



Michelin – Witnessing - Tire Longevity Test – Mass loss 25CPAEXT-249 (4) of 19/06/2026

385/65R22.5 MICHELIN X MULTI T2 vs competitors

The service proposed by DEKRA and the subject of this deliverable consists of the verification of a uniform and undifferentiated application of the comparison protocol developed by Michelin and under its exclusive responsibility.
The conclusions of this report therefore do not concern the relevance or adequacy of the said comparison protocol to the tests conducted but the fairness of the conditions in which the tests were conducted.



Content

Report 25CPAEXT-249 (4)
of 19/06/2026



- ▶ **Test Vehicles Characteristics – Load – Tires pressures**
- ▶ **Tested Tires**
- ▶ **Result of Tread life – Trailer Axle 3**
- ▶ **Result of Mass loss (g/100 km) – Trailer Axle 3**
- ▶ **Your contacts**

The service proposed by DEKRA and the subject of this deliverable consists of the verification of a uniform and undifferentiated application of the comparison protocol developed by Michelin and under its exclusive responsibility.
The conclusions of this report therefore do not concern the relevance or adequacy of the said comparison protocol to the tests conducted but the fairness of the conditions in which the tests were conducted

Michelin – Tire Longevity Test – Mass loss

Test Vehicles Characteristics – Load – Tires Pressures

VEHICLE TYPE : Volvo FH 6*4 - 500 hp - 373 kW

TRAILER : semi-trailer 3 axles

GEARBOX : Automatic

TEST WEIGHT : 39 598 kg (average of the 5 semi trailers)

CIRCUIT : Sorbas (Almería - ES)



Tires Pressures :

Steer : 8.5 bar

Drive : 7.5 bar

Trailer : 9.0 bar

Report 25CPAEXT-249 (4)
of 19/06/2026



LOAD				LOAD	
					
3 525	L	STEER	R	3 471	
		TRUCK			
5 510	LR Out. LR In.	DRIVE	RR Out. RR In.	5 490	
TOTAL STEER : 6 997 Kg TOTAL DRIVE : 11 000 Kg TOTAL TRUCK : 17 996 Kg					
TRAILER					
3 669	L1	AXLE 1	R1	3 541	
3 593	L2	AXLE 2	R2	3 597	
3 610	L3	AXLE 3	R3	3 592	
TOTAL AXLE 1 : 7 210 Kg TOTAL AXLE 2 : 7 190 Kg TOTAL AXLE 3 : 7 202 Kg TOTAL TRAILER : 21 602 Kg					
TOTAL TRUCK + TRAILER : 39 598 Kg					

The service proposed by DEKRA and the subject of this deliverable consists of the verification of a uniform and undifferentiated application of the comparison protocol developed by Michelin and under its exclusive responsibility.
The conclusions of this report therefore do not concern the relevance or adequacy of the said comparison protocol to the tests conducted but the fairness of the conditions in which the tests were conducted

Michelin – Tire Longevity Test – Mass loss

Tested Tires – Trailer Axle 3

Report 25CPAEXT-249 (4)
of 19/06/2026



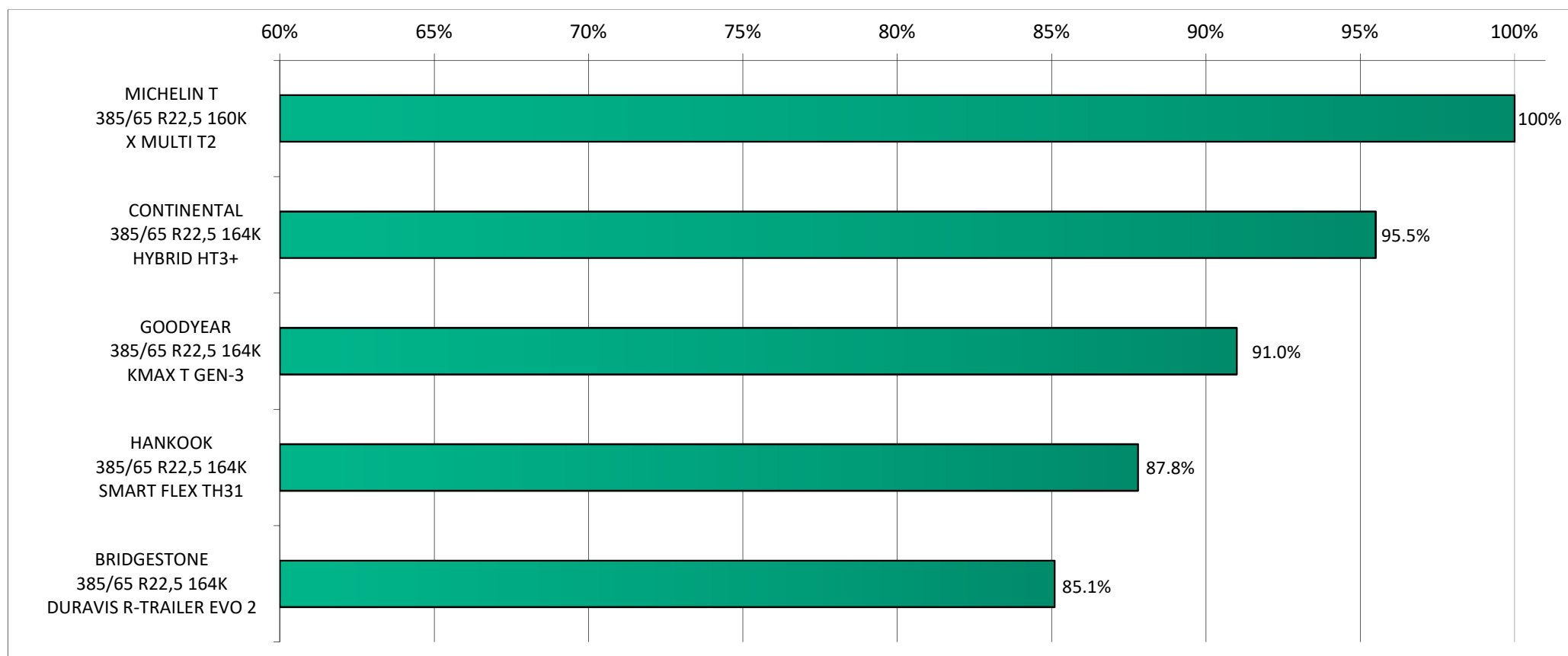
Position	Dot	Id	Brand	Model	Size
Axle 3 Left	2925	K7V134274	BRIDGESTONE	DURAVIS R-TRAILER EVO 2	385/65 R22,5 164K
Axle 3 Right	2925	K7V151323			
Axle 3 Left	3725	6160288080	CONTINENTAL	HYBRID HT3+	385/65 R22,5 164K
Axle 3 Right	3725	6160232430			
Axle 3 Left	4425	6018600941	GOODYEAR	KMAX T GEN-3	385/65 R22,5 164K
Axle 3 Right	4425	6018611377			
Axle 3 Left	2825	8958717152	HANKOOK	SMART FLEX TH31	385/65 R22,5 164K
Axle 3 Right	2825	8958717397			
Axle 3 Left	1625	OLD93359R	MICHELIN	X MULTI T2	385/65 R22,5 160K
Axle 3 Right	1625	OLD93895R			

The service proposed by DEKRA and the subject of this deliverable consists of the verification of a uniform and undifferentiated application of the comparison protocol developed by Michelin and under its exclusive responsibility.
The conclusions of this report therefore do not concern the relevance or adequacy of the said comparison protocol to the tests conducted but the fairness of the conditions in which the tests were conducted

Michelin – Tire Longevity Test – Mass loss

Result of Tread life – Trailer Axle 3

Report 25CPAEXT-249 (4)
of 19/06/2026



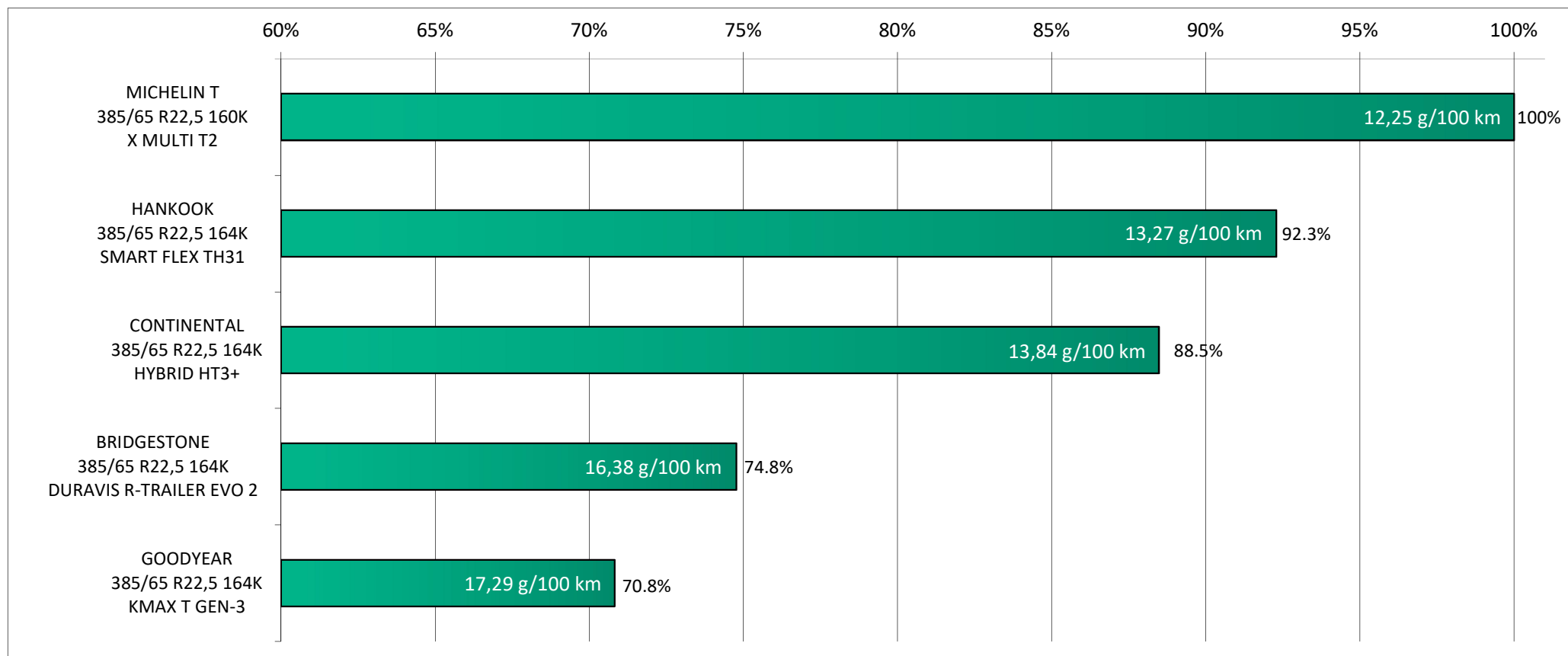
Tread life extrapolation of Trailer Axle 3 tires (after a test mileage of 49 857 km) based on Michelin's protocol.
Wear limit for all grooves : 1,60 mm – Average of the fastest wearing projection of the worst groove on each position L and R.

The service proposed by DEKRA and the subject of this deliverable consists of the verification of a uniform and undifferentiated application of the comparison protocol developed by Michelin and under its exclusive responsibility.
The conclusions of this report therefore do not concern the relevance or adequacy of the said comparison protocol to the tests conducted but the fairness of the conditions in which the tests were conducted

Michelin – Tire Longevity Test – Mass loss

Result of Mass loss (g/100km) – Trailer Axle 3

Report 25CPAEXT-249 (4)
of 19/06/2026



Average mass loss of Trailer Axle 3 tires, in g/100 km, after a test mileage of 49 857 km.

The service proposed by DEKRA and the subject of this deliverable consists of the verification of a uniform and undifferentiated application of the comparison protocol developed by Michelin and under its exclusive responsibility.
The conclusions of this report therefore do not concern the relevance or adequacy of the said comparison protocol to the tests conducted but the fairness of the conditions in which the tests were conducted

DEKRA Test Center

Your contacts

Report 25CPAEXT-249 (4)
of 19/06/2026



Mrs Audrey CAUQUIL

Key Account Manager

Mobile: +33 (0)7 77 32 22 20

audrey.cauquil@dekra.com

M Stéphane PARRINI

Validation Tests Manager

Mobile: +33 (0)6 16 41 54 38

stephane.parrini@dekra.com

The service proposed by DEKRA and the subject of this deliverable consists of the verification of a uniform and undifferentiated application of the comparison protocol developed by Michelin and under its exclusive responsibility.
The conclusions of this report therefore do not concern the relevance or adequacy of the said comparison protocol to the tests conducted but the fairness of the conditions in which the tests were conducted



The service proposed by DEKRA and the subject of this deliverable consists of the verification of a uniform and undifferentiated application of the comparison protocol developed by Michelin and under its exclusive responsibility.
The conclusions of this report therefore do not concern the relevance or adequacy of the said comparison protocol to the tests conducted but the fairness of the conditions in which the tests were conducted