



REGIONAL APPLICATIONS

THE MICHELIN® X® MULTI Z 19.5 TIRE

An all position radial tire optimized for a wide spectrum of regional applications.

Line Haul	Regional	Urban	On/Off Road
<input checked="" type="checkbox"/> Recommended	<input checked="" type="checkbox"/> Recommended	<input checked="" type="checkbox"/> Recommended	<input checked="" type="checkbox"/> Recommended



(1) 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.



THE MICHELIN® X® MULTI Z 19.5 TIRE

An all position radial tire optimized for a wide spectrum of regional applications.

Increased Fuel Efficiency⁽¹⁾

New tread compound lowers rolling resistance by 9% versus the MICHELIN® XZE®2+ tire.⁽²⁾

Reduced Irregular Wear

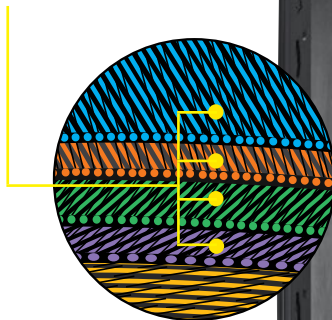
Directional tread design helps to reduce irregular wear.

Enhanced Casing Life

Groove bottom protectors and stone ejectors help to reduce stone drilling to extend casing life.

Extended Casing Life

Four-belt package helps to protect against shocks, impacts and road hazards.



Explanation of the meaning of the arrows for MICHELIN® X® MULTI Z 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
Recommended	Acceptable		



Size	Load Range	Catalog Number	Tread Depth 32nds	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			
					in.	mm	in.	mm	in.	mm		in	mm		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
265/70R19.5	G	75319	16	81*	15.8	401	34.0	864	10.2	259	7.50, 6.75	11.5	293	609	5510	112	2500	775	5205	112	2360	775
285/70R19.5	H	31459	16	75*	16.2	411	35.2	893	10.7	273	8.25, 7.50, 9.00	12.2	309	591	6610	123	3000	850	6175	123	2800	850

Note: Wheel listed first is the measuring wheel.

(1) Based on industry standard rolling resistance testing of comparable tires or retreads. Actual results may vary, and may be impacted by many factors, to include road conditions, weather and environment, driver performance, etc.

(2) 265/70R19.5 – 9% lower rolling resistance is in comparison to the 265/70R19.5 MICHELIN® XZE®2+ tire.
285/70R19.5 – 18% lower rolling resistance is in comparison to the 285/70R19.5 MICHELIN® XZE®2+ tire.

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

(‡) Overall width 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. Michelin continually updates its product information to reflect any changes in Industry Standards. Printed material may not reflect the current Load and Inflation information. Please visit www.michelintruck.com for the latest product information. The actual load and inflation pressure used must not exceed the wheel manufacturer's maximum conditions. Never exceed a wheel manufacturer's limits without permission from the component manufacturer.

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