

X One® Tire on Spread Axle Trailers

Tires on spread axle trailers are exposed to high lateral forces during cornering that cause the tires to wear at an accelerated rate. This will cause the tires to come out of service more quickly than if the same tires were used in a non-spread axle trailer application.

The use of X One® tires on spread axle trailers is not a preferred application, but it is allowable.

If a fleet chooses to use X One tires on spread axle trailers the following guidelines should be followed to maximize tire performance :

Dump Valves – If the trailers are equipped with dump valves and the drivers use them during cornering, it will help to reduce the shoulder scrub caused by the lateral stresses.

Rotation – Rotation of the tires between axles should be done prior to the tires reaching their half life and/or prior to severe shoulder scrub appearing. (Severe is defined as bad enough to cause the tire to be pulled from service.) The **X One® XTE™** tire, with an original tread depth of 16/32nds, should be rotated at a remaining tread depth between 12 and 10/32nds. **Even though the X One® XTA® tire is allowable on spread axle trailers, its use in this application should be strongly discouraged.** The X One XTA tire will not perform as well as the X One XTE tire in spread axle service. If the X One XTA tire, with an original tread depth of 13/32nds is used, it should be rotated at a remaining tread depth between 8 and 7/32nds.

The **X One® XZU®S** tire is also allowable on spread axle trailers. With an original tread depth of 23/32nds it should be rotated at least twice during the life of the tire.

The rotation pattern utilized with all three Michelin® tires listed above should be a crisscross pattern between the two axles. (See diagram to the right.)



Please refer to the “Michelin® Truck Tire Service Manual” or contact your local Michelin sales representative for additional information. For further information, please contact Michelin at www.michelintruck.com.

www.michelintruck.com

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