

FCE/Roadex Seminar

Perth

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Michelin Tyre PLC

June 2010



Truck Tyre Management

- ***Best tyre for the Job***
- ***Correct Pressure for the load***
- ***Remix***
- ***Regrooving***



Best tyre for the job

- ***Bigger the better***
 - ***Use 315/80 rather than 295/80 R 22.5***
 - ***Run at lower pressure***
 - ***Bigger contact patch***
 - ***Reduced ground contact pressure***



Best tyre for the job

- ***XDY3 – Off road Drive Axle***
 - ***Traction***
 - ***Damage Resistance***
 - ***Self Clearing Tread Pattern***



315/80 R 22.5 XDY3



Best tyre for the job

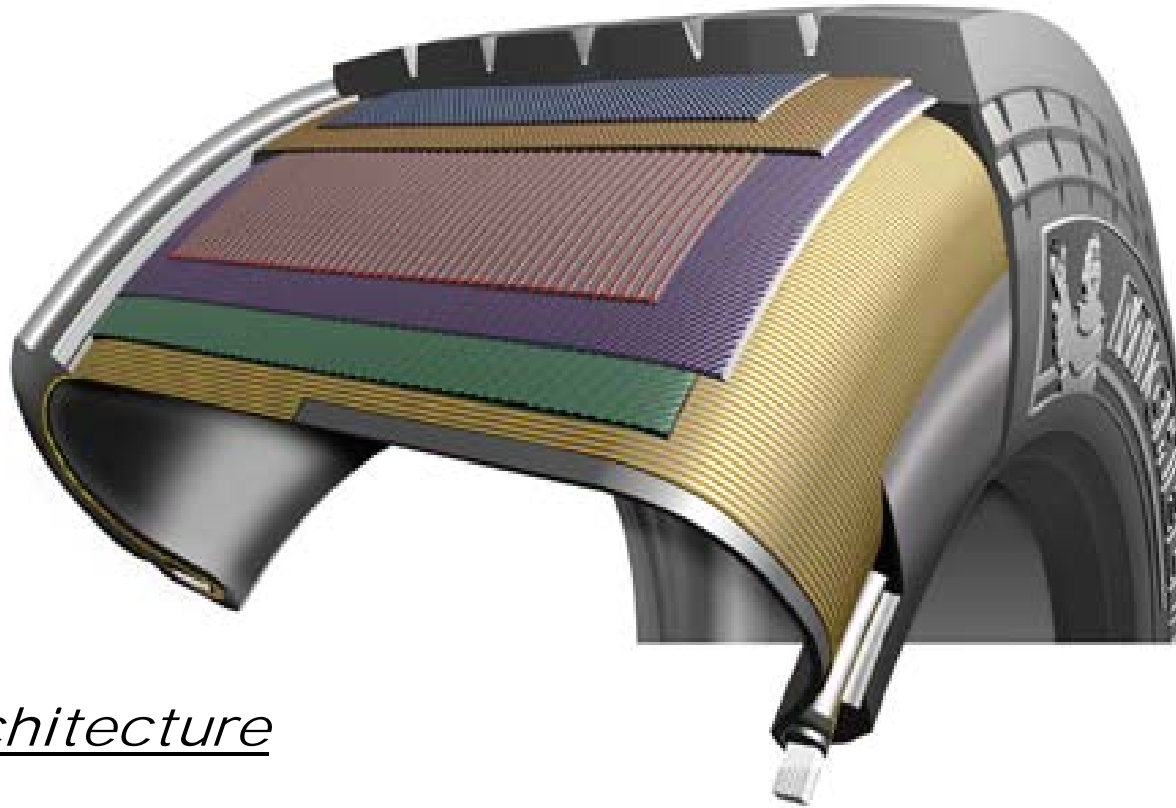
- ***XOne MaxiTrailer – Wide Trailer Tyre***
 - ***Mileage potential***
 - ***Damage resistance***
 - ***Stability***
 - ***Fuel saving (vs. Twins)***



455/45 R 22.5 MaxiTrailer



455/45 R 22.5 MaxiTrailer



New Architecture



455/45 R 22.5 MaxiTrailer

■ **Stability**

- ◆ ***Recent stability trials using a tilt table compared a trailer fitted with 385/65 R 22.5 with the same trailer fitted with 455/45 R 22.5 MaxiTrailer.***



Parsons Tilt Test



Parsons Tilt Test



Parsons Tilt Test



Parsons Tilt Test

	385/65 R 22.5	455/45 R 22.5
Platform angle	24.6	26.2
Front body angle	27.2	29.2
Rear body angle	27.7	29.3

‘Vehicle overturn’ angle improved by 6.5%



455/45 R 22.5 MaxiTrailer

■ **Operators:**

- ◆ *James Jones x 5*
- ◆ *Fergusons Tpt x 1*
- ◆ *A F Grant x 2*
- ◆ *Tommy Gill x 2*





7400kg

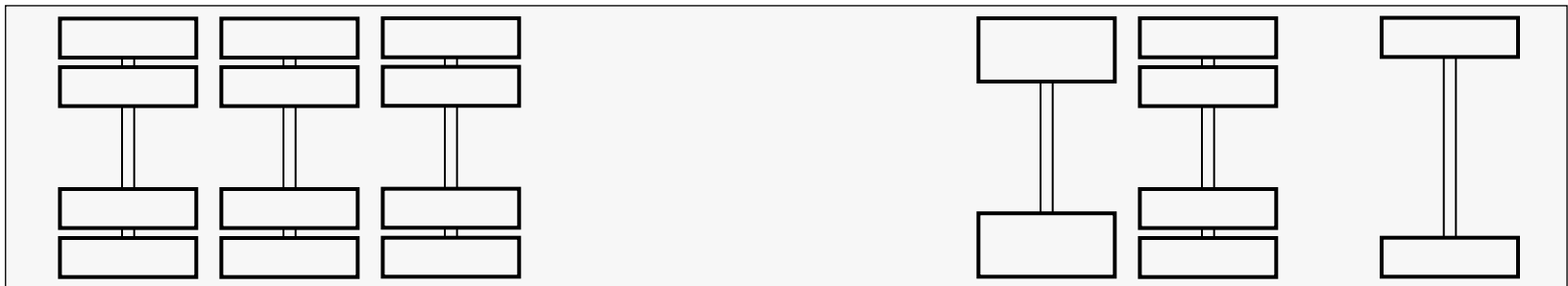
7505kg

7910kg

5100kg

9100kg

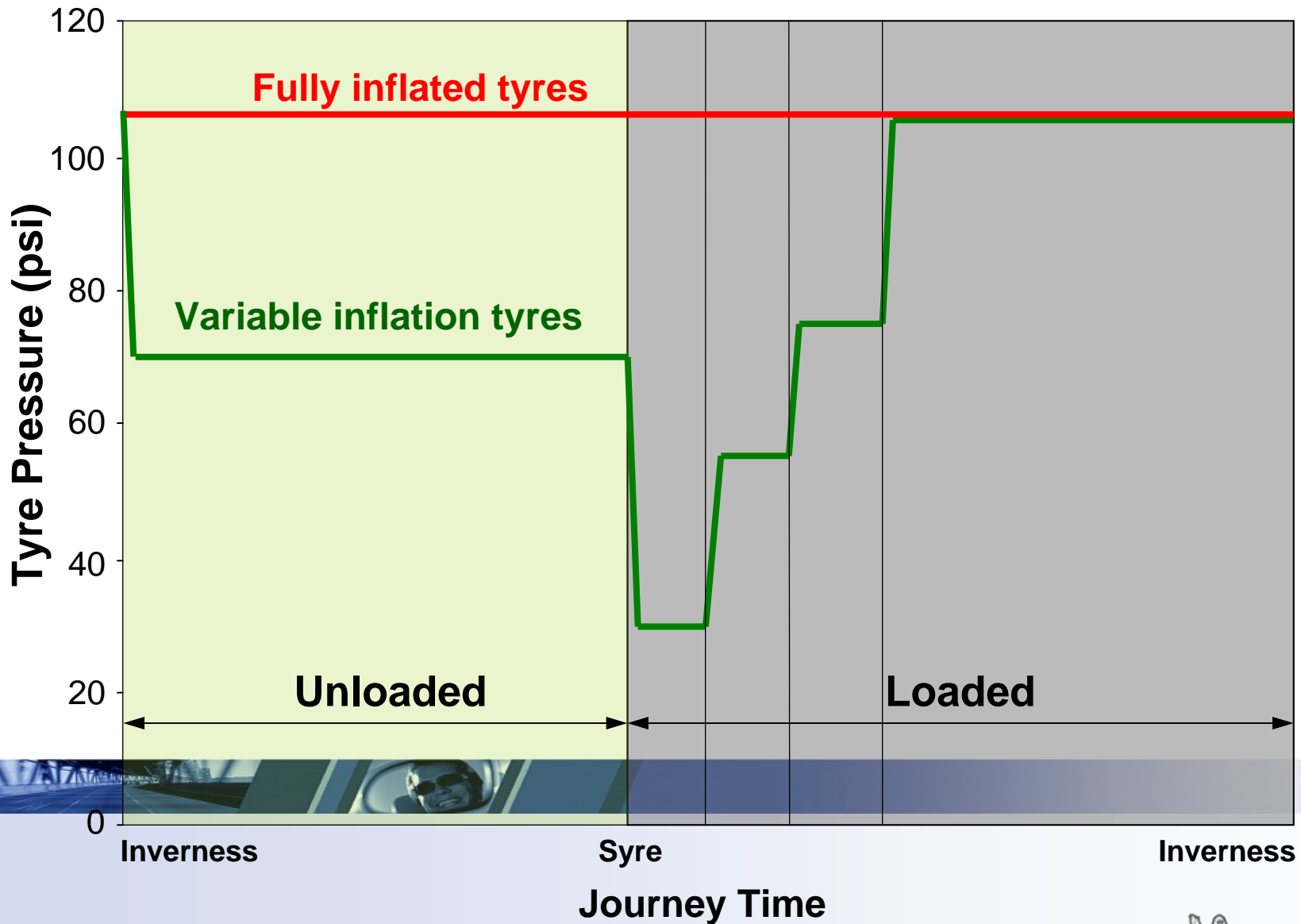
5860kg



Axle arrangement of timber vehicle used in A897 trials
Total vehicle weight – 42.875t



Syre – Inverness CTI Vehicle Haul Cycle



Michelin Tyre Pressure Suggestions

Axle	Size	Axle Load	'A' road, unladen (56mph) to Syre	Fully Laden in forest - gravel (25 km/h)	Minor public road - sealed (50 km/h)	'A' road, narrow & bendy (70 km/h)	A9 Laden 56 mph
Axle 1	295/80	5860	115	115	115	115	115
Axle 2	295/80	9100	50	35	75	75	80
Axle 3	385/65	5100	50	35	75	75	80
Trailer	11 R 22.5	7600	60	35	54	80	80



Remix

- ***Michelin Brand name for our Hot Cure Retread***
 - ◆ ***Same Tread Patterns***
 - ◆ ***Same Mileage***
 - ◆ ***Same Rolling Resistance***
 - ◆ ***55%-60% cost of New***



Remix



86% Casing acceptance

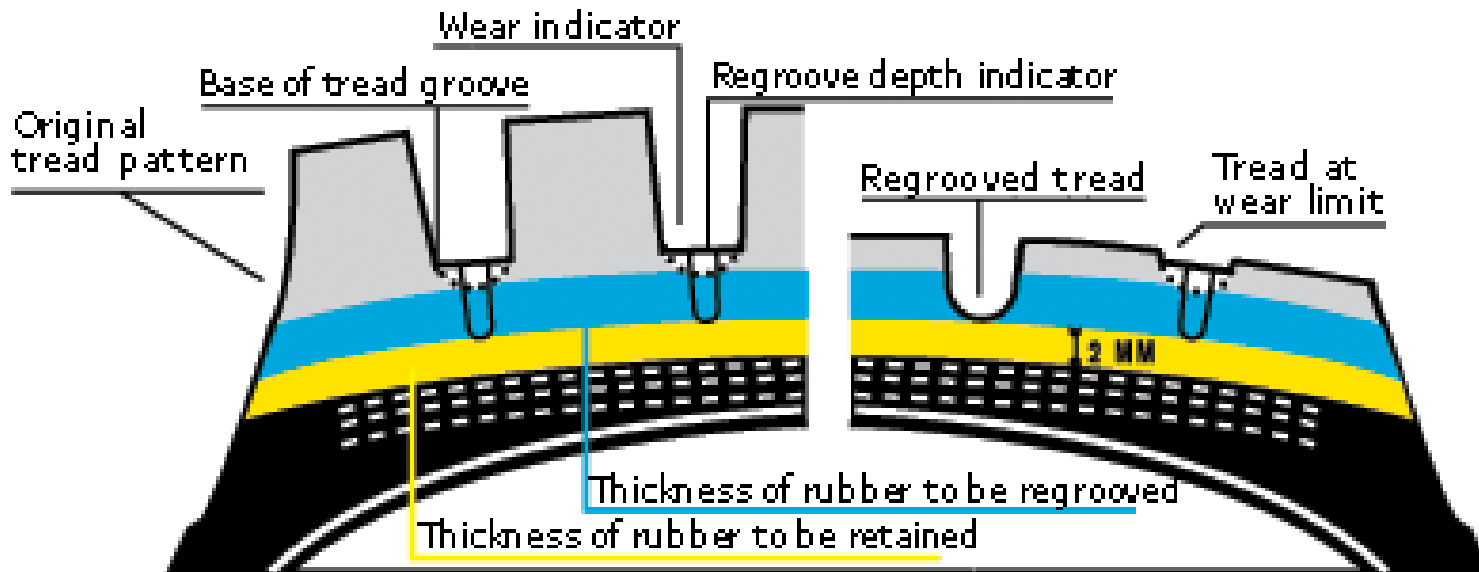
All Gordon Mackenzie 1st life tyres inspected at Michelin Stoke after use with CTI system were accepted for the Remix process

Regrooving

- ***The process of re-cutting the tread pattern once the tread depth of the New/Remix tyre has worn down to 3mm***
 - ◆ ***Costs £25-30***
 - ◆ ***Increases mileage by up to 30%***
 - ◆ ***Increases Grip & Traction***
 - ◆ ***Reduces Rolling Resistance & Fuel Consumption***

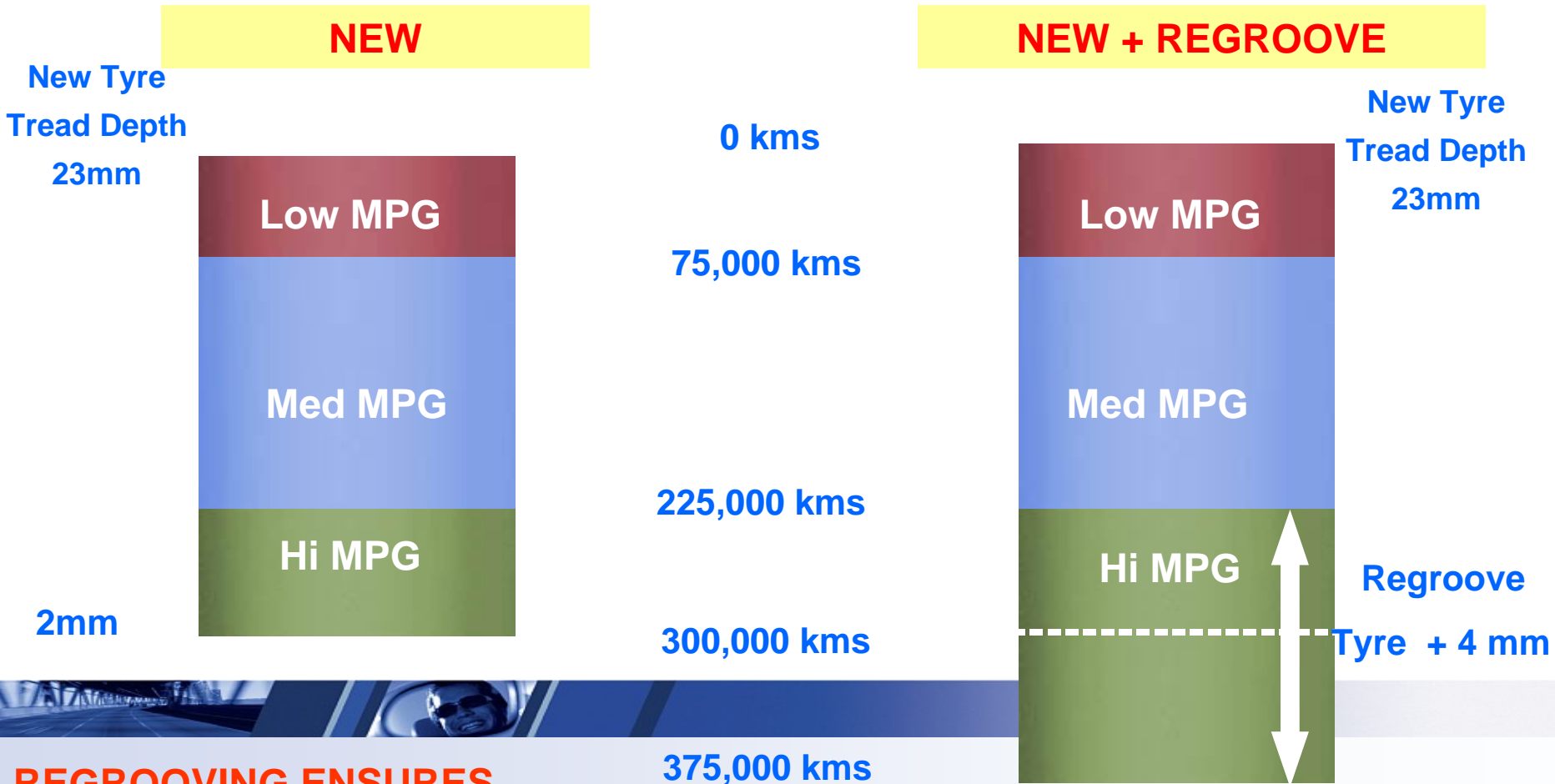


Regrooving



How Regrooving can help Fuel Efficiency

Example : Michelin XDE2+



REGROOVING ENSURES THAT APPROX 40% OF TYRE LIFE IS SPENT AT THE HIGH MPG LEVEL !



Regrooving

Rigid (New vs. Regroove Combined)

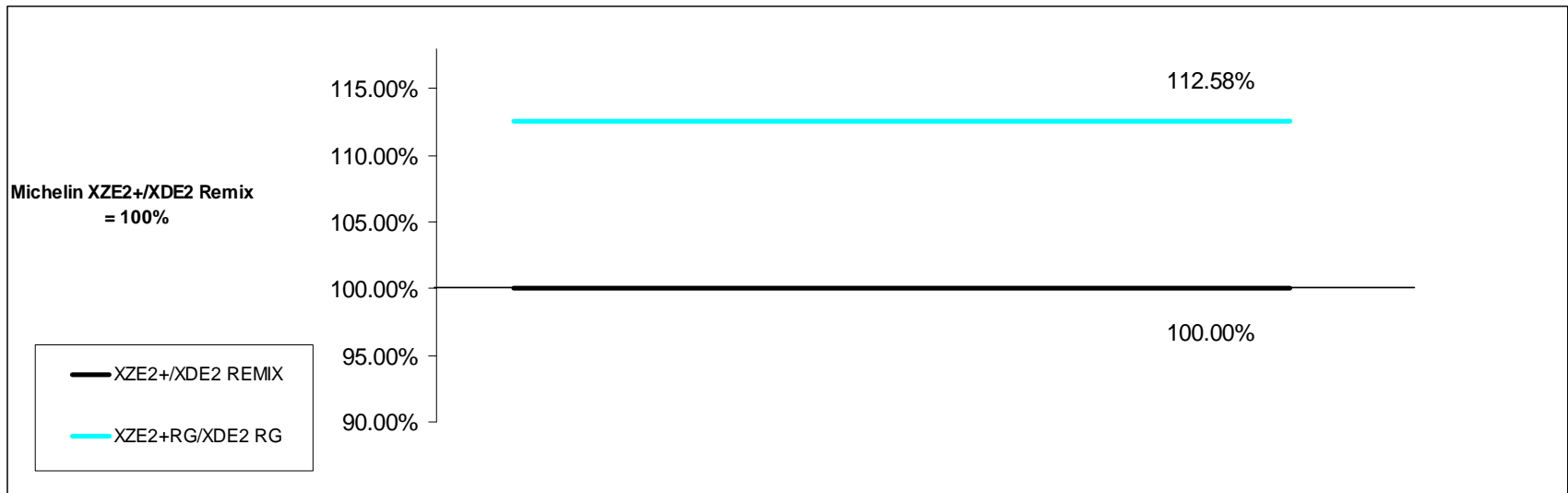
TEST MPG

XZE2+/XDE2 REMIX
XZE2+RG/XDE2 RG

10.43	100.00%
11.74	112.58%

IMPROVEMENT IN MPG OF REGROOVE ALL ROUND OVER NEW & REMIX

12.58%



Summary- The 4 Rs

- ***Right tyre***
- ***Right pressure***
- ***Remix***
- ***Regroove***



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Any questions?

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