

# Michelin® RV Tires

- Guide For Proper Use and Maintenance
- RV Tire Information



**SPEND YOUR TIME ON THE ROAD.  
NOT THE SHOULDER.**

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# SERVICE LIFE FOR RV/MOTORHOME TIRES

The following recommendation applies to RV/Motorhome tires. Tires are composed of various types of material and rubber compounds, having performance properties essential to the proper functioning of the tire itself. These component properties evolve over time. For each tire, this evolution depends upon many factors such as weather, storage conditions, and conditions of use (load, speed, inflation pressure, maintenance, etc.) to which the tire is subjected throughout its life. This service-related evolution varies widely so that accurately predicting the serviceable life of any specific tire in advance is not possible.

That is why, in addition to regular inspections and inflation pressure maintenance by consumers, it is recommended to have RV/Motorhome tires, including spare tires, inspected regularly by a qualified tire specialist, such as a tire dealer, who will assess the tire's suitability for continued service. Tires that have been in use for 5 years or more should continue to be inspected by a specialist at least annually.

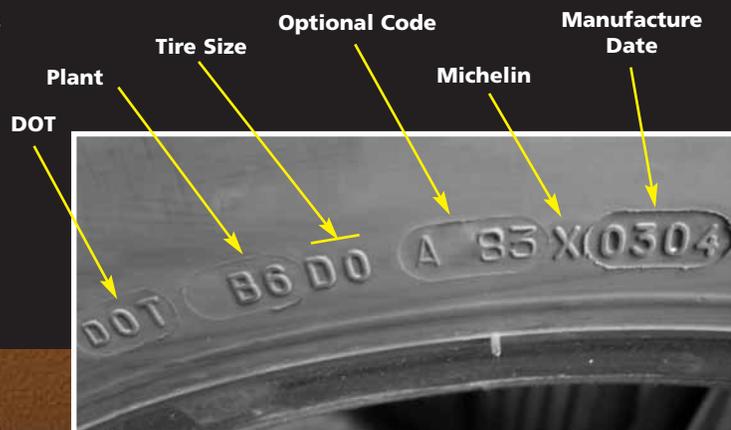
Consumers are strongly encouraged to be aware not only of their tires' visual condition and inflation pressure, but also of any change in dynamic performance such as increased air loss, noise or vibration, which could be an indication that the tires need to be removed from service to prevent tire failure. It is impossible to predict when tires should be replaced based on their calendar age alone. However, the older a tire the greater the chance that it will need to be

replaced due to the service-related evolution or other conditions found upon inspection or detected during use.

While most tires will need replacement before they achieve 10 years, it is recommended that any tires in service 10 years or more from the date of manufacture, including spare tires, be replaced with new tires as a simple precaution even if such tires appear serviceable and even if they have not reached the legal wear limit.

For tires that were on an original equipment vehicle (i.e., acquired by the consumer on a new vehicle), follow the vehicle manufacturer's tire replacement recommendations, when specified (but not to exceed 10 years).

The date when a tire was manufactured is located on the sidewall of each tire. Consumers should locate the Department of Transportation or DOT code on the tire that begins with DOT and ends with the week and year of manufacture. For example, a DOT code ending with "0304" indicates a tire made in the 3rd week (Jan) of 2004.



# THE IMPORTANCE OF TIRE PRESSURE

The most important factor in maintaining the life of your tires is making sure they are always properly inflated. Incorrect air pressure for the weight of the vehicle is dangerous and could cause things like premature wear, tire damage, a harsher ride and even loss of control of the vehicle.

You see, an underinflated or overloaded tire will build up more heat that could go beyond the endurance limits of the rubber and radial cords. This could cause sudden tire failure. Underinflation will also cause poor handling, faster and/or irregular tire wear, and can decrease fuel economy.

Overinflation, on the other hand, will reduce the tire's contact area with the road, which reduces traction, braking ability, and handling. A tire that's overinflated for the weight it's carrying is more prone to a harsh ride, uneven tire wear, and impact damage.



## HOW MUCH AIR SHOULD I CARRY IN MY TIRES?

The amount of air pressure you need to use depends on the weight of your fully loaded vehicle. So, you cannot determine your correct air pressure unless you know your vehicle's actual weights. If you look at your tire's sidewall, you'll see the maximum load capacity allowed for the size tire and load rating, and the minimum cold air inflation needed to carry that maximum load. The lower the air pressure, the lower the load you can carry. A complete load and inflation table is available at [www.michelinrvtires.com](http://www.michelinrvtires.com) or your local dealer.

# WHEN TO CHECK YOUR RV'S AIR PRESSURE

Now that you know the correct air pressure per axle for your RV, you need to know when and how often to check it to help you be safe.

Here are a few recommendations:

- 1) Check at least once a month and before any major trips.
- 2) On long trips, check every morning before driving.
- 3) Check before and after storage.
- 4) On short trips of a day or less driving each way, check before you leave and before you return home.

Always try to check your tires when they're "cold" and have not been driven for more than one mile. The stated load capacity for a given cold inflation pressure is based on ambient outside temperatures. The pressure in a "hot" tire may be as much as 10-15 psi higher than the "cold" tire pressure. If you must check your tires when they're warm, be sure to allow for an increase in pressure, and make sure the

pressure of the tires on both sides of the axle are within a couple of pounds of each other. ***Never let air out of a hot tire.***

To make checking your tire pressure easier and more accurate, we recommend you purchase a quality truck tire air gauge with a dual-angled head. This allows you to check the pressure of the inner and outer dual wheels at the same time. And the easier it is to check your pressure, the more you'll do it. Nothing should restrict your ability to check your tire pressure daily when driving your RV. Be sure to use pressure-sealing valve caps to prevent air from escaping the valve stem. If you use valve stem extension hoses, make sure they're good quality stainless steel braid reinforced and are securely anchored to the outer wheel. The joints should be soaped immediately after initial installation to check for air loss. If your RV has wheel covers, consider removing them since the extra time and effort they require could lead you to avoid checking your air pressure.



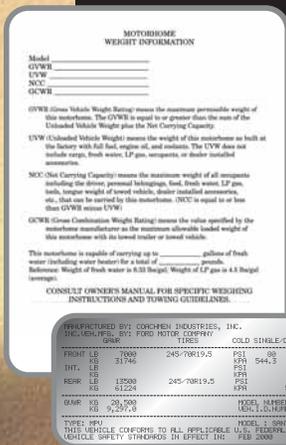
# DETERMINING YOUR RV'S CORRECT WEIGHT

The G.V.W.R. (Gross Vehicle Weight Rating) and the G.A.W.R. (Gross Axle Weight Rating) stickers on your RV (normally located on the support pillar next to the driver's seat) will show you the chassis manufacturer's and/or the RV manufacturer's total vehicle weight ratings and per axle weight ratings.

Because when you weigh the entire vehicle at once, it's possible to be within the G.V.W.R. but overloaded on an axle. And when you weigh one axle at a time, it's possible for one wheel position to be overloaded, even though the G.A.W.R. has not been exceeded (we've seen as much as a 1200 pound difference between left and right front tires). Weighing each wheel position will give you a clear indication of how the weight of your vehicle is distributed, so you can determine the correct tire inflation pressure.

The G.V.W.R. is the maximum total weight rating — this includes passengers, fluids and cargo. The G.A.W.R. is the maximum for a single axle. These ratings can vary based on a number of components, so RVs of the same make and model will vary because of different options and personal loads.

The Tire Industry Safety Council provides instructions on how to weigh by wheel position (see next pages). Once you know total weight and weight on each wheel position, the tire load data chart will show you the correct inflation pressure for each wheel position.



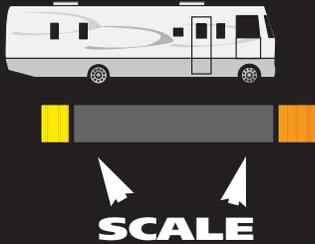
That's why you need to weigh your RV in a loaded condition to know its actual weight. Michelin recommends weighing each wheel position of the vehicle. Why?

## HOW TO WEIGH YOUR RV

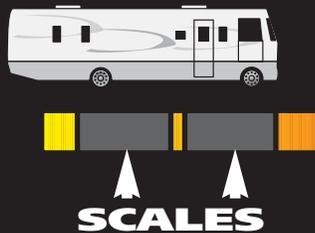
First, your RV must be weighed fully loaded — that includes passengers, food, clothing, fuel, water, propane, supplies and anything else you can think of. Also, any towed vehicle (car, boat or trailer) or item loaded on brackets on the back of the RV (like bikes or motorcycles) should be included in the weighing.

# THERE ARE THREE DIFFERENT TYPES OF SCALES:

## 1) PLATFORM – Long enough to weigh the entire vehicle at once. We suggest the following:



- a) Pull onto scale so that only the front axle is on the platform (end of scale midway between axles), and record weight.
- b) Pull forward until the full unit is on the scale, and record weight.
- c) Pull forward so that only the rear axle is on the platform (front of scale midway between axles), and record weight.
- d) If RV has a rear tag axle, pull forward so only tag axle is on the scale, and record weight.
- e) To determine individual wheel position weights, repeat Steps a-c using only one side of the scale (as shown in diagram).
- f) To calculate the opposite wheel position weight, subtract this side's weight from the weights recorded in Steps a-c. If there is no towed vehicle, this weight will represent the actual weight on the tag axle. To determine the actual load on the rear axle, subtract this number from the recorded weight in Step c. If there is a towed vehicle, go to Step e to obtain the "towed vehicle only" weight. Subtract that number from the number above and then subtract that from the weight in Step c.
- g) If a vehicle is being towed, it should be weighed and combined with the G.V.W. (Gross Vehicle Weight) to ensure the total weight doesn't exceed the G.C.W.R. (Gross Combined Weight Rating).



## 2) SEGMENTED PLATFORM – Platform scales with segmented sections can provide individual axle weights and total vehicle weights all at once, when the vehicle is positioned properly.

To do this, simply:

- a) Position the vehicle on the scales so that each axle is centered as much as possible on the segments, and record weight.
- b) Reposition the vehicle so that only one side is on the scale – centered on the segment as much as possible.
- c) Subtract the weighed wheel positions from the total axle weights to determine the unweighed wheel position weights.



## 3) SINGLE AXLE – Weighs one axle at a time. Follow these steps:

- a) Drive your front axle onto the scale and stop long enough for the weight to be recorded.
- b) Pull vehicle forward until the rear axle is on the scale.
- c) For gross vehicle weight, add the two axle weights together.
- d) To obtain the individual wheel position weights, repeat this process with only one side of the RV on the scale.

**NOTE:** Even though the weight of the total axle is within the axle rating, it may be overloaded on one side, which means an overloaded wheel position. That's why side-to-side weighing is required.

Your RV must remain as level as possible on the scale (even when an axle or side isn't on the scale). Therefore, to obtain side-to-side weights, there must be enough space on either side of the scale to accommodate the RV being partially off the scale.

If there is a difference in the weights on one side of the vehicle as compared to the other, it is important to redistribute the load more evenly to avoid component failure and improve handling. These weights make it possible to compare against the G.A.W.R. (Gross Axle Weight Rating), G.V.W.R. (Gross Vehicle Weight Rating), and tire capacities. They also help determine proper tire pressure.

## WEIGHING YOUR SINGLE AXLE RECREATIONAL VEHICLE

### TO OBTAIN INDIVIDUAL AXLE AND GROSS VEHICLE WEIGHTS



<b>Scale Weight</b>	_____ lbs. (Step 1a = Gross Axle Weight)	_____ lbs. (Step 1b = Gross Vehicle Weight)	_____ lbs. (Step 1c = Gross Axle Weight)	_____ lbs. (Step 1d)
<b>From Owner's Manual</b>	_____ lbs. Gross Axle Weight Rating	_____ lbs. Gross Vehicle Weight Rating	_____ lbs. Gross Axle Weight Rating	_____ lbs. Vehicle Weight (Gross Combined Weight Rating - Gross Vehicle Weight)

### TO OBTAIN INDIVIDUAL WHEEL POSITION WEIGHTS



<b>One Side Scale Weight</b>	_____ lbs. (Step 2a)	_____ lbs. (Step 2b)	_____ lbs. (Step 2c)
<b>Calculate Other Side Weight</b>	_____ lbs. (Step 1a-2a)	_____ lbs. (Step 1b-2b)	_____ lbs. (Step 1c-2c)
<b>Tire Load (lbs.)</b>	_____ lbs. (See Note #1)	_____ lbs.	_____ lbs. (See Notes #1 & #2)
<b>Inflation</b>	_____ psi. (See Note #1)		_____ psi. (See Note #1)

1. From the tire manufacturer's load and inflation tables or the sidewall of the tires mounted on the vehicle.
2. If vehicle has duals, read dual capacity from tire and multiply by 2 to obtain dual assembly load capacity.

# WEIGHING YOUR TANDEM AXLE RECREATIONAL VEHICLE

## TO OBTAIN INDIVIDUAL AXLE AND GROSS VEHICLE WEIGHTS

	STEP 1a	STEP 1b	STEP 1c	STEP 1d	STEP 1e (calculated)
<b>Scale Weight</b>	_____ lbs. (Step 1a = Gross Axle Weight)	_____ lbs. (Step 1b = Gross Vehicle Weight)	_____ lbs. (Step 1c)	_____ lbs. (Step 1d = Gross Axle Weight)	_____ lbs. Drive Axle Weight = (1c-1d)
<b>From Owner's Manual</b>	_____ lbs. Gross Axle Weight Rating	_____ lbs. Gross Vehicle Weight Rating		_____ lbs. Gross Axle Weight Rating	_____ lbs. Gross Axle Weight Rating

## TO OBTAIN INDIVIDUAL WHEEL POSITION WEIGHTS

	STEP 2a	STEP 2b	STEP 2c	STEP 2d (calculated)
<b>One Side Scale Weight</b>	_____ lbs. (Step 2a)	_____ lbs. (Step 2b)	_____ lbs. (Step 2c)	_____ lbs. Step 2d: Right Duals = (2b-2c)
<b>Calculate Other Side Weight</b>	_____ lbs. (Step 1a-2a)	_____ lbs. (Step 1c-2b)	_____ lbs. (Step 1d-2c)	_____ lbs. Left Duals = (2d)
<b>Tire Load (lbs.)</b>	_____ lbs. (See Note #1)		_____ lbs. (See Note #1)	_____ lbs. (See Notes #1 & #2)
<b>Inflation</b>	_____ psi. (See Note #1)		_____ psi. (See Note #1)	_____ psi. (See Note #1)



1. From the tire manufacturer's load and inflation tables or the sidewall of the tires mounted on the vehicle.
2. If vehicle has duals, read dual capacity from tire and multiply by 2 to obtain dual assembly load capacity.

## THE EFFECT OF TOWED VEHICLES OR TRAILERS

If you are towing a vehicle, you need to know your RV's G.C.W.R. (Gross Combined Weight Rating), the total actual loaded weight of your RV, plus the total actual loaded weight of the towed vehicle. Even though the G.C.W.R. has more to do with the design limits of the drivetrain (engine, transmission, axle, brakes and bearings), the additional weight can also affect the tires and your RV's handling. Also, always remember to consider the tongue weight of the trailer and its effect on handling.

# HOW TO USE THE ACTUAL RV WEIGHT INFORMATION WITH THE TIRE DATA LOAD CHART

Let's consider an RV running on 275/80R22.5 XZA2® LRG tires, with actual corner weights of 5,400 lbs. on the left front tire, 5,175 lbs on the right front tire, 8,500 lbs. on the left rear duals and 9,200 lbs. on the right rear duals. For control of your RV, it is critical that the tire pressures be the same across an axle. Therefore, we must "overinflate" the right front tire and the left rear duals. Checking the load/inflation table below shows that a cold tire pressure of 95 psi will support 5,510 lbs. on a single front tire.

To determine the air pressure for the rear duals, again take the heaviest position, in this instance the right rear weighs 9,200 lbs. The load/inflation table below shows that a cold pressure of 85 psi will support 9,380 lbs on 2 dual tires. It is important to

note that the cold inflation pressure for the tire must never exceed the maximum inflation rating that is stamped on the wheel.

**REMEMBER:** For control of your RV, it is critical that the tire pressures be the same on both sides of an axle.

Please note that the standard Michelin load/inflation charts have been altered for RV usage only.

<b>S = 1 tire on 1 side of single axle</b>	<b>[-----]</b> Single Axle
<b>D = 2 tires on 1 side of dual axle</b>	<b>[[-----]]</b> Dual Axle
<b>For Tag axle, use applicable Single or Dual chart</b>	

## 275/80R22.5 LRG

PSI		70	75	80	85	90	95	100	105	110	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		480	520	550	590	620	660	690	720	760		
LBS	SINGLE	4500	4725	4940	5155	5370	5510	5780	5980	6175	S	6175 LBS at 110 PSI
	DUAL	8190	8600	9080	9380	9770	10140	10520	10880	11350	D	5675 LBS at 110 PSI
KG	SINGLE	2040	2140	2240	2340	2440	2500	2620	2710	2800	S	2800 KG at 760 kPa
	DUAL	3720	3900	4120	4260	4440	4600	4780	4940	5150	D	2575 KG at 760 kPa

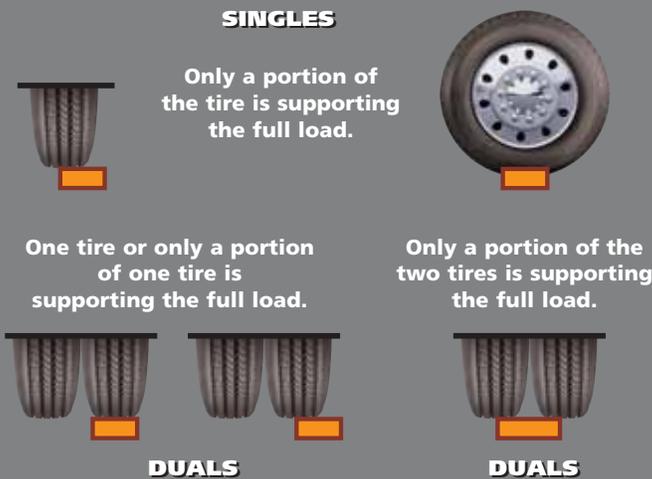
# USING BLOCKS TO LEVEL MOTORHOMES AND RVs EQUIPPED WITH RADIAL TIRES

When using blocks to level motorhomes or RVs, extreme caution must be taken to make sure the tires are fully supported. The weight on the tire should be evenly distributed on the block. And in the case of duals, it should be evenly distributed on blocks for both tires. If not, the sidewall cables can become fatigued and damaged, resulting in a sidewall rupture and a complete, sudden loss of air pressure.



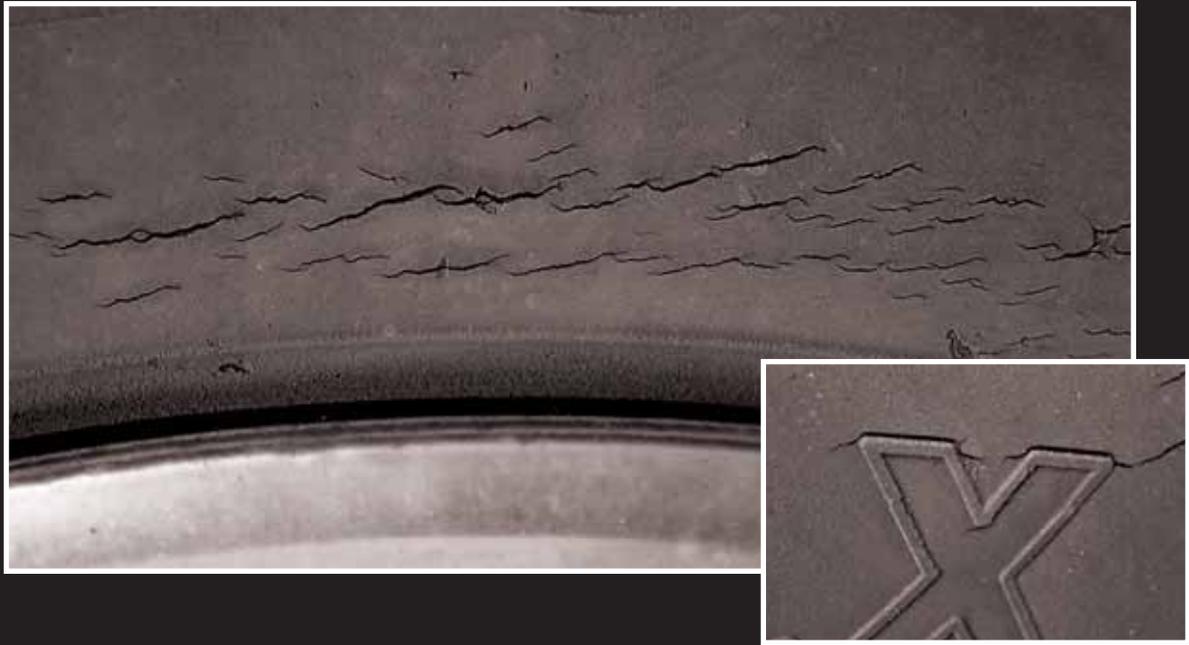
The correct and incorrect methods are shown below. Note in the correct method, the blocks are wider than the tread and longer than the tire's footprint. This provides maximum support to the tires and assures that the load is evenly distributed.

**INCORRECT**



**CORRECT**





## **AGING, WEATHER CHECKING, AND OZONE CRACKING**

During the pre-trip inspection, be sure to check your tires for signs of aging, weather checking and/or ozone cracking — these show up as tiny cracks in the rubber surface on the sidewall of the tire. If the cracks are less than 1/32" deep, the tire is fine to run. Between 1/32" and 2/32", the tire is suspect and should be examined by your Michelin dealer. If the cracks are any deeper than 2/32", the tire should be replaced immediately.

Here are a few tips to help you protect your tires from these common damage conditions:

- 1) Keep your tires properly inflated.
- 2) Keep your tires clean.
- 3) Avoid prolonged exposure to heat, cold or moisture.
- 4) Avoid prolonged exposure to ultraviolet rays.
- 5) Cover your tires when your vehicle is not in use.
- 6) Do not park near electric generators or transformers.
- 7) Do not store vehicle in an area where welding is being done or in a garage that has mercury vapor lamps.

# LONG TERM STORAGE AND RV TIRES

Unless you're a full-time RV-er, your vehicle probably spends some time in long-term storage. But what you probably didn't know is that rubber tires age when not being used. So, if you must store your RV, a cool, dry, sealed garage is your best bet. Also, some storage surfaces can cause tires to age faster. That's why Michelin recommends placing a barrier (cardboard, plastic or plywood) between your tire and the storage surface.

Here are some other steps you can take to help reduce the aging effects from long-term storage:

- 1) Thoroughly clean tires with soap and water before placing into storage.
- 2) Cover tires to block direct sunlight and ultraviolet rays.
- 3) Store out of a high ozone area.

**Note: When a vehicle is stored, tires should be inflated to the inflation pressure indicated on the sidewall.**

Before removing your vehicle from long-term storage, thoroughly inspect each tire — this includes sidewalls, tread area, and air pressure. If your tires have lost air, be sure to inflate them to the correct pressure before driving.

## PROPER CLEANING OF YOUR RV'S TIRES

Like the rest of your RV, it pays to keep your Michelin® tires clean. Road oil will cause deterioration of the rubber and dirt buildup will hold the contaminants next to the tire.

As with the cleaning of any rubber product, proper cleaning methods must be used to obtain the maximum years of service from your tires. A soft brush and the normal mild soap that you would use to clean your RV may be used. If you use a dressing product to "protect" your tires from aging, use extra care and caution. Tire dressings that contain petroleum products, alcohol or

silicones will cause deterioration or cracking and accelerate the aging process.

In many cases, it is not the dressing itself that can be a problem, but rather the chemical reaction that the product can have with the antioxidant in the tire. Heat can add to the negative reaction. When these same dressing products are used on a passenger car tire that is replaced every three to four years, it is rare to see a major problem. However, in most cases, RV tires may last much longer due to limited annual mileage, and the chemical reactions have much longer to take place.

# ADDITIONAL TIRE CARE RECOMMENDATIONS

## Tire Repair

Even the best drivers can drive over a nail and the best tires can pick up that nail or screw and go flat. If you pick up an object that causes a flat with a Michelin® RV tire, the repair must be made to the inside of the tire to be repaired properly. To do this, the tire needs to be demounted and inspected on the inside of the casing for any other damage that the object may have caused. See your Michelin truck tire dealer for the proper repair and damage inspection.



## Tire Inspection

Your RV tires should be inspected thoroughly at least once a year, and any time you drive in rough or rocky terrain, or when you have your RV serviced. This inspection should include both sidewalls, the tread area, and the valves, caps, and any valve extensions. Inspect for nails, cuts, bulges, aging, or fatigue cracks and weathering or ozone checking. Also, check between the duals for objects lodged between them. See your Michelin dealer at once if anything unusual is observed.

On a regular basis, rub the palm of your hand across the face of the tread on your front tires to feel for any feathered wear from "toe" alignment problems. **NOTE:** Be careful since severe wear can expose steel belt edges that are very sharp. A "toe" misalignment problem can be caused by impact with a "chuck" hole in the road. Bad "toe" wear can be hard to find visually, but can be felt very quickly with the hand. This type of alignment problem can wear rubber off the tread of your tires in just a few hundred miles.

# COMMON TIRE DAMAGES

No tire, regardless of its quality, is indestructible. Certain conditions of use and abuse can stress a tire beyond reasonable operating limits, causing it to come out of service even when considerable tread remains. Such conditions are clearly indicated by the damage they leave on the tire itself. Below we have listed some common damages and the signs they leave behind. Please understand that this list is by no means exhaustive and is intended only as a general guide.

## Underinflation

This condition is often referred to as a "run flat" tire. It is caused by operating a tire at very low or zero air pressure. When a tire is run at normal highway speeds, underinflated, it flexes too much and builds up heat. This heat damages the inner liner, casing and outer sidewall of the tire. If not remedied quickly, the tire will be irreparably damaged.

In extreme cases, the sidewall of the tire is destroyed, from the excessive heat and the weight of the vehicle crushing/cutting the tire against the wheel as it rolls on the uninflated sidewall. According to guidelines put out by the Rubber Manufacturers Association (RMA), any tire that has been run at less than 80% of recommended air pressure for the load it is carrying should be inspected for possible damage.

When one tire in a dual configuration comes out of service due to underinflation/run flat damage, the other tire in the dual configuration should be inspected immediately. If the unserviceable tire was underinflated, that means the serviceable tire was carrying more and more of the load for that wheel position. Consequently, it too may have suffered some casing damage.



## Fatigue Rupture

This type of damage is sometimes called a "zipper rip" because of the zipper-like effect it creates in the steel casing cords of the damaged tire. When a casing cord is damaged or repeatedly and excessively bent due to over-load and/or underinflation, it will eventually break and subject the cords on either side to even more stress. When enough strength has been lost due to additional cord breakage, a rupture occurs and can progress rapidly along the path of least resistance in the upper sidewall. This can happen hours, days or even months after the initial damage event when all evidence or memory of the initial damage or overload/underinflation is gone.

Casing cords in the Michelin® truck tires used on motorhomes are very strong twisted steel cables. Extreme over-deflection of a tire, that can occur during improper blocking of tires or high energy impacts, may weaken the structure of the cable so as to make it less tolerant of the repeated bending stress encountered in normal use. If in addition, the integrity of the steel cords is degraded by corrosion from moisture reaching the cords through cuts or tears in the rubber, their tolerance

of these conditions will be even further reduced. This corrosion may result from mounting damage, foreign objects left inside the tire, road hazards, tire mishandling, or even improper repair of a nail hole.



## Dual Kissing

While somewhat romantic in name only, this type of damage refers to what happens when two tires in dual configuration make contact with each other while in operation. The heat generated by the friction between the two tires severely weakens the casing material of the dual tires. This is easily seen on the sidewalls of the tires where the duals came in contact. The condition may be caused by several factors:

- improper mounting
- incorrect wheel width or offset
- underinflation
- "casing growth"

In this last case, the fabric casing cords of the tire actually stretch and expand, causing the tire to touch or kiss, under load at the contact patch.

# TIRE WEAR, BALANCE AND WHEEL ALIGNMENT

All tires mounted on RVs should wear in a smooth, even wear pattern when the tires are maintained with the correct air pressure for the load on the tire. If tires begin to show an irregular wear pattern, and the vehicle alignment is correct, sometimes just rotating the tires to change direction of rotation and wheel position will allow the tires to wear evenly.

Significant tire/wheel assembly imbalance may cause steering difficulties, a bumpy ride and worn spots on your tires. It is recommended that tire/wheel assemblies be inspected and balanced if one of these conditions exist.

Check with your motorhome chassis manufacturer for the correct alignment specifications. Michelin recommends, for optimized radial tire life and performance, that the "toe in" setting should be as close as is practical to zero, within the motorhome manufacturers' specifications. The caster should be set to the maximum positive or minimum negative setting within the tolerances specified by the manufacturer.

## Toe Wear

A feathered wear pattern on the front tires typically indicates misalignment (toe in or out). Sometimes a radial tire will not have this wear pattern unless the toe condition is severe. Instead of the feathered edge wear, the tire will be worn on the inside or outside shoulder, which could be confused with camber wear.

On a three-axle RV, a skewed rear axle and tag could cause feathered edge wear on one shoulder of one front tire and feathered edge on the opposite shoulder of the other front tire. In order to correctly diagnose a tire wear condition, the motorhome should have the alignment checked on all wheel positions.



## Camber Wear

Also known as edge wear, camber wear shows up on the inside or outside shoulders of the tread. Wear on the inside edge of both tires may be due to negative camber or toe-out, a misalignment. If only one tire shows edge wear, check for worn kingpin bushings, bent or worn steering components, or excessive positive camber. For solid beam axles, excessive camber can result from axle over-load.



## Tire Rotation

If correct air pressure and proper alignment are both continually maintained, tire rotation may never be needed. However, in other cases, tire rotation may be needed to help even out wear patterns caused by alignment, underinflation, or free-rolling wear problems. Follow your motorhome manufacturer's rotation service recommendations. There are no restrictions as to the method of rotation with your Michelin® RV tires, however, Michelin recommends including the spare tire in the rotation pattern and changing the direction of rotation. Tires can be rotated front to rear and side to side.

# SELECTING REPLACEMENT TIRES FOR YOUR RV

One of the most important RV equipment purchases that you will make will be the replacement tires. If you obtained good service with your first set of tires, chances are that they were matched well for your RV's weight needs and your type and area of driving.

Should you choose to replace your tires with another size, be very careful with this selection. There are some basic areas of concern, such as the load rating of the new tire and the overall diameter of the new tire for vehicle clearance, speedometer reading, and wheel width.

There is also the matching of the tires to the dual wheel offset for the dual spacing clearance and the load rating of the wheel. For example: buying a tire with a higher load rating that might require 105 PSI would be inappropriate if your wheel is limited to 80 PSI. (Be sure that the wheel width is compatible with the new tire size, doing otherwise is dangerous). Consult your vehicle manufacturer for wheel specifications.

As you can see, there are some critical areas to look at in picking out replacement tires. For the best information on doing this, you should see your Michelin dealer. There are Michelin dealer locations across the country to help with this type of information and there is a location close by that is ready to help.

If you have already been driving on Michelin® RV tires, you are aware of some of their extra benefits, such as the great wet and dry traction and outstanding handling. Most RV owners who drive on Michelin tires for the first time comment on the smooth, quiet ride.

For great traction, outstanding mileage, a smooth, quiet ride and for miles and miles of service, there is a premium quality Michelin RV radial for your special RV needs.



# **IF YOU EXPERIENCE A VIBRATION PROBLEM, PLEASE SHOW THE FOLLOWING INFORMATION TO YOUR VEHICLE OR TIRE DEALER.**

When a motorhome owner comes in with a vibration complaint, contact the appropriate chassis manufacturer to establish an incident report and get possible motorhome warranty handling instructions. The following procedure should take care of most complaints.

1. Driver interview — this should include the following:
  - has this vehicle been worked on by the chassis manufacturer or Michelin dealer for this complaint?
  - type of complaint
  - driving and road conditions when the vibration occurs - mph/rpm acceleration/deceleration
  - when in the life of the vehicle did it begin?
  - where does the vibration seem to be coming from? Front or rear?
  - recent maintenance or modifications to the vehicle
2. Vehicle test drive - ride in the vehicle and have the owner demonstrate the complaint to you to verify that there is in fact a problem.

Include the following observations:

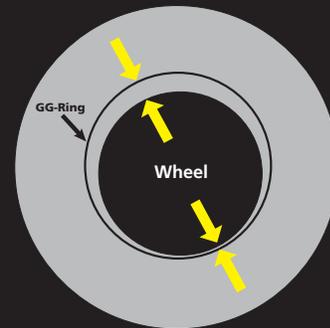
- speed at onset of vibration and the speed range
  - does the vibration phase in and out, or is it constant?
  - sensitivity to road surface? Smooth roads? Rough roads? Both?
  - effects of acceleration / deceleration / constant speed
  - vibration is felt through the seat? Floor? Steering wheel? Other?
  - is this a ride quality or a drive train vibration complaint?
3. Complaint history
    - check all motorhome warranty records, etc., to determine past history of the same or similar complaints on this vehicle.
    - have there been any changes or modifications to the chassis since manufacturing.
    - has any prior effort been made to diagnose or correct the complaint? By whom?

# VIBRATION DIAGNOSIS

If the vibration seems to be driveline related and from the wheel ends, then perform the following:

## TIRE/WHEEL ASSEMBLY INSPECTION

1. Jack up the front of the vehicle and spin each assembly observing the wear conditions of each tire and concentricity of the tire on wheel mounting. If the variation in the distance between the line-up ("gg") ring and the wheel flange exceeds  $1/16"$ , have the assembly broken down, relubed and re-mounted. (See diagram.)



2. Measure and record the radial runout on the vehicle of each assembly with tire runout gauge. Mark the highest point of the assembly. Rotate each assembly until the high spot is at the 12:00 position (without allowing the assembly to turn). Loosen all lug nuts and re-torque in the proper sequence. Re-measure and record the radial runout of the assembly.

If either front assembly still exceeds  $0.040"$ , measure the rear assemblies and put the two assemblies with the least runout on the steer axle.

3. Repeat the vehicle test drive. If the vibration still exists, contact the appropriate chassis manufacturer.

**You can find more information on RV tire safety by visiting our website at [www.michelinrvtires.com](http://www.michelinrvtires.com)**

# MICHELIN® RV TIRES REFERENCE CHART

<b>RV TIRES AND SPECIFICATIONS</b>	
	SPECIFICATIONS PAGE NUMBER
XRV®	21
XCA®	21
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**FOR EACH SIZE AND LOAD RANGE,  
THE PRIMARY RECOMMENDATION IS LISTED FIRST**

SIZE	LR	TREAD	SINGLE		DUAL	
			MAX LOAD	MAX PSI	MAX LOAD	MAX PSI
7.50R16	D	XPS RIB®	2470	65	2150	65
LT225/75R16	E	XPS RIB®	2680	80	2470	80
LT245/75R16	E	XPS RIB®	3042	80	2778	80
LT215/85R16	E	XPS RIB®	2680	80	2470	80
LT235/85R16	E	XPS RIB®	3042	80	2778	80
7.50R17	D	XCA®	2800	75	2600	75
8R19.5	F	XZA®	3525	110	3305	110
225/70R19.5	F	XRV®	3640	95	3415	95
225/70R19.5	G	XZE®	3970	110	3750	110
245/70R19.5	F	XRV®, XZE®	4080	95	3860	95
245/70R19.5	H	XZE®	4940	120	4675	120
9R22.5	F	XZE®	4540	105	4300	720
10R22.5	F	XZE®	5205	100	4940	100
10R22.5	G	XZE®	5675	115	5355	115
11R22.5	G	XZA3®	6175	105	5840	105
11R22.5	H	XZA3®	6610	120	6005	120
255/70R22.5	H	XZE® *	5510	120	5070	120
275/70R22.5	J	XZA2® ENERGY	6940	130	6395	120
305/70R22.5	L	XRV®	7830	120	6940	120
365/70R22.5	L	XZA®	10500	125	N/A	N/A
235/80R22.5	G	XRV®, XZE®	4675	110	4410	110
255/80R22.5	G	XRV®, XZE®	5205	110	4805	110
275/80R22.5	G	XZA3®, XZE®	6175	110	5675	110
275/80R22.5	H	XZA3®, XZE®	7160	120	6610	120
295/80R22.5	H	XZA2® ENERGY	7830	120	6940	120
315/80R22.5	L	XZA®1, XZA2® ENERGY	9090	130	8270	130
11R24.5	G	XZA3®	6610	105	6005	105
305/75R24.5	J	XZE®2	8270	120	7160	120
275/80R24.5	G	XZA3®	6175	110	5675	110

\* With chip and cut resistant tread compound.

# XRV®

## Our all-position radial designed specifically for exceptional performance on recreational vehicles and motorhomes

- Wide, "see-through" grooves promote drainage efficiency to help improve traction on wet surfaces
- Multi-siping helps deliver dependable grip and long, even wear
- Enlarged sidewall characters make load/pressure information easier to read, facilitating proper use and maintenance
- Stable tread with cool running compound engineered to reduce squirm and lower heat for improved handling and durability



### Specifications for Tread Design: XRV®

Size	Load Range	Catalog Number	Tread Depth 32nds	Max Speed (*) mph	Loaded Radius		Overall Diameter		Overall Width (‡)		Approved Rims	Min. Dual Spacing (‡)		Revs per Mile	Max. Tire Load Single				Max. Tire Load Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
225/70R19.5 (1)	F	58916	13	75	14.9	379	32.0	813	8.7	222	6.00, 6.75	9.7	246	648	3640	95	1650	660	3415	95	1550	660
245/70R19.5 (1)	F	67140	14	75	15.5	393	33.3	846	9.6	245	6.75, 7.50	10.7	272	625	4080	95	1850	660	3860	95	1750	660
235/80R22.5 (1)	G	87511	16	75	17.4	443	37.1	943	9.2	233	6.75, 7.50	10.3	262	556	4675	110	2120	760	4410	110	2000	760
255/80R22.5 (1)	G	59634	17	75	17.8	452	38.2	972	9.9	251	7.50, 8.25	11.2	284	541	5205	110	2360	760	4805	110	2180	760
305/70R22.5 (2)	L	93499	16	75	18.1	460	39.1	994	12.3	312	9.00, 8.25	13.5	343	531	7830	120	3550	830	6940	120	3150	830

(1, 2) Tread design as indicated above the tire pictures.

**Note:** Rim listed first is the measuring rim.

(\*) 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 rim 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 rim manufacturer's load and inflation limits. Never exceed rim manufacturer's limits without permission of component manufacturer.

# XCA®

## The all-position steel radial designed for high mileage in light commercial applications.

- Wide circumferential grooves for optimized water evacuation on wet surfaces and excellent traction
- Application specific compound engineered for resistance to scrub and irregular wear
- Tough steel belt and steel casing combine to help deliver outstanding retreadability



### Specifications for Tread Design: XCA®

Size (1)	Load Range	Catalog Number	Tread Depth 32nds	Max Speed (2) mph	Loaded Radius		Overall Diameter		Overall Width (3)		Approved Rims (4)	Min. Dual Spacing (3)		Revs per Mile	Max. Tire Load Single				Max. Tire Load Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
7.50R17	D	23176	13	75	15.6	396	33.5	850	8.2	209	6.00	9.50	242	621	2800	75	1270	520	2600	75	1180	520

**Note:** All comparisons are between Michelin® tires within this category.

(1) Sizes listed do not include P-metric and floatation dimensions. For full range of products refer to "Michelin Data Book" No. MDL41080.

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

(3) Tire section widths and overall widths will change 0.1 inch (2.5 mm) for each 1/4 inch change in rim width. Minimum dual spacing should be adjusted accordingly.

(4) Range of approved rim widths. For specific rim profiles and measuring rim, refer to "Michelin Data Book" No. MDL41080.

DANGER: Never mount a 16" diameter tire on a 16.5" rim.

**WARNING:** Serious or fatal injury may result from tire failure due to underinflation/overinflation/overloading. To ensure correct air pressure and vehicle load, refer to vehicle owner's manual or tire information placard in the vehicle. Serious injury or death may result from explosion of tire/rim assembly due to improper mounting. Only tire professionals should mount tires, and they should never inflate beyond 40 psi to seat the beads. See Tire Dealer for proper mounting. Before mixing types of tires in any configuration on any vehicle, be sure to check the vehicle owner's manual for recommendations.

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# XPS RIB®

Michelin® XPS Rib® tires are the best value per mile in the Michelin commercial tire lineup and a smart choice for commercial trailers because of low rolling resistance (for efficient fuel economy), a long-wear rib tread design and retreadability. These tires also have the strength of reinforced all-steel construction for lasting durability.

### Key Benefits:

- Responsive handling helps you negotiate through tough traffic
- Excellent wet traction

### Tire Specifics:

- Lowest cost per mile in this category
- Retreadable
- All-wheel-position tire



## Specifications for Tread Design: XPS RIB®

Size (1)	Load Range	Catalog Number	Tread Depth 32nds	Max Speed (2) mph	Loaded Radius		Overall Diameter		Overall Width (3)		Approved Rims (4)	Min. Dual Spacing (3)		Revs per Mile	Max. Tire Load Single				Max. Tire Load Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
7.50R16	D	10818	13	75	14.7	374	31.8	808	8.3	211	6.00, 5.50, 6.50	9.53	242	654	2470	65	1120	450	2150	65	975	450
LT215/85R16	E	39510	15	75	14.2	360	30.5	775	8.9	225	6.00, 5.50, 7.00	9.88	251	687	2680	80	1215	550	2470	80	1120	550
LT225/75R16	E	08404	14	75	13.7	347	29.4	746	9.0	229	6.50, 6.00, 7.00	10.39	264	706	2680	80	1215	550	2470	80	1120	550
LT235/85R16	E	13080	15	75	14.8	376	32.2	818	9.7	246	6.00, 7.00	10.60	269	655	3042	80	1380	550	2778	80	1260	550
LT245/75R16	E	26848	15	75	14.4	366	30.6	777	9.6	244	7.00	11.34	288	676	3042	80	1380	550	2778	80	1260	550

Note: All comparisons are between Michelin® tires within this category.

(1) Sizes listed do not include P-metric and floatation dimensions. For full range of products refer to "Michelin Data Book" No. MDL41080.

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

(3) Tire section widths and overall widths will change 0.1 inch (2.5 mm) for each 1/4 inch change in rim width. Minimum dual spacing should be adjusted accordingly.

(4) Range of approved rim widths. For specific rim profiles and measuring rim, refer to "Michelin Data Book" No. MDL41080.

DANGER: Never mount a 16" diameter tire on a 16.5" rim.

WARNING: Serious or fatal injury may result from tire failure due to underinflation/overinflation/overloading. To ensure correct air pressure and vehicle load, refer to vehicle owner's manual or tire information placard in the vehicle. Serious injury or death may result from explosion of tire/rim assembly due to improper mounting. Only tire professionals should mount tires, and they should never inflate beyond 40 psi to seat the beads. See Tire Dealer for proper mounting. Before mixing types of tires in any configuration on any vehicle, be sure to check the vehicle owner's manual for recommendations.

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 obligation.

# XZA®

## Our all-position radial with proven versatility

- Massive shoulders and application specific compound help resist scrub and abrasion, promoting extended tread life.
- Zig-zag groove design for true all-position use.

(1) 365/70R22.5

(2)



## Specifications for Tread Design: XZA®

Size	Load Range	Catalog Number	Tread Depth 32nds	Max Speed (*) mph	Loaded Radius		Overall Diameter		Overall Width (†)		Approved Rims	Min. Dual Spacing (‡)		Revs per Mile	Max. Tire Load Single				Max. Tire Load Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
10R17.5 (2)	G	05008	16	65	15.6	397	33.9	861	9.5	241	6.75, 7.50	11.1	282	615	4805	115	2180	790	4540	115	2060	790
365/70R22.5 (1)	L	71842	19	75	19.6	497	42.5	1080	14.3	363	10.50	—	—	490	10500	125	4750	860	—	—	—	—
8R19.5 (2)	F	60893	16	75	15.6	395	33.6	854	8.1	206	5.25, 6.00	8.8	224	616	3525	110	1600	760	3305	110	1500	760

(1, 2) Tread design as indicated above the tire pictures.

Note: Rim listed first is the measuring rim.

(\*) 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 rim width. Minimum dual spacing should be adjusted accordingly.

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Please consult rim manufacturer's load and inflation limits. Never exceed rim manufacturer's limits without permission of component manufacturer.

# XZA2<sup>®</sup> Energy

**Fuel-efficient all-position radial designed for long life in highway steer axle service**

- Unique intermediate rib design helps combat the onset of irregular wear in highway service
- Exceptional handling and responsiveness through optimized shoulder design
- Traction and lateral control offered by miniature sipes and variable groove angles



## Specifications for Tread Design: XZA2<sup>®</sup> Energy

Size	Load Range	Catalog Number	Tread Depth 32nds	Max Speed (*) mph	Loaded Radius		Overall Diameter		Overall Width (‡)		Approved Rims	Min. Dual Spacing (‡)		Revs per Mile	Max. Tire Load Single				Max. Tire Load Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		in.	mm.	lbs.	psi	kg.	kPa	lbs.	psi
275/70R22.5 (1)	J	90059	18	75	17.6	448	38.0	966	10.9	277	7.50, 8.25	11.9	303	545	6940	130	3150	900	6395	120	2900	830
295/80R22.5 (1)	H	76807	16	75	19.1	486	41.3	1048	11.8	299	9.00, 8.25	13.2	335	503	7830	120	3550	830	6940	120	3150	830
315/80R22.5 (1)	L	76184	17	75	19.5	496	42.3	1074	12.5	318	9.00, 8.25 (1)	13.8	351	492	9090	130	4125	900	8270	130	3750	900

(1) For use with 8.25x22.5 wheels, consult Michelin.

# XZA3<sup>®</sup>

**Premium, ultra-fuel-efficient radial that delivers our longest original tread life in long haul steer service**

- Directional miniature sipes in the groove walls help defend against the onset of irregular wear and contribute to long original tread life
- 19/32 of Michelin's latest Advanced Technology compound helps deliver exceptional fuel efficiency and long tread life for more miles
- Enhanced shoulder rib is 80% wider than the XZA2<sup>®</sup> tire for improved shoulder wear
- Wide, flat tread optimizes footprint shape for improved handling and response in line haul service
- 7 Year / 700,000 Mile / 3-Retread Manufacturer's Limited Casing Warranty (2)

(Directional)



## Specifications for Tread Design: XZA3<sup>®</sup>

Size	Load Range	Catalog Number	Tread Depth 32nds	Max Speed (*) mph	Loaded Radius		Overall Diameter		Overall Width (‡)		Approved Rims	Min. Dual Spacing (‡)		Revs per Mile	Max. Tire Load Single				Max. Tire Load Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		in.	mm.	lbs.	psi	kg.	kPa	lbs.	psi
11R22.5 (1)	G	73162	19	75	19.3	489	41.3	1048	11.1	283	8.25, 7.50	12.5	318	502	6175	105	2800	720	5840	105	2650	720
11R22.5 (1)	H	47488	19	75	19.1	485	41.3	1049	11.2	284	8.25, 7.50	12.5	318	503	6610	120	3000	830	6005	120	2725	830
275/80R22.5 (1)	G	73146	19	75	18.6	473	40.1	1018	10.9	277	8.25, 7.50	12.2	311	518	6175	110	2800	760	5675	110	2575	760
275/80R22.5 (1)	H	69192	19	75	18.7	474	40.1	1018	10.9	278	8.25, 7.50	12.2	311	518	7160	120	3250	830	6610	120	3000	830
11R24.5 (1)	G	73181	19	75	20.2	513	43.3	1099	11.1	282	8.25, 7.50	12.5	318	479	6610	105	3000	720	6005	105	2725	720
275/80R24.5 (1)	G	73173	19	75	19.3	491	41.3	1049	10.7	272	8.25, 7.50	12.2	311	501	6175	110	2800	760	5675	110	2575	760

(1) Directional tread design.

(2) 7/7/3 Manufacturing Limited Casing Warranty: 700,000 miles, 7 years, or 3 retreads for XZA3<sup>®</sup>, XZA2<sup>®</sup>, XDA3<sup>™</sup>, and XDA<sup>®</sup> Energy only. See limited warranty for details.

**Note:** Rim listed first is the measuring rim.

(\*) 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 rim width. Minimum dual spacing should be adjusted accordingly.

Michelin<sup>®</sup> 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 rim manufacturer's load and inflation limits. Never exceed rim manufacturer's limits without permission of component manufacturer.

# XZA<sup>®</sup>1

## Even-wearing all-position tire optimized for heavy axle loads in highway & limited regional service

- Miniature sipes in groove walls and variable groove angles help reduce irregular wear and improve overall performance
- Full-width elastic protector ply helps protect the working plies from bruising and penetrations
- Flat crown radius helps enhance wear and treadlife



### Specifications for Tread Design: XZA<sup>®</sup>1

Size	Load Range	Catalog Number	Tread Depth 32nds	Max Speed (*) mph	Loaded Radius		Overall Diameter		Overall Width (‡)		Approved Rims	Min. Dual Spacing (‡)		Revs per Mile	Max. Tire Load Single				Max. Tire Load Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
315/80R22.5	L	47056	18	75	19.6	499	42.5	1079	12.5	317	9.00, 8.25 (1)	13.8	351	489	9090	130	4125	900	8270	130	3750	900

(1) For use with 8.25x22.5 wheels, see Page 87.

# XZE<sup>®</sup>

## Premium all-position radial with extra-wide, extra-deep tread designed to help deliver our best wear in high scrub applications

- Beefy, buttressed shoulders help resist tearing and accelerated wear in high scrub applications
- Extra strong curb guards help protect sidewalls against most impacts and abrasions for long casing life
- Groove bottom protectors help deliver additional defense against stone drilling
- Application specific high scrub compound for chip and cut resistance in LRH versions with \* designation make the XZE<sup>®</sup> tire our longest wearing regional steer tire
- Deep, wide tread and optimized footprint shape help deliver long, even treadwear



### Specifications for Tread Design: XZE<sup>®</sup>

Size	Load Range	Catalog Number	Tread Depth 32nds	Max Speed (*) mph	Loaded Radius		Overall Diameter		Overall Width (‡)		Approved Rims	Min. Dual Spacing (‡)		Revs per Mile	Max. Tire Load Single				Max. Tire Load Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
225/70R19.5	G	91043	17	75	14.9	378	32.2	819	8.9	227	6.00, 6.75	9.7	246	646	3970	110	1800	760	3750	110	1700	760
245/70R19.5	F	63523	18	75	15.6	395	33.6	853	9.7	247	6.75, 7.50	10.7	272	619	4080	95	1850	660	3860	95	1750	660
245/70R19.5	H	75997	18	75	15.6	396	33.6	853	9.7	247	6.75, 7.50	10.7	272	619	4940	120	2240	830	4675	120	2120	830
9R22.5	F	75473	18	75	17.8	452	38.2	970	8.9	226	6.00, 6.75, 7.50	10.0	254	543	4540	105	2060	720	4300	105	1950	720
10R22.5	F	79883	21	75	18.7	475	40.1	1019	10.2	259	6.75, 7.50	11.1	282	517	5205	100	2360	690	4940	100	2240	690
10R22.5	G	99141	21	75	18.7	475	40.1	1019	10.2	259	6.75, 7.50	11.1	282	517	5675	115	2575	790	5355	115	2430	790
235/80R22.5	G	68749	19	75	17.4	443	37.4	949	9.3	236	6.75, 7.50	10.3	262	555	4675	110	2120	760	4410	110	2000	760
255/70R22.5 *	H	61737	18	75	17.2	437	36.7	932	10.2	260	8.25, 7.50	11.6	295	563	5510	120	2500	830	5070	120	2300	830
255/80R22.5	G	94390	20	75	17.9	455	38.5	979	10.0	254	7.50, 8.25	11.3	287	538	5205	110	2360	760	4805	110	2180	760
275/80R22.5	G	73348	22	75	18.6	473	40.2	1021	11.1	282	8.25, 7.50	12.2	311	517	6175	110	2800	760	5675	110	2575	760
275/80R22.5	H	01637	22	75	18.7	475	40.2	1022	11.1	282	8.25, 7.50	12.2	311	516	7160	120	3250	830	6610	120	3000	830

\* With chip and cut resistant tread compound.

Note: Rim listed first is the measuring rim.

(\*) 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 rim width. Minimum dual spacing should be adjusted accordingly.

Michelin<sup>®</sup> 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 rim manufacturer's load and inflation limits. Never exceed rim manufacturer's limits without permission of component manufacturer.

# XZE<sup>®</sup> 2

## All-position radial optimized for steer axles in regional and limited highway service

- Buttressed shoulder helps resist wear in high scrub applications
- Full depth sipes offer enhanced traction throughout the usable tire life
- Full-width protector ply helps protect the working plies from bruises and penetrations



### Specifications for Tread Design: XZE<sup>®</sup> 2

Size	Load Range	Catalog Number	Tread Depth 32nds	Max Speed (*) mph	Loaded Radius		Overall Diameter		Overall Width (‡)		Approved Rims	Min. Dual Spacing (‡)		Revs per Mile	Max. Tire Load Single				Max. Tire Load Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
305/75R24.5	J	67251	22	65	19.8	504	42.7	1084	11.6	294	8.25	13.1	334	486	8270	120	3750	830	7160	120	3250	830

**Note:** Rim listed first is the measuring rim.

(\*) 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 rim width. Minimum dual spacing should be adjusted accordingly.

Michelin<sup>®</sup> 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 rim manufacturer's load and inflation limits. Never exceed rim manufacturer's limits without permission of component manufacturer.

## MICHELIN INFLATION CHARTS FOR RV USAGE ONLY

For RV use only, Michelin displays tire loads **per axle end** in the load and inflation tables, as we recommend weighing each axle end separately and using the heaviest end weight to determine the axle's cold inflation tire pressure. **For control of your RV, it is critical the tire pressures are the same across an axle, while NEVER exceeding the maximum air pressure limit stamped on the wheels.**

To select the proper load and inflation table, locate your tire size in the following pages, then match your

tire's sidewall markings to the table with the same sidewall markings. If your tire's sidewall markings do not match any table listed, please contact your Michelin dealer for the applicable load and inflation table.

Industry load and inflation standards are in a constant state of change, and Michelin continually updates its product information to reflect these changes. Printed material may not reflect the latest load and inflation standards.

**In the load and inflation tables, SINGLE means an axle with one tire mounted on each end, while DUAL means an axle with two tires mounted on each end. The loads indicated represent the total weight of an axle end, in an RV application. When one axle end weighs more than the other, use the heavier of the two end weights to determine the unique tire pressure for all tires on the axle. The maximum cold air pressure for each axle may vary, depending on their weights. These tables are applicable for all RV axles, whether or not they are power-driven.**

### WHEEL DIAMETER - 16"

#### 7.50R16 LRD — XPS RIB<sup>®</sup>

PSI		35	40	45	50	55	60	65	MAXIMUM LOAD AND PRESSURE ON SIDEWALL			
kPa		250	280	310	350	380	410	450				
LBS	SINGLE	1620	1770	1930	2040	2190	2310	2470	S	2470 LBS	AT	65 PSI
	DUAL	2860	3130	3380	3640	3860	4080	4300	D	2150 LBS	AT	65 PSI
KG	SINGLE	735	805	875	925	995	1050	1120	S	1120 KG	AT	450 kPa
	DUAL	1300	1420	1530	1650	1750	1850	1950	D	975 KG	AT	450 kPa

#### LT225/75R16 LRE — XPS RIB<sup>®</sup>

PSI		35	40	45	50	55	60	65	70	75	80	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		250	280	310	350	380	410	450	480	520	550		
LBS	SINGLE	1500	1650	1790	1940	2060	2190	2335	2440	2560	2680	S	2680 LBS AT 80 PSI
	DUAL	2730	3000	3260	3530	3750	3990	4300	4440	4660	4940	D	2470 LBS AT 80 PSI
KG	SINGLE	700	750	813	880	935	995	1060	1108	1160	1215	S	1215 KG AT 550 kPa
	DUAL	1270	1360	1480	1600	1700	1810	1950	2015	2115	2240	D	1120 KG AT 550 kPa

# MICHELIN INFLATION CHARTS FOR RV USAGE ONLY

In the load and inflation tables, SINGLE means an axle with one tire mounted on each end, while DUAL means an axle with two tires mounted on each end. The loads indicated represent the total weight of an axle end, in an RV application. When one axle end weighs more than the other, use the heavier of the two end weights to determine the unique tire pressure for all tires on the axle. The maximum cold air pressure for each axle may vary, depending on their weights. These tables are applicable for all RV axles, whether or not they are power-driven.

## WHEEL DIAMETER - 16"

### LT245/75R16 LRE — XPS RIB®

PSI		35	40	45	50	55	60	65	70	75	80	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		250	280	310	350	380	410	450	480	520	550		
LBS	SINGLE	1700	1865	2030	2205	2335	2480	2625	2765	2900	3042	S	3042 LBS AT 80 PSI
	DUAL	3090	3390	3690	4010	4250	4510	4763	5030	5280	5556	D	2778 LBS AT 80 PSI
KG	SINGLE	790	845	920	1000	1060	1125	1190	1255	1315	1380	S	1380 KG AT 550 kPa
	DUAL	1440	1540	1675	1820	1930	2045	2160	2280	2395	2520	D	1260 KG AT 550 kPa

### LT215/85R16 LRE — XPS RIB®

PSI		35	40	45	50	55	60	65	70	75	80	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		250	280	310	350	380	410	450	480	520	550		
LBS	SINGLE	1495	1640	1785	1940	2050	2180	2335	2430	2550	2680	S	2680 LBS AT 80 PSI
	DUAL	2720	2980	3250	3530	3730	3970	4300	4420	4640	4940	D	2470 LBS AT 80 PSI
KG	SINGLE	695	745	810	880	930	990	1060	1100	1155	1215	S	1215 KG AT 550 kPa
	DUAL	1260	1350	1475	1600	1690	1800	1950	2005	2105	2240	D	1120 KG AT 550 kPa

### LT235/85R16 LRE — XPS RIB®

PSI		35	40	45	50	55	60	65	70	75	80	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		250	280	310	350	380	410	450	480	520	550		
LBS	SINGLE	1700	1870	2030	2205	2335	2485	2625	2765	2905	3042	S	3042 LBS AT 80 PSI
	DUAL	3090	3400	3690	4010	4250	4520	4760	5030	5290	5556	D	2778 LBS AT 80 PSI
KG	SINGLE	790	850	920	1000	1060	1130	1190	1255	1320	1380	S	1380 KG AT 550 kPa
	DUAL	1440	1545	1675	1820	1930	2050	2160	2280	2400	2520	D	1260 KG AT 550 kPa

## WHEEL DIAMETER - 17"

### 7.50R17 LRD — XCA®

PSI		45	50	55	60	65	70	75				MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		310	340	380	410	450	480	520					
LBS	SINGLE	1860	2025	2185	2340	2495	2650	2800				S	2800 LBS at 75 PSI
	DUAL	3460	3760	4060	4350	4640	4920	5200				D	2600 LBS at 75 PSI
KG	SINGLE	840	900	990	1050	1130	1190	1270				S	1270 KG at 520 kPa
	DUAL	1560	1680	1840	1960	2100	2220	2360				D	1180 KG at 520 kPa

## WHEEL DIAMETER - 19.5"

### 8R19.5 LRF — XZA®

PSI		70	75	80	85	90	95	100	105	110		MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		480	520	550	590	620	660	690	720	760			
LBS	SINGLE	2540	2680	2835	2955	3075	3195	3305	3415	3525		S	3525 LBS at 110 PSI
	DUAL	4920	5140	5360	5570	5780	6000	6200	6400	6610		D	3305 LBS at 110 PSI
KG	SINGLE	1150	1220	1285	1340	1400	1450	1500	1550	1600		S	1600 KG at 760 kPa
	DUAL	2240	2340	2430	2520	2620	2720	2820	2920	3000		D	1500 KG at 760 kPa

### 225/70R19.5 LRF — XRV®

PSI		65	70	75	80	85	90	95				MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		450	480	520	550	590	620	660					
LBS	SINGLE	2755	2895	3040	3195	3315	3450	3640				S	3640 LBS at 95 PSI
	DUAL	5200	5440	5720	6000	6230	6490	6830				D	3415 LBS at 95 PSI
KG	SINGLE	1250	1310	1380	1450	1500	1570	1650				S	1650 KG at 660 kPa
	DUAL	2360	2460	2600	2720	2820	2940	3100				D	1550 KG at 660 kPa

# MICHELIN INFLATION CHARTS FOR RV USAGE ONLY

In the load and inflation tables, **SINGLE** means an axle with one tire mounted on each end, while **DUAL** means an axle with two tires mounted on each end. The loads indicated represent the total weight of an axle end, in an RV application. When one axle end weighs more than the other, use the heavier of the two end weights to determine the unique tire pressure for all tires on the axle. The maximum cold air pressure for each axle may vary, depending on their weights. These tables are applicable for all RV axles, whether or not they are power-driven.

## WHEEL DIAMETER - 19.5"

### 225/70R19.5 LRG — XZE®

PSI		65	70	75	80	85	90	95	100	105	110	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		450	480	520	550	590	620	660	690	720	760		
LBS	SINGLE	2755	2895	3040	3195	3315	3450	3640	3715	3845	3970	S	3970 LBS at 110 PSI
	DUAL	5200	5440	5720	6000	6230	6490	6830	6980	7230	7500	D	3750 LBS at 110 PSI
KG	SINGLE	1250	1310	1380	1450	1500	1570	1650	1690	1740	1800	S	1800 KG at 760 kPa
	DUAL	2360	2460	2600	2720	2820	2940	3100	3160	3280	3400	D	1700 KG at 760 kPa

### 245/70R19.5 LRF — XRV®, XZE®

PSI		80	85	90	95							MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		550	590	620	660								
LBS	SINGLE	3640	3740	3890	4080							S	4080 LBS at 95 PSI
	DUAL	6830	7030	7310	7720							D	3860 LBS at 95 PSI
KG	SINGLE	1650	1700	1770	1850							S	1850 KG at 660 kPa
	DUAL	3100	3180	3320	3500							D	1750 KG at 660 kPa

### 245/70R19.5 LRH — XZE®

PSI		75	80	85	90	95	100	105	110	115	120	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		520	550	590	620	660	690	720	760	790	830		
LBS	SINGLE	3390	3570	3750	3925	4100	4270	4440	4610	4775	4940	S	4940 LBS at 120 PSI
	DUAL	6420	6760	7100	7430	7760	8080	8400	8720	9040	9350	D	4675 LBS at 120 PSI
KG	SINGLE	1540	1610	1700	1770	1860	1930	2000	2090	2150	2240	S	2240 KG at 830 kPa
	DUAL	2920	3060	3220	3360	3520	3660	3780	3960	4080	4240	D	2120 KG at 830 kPa

## WHEEL DIAMETER - 22.5"

### 9R22.5 LRF — XZE®

PSI		70	75	80	85	90	95	100	105			MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		480	520	550	590	620	660	690	720				
LBS	SINGLE	3370	3560	3730	3890	4080	4235	4390	4540			S	4550 LBS at 105 PSI
	DUAL	6540	6820	7100	7380	7720	8010	8300	8600			D	4300 LBS at 105 PSI
KG	SINGLE	1530	1615	1690	1760	1850	1920	1990	2060			S	2060 KG at 720 kPa
	DUAL	2960	3100	3220	3340	3500	3640	3780	3900			D	1950 KG at 720 kPa

### 10R22.5 LRF — XZE®

PSI		70	75	80	85	90	95	100				MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		480	520	550	590	620	660	690					
LBS	SINGLE	4080	4280	4480	4675	4850	5025	5205				S	5205 LBS at 100 PSI
	DUAL	7720	8090	8460	8820	9170	9520	9880				D	4940 LBS at 100 PSI
KG	SINGLE	1850	1940	2030	2120	2200	2280	2360				S	2360 KG at 690 kPa
	DUAL	3500	3660	3820	4000	4160	4320	4480				D	2240 KG at 690 kPa

### 10R22.5 LRG — XZE®

PSI		70	75	80	85	90	95	100	105	110	115	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		480	520	550	590	620	660	690	720	760	790		
LBS	SINGLE	4080	4280	4480	4675	4850	5025	5205	5360	5515	5675	S	5675 LBS at 115 PSI
	DUAL	7720	8090	8460	8820	9170	9520	9880	10150	10420	10710	D	5355 LBS at 115 PSI
KG	SINGLE	1850	1940	2030	2120	2200	2280	2360	2430	2500	2575	S	2575 KG at 790 kPa
	DUAL	3500	3660	3820	4000	4160	4320	4480	4600	4720	4860	D	2430 KG at 790 kPa

# MICHELIN INFLATION CHARTS FOR RV USAGE ONLY

In the load and inflation tables, SINGLE means an axle with one tire mounted on each end, while DUAL means an axle with two tires mounted on each end. The loads indicated represent the total weight of an axle end, in an RV application. When one axle end weighs more than the other, use the heavier of the two end weights to determine the unique tire pressure for all tires on the axle. The maximum cold air pressure for each axle may vary, depending on their weights. These tables are applicable for all RV axles, whether or not they are power-driven.

## WHEEL DIAMETER - 22.5"

### 11R22.5 LRG — XZA3®

PSI		70	75	80	85	90	95	100	105	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		480	520	550	590	620	660	690	720		
LBS	SINGLE	4530	4770	4990	5220	5510	5730	5950	6175	S	6175 LBS at 105 PSI
	DUAL	8760	9160	9520	9900	10410	10830	11250	11680	D	5840 LBS at 105 PSI
KG	SINGLE	2050	2160	2260	2370	2500	2600	2700	2800	S	2800 KG at 720 kPa
	DUAL	3980	4160	4320	4500	4720	4920	5120	5300	D	2650 KG at 720 kPa

### 11R22.5 LRH — XZA3®

PSI		75	80	85	90	95	100	105	110	115	120	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		520	550	590	620	660	690	720	760	790	830		
LBS	SINGLE	4770	4990	5220	5510	5730	5950	6175	6320	6465	6610	S	6610 LBS at 120 PSI
	DUAL	9160	9520	9900	10410	10830	11250	11680	11790	11900	12010	D	6005 LBS at 120 PSI
KG	SINGLE	2160	2260	2370	2500	2600	2700	2800	2870	2940	3000	S	3000 KG at 830 kPa
	DUAL	4160	4320	4500	4720	4920	5120	5300	5360	5420	5450	D	2725 KG at 830 kPa

### 255/70R22.5 LRH — XZE®\*

PSI		80	85	90	95	100	105	110	115	120	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		550	590	620	660	690	720	760	790	830		
LBS	SINGLE	4190	4370	4550	4675	4895	5065	5205	5400	5510	S	5510 LBS at 120 PSI
	DUAL	7940	8220	8550	8820	8910	9220	9350	9830	10140	D	5070 LBS at 120 PSI
KG	SINGLE	1900	1980	2060	2120	2220	2300	2360	2450	2500	S	2500 KG at 830 kPa
	DUAL	3600	3720	3880	4000	4040	4180	4240	4460	4600	D	2300 KG at 830 kPa

### 275/70R22.5 LRJ — XZA2® ENERGY

PSI		85	90	95	100	105	110	115	120	125	130	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		590	620	660	690	720	760	790	830	860	900		
LBS	SINGLE	4940	5170	5400	5625	5850	6070	6290	6510	6730	6940	S	6940 LBS at 130 PSI
	DUAL	9710	10160	10610	11050	11490	11930	12360	12790			D	6395 LBS at 120 PSI
KG	SINGLE	2250	2340	2460	2550	2640	2750	2840	2950	3040	3150	S	3150 KG at 900 kPa
	DUAL	4420	4600	4820	5000	5180	5400	5580	5800			D	2900 KG at 830 kPa

### 305/70R22.5 LRL — XRV®

PSI		75	80	85	90	95	100	105	110	115	120	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		520	550	590	620	660	690	720	760	790	830		
LBS	SINGLE	5375	5660	5940	6220	6495	6770	7040	7300	7570	7830	S	7830 LBS at 120 PSI
	DUAL	9530	10030	10530	11030	11510	12000	12470	12950	13420	13880	D	6940 LBS at 120 PSI
KG	SINGLE	2440	2550	2700	2810	2960	3060	3170	3310	3410	3550	S	3550 KG at 830 kPa
	DUAL	4340	4540	4800	4980	5240	5440	5620	5880	6060	6300	D	3150 KG at 830 kPa

### 365/70R22.5 LRL — XZA®

PSI		80	85	90	95	100	105	110	115	120	125	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		550	590	620	660	690	720	760	790	830	860		
LBS	SINGLE	7350	7710	8070	8430	8780	9130	9480	9820	10200	10500	S	10500 LBS at 125 PSI
KG	SINGLE	3320	3510	3660	3840	3980	4120	4300	4440	4620	4750	S	4750 KG at 860 kPa

\* With chip and cut resistant tread compound.

# MICHELIN INFLATION CHARTS FOR RV USAGE ONLY

In the load and inflation tables, SINGLE means an axle with one tire mounted on each end, while DUAL means an axle with two tires mounted on each end. The loads indicated represent the total weight of an axle end, in an RV application. When one axle end weighs more than the other, use the heavier of the two end weights to determine the unique tire pressure for all tires on the axle. The maximum cold air pressure for each axle may vary, depending on their weights. These tables are applicable for all RV axles, whether or not they are power-driven.

## WHEEL DIAMETER - 22.5"

### 235/80R22.5 LRG — XRV®, XZE®

PSI		70	75	80	85	90	95	100	105	110		MAXIMUM LOAD AND PRESSURE ON SIDEWALL
kPa		480	520	550	590	620	660	690	720	760		
LBS	SINGLE	3470	3645	3860	3975	4140	4300	4455	4610	4675	S	4675 LBS at 110 PSI
	DUAL	6320	6630	7050	7230	7530	7940	8110	8390	8820	D	4410 LBS at 110 PSI
KG	SINGLE	1570	1650	1750	1800	1880	1950	2020	2090	2120	S	2120 KG at 760 kPa
	DUAL	2860	3000	3200	3280	3420	3600	3680	3800	4000	D	2000 KG at 760 kPa

### 255/80R22.5 LRG — XRV®, XZE®

PSI		70	75	80	85	90	95	100	105	110		MAXIMUM LOAD AND PRESSURE ON SIDEWALL
kPa		480	520	550	590	620	660	690	720	760		
LBS	SINGLE	3875	4070	4300	4440	4620	4805	4975	5150	5205	S	5205 LBS at 110 PSI
	DUAL	7050	7410	7720	8080	8410	8820	9050	9370	9610	D	4805 LBS at 110 PSI
KG	SINGLE	1760	1850	1950	2010	2100	2180	2260	2340	2360	S	2360 KG at 760 kPa
	DUAL	3200	3360	3500	3660	3820	4000	4100	4260	4360	D	2180 KG at 760 kPa

### 275/80R22.5 LRG — XZA3®, XZE®

PSI		70	75	80	85	90	95	100	105	110		MAXIMUM LOAD AND PRESSURE ON SIDEWALL
kPa		480	520	550	590	620	660	690	720	760		
LBS	SINGLE	4500	4725	4940	5155	5370	5510	5780	5980	6175	S	6175 LBS at 110 PSI
	DUAL	8190	8600	9080	9380	9770	10140	10520	10880	11350	D	5675 LBS at 110 PSI
KG	SINGLE	2040	2140	2240	2340	2440	2500	2620	2710	2800	S	2800 KG at 760 kPa
	DUAL	3720	3900	4120	4260	4440	4600	4780	4940	5150	D	2575 KG at 760 kPa

### 275/80R22.5 LRH — XZA3®, XZE®

PSI		75	80	85	90	95	100	105	110	115	120	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		520	550	590	620	660	690	720	760	790	830		
LBS	SINGLE	4915	5175	5435	5690	5940	6190	6435	6680	6920	7160	S	7160 LBS at 120 PSI
	DUAL	9080	9560	10030	10500	10970	11430	11880	12330	12780	13220	D	6610 LBS at 120 PSI
KG	SINGLE	2240	2340	2470	2570	2710	2800	2900	3030	3120	3250	S	3250 KG at 830 kPa
	DUAL	4120	4320	4560	4760	5000	5180	5360	5600	5760	6000	D	3000 KG at 830 kPa

### 295/80R22.5 LRH — XZA2® ENERGY

PSI		75	80	85	90	95	100	105	110	1150	120	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		520	550	590	620	660	690	720	760	790	830		
LBS	SINGLE	5375	5660	5940	6220	6495	6770	7040	7300	7570	7830	S	7830 LBS at 120 PSI
	DUAL	9530	10030	10530	11030	11510	12000	12470	12950	13420	13880	D	6940 LBS at 120 PSI
KG	SINGLE	2440	2550	2700	2810	2960	3060	3170	3310	3410	3550	S	3550 KG at 830 kPa
	DUAL	4340	4540	4800	4980	5240	5440	5620	5880	6060	6300	D	3150 KG at 830 kPa

### 315/80R22.5 LRL — XZA1®, XZA2® ENERGY

PSI		85	90	95	100	105	110	115	120	125	130	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		590	620	660	690	720	760	790	830	860	900		
LBS	SINGLE	6415	6670	6940	7190	7440	7610	7920	8270	8810	9090	S	9090 LBS at 130 PSI
	DUAL	11680	12140	12790	13090	13540	13880	14420	15220	16020	16540	D	8270 LBS at 130 PSI
KG	SINGLE	2910	3030	3150	3260	3370	3450	3590	3750	3980	4125	S	4125 KG at 900 kPa
	DUAL	5300	5500	5800	5940	6140	6300	6540	6900	7240	7500	D	3750 KG at 900 kPa

# MICHELIN INFLATION CHARTS FOR RV USAGE ONLY

In the load and inflation tables, **SINGLE** means an axle with one tire mounted on each end, while **DUAL** means an axle with two tires mounted on each end. The loads indicated represent the total weight of an axle end, in an RV application. When one axle end weighs more than the other, use the heavier of the two end weights to determine the unique tire pressure for all tires on the axle. The maximum cold air pressure for each axle may vary, depending on their weights. These tables are applicable for all RV axles, whether or not they are power-driven.

## WHEEL DIAMETER - 24.5"

### 11R24.5 LRG — XZA3®

PSI		70	75	80	85	90	95	100	105			MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		480	520	550	590	620	660	690	720				
LBS	SINGLE	4820	5070	5310	5550	5840	6095	6350	6610			S	6610 LBS at 105 PSI
	DUAL	9320	9740	10140	10520	11020	11350	11680	12010			D	6005 LBS at 105 PSI
KG	SINGLE	2190	2300	2410	2520	2650	2770	2890	3000			S	3000 KG at 720 kPa
	DUAL	4220	4420	4600	4780	5000	5160	5320	5450			D	2725 KG at 720 kPa

### 305/75R24.5 LRJ — XZE2®

PSI		75	80	85	90	95	100	105	110	115	120	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		520	550	590	620	660	690	720	760	790	830		
LBS	SINGLE	5680	5980	6275	6570	6860	7150	7430	7710	7990	8270	S	8270 LBS at 120 PSI
	DUAL	9830	10350	10870	11380	11880	12380	12870	13360	13840	14320	D	7160 LBS at 120 PSI
KG	SINGLE	2580	2700	2850	2970	3120	3230	3350	3490	3600	3750	S	3750 KG at 830 kPa
	DUAL	4480	4680	4940	5140	5420	5600	5800	6060	6240	6500	D	3250 KG at 830 kPa

### 275/80R24.5 LRG — XZA3®

PSI		70	75	80	85	90	95	100	105	110		MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
kPa		480	520	550	590	620	660	690	720	760			
LBS	SINGLE	4545	4770	4940	5210	5420	5675	5835	6040	6175		S	6175 LBS at 110 PSI
	DUAL	8270	8680	9080	9480	9860	10410	10620	10990	11350		D	5675 LBS at 110 PSI
KG	SINGLE	2060	2160	2240	2360	2460	2575	2650	2740	2800		S	2800 KG at 760 kPa
	DUAL	3740	3940	4120	4300	4480	4720	4820	4980	5150		D	2575 KG at 760 kPa

## Michelin RV Tires

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