

“How is the noise with the CC2? Noticed any drop in range? I'm considering a set and it seems like you might be the only person on here who has a set. Regrets with the set?”

Only regret is that the CC2 is not available in the i4 19” staggered setup for my wife’s car! (Although the Vredestein Quatrac Pro is available, and should be good enough.)

Performance this past winter on my A6 Allroad, sure felt like a Central European / “Performance” winter tire. This included a memorable morning when I was driving out early to direct a ski mountaineering race on an epic powder day. Only other vehicles on the roads were the four P: participants in the race, patrollers for the race, plow trucks, and police cruisers.

On the dry, perhaps at the limits it underperforms compared to the very best performance-oriented all-season tires. But I’m definitely not testing those limits!

Rolling resistance, on the A6, at first my records indicated a noticeable mpg hit compared to the OEM Continental ProContact TX. But I switched over at about the same time as the switch to winter gas. Plus my driving habits changed a bit last fall. Looking at a more comparable period for this year, my records indicate a hit of less than 1% (specifically, 0.6%). Even if it’s more than that, it’s still ... small. Noise and comfort, definitely not quite as good as the TX, but that TX also had lots of squishy foam on the inside. (I was pretty surprised to see what it’s like when I took them off and saved them for resale.)

On the 4CT, I’ve been trying to tease out the data so far to detect any range hit compared to the OEM Michelin summer tires. The problem is that the 4CT seems more sensitive than our i4 M50 to road type and drive mode. I’ve also been driving a lot on twisty hilly secondary roads, with significant net elevation gains in one direction, and net losses coming home. When I took exactly the same roundtrip with the CC2 that I’d taken twice before with the OEM summer tires, I compared the efficiency and ... the two prior trips had a huge unexplained differential from each other, and the CC2 was in between them. For the GOM, dividing the displayed range by the SoC has consistently yield ~250 except when the most recent driving has been less efficient than usual for various reasons. And that’s stayed pretty much the same from the OEM summers to CC2. If I’m missing a range hit, must be only around 10 miles or so.

Comfort, no difference. Noise, might be noticing a bit more in the rear, although if so, then it’s a subtle difference, and more like because I’m trying to hard to notice a difference!

Dry road handling, on a skid pad, sure, the CC2 must be far worse than the OEM Michelin summers. But even having some fun on hilly twisty secondary highways (though limited by our New England speed limits), I can’t notice any difference (even if that probably comes off as some combination of blasphemy and cluelessness).

Oh, looks, yeah, that tread pattern sure is funny! But I think it fits in well with the image of any vehicle called something like Allroad or CROSS Turismo, heh.

Overall, the only significant drawback is that Michelin realizes it doesn't have any significant drawbacks and hence charges accordingly! For anyone who needs more winter performance than an all-season tire and doesn't want a Nordic / Studless tire (and anyone who lives in the Northeast with all our winter wet roads, and who lives on a paved plowed road), it's the perfect year-round solution.