



URBAN APPLICATIONS

# THE MICHELIN X<sup>®</sup> INCITY EV Z

Designed for electric vehicles. Outstanding for traditional buses.<sup>(1)</sup>

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

Recommended  Acceptable



(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.

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**MICHELIN**

# THE MICHELIN X<sup>®</sup> INCITY EV Z TIRE

Designed for electric vehicles. Outstanding for traditional buses.<sup>(1)</sup>

## OPTIMIZED TREAD LIFE

Designed for longer tread life

- **Wear Resistant Tread Pattern**  
Optimized for urban bus conditions and for the reduction of irregular wear.<sup>(1)</sup>
- **Regenerating Grooves**  
Full width grooves appear at end of life for improved wet traction.

New

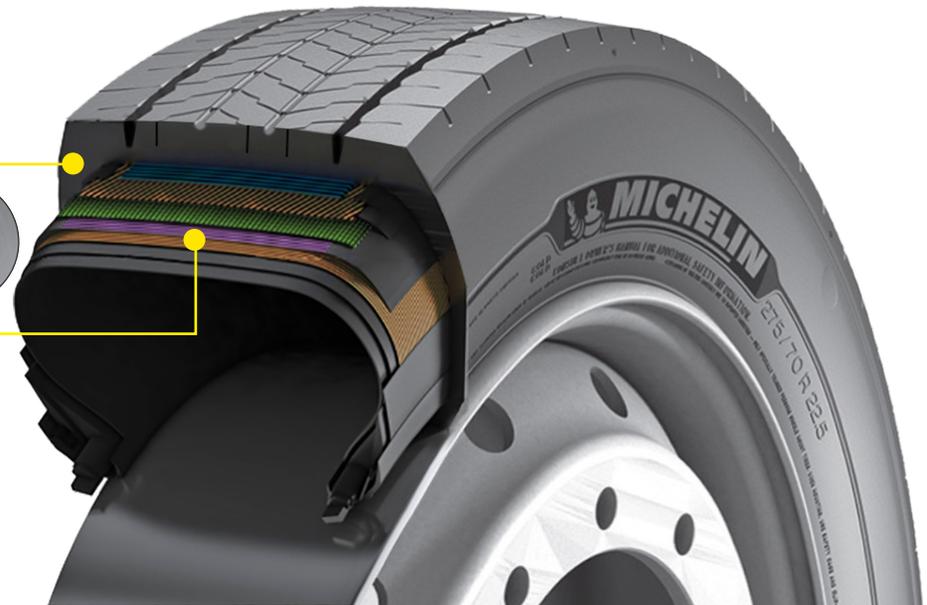
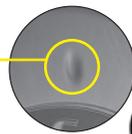
2/3 Worn



## DURABLE AND DEPENDABLE

Designed to deliver longer tread life

- **Extra Thick Sidewalls**  
Strong protection against sidewall damage from shocks, impacts and curb scrub.
- **Sidewall Wear Indicators**  
Promote timely tire rotation for long casing life and enhanced retreadability.
- **Michelin Infini-Coil<sup>®</sup> Technology**  
Over 850 feet of patented metallic cable applied at 0 degrees to stabilize the footprint shape for even wear while providing additional protection from shocks and impacts.



## DRIVER CONFIDENCE

- **3PMSF (3 Peak Mountain Snow Flake) marking**
- **Regenerating tread design**  
Longitudinal and lateral adherence potential are maintained throughout the life of the tire.



**3PMSF & M+S certified**  
Meets the USTMA (U.S. Tire Manufacturers Association) snow traction performance requirements. Meets the Tire and Rubber Association of Canada (TRAC) requirements for severe snow traction.

## ELECTRIC BUS READY

- **Higher load capacity**  
8 tons capacity on front axle to carry battery (for Electric Vehicle) while keeping passenger capacity.<sup>(2)</sup>
- **Improved rolling resistance<sup>(3)</sup>**  
Designed to deliver outstanding fuel efficiency and mileage for urban applications.

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			
				mph	kph	in.	mm	in.	mm	in.	mm		in	mm		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
275/70R22.5	J	30103	22	62	100	17.6	448	38.1	968	10.8	274	7.50, 8.25	11.9	303	545	7830	130	3550	900	7160	130	3250	900

Note: Wheel listed first is the measuring 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.

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(2) Comparison of Load Index between 275/70R22.5 Michelin X<sup>®</sup> InCity EV Z (152/149J) versus 275/70R22.5 Michelin X<sup>®</sup> InCity Z (148/145J). Up to 8 tons due to the +15% load capacity as defined in ETRTO when the average speed does not exceed 40 km/h (25 mph). LI 152 for single fitment = 15,700lbs / 7100kg + 15% = 18,055lbs / 8165 kg on front axle.

(3) Based on industry standard rolling resistance testing of Michelin X<sup>®</sup> InCity Z EV Z LRJ vs. Michelin X<sup>®</sup> InCity Z LRJ in tire size 275/70R22.5. Actual results may vary, and may be impacted by many factors, to include road conditions, weather and environment, driver, etc.

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 [business.michelinman.com](http://business.michelinman.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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