



***"SAFETY, ENVIRONMENT,
PURCHASING POWER,
WE ALL HAVE
SOMETHING TO GAIN FROM
MORE TRANSPARENCY"***

PRESS KIT
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***“SAFETY, ENVIRONMENT, PURCHASING POWER,
WE ALL HAVE SOMETHING TO GAIN FROM
MORE TRANSPARENCY”***

Already presented in Vienna in 2018, Michelin’s approach known as LLP, “LONG LASTING PERFORMANCE” (for lasting performance), is at the heart of the Group’s action in the service of consumers.

Many manufacturers design safe tyres up to the wear indicator (1.6 mm). But there is nothing to prevent the marketing of tyres whose braking distances will deteriorate very sharply over the kilometres. **This lack of a rule on minimum wear performance can lead professionals and users to remove tyres before their legal wear limit.**

Michelin supports the implementation of regulations that will meet major challenges for safety, the purchasing power of motorists and environmental protection.

***MICHELIN CONSIDERS THAT EVERYONE
IS ENTITLED TO REQUIRE SAFE TYRES FROM
THE FIRST TO THE LAST KILOMETRE***

MOTORISTS REGULARLY ASK THEMSELVES TWO QUESTIONS ABOUT THEIR TYRES:

- > *Am I in a safe condition with my tyres?***
- > *When should I change my tyres, to be sure they are safe?***

Today, without a test on worn tyres, there is no answer...

Studies show that neither the different rankings established for new tyres nor the tread depth of the tyres can give an idea of their performance over time.

To know the real performance of used tyres, you have to test them!

However, the majority of tyre manufacturers, car manufacturers or consumer associations mainly focus their attention on tests carried out on new tyres.

In fact, as soon as a tyre is mounted on a car and drives, it starts to wear out, and the more worn it is, the more its performance changes.

Some performance improves with wear, such as dry braking and fuel consumption. However, **wet braking is the main safety performance that degrades, sometimes very severely, as the tyre wears, so it is a safety performance that should be systematically tested.**

A CRUCIAL DIFFERENCE

Safety: on wet ground the stopping distance of a worn tyre can be 3.4 metres shorter than that of a new tyre.*

* Sept. 2018 / Michelin tests conducted on the Papenburg circuit (ALL) and recorded by bailiff.

**Michelin’s objective is to ensure that each consumer has relevant information on the performance of their tyres throughout their life cycle.
This objective can be achieved through the implementation of a regulatory test on used tyres.**



MICHELIN SUPPORTS THE RECOMMENDATION OF FRANCE THAT THE REGULATORY TEST CURRENTLY USED TO TEST NEW TYRES SHOULD ALSO BE USED TO TEST USED TYRES

EUROPEAN UNION: RECENT DEVELOPMENTS!

In order to guarantee consumer safety, **in March 2019, the European institutions introduced the principle of a test on used tyres into the European regulation**, known as the General Vehicle Safety Regulation, which is due to be adopted in autumn 2019.

A working group has been set up at the United Nations Economic Commission for Europe (UNECE) to define the procedures for these tests, the reference tyres and the regulatory thresholds that must be respected.

Michelin supports the implementation of a minimum threshold for wet braking in the worn state, in order to ensure consumers a minimum performance for all tyres on the market.

Rolling resistance and noise should, according to Michelin, continue to be tested in new condition, as these are performances that improve with wear.

However, today, Michelin is not asking for any change in labelling, which would still be based on new tyres.

WHAT IS THE CURRENT TEST FOR NEW TYRES?

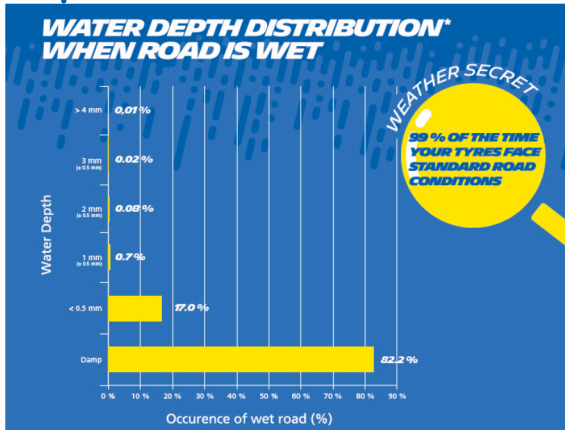
For new tyres, the wet braking test measures the distance required to decelerate a vehicle from 80 to 20 km/h on a standard road surface with a water depth of 1 mm. In addition to these specificities, this test includes other very precise parameters such as the coefficient of friction, the ambient temperature, etc....

WHY DOES MICHELIN SUPPORT FRANCE'S RECOMMENDATION THAT THIS TEST ALSO APPLY TO USED TYRES?

There are two main reasons why Michelin considers this test to be the most appropriate way to measure the performance of tyres in a worn condition:

- 1.** This wet test is currently in force to define the safety threshold for new tyres in regulations and **is widely recognised by tyre experts and professionals** (tyre manufacturers, distributors, consumer associations, prescribers, etc.)
- 2.** **It meets the real conditions of the risks that a motorist may encounter on the road:**
 - > A braking start speed of 80km/h
 - > Water depth up to 1mm

THE FACTS SHOW THAT THESE TWO PARAMETERS ARE PERFECTLY ADAPTED TO TEST TYRES IN REAL DRIVING CONDITIONS:



> CONCERNING THE WATER LEVEL

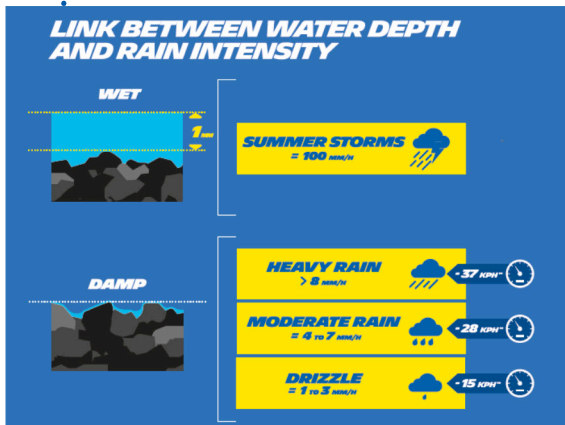
1 millimetre may seem low, yet... In Germany, for example, **99% of driving conditions occur on dry, wet or wet roads with less than 1 mm of water.***

In addition, in the event of heavy rain, the motorist drastically reduces his speed due in particular to reduced visibility. The speed can then drop by 15 - 40 km/h, depending on the intensity of the storm phenomena.**

*DWD (Deutscher Wetterdienst) : 66 weather stations in Germany over 278 days of data recording, 2017-2018

https://opendata.dwd.de/weather/weather_reports/road_weather_stations/

**Dr Hartz Birgit (BAST), Speed on German highways in heavy rain, 4th International Symposium on Highway Geometric Design, June 2-5 2010, Valencia Spain.



This data is corroborated by a recent study carried out by the VUFO (Chair of Accidentology at the University of Dresden), also in Germany, showing that only 1 car accident in 1000 was caused by aquaplaning:

<https://vufo.de/en/forschung-und-entwicklung/forschungsfeld-reifenfahrbahn/>

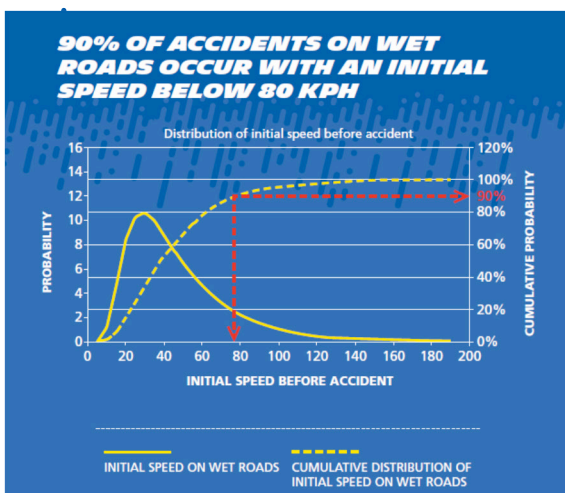
> CONCERNING THE SPEED OF 80KM/H

Data from Gidas (German In-Depth Accident Study project) indicate that in 90% of wet road accidents, the speed at which the car drives before the accident occurs (e. g. before the brake application or before the lock of the steering...) is less than 80km/h*.

*GIDAS database: 2010 to 2017, 14,465 accidents, Dresden & Hanover regions

In Germany, on the other hand, about 65% of accidents occur in urban areas and only 10% on motorways**.

**Ministerial accident statistics in Germany 2017



This trend on a global scale will increase with the exponential development of large urban centres in particular.



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THREE MAJOR OBJECTIVES JUSTIFY MICHELIN’S APPROACH TO LONG LASTING PERFORMANCE :

1

Improve consumer safety by providing them with relevant information on the performance of their tyres, whether new or used. The requirement to inform the consumer about the performance of tyres in the worn state is all the more justified because tyre performance over time is the result of a choice of the manufacturer and the investments he devotes to it!

Michelin invests more than 600 million euros per year in R & D and employs more than 6,000 engineers, to help develop new designs and high-tech materials, serving the safety of its customers and the environment.

2

Improve the environmental footprint of the entire tyre industry with a production economy of up to 128 million tyres * per year in Europe and a CO₂ savings of up to 6, 6 million tonnes *.

3

Improve consumer purchasing power with a gain for European drivers of up to € 6.9 billion * per year.

**Data from the Ernst & Young report entitled «Pas de fatalité à l’obsolescence programmée» - May2017.*

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Michelin, the leading mobility company, is dedicated to enhancing its clients’ mobility, sustainably; designing and distributing the most suitable tyres, services and solutions for its clients’ needs; providing digital services, maps and guides to help enrich trips and travels and make them unique experiences; and developing high-technology materials that serve a variety of industries. Headquartered in Clermont-Ferrand, France, Michelin is present in 170 countries, has more than 125,000 employees and operates 67 tyre production facilities which together produced around 190 million tyres in 2018. (www.michelin.com)