



URBAN APPLICATIONS

THE MICHELIN[®] X[®] INCITY Z TIRE

Improved⁽¹⁾ mileage and durability in an all-position tire designed for the challenges of urban conditions.⁽²⁾

Line Haul	Regional	Urban	On/Off Road
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Recommended Acceptable



(1) Compared to MICHELIN[®] XZU[®]2 tire.
(2) "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.

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MICHELIN

Improved⁽¹⁾ mileage and durability in an all-position tire designed for the challenges of urban conditions.⁽³⁾

20% Additional Mileage⁽²⁾

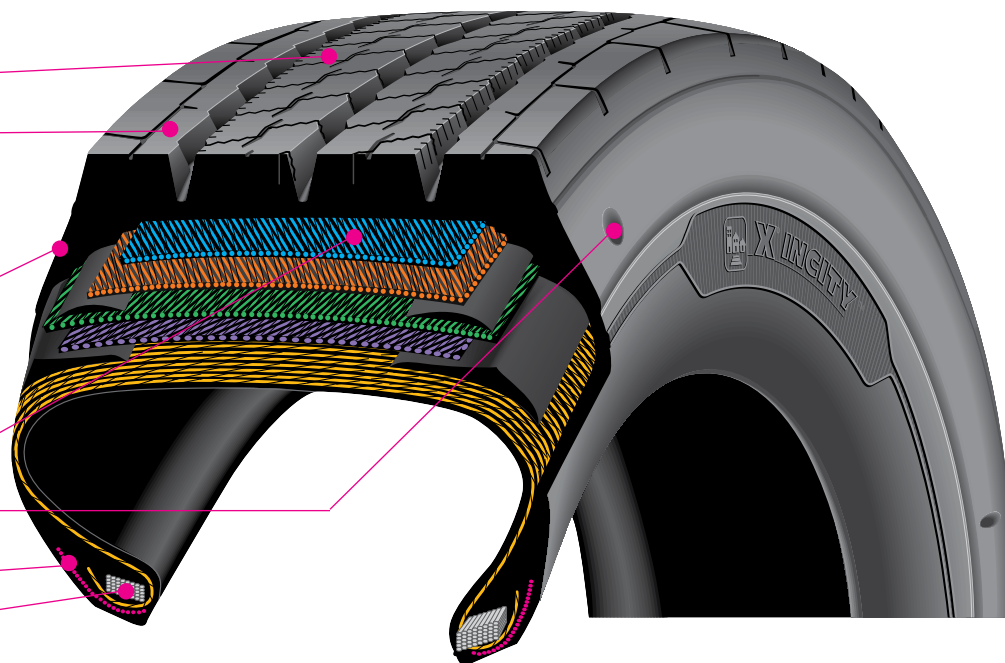
Longer tread life

- **Scrub Resistant Compound**
Fights treadwear
- **Wear Resistant Tread Pattern**
Optimized for urban bus conditions and for the reduction of irregular wear⁽³⁾
- **Wide Footprint**
Distributes force for longer tread life

Extended Casing Life

Improved casing protection and casing fatigue resistance

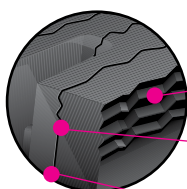
- **Extra Thick Sidewalls**
Strong protection against shocks, impacts and curb scrub
- **Full Width Elastic Protector Ply**
Michelin exclusive
- **Sidewall Wear Indicators**
Promote timely tire rotation for long casing life and enhanced retreadability
- **Extended Metallic Chafer**
Dissipates heat in bead area
- **Optimized Bead Architecture**
Designed to improve bead durability



Outstanding Fuel Efficiency

Low rolling resistance without compromising tread life

- **Optimized Design**
Compounds and tread pattern combine to deliver outstanding fuel efficiency and mileage for urban applications



Driver Confidence

Outstanding traction with Matrix Siping

- **Matrix Sipes**
Provide inter-locking action which offers excellent traction and even wear
- **Zig-Zag Groove Walls**
Provide optimized biting edges and excellent water and snow evacuation
- **Full Depth Sipes**
Provide excellent traction throughout the life of the tread



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
11R22.5 ^(4,5)	H	13712	20	65	19.4	492	41.5	1054	11.1	282	8.25	12.6	320	500	6940	123	3150	850	6395	123	2900	850
275/70R22.5 ⁽⁴⁾	J	59714	21	65	17.7	453	38.1	969	11.4	289	8.25, 7.50	11.9	303	542	6940	130	3150	900	6395	130	2900	900
305/70R22.5 ^(4,5)	L	02348	22	65	18.4	468	39.5	1003	12.3	312	9.00, 8.25	13.4	341	525	8047	130	3650	900	7385	130	3350	900

Note: Wheel listed first is the measuring wheel.

(1) Compared to MICHELIN® XZU®2 tire.

(2) When compared to MICHELIN® XZU®2 (12R22.5) tire vs MICHELIN® X® INCITY Z tires (305/70R22.5) in direct comparison fleet testing.

(3) Urban Transit buses fitted with 12R22.5 or 305/85R22.5 dimensions should only use the MICHELIN® X® INCITY Z or X® INCITY Z SL tires.

(4) "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.

(5) 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.

(*) 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. MNA, Inc. 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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