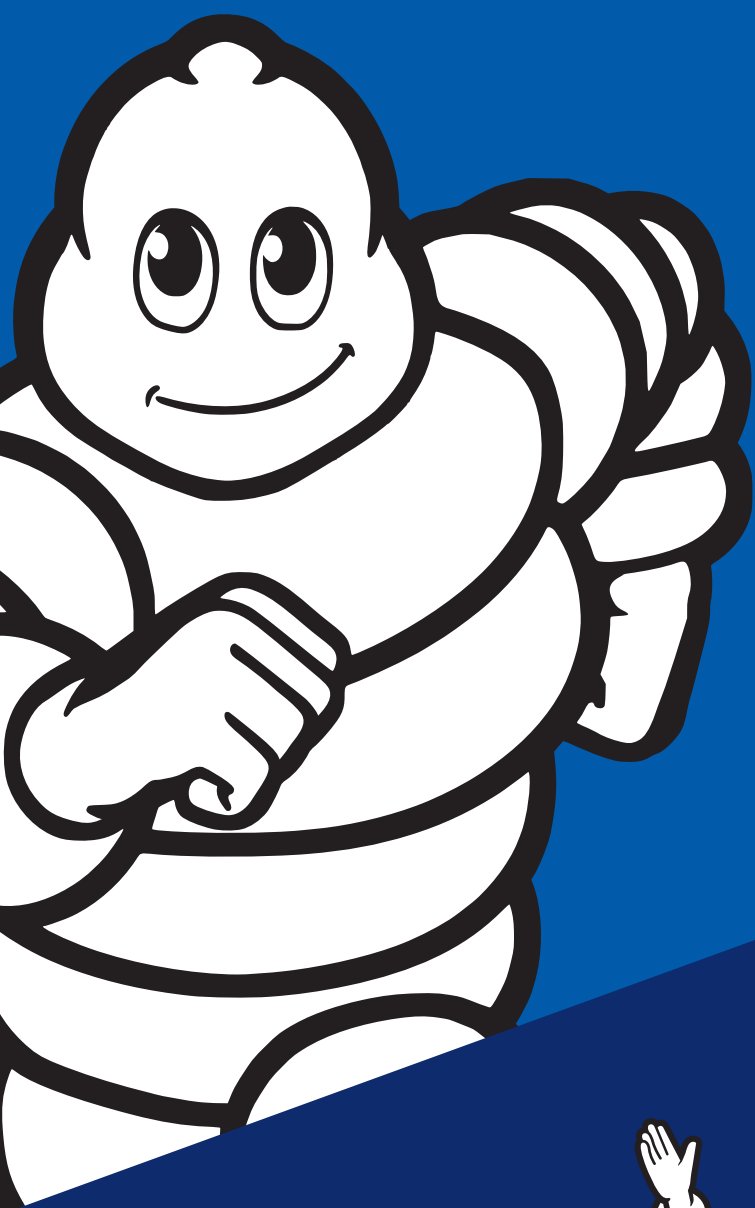
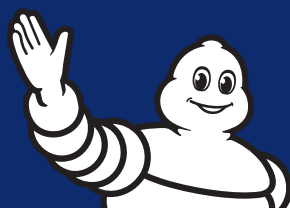


**RALLY  
AND CLASSIC  
COMPETITION**



**2020**



**MICHELIN**

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24 > 29

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49 > 53

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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

20/65-18  
235/40R18

MW1

PILOT SPORT A  
MICHELIN  
TUESS PROVAL  
UNPLUGGABLE  
THE CONCEPT OF A NEW TIRE

## *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:

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



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

<b>DRY CONDITIONS</b>	<b>WET CONDITIONS</b>
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!**



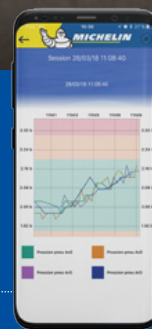
## MEASURE

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)



**MICHELIN**

# 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



### 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

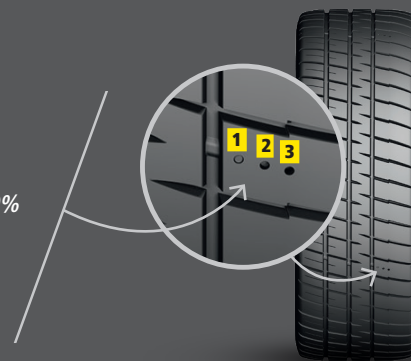
**AVAILABLE IN 18" AND 17"**

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



**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

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



### 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	RECURTING
<b>N</b> LTX FORCE T	✓	✓	14" and 15"	✓	✓
<b>N</b> LATITUDE CROSS	✓	-	15"	✓	✓

**N** = NEW


**MICHELIN**

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"**

# LATITUDE CROSS

**TYRE WITH  
PROTECTION  
CORD**

**NEW**

**RECOMMENDED  
FOR RUGGED  
TERRAIN**



**Grip\***

## 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"

**N** = NEW





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

# XICE NORTH NA01

TREAD PATTERN  
DERIVED FROM WRC1



**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

Architecture providing enhances grip on changing wintry 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

Stripped tread pattern ensuring **grip** and road holding in wintry 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"

---

# ***HILL CLIMBING***

---



**MICHELIN**

---

## PILOT SPORT H S5C+

**NEW**



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

**AVAILABLE IN 13"**

## PILOT SPORT H S5C

**SHORTENED PICK UP**



### 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"**

# CLASSIC COMPETITION



**MICHELIN**



### **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**

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***DIMENSIONAL  
OFFER  
&  
TECHNICAL  
CHARACTERISTICS***

---

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



# ASPHALT RALLY

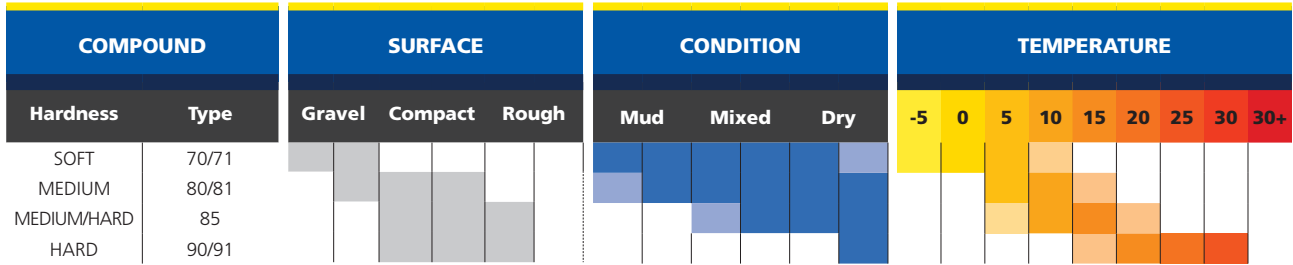
COMPOUND		SURFACE			CONDITION			TEMPERATURE								
Hardness	Type	Smooth	Low abrasion	High abrasion	Wet	Damp	Dry	-5	0	5	10	15	20	25	30	30+
FORTE PLUIE	FW3															
PLUIE	P01															
PLUIE	MW1															
SUPER SOFT	01															
SOFT	11															
MEDIUM	21															
HARD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

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

**N** = NEW

# GRAVEL RALLY



DIMENSIONAL OFFER & TECHNICAL CHARACTERISTICS

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

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

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

# HILL CLIMBING

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

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**N** = NEW

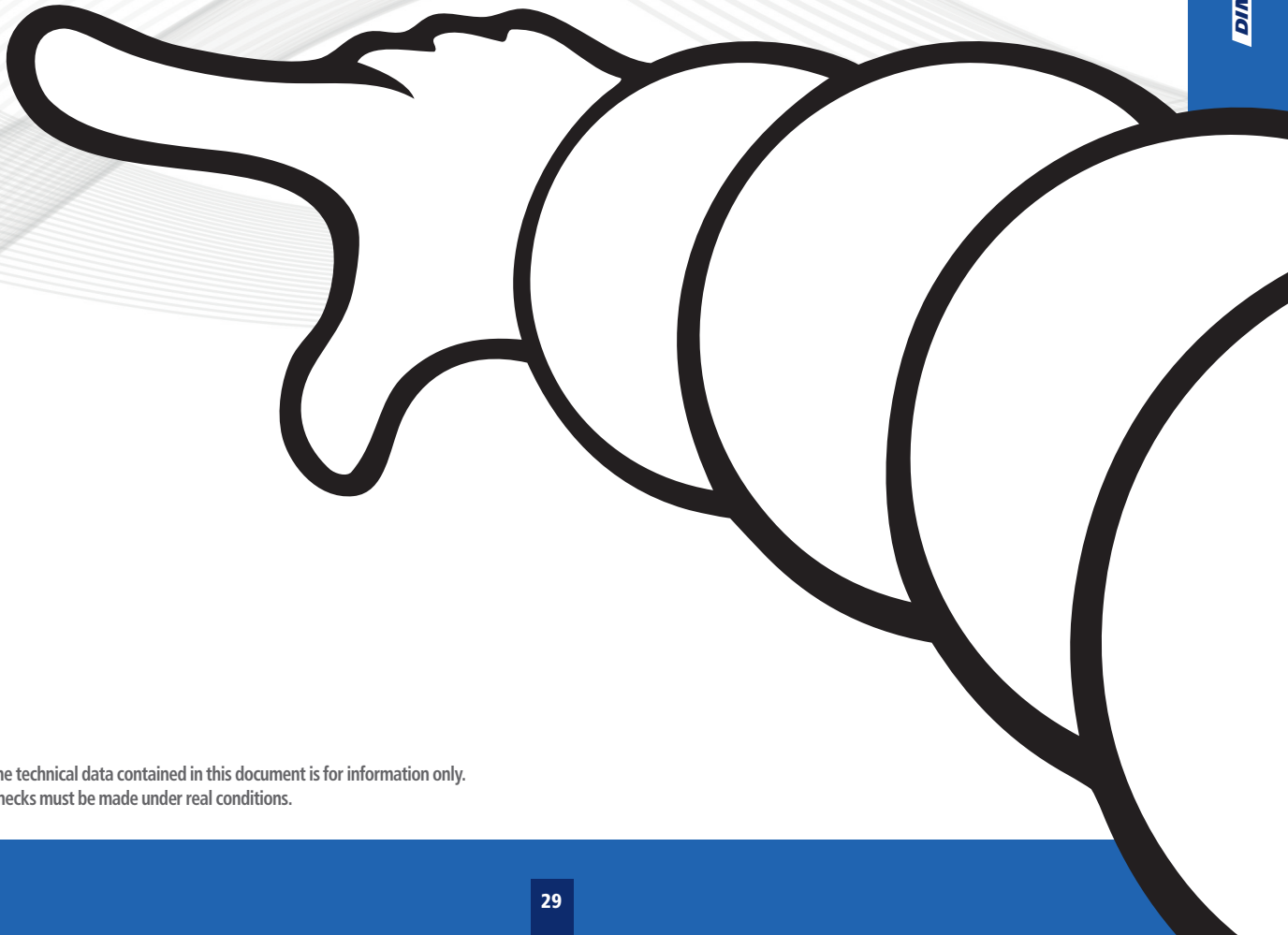
# CLASSIC COMPETITION

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+ NEW</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"
	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													

**TBS+** NEW



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**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***

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***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.

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

**> Tel. + 33 (0) 4 73 30 13 03  
+ 33 (0) 4 73 30 21 25**

# 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 Ob 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

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

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

## 9/58 - 14

### 9/58 - 14 NA00 Rallye glace

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

<b>Nb de relais / Nb stints</b>	<b>Pression minimum à chaud / Mini hot pressure</b>
<b>Carrossage / Camber</b>	1.9b - Max 2.0b Bar
<b>NA°</b>	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					
Carrossage / Camber	1.4 Bar	1.45 Bar	1.55 Bar	1.65 Bar	1.75 Bar	1.85 Bar
-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					
Carrossage / Camber	1.45 Bar	1.5 Bar	1.6 Bar	1.75 Bar	1.8 Bar	1.9 Bar
-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

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

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

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

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

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

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

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

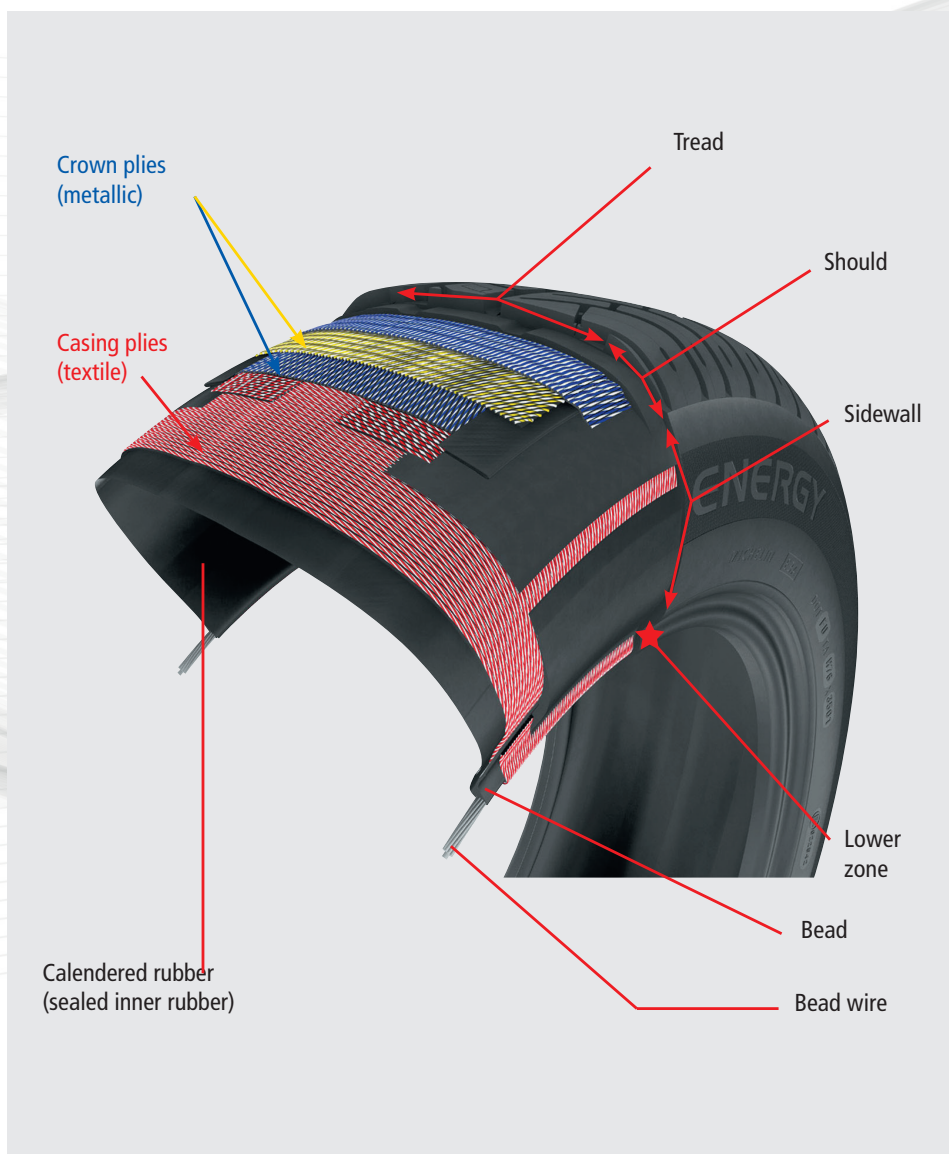


**DAMAGE**  
***RECOGNISING***  
***AND ACTING***

# **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

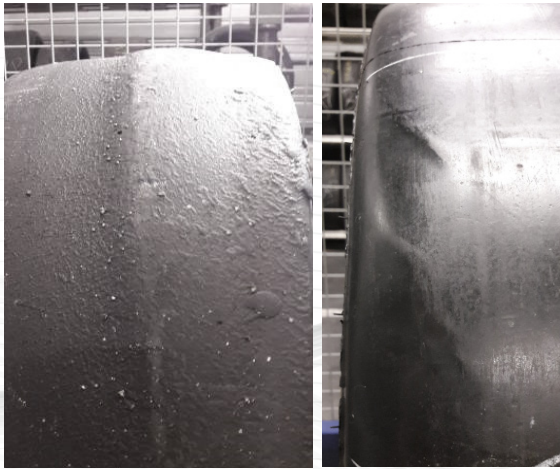


# CROWN DEFORMATION

**= 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***

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**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 (tyre to be returned to the address indicated).

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

### Inflation

- Important note: only use inflation stations intended for this purpose. In no event should the operator remain in immediate proximity to the tyre assembly. As a result, you must ensure that the compressed air pipe fixed to the valve is equipped with a safety clip and that it is of a sufficient length to allow the operator to move beyond any projection trajectories, in the event of an incident. Keep people not involved in the inflation operation away from the site where this is carried out.
- Remove the interior part of the valve.
- Start inflation and check the beads are correctly centred in relation to the edge of the rim.
- If the beads are poorly centred, deflate and start the operation again in full, including lubrication.
- Continue to inflate to 3.5 bar in order to obtain correct bead placement. For higher pressures, use a protection cage when inflating the tyre.
- Replace the valve interior and adjust the pressure of use.
- Install the polyamide cap with seal in order to ensure full leak-tightness.

### Balancing

- It is recommended the four tyres be balanced for track use.
- The balancing machines must be calibrated in accordance with manufacturer instructions.
- Specific attention will be paid to the mechanisms (cone/screw plate) centering the assembly on the machine.

### STORAGE AND TRANSPORT

There should be compliance with certain important points during storage and transport, such as temperature, which must be higher than:

Range	Minimum storage temperature	Minimum transport temperature
Slick (Track)	10°C	15°C
Pluie (Track)	5°C	10°C

Furthermore, tyres must not be subject to:

- Direct and prolonged exposure to sunlight
- Sources of extreme heat and humidity (storage in tropical-type weather conditions)
- Solvents, lubricants, fuels and other chemicals
- Ozone emissions from equipment such as a transformer, welder, electric motor, etc.
- Long-term storage in a stack.

Non-compliance with these storage recommendations may significantly reduce the period over which the tyre retains its performances.

The storage location must be dry, ventilated, out of direct light and kept solely for tyres. Racks allowing tyres to be stored vertically are to be used in order to avoid tension on the casings.

### TYRE AGING

- Tyres age, even if they are not used, or if they are only used occasionally; excessive tyre age can lead to a loss of grip.
- Remove tyres from use when these show clear signs of aging or wear (cracks in the rubber of the tread, shoulder or lower zone sidewall, deformations, etc.). If in doubt, refer to a tyre professional.
- We recommend using Michelin Competition tyres within a maximum of twenty four months following their date of purchase (within 3 months in the event of storage in severe tropical-type conditions)..

### VALVE

- Comply with the instructions for use provided by the manufacturers (tightening and rim compatibility, type of alloys, alignment).
- Systematically retighten the polyamide valve cap with seal (equipment necessary for correct heat resistance). This ensures the valve mechanism is protected and that the tyre assembly is leak proof.
  - Ensure the valve is in good condition (no ovalisation, signs of impact, etc.).
  - Regularly check the tightening torques on screw valves.
  - Only use metal valves (track)

### MONITORING AND MAINTENANCE

- Tyre pressure verification prior to each outing and correction of this pressure if it no longer corresponds to the working pressure. Tyre pressures must be checked when cold (tyre that has not been run on, that has not been heated).
- Inflation with nitrogen does not do away with the need for regular tyre pressure checks.
- In the event of unusual pressure loss, check the internal and external condition of the tyre as well as the condition of the wheel and valve.
- Any visible perforation, cut or deformity must form the subject of an in-depth inspection by a tyre professional. Without intervention by a professional, never use a damaged tyre or one that has been run flat.







# BIMP AIR

PATENTED

RIDE DON'T STOP

88G CO2 REFILLABLE CARTRIDGE

THE HIGHEST CO2 CAPACITY ON THE MARKET!



INFLATE AND DEFLATE FUNCTIONS



REFILLABLE THROUGH MICHELIN MOTORSPORT'S DEALERS



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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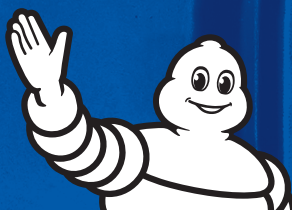


[www.michelinmotorsport.com](http://www.michelinmotorsport.com)

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**MICHELIN**