



REGIONAL & COACH APPLICATIONS

# **THE MICHELIN<sup>®</sup>** **X<sup>®</sup> MULTIWAY 3D XZE<sup>®</sup> TIRE**

Improved fuel economy and mileage in an all-position tire for regional and coach applications.<sup>(1)</sup>

Line Haul	Regional	Urban	On/Off Road
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Recommended  Acceptable



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**MICHELIN**

# THE MICHELIN® X® MULTIWAY™ 3D XZE® TIRE

Improved fuel economy and mileage in an all-position tire for regional and coach applications. <sup>(1)</sup>

## Outstanding Driving Safety

Improved Braking and Traction

- Braking distances reduced by up to 25%<sup>(2)</sup>
- Grip, traction and handling improved in all weather conditions over the entire lifespan of the tire<sup>(3)</sup>

- **Delta Sipes**

Full depth sipes for optimal grip in wintry conditions on smooth, icy, and slippery road surfaces. Align with the preferred suggested rotation of the tire.

## Extended Casing Life

Long life and retreadability

- **Full Width Elastic Protector Ply**

Michelin exclusive

- **Rectangular Bead Bundle**

Reduced heat and fatigue. Michelin exclusive

## Excellent Mileage

Tread life improvement of up to 15% on front tires and 30% on rear tires<sup>(5)</sup>

- **Optimized tread design and materials**
- **Directional tread**

Optimizes wear patterns



### Explanation of the meaning of the arrows for MICHELIN® X® MULTIWAY™ 3D XZE® tire



The arrow with the larger head indicates the Michelin preferred direction of rotation for the tire, optimizing tread wear performance. We strongly recommend that, especially when new, Michelin® tires marked with a bi-directional arrow should be run in the direction of rotation indicated by the larger arrow head.

However, if a tire marked with the bi-directional arrow shows an irregular wear profile, (for example, a sloped wear pattern) then it may be turned on the rim and run in the direction of the smaller arrow head with no detriment to any other performance criteria. In cases such as this, Michelin recommends that all tires on the same axle should be turned on the rim such that all arrows face in the same direction.

When turning these tires on the rim or moving from side to side on a vehicle, they should be treated in the same way as any other. Please remember that tires on the same axle must always be compatible with each other.

Line Haul	Regional	Urban	On/Off Road
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■ Recommended    □ Acceptable

Size	Load Range	Catalog Number	Tread Depth		Max. Speed (*)	Loaded Radius		Overall Diameter		Overall Width (‡)		Approved Wheels (Measuring wheel listed first.)	Min. Dual Spacing (‡)		Revs Per Mile	Max. Load and Pressure Single				Max. Load and Pressure Dual			
			32nds	mph		in.	mm	in.	mm	in.	mm		in	mm		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
295/80R22.5 <sup>(1)</sup>	H	07719	19	75	19.2	488	41.5	1054	11.7	297	8.25, 9.00	12.8	326	501	7830	120	3550	830	6940	120	3150	830	
315/80R22.5 <sup>(1,7)</sup>	L	31718	21	75	19.8	502	42.6	1081	12.4	316	9.00, 9.75	13.8	350	488	9090	130	4125	900	8270	130	3750	900	

Note: Wheel listed first is the measuring wheel.

(1) "No bus shall be operated with regrooved, recapped or retreaded tires on the front wheels." US Code of Federal Regulations: Title 49, Transportation; Part 393.75.

(2) Internal Michelin study. Vehicle fitted with MICHELIN® X® MULTIWAY™ 3D XZE® tires two-thirds worn compared with similarly worn MICHELIN® XZE®2+ tires for emergency braking (18 mph to 0 mph) on a wet, smooth, concrete surface.

(3) Compared to MICHELIN XZE®2+ tires.

(4) Internal Michelin simulation, MICHELIN® X® MULTIWAY™ 3D XZE® tires compared to MICHELIN XZE®2+ tires.

(5) Internal Michelin study. MICHELIN® X® MULTIWAY™ 3D XZE® tire compared with MICHELIN XZE®2+ tire.

(6) 3PMSF (3 Peak Mountain Snow Flake) is from European R117 regulation. It has no regulatory Truck Tire reference in N.A. The tire must score at least 25% better in deep snow traction than the Standard Reference Test Tire on an ECE certified ISO test procedure. 3PMSF always appears with "M+S" mark.

(7) Not approved for use with an 8.25 wheel.

(\*) Exceeding the lawful speed limit is neither recommended nor endorsed.

(‡) Overall widths will change 0.1 inch (2.5 mm) for each 1/4 inch change in wheel width. Minimum dual spacing should be adjusted accordingly.

MICHELIN® tires and tubes are subject to a continuous development program. Michelin North America, Inc. reserves the right to change product specifications at any time without notice or obligations. Please consult wheel manufacturer's load and inflation limits. Never exceed wheel manufacturer's limits without permission of component manufacturer.



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