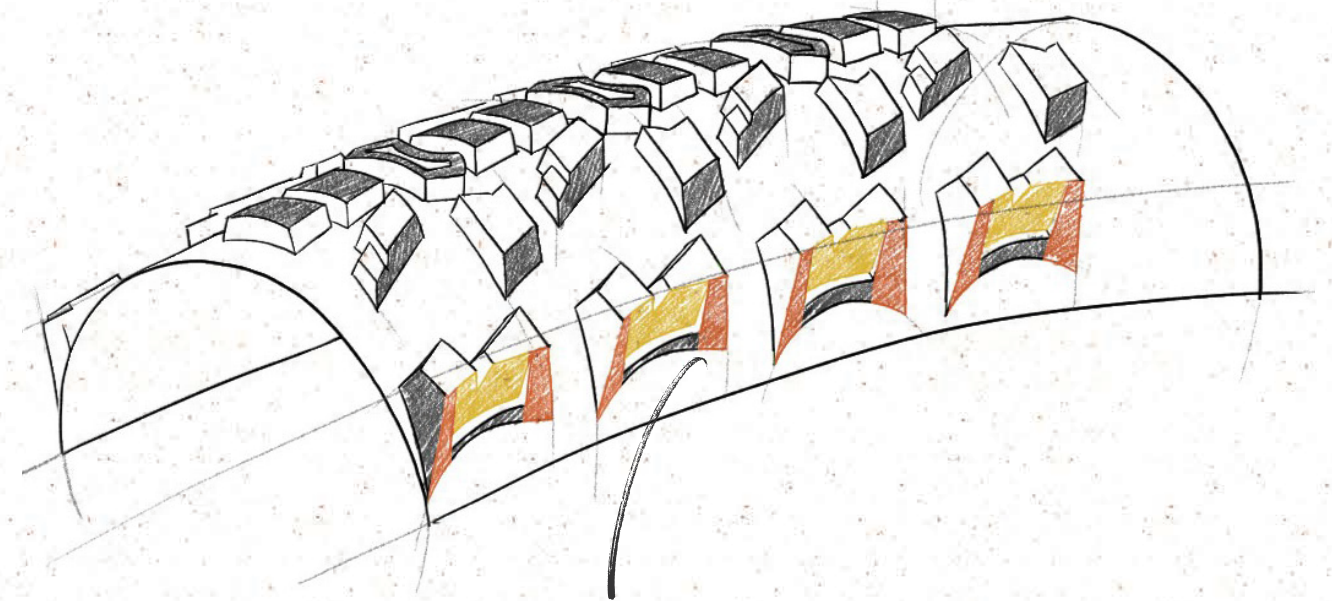
En tant que pneu gravel, le Tundra doit aussi garder un bon rendement. Sur la bande centrale, on note la fameuse « colonne vertébrale » Hutchinson, qui participe indiscutablement au rendement et succès du Skeleton.

Pas de gros pavés mais une succession de petits pavés serrés qui s'emboîtent, ce qui permet de ne pas rigidifier la bande de roulement et aller chercher de la souplesse.

The challenge: to develop a tyre offering excellent grip and traction in difficult off-road conditions, while maintaining good performance and a wide range of uses, essential for gravel practice.

The Tundra is not just a "mud" tyre. It has been thought out for a «gravel ride» as a whole, to allow the cyclist to go through complicated places but without being intended only for these chaotic passages, which never represent the whole of a gravel ride.

In the specifications, performance aspects were also important. Navigating passages on dry and compact terrain is quite possible with the Tundra, also thanks to the different pressures.



These side studs are the Hutchinson signature. These are sidewalls that we know well on the XC range: cobbles that we saw appear on the Cobra and which were optimized on the Skeleton, then taken over on the Kraken.

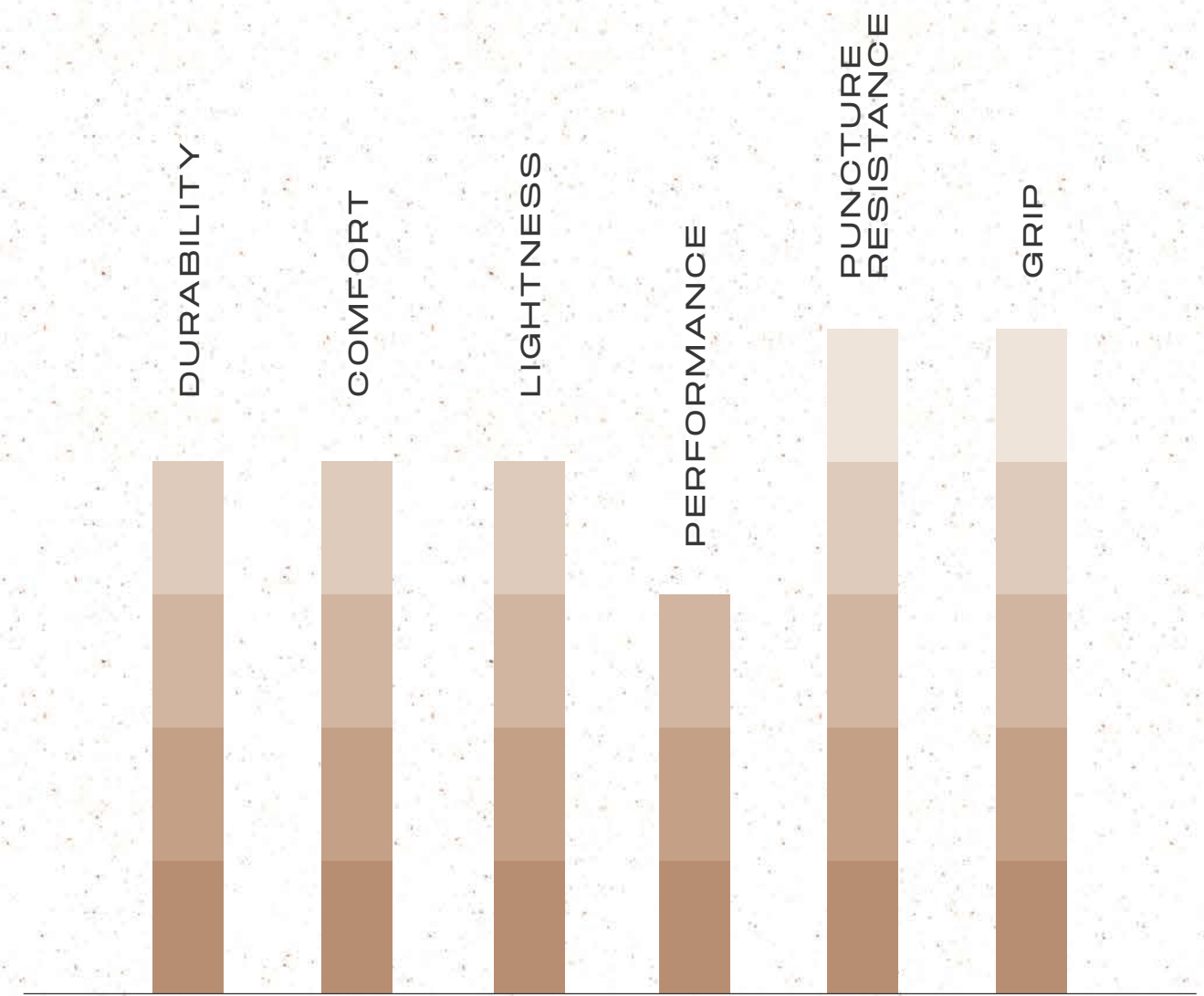
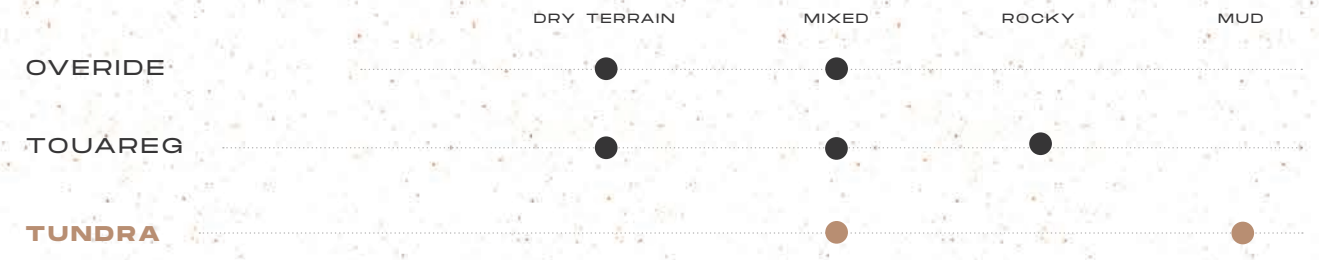
They have been designed to go low on the sides and play the role of real «strengths» to ensure the rigidity and support of the cobbles, like the buttresses of a cathedral.





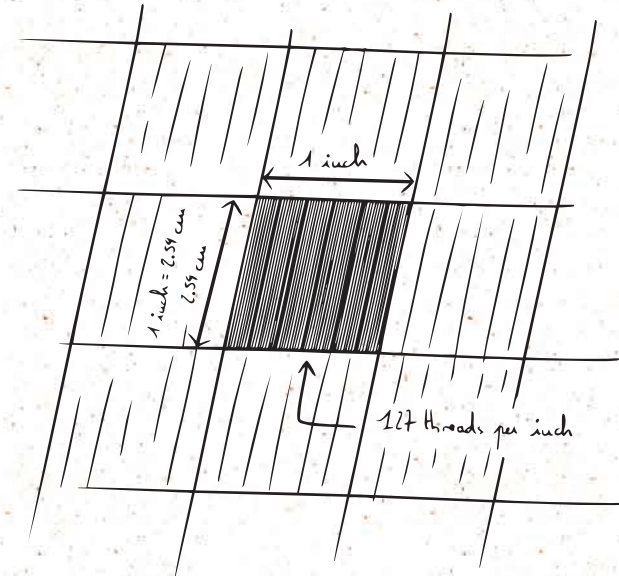
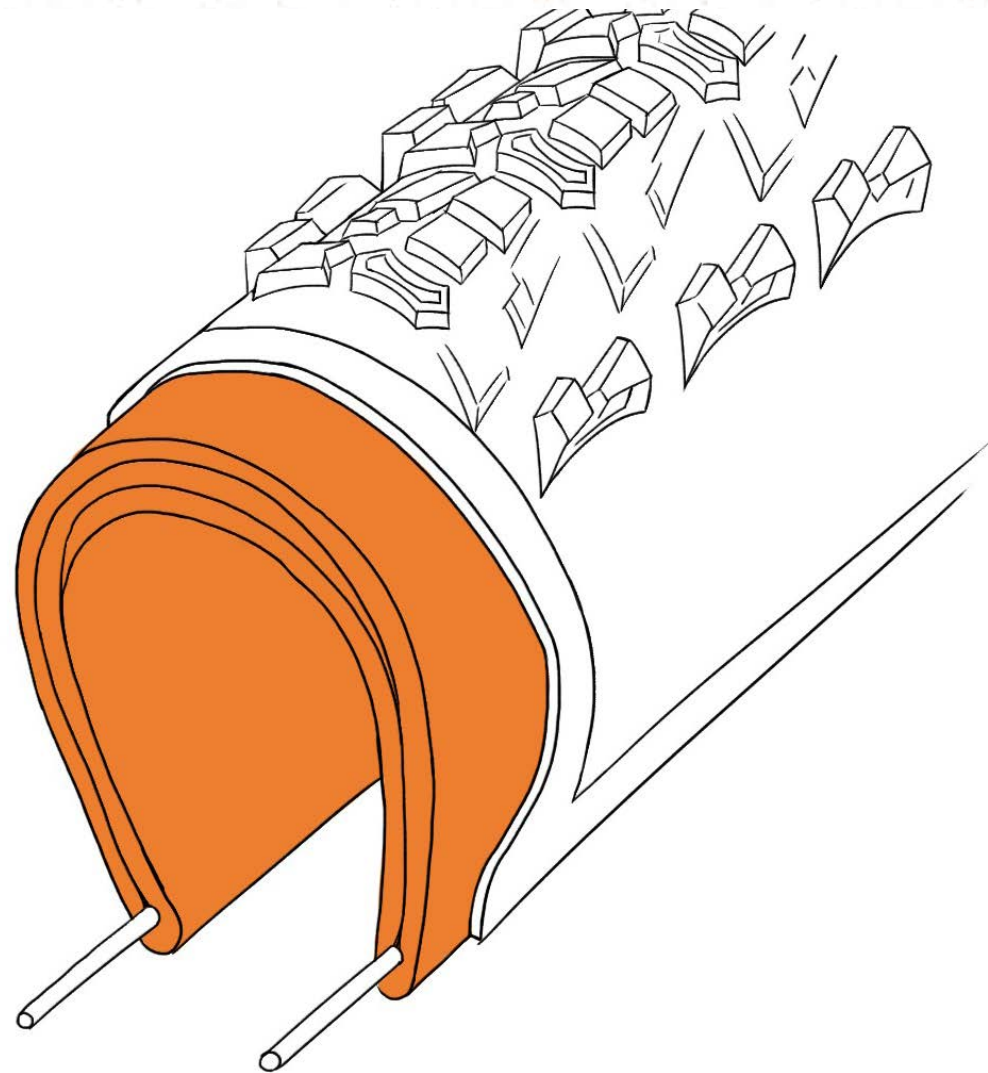
TUNDRA

DIMENSIONS	
700 x 40	
700 x 45	



127 TPI

The Tundra tyre is made with a 127 tpi casing.



The 127 TPI casing is the optimal option when looking for high-performance. Flexible and light to help produce high rolling performance

Robustness
Optimal
protection/performance ratio

Performance
Souplesse
Comfort



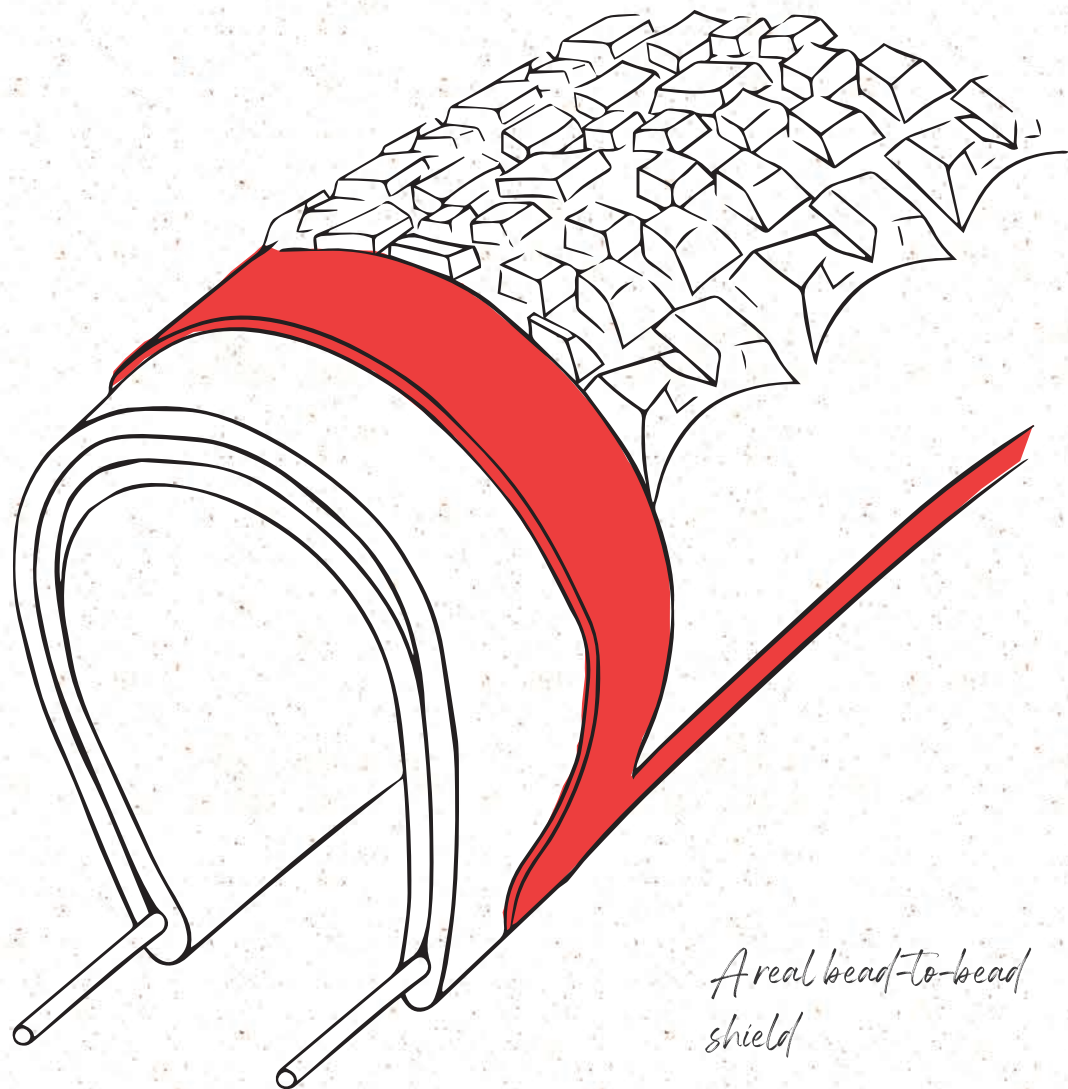
66 TPI
CASING THREAD



127 TPI
CASING THREAD

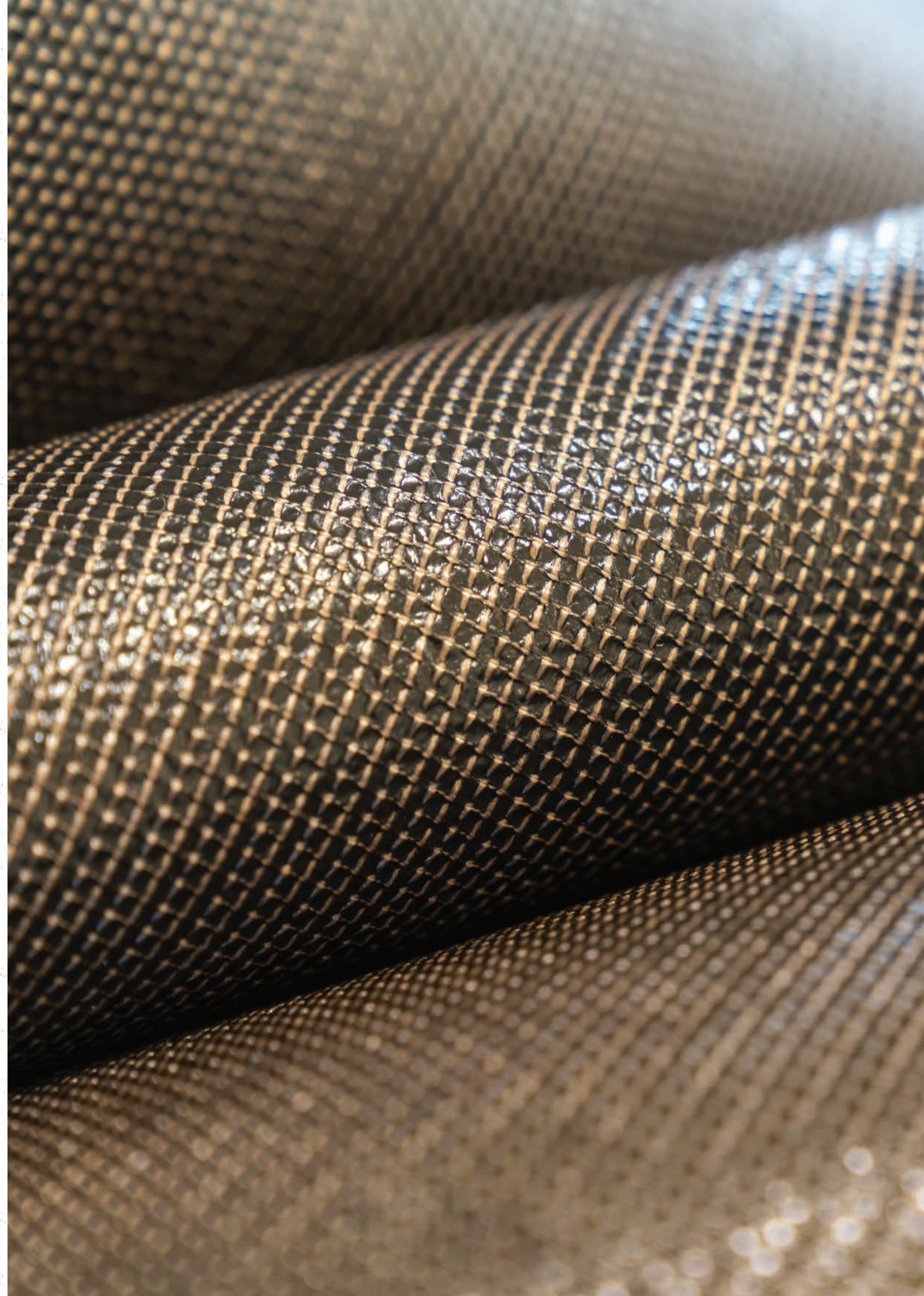
HARDSKIN

*The Tundra tyre is reinforced with the
Hardskin textile grid from bead to bead.*



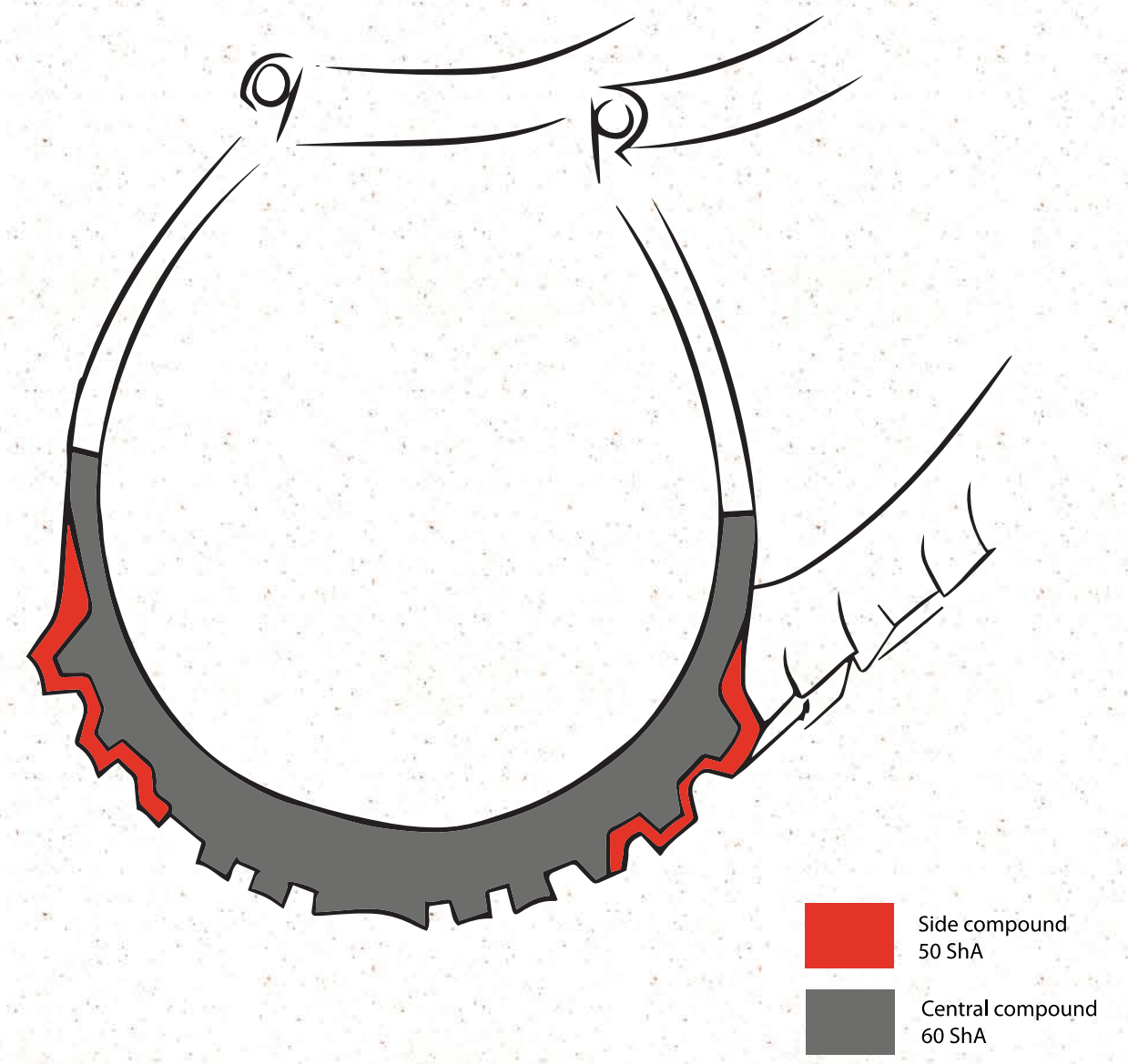
*A real bead-to-bead
shield*

In addition to the rubber thickness, Hutchinson's Hardskin reinforcement offers additional protection against sharp stones, rocks and any other hostile material found on rough gravel terrain. This bead to bead shield provides true reference to Hutchinson's mountain bike range and has been thoroughly proven on XC Marathon races.





The Tundra tyres are made with Hutchinson's bi-compound



Side compound
50 ShA

Central compound
60 ShA

**TUBELESS
READY**

*The Tundra are Tubeless Ready tyres.
They must be used with a sealant
inside, like Hutchinson's Protect
Air Max.*



The latex liquid Protect Air Max is used to seal Tubeless Ready systems and recommended as an anti-puncture preventive for Tubeless Ready tyres.



THANK YOU



HUTCHINSON

Hutchinson employees from the factory and the headquarter who kindly accepted to be bothered during their work, Joel Balez who spent a lot of time sharing his knowledge.

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