

MICHELIN TECHNICAL BULLETIN

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Bead Repairs on the XZU®S2

The purpose of this Technical Bulletin is to define the bead repair procedures for the XZU®S2 tire which features an extended bead protection chafer ply (see Diagram 1). This configuration allows more flexibility in performing bead repairs.

Definitions: (See Diagram 2)

Bead Area – that area 75 mm in a radial direction either side of the bead toe.

Length – as measured in a radial direction.

Width – as measured in a circumferential direction.

There are three stages of bead repair that are allowed:

- 1) Rubber Only – Current specs will apply:
 - Maximum width is 150 mm per zone with a minimum distance of 75 mm between 2 repairs. Limit of 4 repairs per bead, 8 per tire. There is no maximum length for bead rubber repair.
 - Damage to the tip of the bead toe, no deeper than 2 mm and no larger than 50 mm can be left as is and not repaired at all.
- 2) Exposed Chafer – If there is no damage the area can be prepared, filled and cured. The same specs apply as those of Rubber Only as long as there is no structural damage.
 - Maximum width is 150 mm per zone with a minimum distance of 75 mm between 2 repairs. Limit of 4 repairs per bead, 8 per tire. There is no maximum length for bead rubber repair.
- 3) Break in the Chafer – The steel can be removed and prepared as long as the defined limits are respected (25 mm W x 55 mm L). This can be done without changing or altering the structural integrity in the area. There is no reinforcing material that can be used once the steel and / or fabric have been removed.

For additional information please contact your local Michelin sales representative or contact Michelin using the website at www.michelintruck.com.

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Diagram 1

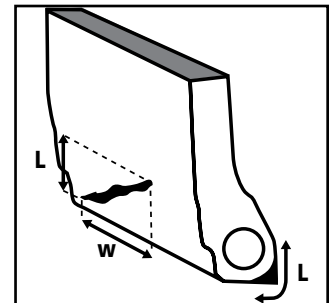


Diagram 2