



Michelin Retread Technologies

RECAMIC TREADS CATALOGUE



Right choice for economics, local jobs and planet.



THE RECAMIC RANGE



The Michelin group technology perfectly suited to each type of use

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.

A specific compound for each type of use, guaranteeing optimal mileage performance.



LONG DISTANCE TRANSPORT

- Motorways and major trunk roads
- Minimal braking and accelerating



LINE D S60 LINE D

DRIVE M+S



XDA2 ENERGY

DRIVE M+S



XZA2 B ENERGY S60 XZA2 B ENERGY

MULTI POSITIONS M+S



XZA B

MULTI POSITIONS M+S



XTA XTA B

TRAILER M+S



XTA2 B

TRAILER M+S





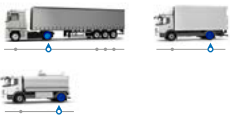
REGIONAL TRANSPORT

- 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)



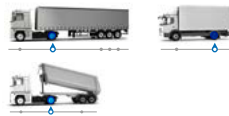
MULTI D

DRIVE M+S



MULTI HD D

DRIVE M+S



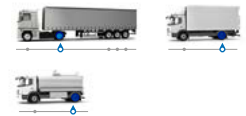
XDE2 LT

DRIVE M+S



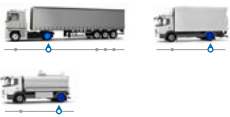
XDE2+ XDE2+ MT

DRIVE M+S



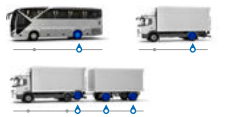
XW4S S60 XW4S

DRIVE M+S



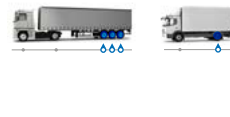
XZE2

MULTI POSITIONS M+S



XTE2 B XTE2 B

TRAILER M+S



MULTI T

TRAILER M+S



WINTER SPECIALISTS



NEW

MULTI GRIP D

DRIVE M+S



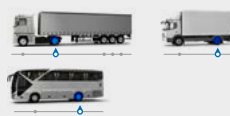
XDS

DRIVE M+S



XDW ICE GRIP

DRIVE M+S



MULTI WINTER T

TRAILER M+S





WORKSITE TRANSPORT



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



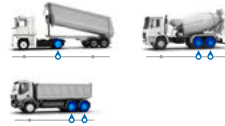
WORKS D

DRIVE  M+S



XDY3

DRIVE  M+S



XZY2 XZY2 B

MULTI POSITIONS  M+S



XZH

MULTI POSITIONS  M+S



XZY3 B  M+S

XZY3 B  M+S

TRAILER



XTY XTY B

TRAILER  M+S



XZY B

TRAILER



COACH-INTERCITY TRANSPORT

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



XDA4S

DRIVE  M+S



XZU3

MULTI POSITIONS  M+S



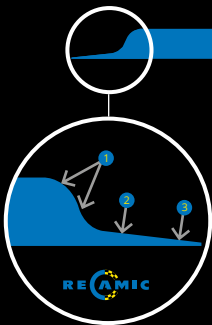
URBAN TRANSPORT

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

RECAMIC EXCLUSIVE SOLUTION

RECAMIC WING TREAD

An unrivalled resistance to scrubbing on trailer axles.



1

Shape studied to avoid tearing and increase resistance to scrubbing

2

Tapered thickness for optimal flexibility:
 • perfectly matches the shape
 • eliminates the risk of trapping air in the shoulder area

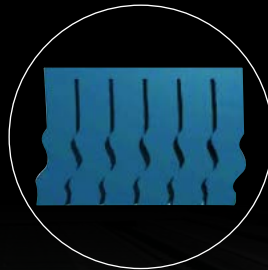
3

Greater wing tread length:
 • distribution of effort
 • resistance to scrubbing
 • perfect final appearance

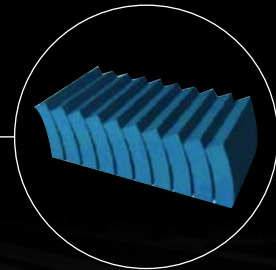
"Double-wave" SIPES

MICHELIN patent

Under the effect of engine or brake torque, the sipes have a tendency to deform during acceleration or braking. The deformation of straight sipes means the contact between the ground and the tyre is not consistent. This phenomenon is greatly reduced with "double-wave" sipes: they considerably reduce the causes of irregular wear and extend the tyre's life.



"double-wave" SIPES

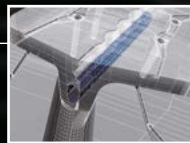


Straight SIPES

MICHELIN patent

"RAIN DROP" SIPES

They have a rounded raindrop shape, and emerge when the block is two-thirds worn, thus forming new edges and grooves, and giving the worn tire unequalled grip and road holding.



"TOWER PUMP"® SIPES

• For enhanced grip on slippery road surfaces.
 • These sipes are designed to store the residue that filters into the contact area. They are cylindrical in shape and act as miniature pumps.

THE 60 SERIES

Reduces overheating in the shoulder area.

Recamic S60
Convex tread



Standard tread



REGENION

MICHELIN patent

Self-regenerating tread blocks, supported by our mold 3D metal printing techniques, providing solid grip throughout tyre's lifetime and conditions.

COLD RETREADING PROCESS

**CASING
TO RETREAD**

FIRST INSPECTION

BUFFING

SKIVING

CEMENTING

FILLING

BUILDING

ENVELOPING

VACUUM

VULCANISATION

FINAL INSPECTION

FINISHING

EXPEDITION

PATCH REPAIR

TREAD PREPARATION



SEE THE ALL PROCESS

WHY RETREAD?

One retreaded tyre means:

RIGHT FOR ECONOMICS



EXCELLENTE MILEAGE

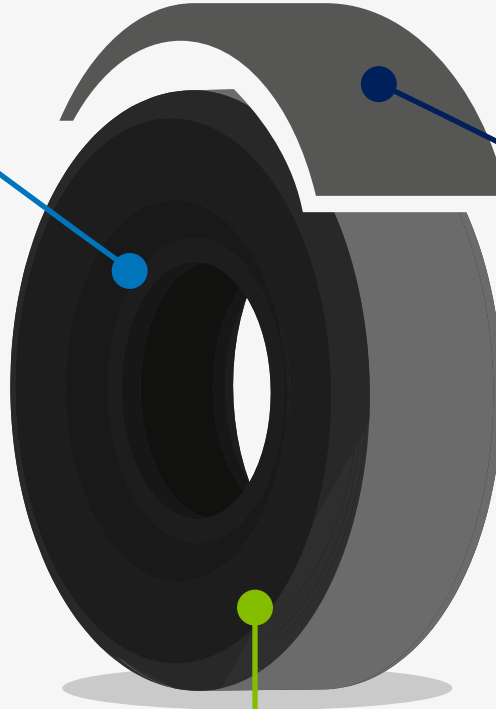
with the same tyre



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.

Information correct at date of publication - 06/2023 - All Contents AURA R.C.S. 495 289 399 - 23050140 - Photo credits: MICHELIN - M.F.P. Michelin R.C.S. 855 200 507 Clermont-Fd - Share capital: €504 000 004



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