



Michelin Retread Technologies



COACH-INTERCITY
TRANSPORT





XDA4S

DRIVE



M+S



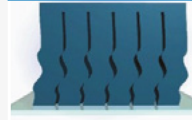
MULTIPURPOSE

For use on long or regional distances allowing transport of passengers in total safety with high comfort in all weather conditions.

GRIP FOR MORE SAFETY

The patented "double-wave" sipes bring a great improvement in grip when 2/3 worn.

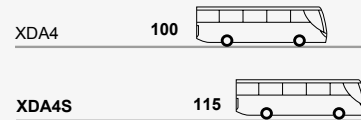
MICHELIN patent



"double-wave" sipes

MILEAGE PERFORMANCE

The "double-wave" sipes effect results in a less mobile tread pattern. Combined with the increased volume of rubber (+ 2mm in comparison with XDA4), this generates an improved mileage performance.



11 R 22.5
12 R 22.5
275/70 R 22.5
295/80 R 22.5
315/80 R 22.5

WHY RETREAD?

One retreaded tyre means:

RIGHT FOR ECONOMICS



EXCELLENTE MILEAGE

with the same tyre



A retreaded tyre is

40% CHEAPER

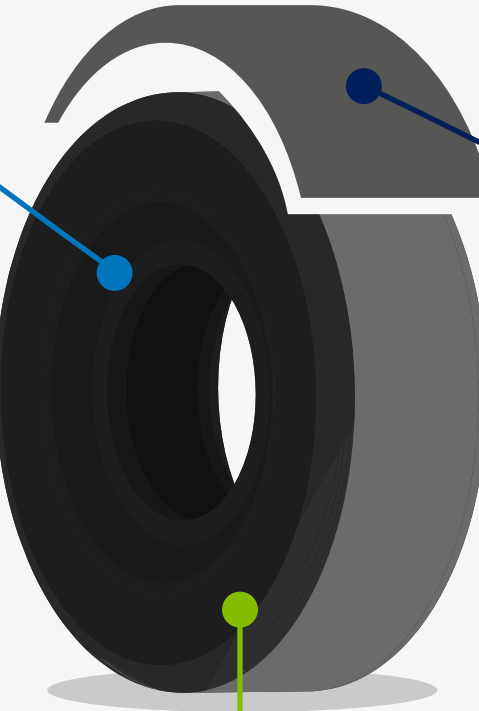
than an equivalent new tyre⁽¹⁾.

RIGHT FOR JOBS



4.3

TIMES MORE JOBS
created through
retreading the tyres⁽⁴⁾



RIGHT FOR PLANET



115 Kg OF CO₂

not released into
the atmosphere⁽²⁾



50 Kg OF RAW MATERIAL

not consumed⁽³⁾



70%

EXTRACTION OF NATURAL RESOURCES SAVED⁽⁴⁾

In terms of energy a retreaded tyre can on its own save⁽⁴⁾
29% of soil use
21% of air pollution
19% of water consumption

(1) Michelin Internal study performed in 2022 by Competitiveness analysis tool performed on Europe perimeter comparing premium new tyre vs. RECAMIC.

(2) The CO₂ impact of a retreaded tyre is linked to the material saving, or 115 kg of CO₂ representing 50 kg of raw material savings, at a rate of 2.3 kg of CO₂* per kg of raw materials. *Equivalence between CO₂ and a litre of fuel or kilogram of raw material is calculated in this way: The emissions factor of 3.24 kg of CO₂ for 1 litre of diesel comes from the life cycle assessment conducted by ADEME for pure diesel. It includes emissions during the diesel production stages (17%) and during its combustion (83%). Source: ADEME, Study "Well to wheel - JEC", v4, July 2014. The emissions factor of 2.3 kg of CO₂ for 1 kg of tyre comes from the life cycle assessment calculations for production of a tyre cradle to gate, conducted internally by Michelin using the calculation rules developed by the tyre manufacturing profession (TIP). It includes stages including extraction of raw materials, transportation, manufacturing, and distribution.

Source: UL Environment Standard, "Product Category Rules for preparing an Environmental Product Declaration for the product category: Tires, v3.05, February 2022."

(3) A new tyre weighs 70 kg on average. A new tyre ready to be retreaded weighs 50 kg on average.

(4) Data extracted from the E&Y study "L'impact socio-économique du rechapage poids lourd en France et en Europe - L'économie circulaire du pneu en danger" in October 2016 - Comparative study of non-retreadable entry-level tyre/retreaded tyre - use of land for growing rubber trees - air pollution measured by fine particle emissions.

THE RECAMIC RANGE



LONG DISTANCE TRANSPORT

- Motorways and major trunk roads
- Minimal braking and accelerating



REGIONAL TRANSPORT

- Long distances on trunk and regional roads with frequent braking and accelerating
- Shorter distances on regional journeys with frequent stops
- Access to loading and unloading points on slightly aggressive ground
- Difficult weather conditions (rain, snow, ice)



WORKSITE TRANSPORT

- Driving generally over short distances and on all types of road
- Access to difficult loading or unloading points
- Requires off-road traction



COACH-INTERCITY TRANSPORT

- Long distances on trunk and regional roads with frequent braking and accelerating
- Shorter distances on regional journeys with frequent stops



URBAN TRANSPORT

- Driving in urban areas with very frequent stops (Buses, waste trucks, roadwork vehicles, etc)

ADVICE FOR RECAMIC RETREADED TYRES

Fit Recamic retreaded tyres on the rear axles of motor vehicles. Recamic tyres can be fitted in all axle positions for trailers and semi-trailers.



RECAMIC - MFPM

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