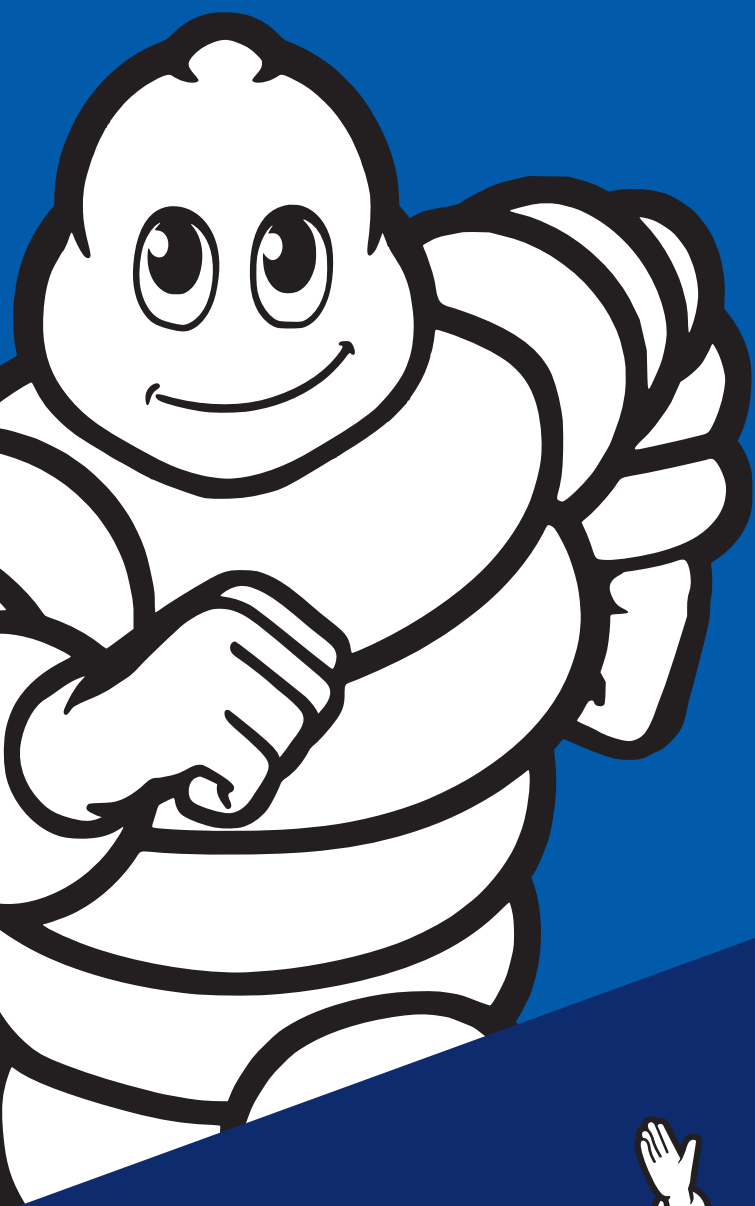
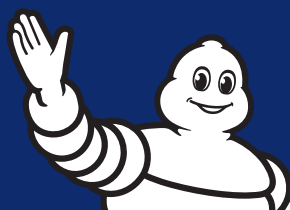


**RALLY  
AND CLASSIC  
COMPETITION**



**2020**



**MICHELIN**

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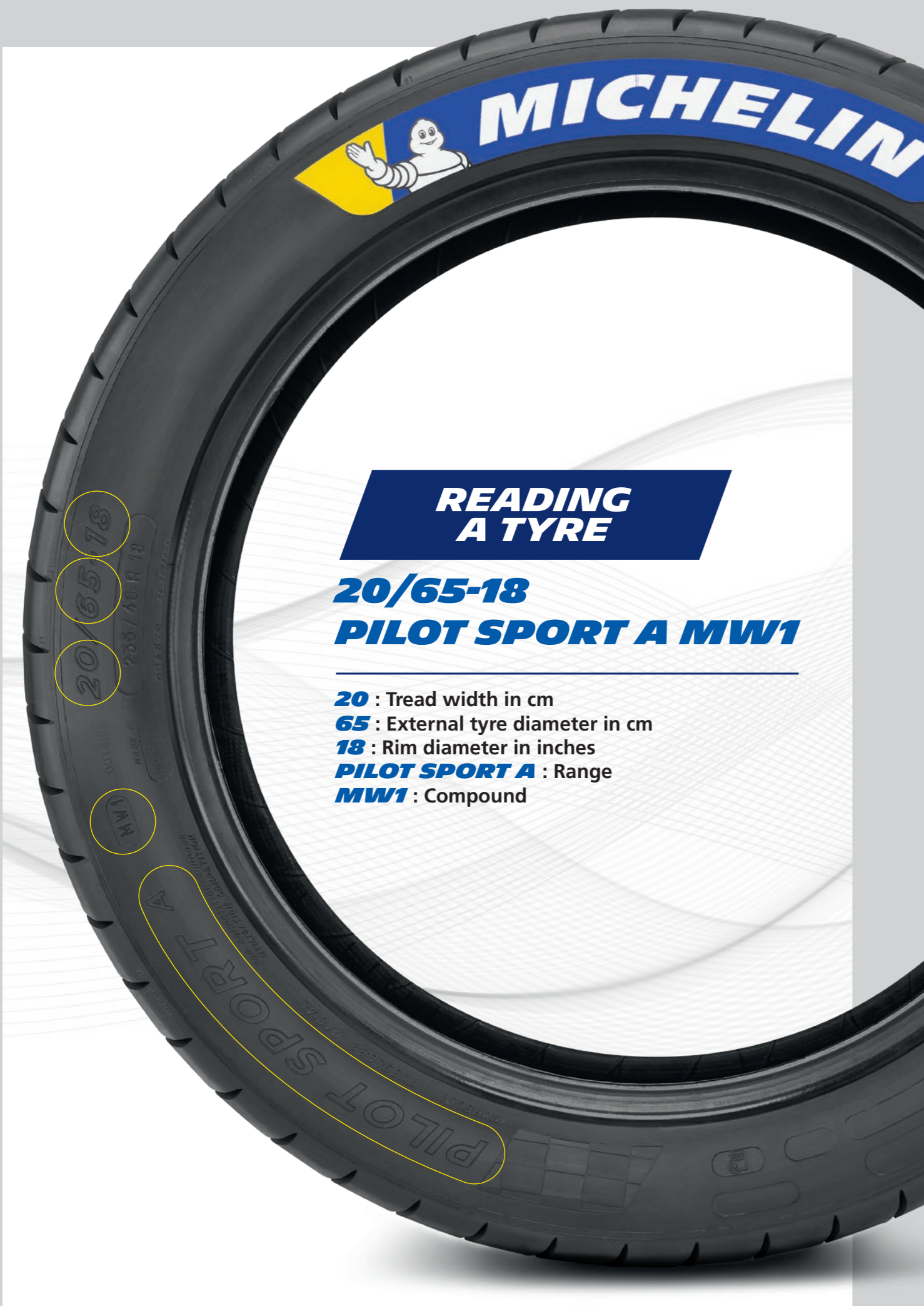
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## READING A TYRE

### **20/65-18** **PILOT SPORT A MW1**

- 20** : Tread width in cm
- 65** : External tyre diameter in cm
- 18** : Rim diameter in inches
- PILOT SPORT A** : Range
- MW1** : Compound

## ALL ABOUT **RFID TECHNOLOGY**

The RFID system is a new tool allowing for checking that the tyres physically fitted onto cars actually form part of the list of authorized tyres, created at the start of the weekend. This allows for ensuring that the number of NEW tyres used during the sessions does not exceed the maximum quota authorized by the rules.

### **THE RFID SYSTEM: WHAT DOES IT DO AND WHY?**

- The system uses an RFID TAG transponder placed in the tyres before curing, encoded at the factory after curing and containing the data then allowing the tyres to be identified remotely. Caution! The RFID is not a sensor!
- Content: FIA barcode + a CAI.
- Reading can be taken statically using an RFID Terminal.
- Dynamic reading up to 60 km/h.


### **THE ADVANTAGES AND CONSEQUENCES OF THE RFID SYSTEM,**

#### **Advantages in relation to the FIA barcode labelling system.**

- Removes the problem of illegible FIA labels.
- Prevents any chance of cheating as the RFID TAG is locked at the factory (OUT ONLY).
- The TAGs are read instantly and do not require alignment of the Terminal with regard to the tyre.
- Allows for managing stocks and traceability of tyres in storage.
- Automates controls and reduces the number of technical officials.

## ADVICE FROM THE MICHELIN TECHNICIAN

We differentiate between cold and hot pressure. **COLD PRESSURE** varies in accordance with the air/ground temperature and the length of the special stages. The **HOT PRESSURE** corresponds to the value measured at the end of the special stage.


 We recommend a **COLD PRESSURE**, i.e. on departing the "pit", of 1.8 bar.

Just before starting the special stage, the pressure must be retaken as indicated below:

	DRY CONDITIONS	WET CONDITIONS
Ground T° < 10° Special stage < 10 km	R5 : 1,8 bar R3+R2 : FR 1,8 bar / RR 2,0 bar	R5 : 2,0 bar R3+R2 : FR 2,0 bar / RR 2,1 bar
Ground T° > 15° and < 30° Special stage > 10 km	R5 : 1,7 bar R3+R2 : FR 1,7 bar / RR 1,8bar	R5 : 2,0 bar R3+R2 : FR 2,0 bar / RR 2,1 bar
Ground T° > 30° Special stage > 20 km	R5 : 1,6 bar R3+R2 : FR 1,6 bar / RR 1,7 bar	

 The aim is to have a **HOT PRESSURE** between:

DRY CONDITIONS	WET CONDITIONS
2.0 - 2.3 bar maximum	2.1 - 2.3 bar maximum

 It is important to measure the pressure at the end of the special stage in order to know the hot value that corresponds to the operating pressure.

If the operating pressure is:

- below the operating range: no grip felt.
- above the operating range: appearance of vehicle mobility and deterioration of wear features.

If the pressure at the end of the special stage is too high, it is recommended this is adjusted and a maximum of 200 grams removed.

In the wet, there should be no hesitation in raising these pressures back up, as the tyre gains no or little in temperature, and what's more, this is more efficient in evacuating water.

The longitudinal lines allow for water evacuation and preventing aquaplaning, while the "unblockers" improve grip in the event of pollution.

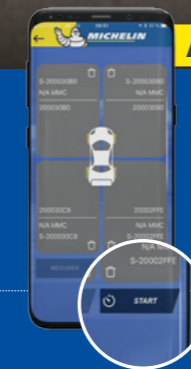
# MICHELIN MOTORSPORT CONNECT

LET YOUR RALLY  
TYRES DO THE  
TALKING!



### MEASURE

Know your tyre pressures instantly.



### RECORD

Record your tyre pressures during your special trials.



### ANALYSE

Observe and study the data recorded to optimize your performance.

## MICHELIN MOTORSPORT CONNECT ACCOMPANIES YOU EVERYWHERE!

The perfect solution to understand your tyres better and to optimize their use.

More information on  
[www.michelinmotorsport.com/services](http://www.michelinmotorsport.com/services)



# ASPHALT



REFERENCE	4R	2R	DIAMETER AVAILABLE	FIA COMPLIANT	RECUTTING
<b>N</b> PILOT SPORT A MW1	✓	✓	18" and 17"	✓	-
PILOT SPORT R	✓	✓	14", 15", 16", 17" and 18"	✓	✓

**N** = NEW

REFERENCE	4R	2R	DIAMETER AVAILABLE	FIA COMPLIANT	RECUTTING
PILOT SPORT FW3	✓	✓	18"	✓	-

## PILOT SPORT A MW1



**NEW**

- Grip\*** **GRIP**  
With a new architecture, the tyre **accepts grip changes**. Effective on wet, damp and drying road.
- WARM UP**  
The tread pattern's movement while driving guarantees quick warm-up.
- HANDLING**  
Provides effective support, laterally and when braking.

**1 COMPOUND**  
MW1  
RAIN/DAMP

**AVAILABLE IN 18" AND 17"**  
AVAILABLE SOON IN 14", 15" AND 16"



### KNOWING THE WEAR % OF MY TYRE:

- **1, 2 and 3 visible:** wear < 25%
- **2 and 3 visible:** wear between 25% and 50%
- **3 visible :** wear between 50% and 75%
- **None visible :** wear > 75%



## PILOT SPORT FW3



**ISSUED FROM WRC2**

**VERY HIGH WATER EVACUATION CAPACITY.**  
**FOR USE IN HIGH WATER LEVELS.**

**AVAILABLE IN 18"**



↳ Dimensional offer and technical specifications page 25.

## PILOT SPORT R



**TECHNOLOGIES DERIVED FROM WRC1**

- Grip\*** **GRIP**  
Asymmetrical profile offering a high grip and braking potential.
- HANDLING**  
Optimum ground contact surface area in bends. Compromise between architecture and compound ensuring **endurance and wear face enhanced against the competition.**

4 COMPOUNDS			
P01	11	21	31/32/33
			Rain
SUPER SOFT	SOFT	MEDIUM	HARD

**AVAILABLE IN 14", 15", 16", 17" AND 18"**



USED IN WRC2



**TECHNOLOGIES DERIVED FROM WRC1**

**PILOT SPORT R SPECIFIC RALLY PORSCHE**

- Grip\*** **GRIP**  
Architecture and tread optimized for GT cars.
- HANDLING**  
Variant of the tread pattern used in WRC1 for higher gain and lateral support.

**AVAILABLE IN 24/65-18 P01, 11, 21 29/65-18 P01, 21, 31**

↳ Dimensional offer and technical specifications page 25.

# GRAVEL



REFERENCE	4R	2R	DIAMETER AVAILABLE	FIA COMPLIANT	RECUTTING
<b>N</b> LTX FORCE T	✓	✓	14" and 15"	✓	✓
<b>N</b> LATITUDE CROSS	✓	-	15"	✓	✓

**N** = NEW

REFERENCE	4R	2R	DIAMETER AVAILABLE	FIA COMPLIANT	RECUTTING
LATITUDE CROSS PZ	✓	-	15"	✓	-

## LTX FORCE T

ASYMMETRICAL  
TYRE

**NEW**



### GRIP

New architecture and tread pattern providing **increased grip during acceleration and braking.**



### HANDLING

The tread pattern reduces slipping, hence **increases tyre life.**

#### 3 COMPOUNDS

71	81	91
SOFT	MEDIUM	HARD



**AVAILABLE IN 14" AND 15"**

**A SINGLE TYRE IN ALL POSITIONS ON THE VEHICLE.**

## LATITUDE CROSS PZ



**RECOMMENDED FOR SOFT OR YIELDING CONDITIONS AND NORDIC COUNTRIES**



### GRIP

The tread pattern guarantees proper compromise between grip and adherence in braking.



### HANDLING

Architecture more flexible than the Latitude Cross for more **braking grip and enhanced lateral support.**

#### 2 COMPOUNDS

70	80
SOFT	MEDIUM

**AVAILABLE IN 15"**

↳ Dimensional offer and technical specifications page 26.

## LATITUDE CROSS

TYRE WITH  
PROTECTION  
CORD

**NEW**



**RECOMMENDED FOR RUGGED TERRAIN**



### GRIP

The tread pattern guarantees proper compromise between **grip and adherence in braking.**



### HANDLING

Architecture offering **very high resistance to impacts.**

#### 4 COMPOUNDS

S70	M80	M85	H90
SOFT	MEDIUM	MEDIUM /HARD	HARD

**AVAILABLE IN 15"**



**USED IN WRC2**



↳ Dimensional offer and technical specifications page 26.





# SNOW AND ICE



REFERENCE	4R	2R	SNOW	ICE	STUDDED	NON-STUDDED / STUDDABLE	DIAMETER AVAILABLE
<b>N</b> XICE NORTH NA01	✓	✓	-	✓	✓	-	15"
PILOT ALPIN NA01	✓	✓	✓	✓	-	✓	16"

REFERENCE	4R	2R	SNOW	ICE	STUDDED	NON-STUDDED / STUDDABLE	DIAMETER AVAILABLE
PILOT ALPIN NA00	-	✓	✓	✓	-	✓	15", 17" and 18"

**N** = NEW

## XICE NORTH NA01

TREAD PATTERN DERIVED FROM WRC1

**NEW**



- Grip\*** **GRIP**  
New tread pattern providing **more grip** in the acceleration phase.
- STUDDING**  
New stud profile enhancing **resistance to tearing**.
- HANDLING**  
New architecture offering a **better lateral support**.

**AVAILABLE IN 15"**

**WINNER OF THE 2019 WRC2 RALLY OF SWEDEN**



Dimensional offer and technical specifications page 27.

## PILOT ALPIN NA01

DESIGNED FOR R2 CARS



- Grip\*** **GRIP**  
Architecture providing enhances grip on changing wintery surfaces through **optimized pressure in the contact area**.
- STUDDING**  
Studded version of the Pilot Alpin NA01 meeting **Monte Carlo regulations** allowing use in mixed Snow / Ice conditions typically encountered during the race.
- HANDLING**  
Tread pattern maintaining adherence on melting snow.

**AVAILABLE IN 16"**



## PILOT ALPIN NA00



- Grip\*** **GRIP**  
Stripped tread pattern ensuring **grip** and road holding in wintery conditions.
- STUDDING**  
Tyres designed for snowy roads, which can be studded (Monte-Carlo type studding) for use on ice.
- HANDLING**  
Their 'Super Soft' compound associated with a stripped sculpture ensures **grip and road holding in all conditions encountered in winter rallies**.

**AVAILABLE IN 15", 17" AND 18"**

Dimensional offer and technical specifications page 27.

# HILL CLIMBING



## PILOT SPORT H S5C+

**NEW**



**DEVELOPED FOR INSTANT GRIP AND THROUGHOUT THE CLIMB.**

**AVAILABLE IN 13"**

## PILOT SPORT H S5C

**SHORTENED PICK UP**



- Grip<sup>+</sup> GRIP**  
New architecture for improved lateral support.
- WARM UP**  
**Quick warm-up** thanks to a Super Soft compound formula.
- HANDLING**  
Significant improvement in the pick up and **constancy** of the performance throughout the climb.

**AVAILABLE IN 13", 15", 17" AND 18"**

↳ Dimensional offer and technical specifications page 27.

# CLASSIC COMPETITION



## **TB 5 +** *THE KING OF DRY ROADS*

- Use on dry and rough roads
- New architecture providing greater lateral grip
- New mixture from modern technologies, allowing better warm-up
- **A product that is easier to use and more consistent in performance**

Two rubber types available:

- TB 5+ F soft rubber (soft equivalent to modern R11 mixture)
- TB 5+ R intermediate rubber (intermediate equivalent to modern R21 mixture).

## **TB 5**

- Use on roads that are dry, rough and with major stress.
- Available in soft (TB 5 F) and hard rubbers (TB 5 R))



## **TB 15** *A ROAD-APPROVED RACE TYRE*

- Mixed tyres
- **Very good performances on damp roads**



## **PB20** *THE V.H.C SPECIAL MAXI-RAIN*

- Very high groove rate
- **Optimum grip on soaking wet roads**

# DIMENSIONAL OFFER & TECHNICAL CHARACTERISTICS

THE TECHNICAL DATA  
CONTAINED IN THIS  
DOCUMENT IS GIVEN FOR  
INFORMATION ONLY.  
CHECKS MUST BE MADE  
UNDER REAL CONDITIONS

## ASPHALT RALLY

COMPOUND		SURFACE			CONDITION			TEMPERATURE								
Hardness	Type	Smooth	Low abrasion	High abrasion	Wet	Damp	Dry	-5	0	5	10	15	20	25	30	30+
FORTE PLUIE	FW3															
PLUIE	P01															
PLUIE	MW1															
SUPER SOFT	01															
SOFT	11															
MEDIUM	21															
HARD	31, 32, 33															

CAI	DESIGNATION	TYPE	PROFILE	WHEEL RECOMMENDED (")	TREAD WIDTH (MM)	TIRE SECTION (MM)	DIAMETER INFLATED (MM)	ROLLING CIRCUMFERENCE (MM)		
259279	16/57 - 14	R11	Soft	6	152	180	569	1741		
341816	16/57 - 14	R21	Medium	6	152	180	569	1741		
990676	16/57 - 14	P01	Rain	6	152	180	569	1741		
375228	19/58 - 15	R11	Soft	6,5	177	194	581	1825		
730497	19/58 - 15	R21 R	Medium	6,5	177	194	581	1825		
374784	19/58 - 15	R31	Hard	6,5	177	194	581	1825		
053393	19/58 - 15	P01	Rain	6,5	177	194	581	1825		
332150	20/58 - 15	R11 R	Soft	7	193	210	576	1811		
366245	20/58 - 15	R21 R	Medium	7	193	210	576	1811		
632990	20/58 - 15	P01 R	Rain	7	193	210	576	1811		
555082	19/60 - 16	R11	Soft	6,5	180	198	602	1851		
696623	19/60 - 16	R21 R	Medium	6,5	180	198	602	1851		
608664	19/60 - 16	R31	Hard	6,5	180	198	602	1851		
590058	19/60 - 16	P01	Rain	6,5	180	198	602	1851		
<b>N</b>	-	19/63 - 17	MW1 RFID	IN PROGRESS						
828087	19/63 - 17	R11 R	Soft	7	180	199	631	1942		
663741	19/63 - 17	R21 R	Medium	7	180	199	631	1942		
650948	19/63 - 17	R31	Hard	7	180	199	631	1942		
648447	19/63 - 17	P01	Rain	7	180	199	631	1942		
575772	20/63 - 17	R11 R	Soft	8	200	222	626	1967		
309188	20/63 - 17	R21 R	Medium	8	200	222	646	1980		
471098	18/65 - 18	FW3L RFID	Rain	8	173	219	649	2041		
645995	18/65-18	FW3R RFID	Rain	8	173	219	649	2041		
<b>N</b>	089432	20/65 - 18	MW1 RFID	8	220	226	646	1980		
620895	20/65 - 18	R01	Soft	8	202	225	648	1993		
820829	20/65 - 18	R11	Soft	8	202	225	648	1993		
517425	20/65 - 18	R21 R	Medium	8	202	225	648	1993		
826282	20/65 - 18	R32	Hard	8	202	225	648	1993		
622899	20/65 - 18	R33 R	Hard	8	202	225	648	1993		
985340	20/65 - 18	P01	Rain	8	202	225	648	1993		
091227	24/65 - 18	R11	Soft	9	226	249	649	2038		
889408	24/65 - 18	R21	Medium	9	229	251	648	2038		
456226	24/65 - 18	P01	Rain	9	229	251	648	2038		
018333	29/65 - 18	R21	Medium	12	321	321	652	2047		
894331	29/65 - 18	R31	Hard	12	321	321	652	2047		
331637	29/65 - 18	P01	Rain	12	321	323	651	2047		

**N** The technical data contained in this document is for information only. Checks must be made under real conditions.

**N** = NEW

# GRAVEL RALLY

COMPOUND		SURFACE			CONDITION			TEMPERATURE								
Hardness	Type	Gravel	Compact	Rough	Mud	Mixed	Dry	-5	0	5	10	15	20	25	30	30+
SOFT	70/71															
MEDIUM	80/81															
MEDIUM/HARD	85															
HARD	90/91															

CAI	DESIGNATION	TYPE	PROFILE	WHEEL RECOMMENDED (")	TREAD WIDTH (MM)	TIRE SECTION (MM)	DIAMETER INFLATED (MM)	ROLLING CIRCUMFERENCE (MM)
-----	-------------	------	---------	-----------------------	------------------	-------------------	------------------------	----------------------------

<b>N</b>	813922	14/60 - 14	T 81 RFID	Medium	6	146	182	633	1899
<b>N</b>	052417	14/60 - 14	T 91 RFID	Hard	6	146	182	633	1899
<b>N</b>	396095	14/62 - 15	T 71 RFID	Soft	6	145	184	624	1871
<b>N</b>	959271	14/62 - 15	T 81 RFID	Medium	6	145	184	624	1871
<b>N</b>	246663	16/64 - 15	T 71 RFID	Soft	6	164	205	644	1934
<b>N</b>	817461	16/64 - 15	T 81 RFID	Medium	6	164	205	644	1934
<b>N</b>	411526	16/64 - 15	T 91 RFID	Hard	6	164	205	644	1934
	192795	17/65 - 15	T 71	Soft	6	186	197	643	2019
	262110	17/65 - 15	T 81	Medium	6	186	197	643	2019
	989374	17/65 - 15	T 91	Hard	6	186	197	643	2019
<b>N</b>	969185	17/65 - 15	S70R RFID	Soft	7	180	213	647	1947
<b>N</b>	397022	17/65 - 15	S70L RFID	Soft	7	180	213	647	1947
<b>N</b>	067516	17/65 - 15	M80R RFID	Medium	7	180	222	646	1945
<b>N</b>	817463	17/65 - 15	M80L RFID	Medium	7	180	222	646	1945
<b>N</b>	846771	17/65 - 15	M85R RFID	Medium/ Hard					IN PROGRESS
<b>N</b>	272592	17/65 - 15	M85L RFID	Medium/ Hard					IN PROGRESS
<b>N</b>	870417	17/65 - 15	H90R RFID	Hard					IN PROGRESS
<b>N</b>	413580	17/65 - 15	H90L RFID	Hard					IN PROGRESS
	791823	17/65 - 15	PZ L 70	Soft	7	180	213	647	1947
	270428	17/65 - 15	PZ R 70	Soft	7	180	213	647	1947
	830513	17/65 - 15	PZ L 80	Medium	7	180	213	647	1947
	509206	17/65 - 15	PZ R 80	Medium	7	180	213	647	1947
	140393	18/66 - 15	T71	Soft	7	190	233	664	1994

⚠ The technical data contained in this document is for information only. Checks must be made under real conditions.

**N** = NEW

# SNOW & ICE RALLY

CAI	DESIGNATION	TYPE	PROFILE	WHEEL RECOMMENDED (")	TREAD WIDTH (MM)	TIRE SECTION (MM)	DIAMETER INFLATED (MM)	ROLLING CIRCUMFERENCE (MM)
-----	-------------	------	---------	-----------------------	------------------	-------------------	------------------------	----------------------------

<b>N</b>	419700	13/64 - 15	NA01	Studded	6	133	181	640	2011
	043907	15/65 - 15	NA01R RFID	Studded	7	150	204	650	1954
	958109	15/65 - 15	NA01L RFID	Studded	7	150	204	650	1954
	857931	16/61 - 15	NA00	-	6	167	200	612	1836
	460943	16/61 - 16	NA01	-	6,5	160	196	616	1934
	066330	16/61 - 17	NA00	-	7	164	200	615	1844
	139571	18/65 - 18	NA00 RFID	-	8	178	222	648	1955

# HILL CLIMBING

CAI	DESIGNATION	TYPE	PROFILE	WHEEL RECOMMENDED (")	TREAD WIDTH (MM)	TIRE SECTION (MM)	DIAMETER INFLATED (MM)	ROLLING CIRCUMFERENCE (MM)
-----	-------------	------	---------	-----------------------	------------------	-------------------	------------------------	----------------------------

<b>N</b>	572426	20/54 - 13	S5C+						IN PROGRESS
<b>N</b>	440225	24/57 - 13	S5C+						IN PROGRESS
	417166	20/54 - 13	S5C	9J13	199	245	541	1661	
	166944	22/54 - 13	S5C	10J13	220	270	541	1661	
	799284	24/57 - 13	S5C	10J13	241	289	585	1765	
	308815	26/64 - 13	S5C	12J13	288	328	634	1958	
	546802	19/57 - 15	S5C	7J17	185	206	573	1774	
	384649	20/61 - 17	S5C	8J17	187	219	606	1870	
	562022	24/61 - 17	S5C	9J17	235	250	605	1857	
	658524	24/65 - 18	S5C	9J18	229	251	647	1988	
	547868	27/65 - 18	S5C	11J18	262	298	647	1988	
	667424	30/65 - 18	S5C	12.5J18	288	329	650	1996	
	472130	31/71 - 18	S5C	13J18	316	343	709	2192	

⚠ The technical data contained in this document is for information only. Checks must be made under real conditions.

**N** = NEW

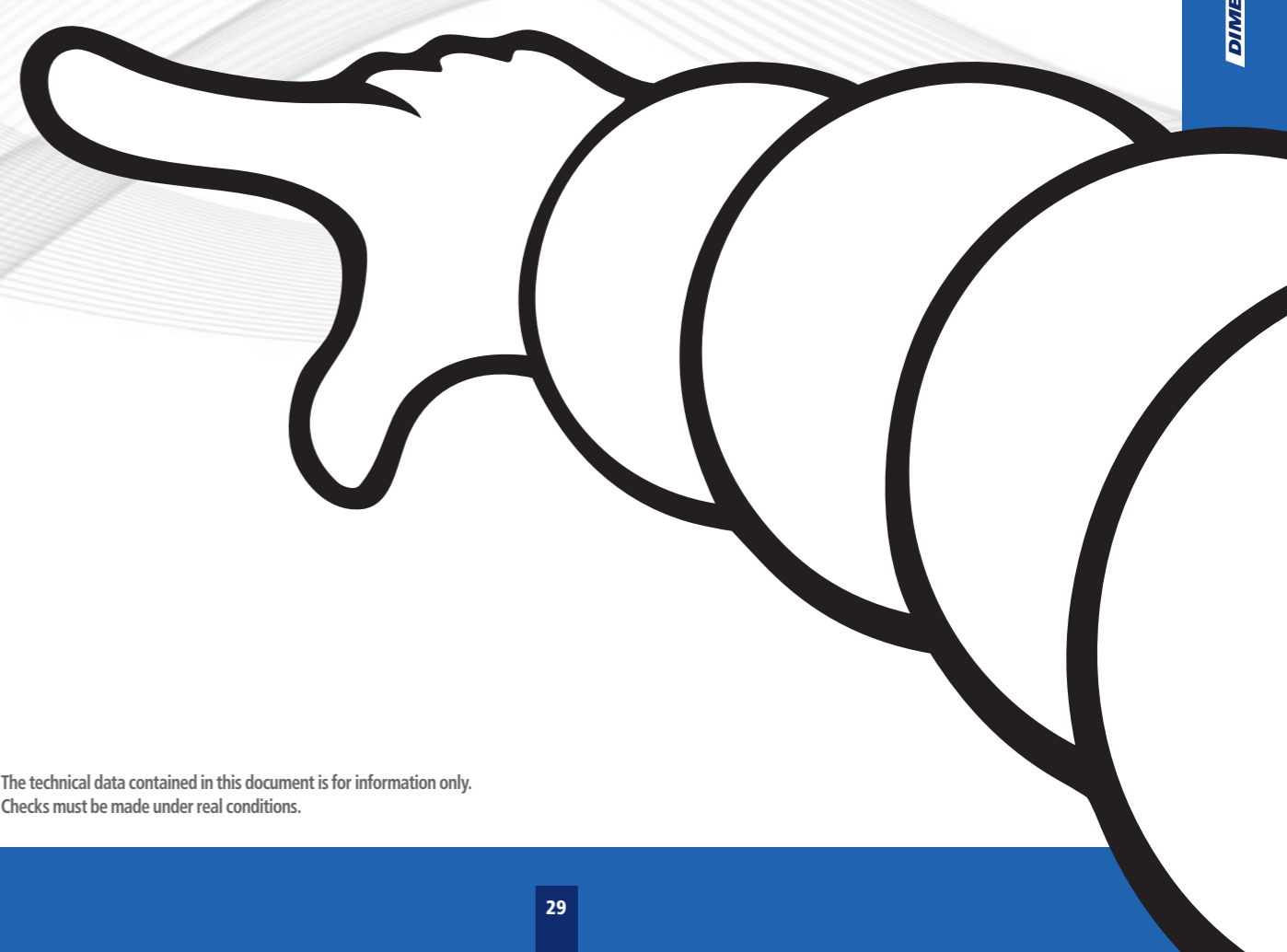
# CLASSIC COMPETITION

RANGES	Michelin designation for racing tires	Equivalent metric dimensions + load and speed index	Ext. diam. (mm)	Rolling circumference (mm)	ETRTO wheel width recommended (inch)	Section / Rim (mm / inch)	
<b>TB5+</b>	16/53-13 TB5+ F	185/55 R 13 72 V	531	1677	5 to 6.5		
	16/53-13 TB5+ R	185/55 R 13 72 V	531	1677	5 to 6.5		
	20/53-13 TB5+ F	245/40 R 13 77 V	531	1659	8 to 9.5		
	20/53-13 TB5+ R	245/40 R 13 77 V	531	1659	8 to 9.5		
	18/60-15 TB5+ F	225/50 R 15 79 V	605	1912	6 to 8		
	18/60-15 TB5+ R	225/50 R 15 79 W	605	1912	6 to 8		
	23/59-15 TB5+ R	265/40 R 15 92 W	592	1817	8.5 to 10		
	23/62-15 TB5+ F	270/45 R 15 86 W	620	1903	8.5 to 10.5		
	23/62-15 TB5+ R	270/45 R 15 86 W	620	1903	8.5 to 10.5		
	26/61-15 TB5+ F	285/40 R 15 87 W	610	1920	9.5 to 11		
	26/61-15 TB5+ R	285/40 R 15 87 W	610	1920	9.5 to 11		
	29/61-15 TB5+ R	335/35 R 15 93 W	616	1890	11 to 13		
<b>TB5</b>	16/53 - 13 TB 5 F	185/55 R 13 72 V	531	1625	5 to 6.5	195 / 6	
	20/53 - 13 TB 5 F	245/40 R 13 77 V	531	1625	8 to 9.5	252 / 9	
	18/60 - 15 TB 5 F	225/50 R 15 79 V	605	1857	6 to 8	230 / 7	
	18/60 - 15 TB 5 R	225/50 R 15 79 W	605	1857	6 to 8	230 / 7	
	23/62 - 15 TB 5 F	270/45 R 15 86 W	620	1903	8.5 to 10.5	278 / 9	
	23/62 - 15 TB 5 R	270/45 R 15 86 W	620	1903	8.5 to 10.5	278 / 9	
	23/59 - 15 TB 5 R	265/40 R 15 92 W	592	1817	8.5 to 10.5	269 / 9	
	26/61 - 15 TB 5 F	285/40 R 15 87 W	610	1871	9.5 to 11	291 / 10	
	26/61 - 15 TB 5 R	285/40 R 15 87 W	610	1871	9.5 to 11	291 / 10	
	29/61 - 15 TB 5 R	335/35 R 15 93 W	616	1890	11 to 13	341 / 11.5	
	<b>TB 15 (MIXTE) PB 20 (MAXI-PLUIE)</b>	16/53 - 13 TB15	175/60 R 13 72 V	536	1640	5 to 6	189 / 6
		20/53 - 13 TB15	225/45 R 13 77 V	533	1635	7 to 8.5	231 / 8
15/60 - 15 TB 15		170/65 R 15 77 V	601	1847	5 to 6	185 / 6	
18/60 - 15 TB 15		215/55 R 15 79 V	612	1885	6 to 7.5	224 / 7	
23/62 - 15 TB 15		270/45 R 15 86 V	625	1923	8.5 to 10.5	268 / 9	
26/61 - 15 TB 15		295/40 R 15 87 V	615	1891	10 to 11.5	288 / 10	
29/61 - 15 TB 15		335/35 R 15 93 V	621	1903	11 to 13	330 / 11.5	
18/60 - 15 PB 20		205/55 R 15 79 H	609	1869	5.5 to 7.5	220 / 6.5	
23/62 - 15 PB 20	275/45 R 15 86 H	628	1928	8.5 to 10.5	266 / 9		

⚠ The technical data contained in this document is for information only. Checks must be made under real conditions.

RANGES	Michelin designation for racing tires	Average section width measured in mm, at 1b8 and 25°C												
		Wheel 5"	Wheel 5,5"	Wheel 6"	Wheel 6,5"	Wheel 7"	Wheel 7,5"	Wheel 8"	Wheel 8,5"	Wheel 9"	Wheel 9,5"	Wheel 10"	Wheel 10,5"	Wheel 11"
<b>TB5+</b>	16/53-13 TB5+ F	178.08	183.08	188.28	193.28									
	16/53-13 TB5+ R	178.08	183.08	188.28	193.28									
	20/53-13 TB5+ F							237.88	243.08	248.08	253.28			
	20/53-13 TB5+ R							237.88	243.08	248.08	253.28			
	18/60-15 TB5+ F			212.78	217.78	222.98	227.98	232.98						
	18/60-15 TB5+ R			212.78	217.78	222.98	227.98	232.98						
	23/59-15 TB5+ R													
	23/62-15 TB5+ F													
	23/62-15 TB5+ R													
	26/61-15 TB5+ F										283.63	288.63	293.63	298.83
	26/61-15 TB5+ R										283.63	288.63	293.63	298.83
	29/61-15 TB5+ R													

⚠ The technical data contained in this document is for information only. Checks must be made under real conditions.



# ***RECUTTING*** ***RALLY TYRES***

## ***RECUTTING*** ***ASPHALT TYRES***

Our range of asphalt PILOT SPORT R tyres can be recut in two ways:

### 1. "WET" use



### 2. «FULL WET» use





## **RECUTTING GRAVEL TYRES**

We have two ranges of gravel tyres  
with different treads:

1. Tread:  
LATITUDE CROSS TZS / TZ / PZ



2. Tread  
LTX FORCE T



Cambered side  
Vehicle ext.

Non-cambered side  
Vehicle ext.

## **RECOMMENDATIONS FOR USE**

# **RALLY AND CLASSIC COMPETITION TYRES**

## **MAJOR RECOMMENDATIONS RELATING TO 4R RALLY TYRES**

### *CUSTOMER RACING*

We ask anyone using Michelin Group Auto client competition tyres for the Rally to read the "User Guide" in this document.

- Michelin Competition tyres are intended for competition use on closed roads and not for road use outside of competitions.
- Exceeding certain recommendations (e.g. Camber or low pressure) may cause deterioration to the tyre or a drop in performance: quicker tyre wear, impact on vehicle balance (under- or oversteer).
- The integrity of the rally tyre construction is guaranteed for the wear or grip potential.
- These recommendations extend beyond driving hazards such as punctures.

Contact the Michelin Rally technical services for any use outside the defined recommendations.

> Tel. + 33 (0) 6 81 38 69 61.

## **ASPHALT**

### **16/57 - 14**

#### **16/57 - 14 R11 - R21 / SA30 / P01**

Usage	Rallye Asphalte
Charge max / Max Load (statique + dynamique)	310 DaN
Vitesse max / Max speed	190 Km/h
Jante nominale / Nominal Rim	6 (+/- 0,5) J 14
Pression minimum à froid / Mini cold pressure	1.6 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	Mini 2.0 à max 2.3 Bar
Max pince -30, carrossage max 2°	1

### **18/65 - 15**

#### **18/65 - 15 FW2R Full wet**

Usage	Rallye Asphalte
Charge max / Max Load (statique + dynamique)	380 DaN
Vitesse max / Max speed	210 Km/h
Jante nominale / Nominal Rim	8.0 (+/- 0,5) J 18
Pression minimum à froid / Mini cold pressure	2.2 Bar
Relais / Stints	NA Km

## 19/58 - 15

19/58 - 15 P01 / R11 - R21 R - R31	
Usage	Rallye Asphalte
Charge max / Max Load (statique + dynamique)	400 DaN
Vitesse max / Max speed	190 Km/h
Jante nominale / Nominal Rim	6.5 (+/- 0,5) J 15
Pression minimum à froid / Mini cold pressure	1.6 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	Mini 2.0 à max 2.3 Bar
Max pince -30, carrossage max 2°	1

## 20/58 - 15

20/58 - 15 R11 R - R21 R - P01 R	
Usage	Rallye Asphalte
Charge max / Max Load (statique + dynamique)	NA DaN
Vitesse max / Max speed	NA Km/h
Jante nominale / Nominal Rim	7.0 (+/- 0,5) J 15
Pression minimum à froid / Mini cold pressure	NA Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	Mini 2.0 à max 2.3 Bar
Max pince -30, carrossage max 2°	1

## 19/60 - 16

19/60 - 16 P01 / R11 - R21 R - R31	
Usage	Rallye Asphalte
Charge max / Max Load (statique + dynamique)	420 DaN
Vitesse max / Max speed	190 Km/h
Jante nominale / Nominal Rim	6.5 (+/- 0,5) J 16
Pression minimum à froid / Mini cold pressure	1.6 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	Mini 2.0 à max 2.3 Bar
Max pince -30, carrossage max 2°	1

## 19/63 - 17

19/63 - 17 P01 / R11 R - R21 R - R31	
Usage	Rallye Asphalte
Charge max / Max Load (statique + dynamique)	430 DaN
Vitesse max / Max speed	190 Km/h
Jante nominale / Nominal Rim	7.0 (+/- 0,5) J 17
Pression minimum à froid / Mini cold pressure	1.6 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	Mini 2.0 à max 2.3 Bar
Max pince -30, carrossage max 2°	1

## 20/63 - 17

20/63 - 17 R11 R - R21 R	
Usage	Rallye Asphalte
Charge max / Max Load (statique + dynamique)	430 DaN
Vitesse max / Max speed	190 Km/h
Jante nominale / Nominal Rim	8.0 (+/- 0,5) J 17
Pression minimum à froid / Mini cold pressure	1.6 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	Mini 2.0 à max 2.3 Bar
Max pince -30, carrossage max 2°	1

## 20/65 - 18

20/65 - 18 MW1 RFID/ P01 / R01 - R11 - R21 R - R31 - R32 - R33	
Usage	Rallye Asphalte
Charge max / Max Load (statique + dynamique)	380 DaN
Vitesse max / Max speed	210 Km/h
Jante nominale / Nominal Rim	8.0 (+/- 0,5) J 18
Pression minimum à froid / Mini cold pressure	1.6 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	Mini 2.0 à max 2.3 Bar
Max pince -30, carrossage max 2°	1

## 24/65 - 18

24/65 - 18 R11 R - R21 R / SA02 - SA20	
Usage	Rallye Asphalte
Charge max / Max Load (statique + dynamique)	300 DaN
Vitesse max / Max speed	220 Km/h
Jante nominale / Nominal Rim	9.0 (+/- 0,5) J 18
Pression minimum à froid / Mini cold pressure	Minimum 1.6 - Maximum 1.98 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	Mini 2.0 à max 2.3 Bar
Max pince -30, carrossage max 2°	1

24/65 - 18 PE00 / PE01	
Usage	Rallye Asphalte
Charge max / Max Load (statique + dynamique)	300 DaN
Vitesse max / Max speed	220 Km/h
Jante nominale / Nominal Rim	9.0 (+/- 0,5) J 18
Pression minimum à froid / Mini cold pressure	1.8 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	Mini 2.1 à max 2.3 Bar
Max pince -30, carrossage max 2°	1

## 29/65 - 18

29/65 - 18 SA20 - SA32 / R21 R - R31 R	
Usage	Rallye Asphalte
Charge max / Max Load (statique + dynamique)	420 DaN
Vitesse max / Max speed	220 Km/h
Jante nominale / Nominal Rim	12.0 J 18
Pression minimum à froid / Mini cold pressure	Minimum 1.6 - Maximum 1.7 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	Mini 2.1 à max 2.3 Bar
Max pince -30, carrossage max 2°	1

29/65 - 18 PE00 P01	
Usage	Rallye Asphalte
Charge max / Max Load (statique + dynamique)	420 DaN
Vitesse max / Max speed	220 Km/h
Jante nominale / Nominal Rim	12.0 J 18
Pression minimum à froid / Mini cold pressure	1.8 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	Mini 2.1 à max 2.3 Bar
Max pince -30, carrossage max 2°	1

# GRAVEL

## 16/64 - 15

### 16/64 - 15 TZL 70 - 80 - 90 / TZR 70 - 80 - 90 Rallye terre

Usage	Rallye terre /Gravel
Charge max / Max Load (statique + dynamique)	NA DaN
Vitesse max / Max speed	NA Km/h
Jante nominale / Nominal Rim	6.0 (+/- 0,5) J 15
Pression minimum à froid / Mini cold pressure	1.7 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure	
	Usage roulant/Fast 0b Max b Bar	Usage cassant/Hard Max Bar
Carrossage / Camber		
Max pince -30, carrossage 1° à max 2°	1	1

## 17/65 - 15

### 17/65 - 15 M 80 L - R / S 70 L - R / TZSL 70 - 80 - 90 / TZSR 70 - 80 - 90 / TZR 80 / TZL 80 Rallye terre

Usage	Rallye terre /Gravel
Charge max / Max Load (statique + dynamique)	NA DaN
Vitesse max / Max speed	NA Km/h
Jante nominale / Nominal Rim	7.0 (+/- 0,5) J 15
Pression minimum à froid / Mini cold pressure	1.7 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure	
	Usage roulant/Fast 2.0b Max 2.3b Bar	Usage cassant/Hard 2.3b Max 2.5 Bar
Carrossage / Camber		
Max pince -30, carrossage 1° à max 2°	1	1

### 17/65 - 15 PZR 70 - 80 / PZL 70 - 80 Rallye terre roulant

Usage	Rallye terre /Gravel
Charge max / Max Load (statique + dynamique)	NA DaN
Vitesse max / Max speed	NA Km/h
Jante nominale / Nominal Rim	7.0 (+/- 0,5) J 15
Pression minimum à froid / Mini cold pressure	1.9 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure	
	Usage roulant/Fast 2.0b Max 2.3b Bar	Usage cassant/Hard 2.3b Max 2.5 Bar
Carrossage / Camber		
Max pince -30, carrossage 1° à max 2°	1	1

# SNOW AND ICE

## 9/58 - 13

### 9/58 - 13 NA00 Rallye glace

Usage	Rallye neige et glace - Snow and ice rally
Charge max / Max Load (statique + dynamique)	NA DaN
Vitesse max / Max speed	NA Km/h
Jante nominale / Nominal Rim	5.0 J 13
Pression minimum à froid / Mini cold pressure	1.7 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	1.9b - Max 2.0b Bar
NA°	1

## 9/58 - 14

### 9/58 - 14 NA00 Rallye glace

Usage	Rallye neige et glace - Snow and ice rally
Charge max / Max Load (statique + dynamique)	NA DaN
Vitesse max / Max speed	NA Km/h
Jante nominale / Nominal Rim	5.0 J 14
Pression minimum à froid / Mini cold pressure	1.7 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	1.9b - Max 2.0b Bar
NA°	1

## 10/65 - 15

10/65 - 15 NA00 Rallye glace	
Usage	Rallye neige et glace – Snow and ice rally
Charge max / Max Load (statique + dynamique)	NA DaN
Vitesse max / Max speed	NA Km/h
Jante nominale / Nominal Rim	5.0 J 15
Pression minimum à froid / Mini cold pressure	1.7 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	1.9b - Max 2.0b Bar
NA°	1

## 10/65 - 16

10/65 - 16 NA00 / GER00 / GEL00 Rallye glace	
Usage	Rallye neige et glace – Snow and ice rally
Charge max / Max Load (statique + dynamique)	NA DaN
Vitesse max / Max speed	NA Km/h
Jante nominale / Nominal Rim	5.0 J 16
Pression minimum à froid / Mini cold pressure	Minimum 1.6 - Maximum 2.0 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	2.0b - Max 2.1b Bar
NA°	1

## 16/61 - 15

16/61 - 15 NA00 – NA01 Rallye neige	
Usage	Rallye neige et glace – Snow and ice rally
Charge max / Max Load (statique + dynamique)	NA DaN
Vitesse max / Max speed	NA Km/h
Jante nominale / Nominal Rim	6.0 (+/- 0,5) J 15
Pression minimum à froid / Mini cold pressure	Minimum 1.6 - Maximum 1.9 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	2.0b - Max 2.2b Bar
NA°	1

## 16/61 - 16

16/61 - 16 Pilot Alpin NA01/ NA01CL Rallye neige	
Usage	Rallye neige et glace – Snow and ice rally
Charge max / Max Load (statique + dynamique)	NA DaN
Vitesse max / Max speed	NA Km/h
Jante nominale / Nominal Rim	6.5 (+/-0.5) J16 H2
Pression minimum à froid / Mini cold pressure	Minimum 1.6 - Maximum 1.9 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	2.0b - Max 2.4b Bar
NA°	1

## 16/61 - 17

16/61 - 17 NA00 – NA01 Rallye neige	
Usage	Rallye neige et glace – Snow and ice rally
Charge max / Max Load (statique + dynamique)	NA DaN
Vitesse max / Max speed	NA Km/h
Jante nominale / Nominal Rim	7.0 (+/-0.5) J17
Pression minimum à froid / Mini cold pressure	Minimum 1.6 - Maximum 1.9 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	2.0b - Max 2.2b Bar
NA°	1

## 18/65 - 18

18/65 - 18 NA00 / Pilot Alpin NA00 RFID – NA01 RFID Rallye neige	
Usage	Rallye neige et glace – Snow and ice rally
Charge max / Max Load (statique + dynamique)	NA DaN
Vitesse max / Max speed	NA Km/h
Jante nominale / Nominal Rim	8.0 (+/-0.5) J18
Pression minimum à froid / Mini cold pressure	Minimum 1.6 - Maximum 1.9 Bar
Relais / Stints	NA Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure
Carrossage / Camber	2.0b - Max 2.2b Bar
NA°	1

# HILL CLIMBING

## 20/54 - 13

20/54 - 13 Slick S5C - S5D	
Usage	Course de cote
Charge max / Max Load (statique + dynamique)	360 DaN
Vitesse max / Max speed	230 Km/h
Jante nominale / Nominal Rim	9.0 (+/- 0,5) J 13
Pression minimum à froid / Mini cold pressure	1.0 Bar
Relais / Stints	50 Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure					
	1.4 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar	1.85 Bar
Carrossage / Camber						
-4.5 °	0	1	1	1	1	2
-4.0 °	0	1	1	1	2	2
-3.5 °	0	1	1	2	2	2
From -2.0 to -3.0 °	0	1	2	2	2	2

## 22/54 - 13

22/54 - 13 Slick S5B - S5C	
Usage	Course de cote
Charge max / Max Load (statique + dynamique)	360 DaN
Vitesse max / Max speed	245 Km/h
Jante nominale / Nominal Rim	10.0 (+/- 0,5) J 13
Pression minimum à froid / Mini cold pressure	1.0 Bar
Relais / Stints	50 Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure					
	1.4 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar	1.85 Bar
Carrossage / Camber						
-4.5 °	0	1	1	1	1	2
-4.0 °	0	1	1	1	2	2
-3.5 °	0	1	1	2	2	2
From -2.0 to -3.0 °	0	1	2	2	2	2

## 24/57 - 13

24/57 - 13 Slick S5C - S5D	
Usage	Course de cote
Charge max / Max Load (statique + dynamique)	455 DaN
Vitesse max / Max speed	230 Km/h
Jante nominale / Nominal Rim	10.0 (+/- 0,5) J 13
Pression minimum à froid / Mini cold pressure	1.0 Bar
Relais / Stints	50 Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure					
	1.4 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar	1.85 Bar
Carrossage / Camber						
-3.5 °	0	1	1	1	2	2
-3.0 °	0	1	1	2	2	2
From -2.0 to -2.5 °	0	1	2	2	2	2

## 26/64 - 13

26/64 - 13 Slick S5C	
Usage	Course de cote
Charge max / Max Load (statique + dynamique)	450 DaN
Vitesse max / Max speed	300 Km/h
Jante nominale / Nominal Rim	11.75 (+/- 0,5) J 13
Pression minimum à froid / Mini cold pressure	1.1 Bar
Relais / Stints	50 Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure					
	1.45 Bar	1.5 Bar	1.6 Bar	1.75 Bar	1.8 Bar	1.9 Bar
Carrossage / Camber						
-4.0 °	0	1	1	1	1	1
-3.5 °	0	1	1	1	1	1
From -2.0 to -3.0 °	0	1	1	1	1	1

## 19/57 - 15

### 19/57 - 15 Slick S5B - S5C

Usage	Course de cote
Charge max / Max Load (statique + dynamique)	290 DaN
Vitesse max / Max speed	230 Km/h
Jante nominale / Nominal Rim	7.0 (+/- 0,5) J 15
Pression minimum à froid / Mini cold pressure	1.6 Bar
Relais / Stints	50 Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure				
	2.0 Bar	2.1 Bar	2.2 Bar	2.3 Bar	2.4 Bar
Carrossage / Camber					
-3.5 °	0	0	0	2	2
-3.25 °	0	0	0	2	2
-3.0 °	0	0	1	2	2
From -2.0 to -2.75 °	0	1	2	2	2

## 20/61-17

### 20/61 - 17 Slick S5B - S5C

Usage	Course de cote
Charge max / Max Load (statique + dynamique)	400 DaN
Vitesse max / Max speed	230 Km/h
Jante nominale / Nominal Rim	7.5 (+/- 0,5) J 17
Pression minimum à froid / Mini cold pressure	1.6 Bar
Relais / Stints	50 Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.1 Bar
Carrossage / Camber					
-3.5 °	0	0	0	1	2
-3.25 °	0	0	1	2	2
-3.0 °	0	1	2	2	2
From -2.0 to -2.75 °	0	1	2	2	2

## 24/61-17

### 24/61 - 17 Slick S5B - S5C

Usage	Course de cote
Charge max / Max Load (statique + dynamique)	400 DaN
Vitesse max / Max speed	230 Km/h
Jante nominale / Nominal Rim	9.0 (+/- 0,5) J 17
Pression minimum à froid / Mini cold pressure	1.6 Bar
Relais / Stints	50 Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Carrossage / Camber					
-3.5 °	0	0	0	1	2
-3.25 °	0	0	1	2	2
-3.0 °	0	1	2	2	2
From -2.0 to -2.75 °	0	1	2	2	2

## 24/65- 18

### 24/65 - 18 Slick S5A - S5C

Usage	Course de cote
Charge max / Max Load (statique + dynamique)	500 DaN
Vitesse max / Max speed	230 Km/h
Jante nominale / Nominal Rim	9.0 (+/- 0,5) J 18
Pression minimum à froid / Mini cold pressure	1.6 Bar
Relais / Stints	50 Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Carrossage / Camber					
-2.25 °	0	0	0	1	2
-2.0 °	0	0	1	2	2
-1.75 °	0	1	2	2	2
From 0 to -1.5 °	0	1	2	2	2



## 27/65 - 18

### 27/65 - 18 Slick S5A - S5C

Usage	Course de cote
Charge max / Max Load (statique + dynamique)	500 DaN
Vitesse max / Max speed	230 Km/h
Jante nominale / Nominal Rim	11.0 (+/- 0,5) J 18
Pression minimum à froid / Mini cold pressure	1.6 Bar
Relais / Stints	50 Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Carrossage / Camber					
-3.5 °	0	0	0	1	2
-3.25 °	0	0	1	2	2
-3.0 °	0	1	2	2	2
From -2.0 to -2.75 °	0	1	2	2	2

## 30/65 - 18

### 30/65 - 18 Slick S5C

Usage	Course de cote
Charge max / Max Load (statique + dynamique)	600 DaN
Vitesse max / Max speed	320 Km/h
Jante nominale / Nominal Rim	12.5 (+/- 0,5) J 18
Pression minimum à froid / Mini cold pressure	1.4 Bar
Relais / Stints	50 Km

Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Carrossage / Camber					
-4.0 °	0	0	0	1	1
-3.5 °	0	0	1	1	1
-3.25 °	0	1	1	1	1
From -2.0 to -3.0 °	0	1	1	1	1

## 31/71 - 18

### 31/71 - 18 Slick S5C

Usage	Course de cote
Charge max / Max Load (statique + dynamique)	730 DaN
Vitesse max / Max speed	320 Km/h
Jante nominale / Nominal Rim	13.0 (+/- 0,5) J 18
Pression minimum à froid / Mini cold pressure	1.2 Bar
Relais / Stints	50 Km

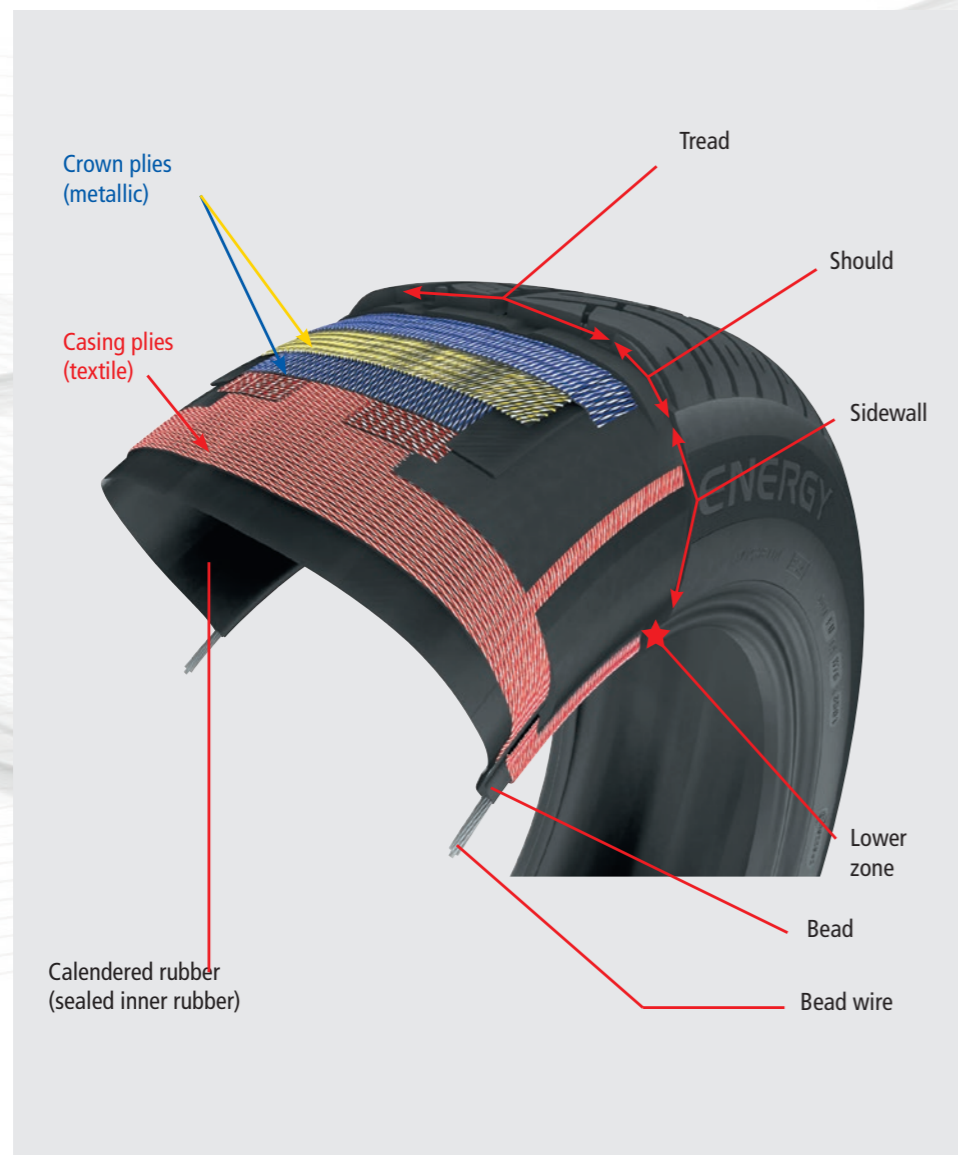
Nb de relais / Nb stints	Pression minimum à chaud / Mini hot pressure				
	1.8 Bar	1.9 Bar	2.0 Bar	2.1 Bar	2.2 Bar
Carrossage / Camber					
-3.5 °	0	0	0	0	0
-3.25 °	0	1	1	1	1
-3.0 °	0	1	1	1	1
From -2.0 to -2.75 °	0	1	1	1	1

***DAMAGE  
RECOGNISING  
AND ACTING***

## DAMAGE ON THE TYRES

### NO INJURY OR DEFORMATION IS TO BE IGNORED

Any visible injury or abnormal sign (sidewall or tread deformation, deep cut, break, appearance of vibrations, racking suffered by the vehicle, etc.) must form the subject of an in-depth examination. The diagnostic will allow for establishing whether the tyre can be repaired or is to be definitively withdrawn from use.



## CONSEQUENCES OF UNDER-INFLATION

Running at an insufficient pressure leads to excessive tyre flexion, causing abnormal overheating and irreversible damage.

The signs and consequences of running on underinflated tyres can be seen in the form of:

1. Marbling (folding of the inner calendered rubber).
2. Dislocation of part or all of the inner calendered rubber.
3. Total or partial loss of tread.
4. Circular rupture of the casing ply.

The signs are undetectable from the outside, hence the need to remove the tyre in the event of a puncture, in order to check its condition.



A tyre showing marbling must in no event be repaired and put back into use

## BREAKAGE OR DISLOCATION OF THE CASING PLYS FOLLOWING FLAT RUNNING

### Description

Tire damage following flat running due to loss of pressure and which result in:

- Casing deformation on the level of the flanks, with possible cable breakage.
- Radial breakage of the interior compound and/or the flank compound in one or several points.
- Separation between the casing ply and the top block likely to end in detreading.

### Origins

All damage causing a loss of pressure.



## CRACKING SIDEWALL

### Description

Sidewall cracks in the rubber.

### Origins

Overheating due to extensive casing work (under-inflated running).  
Exposure to ozone, extended exposure to light.  
Wax, varnish, detergents, etc.

### Checks/advice

- Check the conditions of use: Roads, paths, access. Type of driving, speed load, pressure.
- Check the storage or maintenance conditions of the tyres (in store or in yard)
- Choose a tyre suited to the use and adapt pressure to the use



## CROWN DEFORMATION

**= EXTENDED DECOHESION OF CROWN PLY CABLES WITHOUT OXIDIZATION**

### Description

This damage may concern the crown ply No.1 only, crown ply No.2 only or both crown plies No.1 and No.2. This damage can be seen by: deformation (domed crown) or twist in the tread area, which can be located over the width of the tread, or circular on one edge.



### Two aspects possible:

- The ply cables concerned can exhibit a shiny aspect following the partial disappearance of calendaring (yellow or white cables), but still integral.
  - The cables can be completely separated from the calendaring.
- On a band pulled extending from the damage, lack of rust in the cable slot is observed.

### Origins

Product ageing.

## SEPARATION BETWEEN CROWN PLYS

### Description

Usually, the separation starts at the ends of the crown plies and grow into a pocket or be generalised.



### Aspect :

Compound between plies reduced to powder.  
Sometimes sticky aspect of compounds.  
Sometimes cables shiny due to friction.

### Origins

Overload, under-inflating.  
Excessive sliding.  
Extended running at high speed.  
Wheel locked while passing over an obstacle.  
Hammering

### Evolutions

Carcass ply breakage.  
Rapid deflation.  
Flat running.



## WHAT TO DO IN CASE OF DAMAGE

Any user client finding an anomaly will report it to a dealer or the technician on site.

To issue a claim, the dealer logs onto the following site:  
[motorsportclaim.michelingroup.com](https://motorsportclaim.michelingroup.com)

- Log on (ID + password)
- Press the 'add a new claim' button
- Fill in all the fields in each page.  
**CAUTION: the client's email and the photos are mandatory.**  
Quality of the photos must be appropriate.
- Read the information thoroughly before submitting the claim.  
You can return at any time to add missing elements.
- The claim will be taken into consideration and will switch to the analysis status
- The client (dealer in copy) will receive an answer by email

If Michelin requires the tyre to be inspected, a request will be made to the dealer via the tool (tire to be returned to the address indicated).

The dealer will then reply once the tyre is sent 'tire sent'.

Each dealer can follow the progress of its claims via the tool.

Accurate information ensures a high quality and prompt answer.

# ***GUIDE TO USING RALLY AND CLASSIC COMPETITION TYRES***

## **INTRODUCTION**

We recommend you comply with the following safety and usage instructions. These instructions are valid subject to more restrictive local statutory provisions for tyres decreed or required by the competition, raid or track organizers. Failure to comply with these instructions or procedures may give rise to an incorrect fitting or firmment and cause premature deterioration of the tyre.

Use on banking circuits requires specific tyres and/or conditions of use. Prior to any use, read the recommendations for use on our website [www.michelinmotorsport.com](http://www.michelinmotorsport.com) or make enquiries with Michelin services: 00 33 (0) 4 73 30 14 55.

## **RECOMMENDATIONS**

### **Pre-use verification rules**

The tyre choice must comply with the vehicle's fittings, as defined by this vehicle's manufacturer and constructor. Ensure that the tyres are of the same type on the same axle (brand, trade name, dimensions, structure).

### **Prior to fitting, ensure:**

- That the rim diameter corresponds exactly to the internal diameter of the tyre.
- That the rim width complies with the manufacturer's recommendation or failing that with listed standards (ETRTO, TRA, JATMA, etc.).
- That the rim type (tubeless, tube type) corresponds to the tyre type.
- That the rim is in good condition and shows no signs of deterioration (split, deformation, etc.).
- That the rim has sufficient resistance to support the pressure required for the fitment
- That the tyres are not showing any signs of repairs.

## **TYRE RETREADS**

- Retreading a tyre modifies its characteristics and performance. The operation requires suitable equipment and tools, as well as compliance with instructions.
- Retreading a used tyre (not new) is prohibited.
- Prior to any retreading operation, contact the Michelin department: +33 (0) 4 73 30 14 55.

**Reminder:** Retreading or regrooving ECE R30-approved tyres, intended for use on public roads, is prohibited.

## **CONDITIONS OF USE**

- Never treat the tread rubber with a chemical.
- Do not use tyres for which the background is unknown.
- Within the framework of the use of heating cabinets, never place fitted assemblies in contact with metal parts and/or directly over the heat source.
- Ensure that the pressure, bodywork, speed and axle load values are those recommended by Michelin in accordance with the intended use (update the recommendations in accordance with use)

Standard recommendations for use are available on our website

[www.michelinmotorsport.com](http://www.michelinmotorsport.com)

or contact Michelin services:

00 33 (0) 4 73 30 14 55.

## **FITTING AND REMOVING A TYRE**

Fitting, removing, inflating and balancing tyres must be carried out using suitable equipment in good condition, and entrusted to trained and qualified personnel, who will ensure, in particular:

- Compliance with the constructor's and the legal rules in choosing tyres.
- Prior inspection of the external and internal appearance of the tyre by the fitter.
- Compliance with the tyre fitting, removal, balancing and inflation procedures.
- Compliance with the positioning of the tyre on the vehicle (left, right; front, rear).
- Compliance with the working pressure.
- Measurement equipment such as a pressure gauge or torque wrench must be calibrated and inspected at least once a year by an approved body, or failing this by the supplier or manufacturer.

### **Fitting - Removal:**

- Ensure that the fitting equipment is suited to the fitment type. When using this equipment, refer to the machine manufacturer's user manual.
- Comply with the fitting direction for a directional tyre.
- Lubricate rim seats and tyre beads with a suitable product.
- In the case of a tube type fitment (with inner tube), the dimension of the inner tube must correspond to that of the tyre (cross section and diameter) and the rim must be in a condition to accept the inner tube without damaging it.



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EXCHANGE A FULL CARTRIDGE  
FOR AN EMPTY ONE



## RESULTS

Refill a standard car tyre completely, or  
adjust the pressure on all 4 tyres (300g per tyre)

For example:

1.490 bars for 1 205x55x16 tyre  
or 0.372 bars for each 1 of 4 tyres



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