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Dealer: TWT East London	Author: Robert Raadgever Michelin Representative : Tim Viljoen	Reference : 2716 Date : 23/04/2012
End User: Marius Fourie	BFGoodrich : LT265/70R16 AT /TA KO 117/114S Original Tread Depth 12mm Dot: BE8D HX31 3010 (All 4 tyres same Dot)	Remaining Tread Depth Front Axle: 10mm Rear Axle : 9mm



Rear Tyres (originally fitted to the front axle.)



Front Tyres (originally fitted to the rear axle)

## Pre-amble

The initial inspection of the tyres, BF Goodrich AT/TA KO,265/70R16 117/114S, fitted to 2001 Mitsubishi Pajero was done at the premises of Tiger Wheel and Tyre in East London in the presence of Mr Fourie and was conducted by 2 Michelin employees.

The tyres were fitted at 277 000Km's and removed at 294 282 Km's having completed 17 281Km's.

The inspection was done at the request of Mr Fourie as he expressed concern with regards to the aspect of the tread rubber.

According to the e-mail from Mr Fourie dated the 14<sup>th</sup> February he had rotated the tyres at 15 000Km's

Mr Fourie was not satisfied with the explanation given by the Michelin representatives and requested a 2<sup>nd</sup> opinion on the possible causes of the aggressions to the tread area.

The tyres were returned to the Michelin warehouse in Alrode,Johannesburg where a further inspection of the tyres was done.

## Inspection

### Tread Area

#### Left Front

The tread area showed signs of external aggressions across the whole tread with the aggressions been more pronounced on the shoulders,9mm of remaining tread depth. No signs of uneven wear were observed

#### Right Front

The tread area showed signs of external aggressions across the whole tread with the aggressions been more pronounced on the shoulders,9mm of remaining tread depth. No signs of uneven wear were observed

#### Left Rear

The tread area showed minimal signs of external aggressions,10mm of remaining tread depth. No signs of uneven wear were observed

#### Right Rear

The tread area showed minimal signs of external aggressions,10mm of remaining tread depth. No signs of uneven wear were observed

Although the external aggressions are evident on the front tyres it must be remembered that the tyres had been rotated approxametly 2000Km's previously and that the aggressions originated on the rear axle of the vehicle

## Pressures

The recommended pressures, as indicated on the vehicle as are follows

### Unladen

2.0 Bar all round

### Laden

Front 2.0 Bar

Rear 2.4 Bar

The recorded pressures were as follows

- LF- 2.5 Bar
- RF- 2.5 Bar
- LR-2.5 Bar
- RR-2.5 Bar

The recorded pressures were taken 'Hot' with the subsequent build-up of pressure of approximately 0.2 Bar so we have an effective cold pressure of 2.3 Bar.

Over inflation leads to the increased possibility of tread chipping as the size of the tread contact patch of the tyre is reduced and the sidewall of the tyre's ability to flex and therefore maintain a stable tread contact patch is reduced.

**This examination has not revealed any indication of a defect in the manufacture of this tyre.**

## Recommendations

The external aggressions as seen on the tyre are accelerated by the following

- Lack of rotation
  - Rotate the tyres every 10 000 Km's. Front to Rear
- Pressures that exceed those of the vehicle manufacturer
  - Inflate the tyres to 2 Bar when cold. Cold pressures are when the vehicle has travelled less than 3 km's.
- Using the vehicle in 4x2 mode whilst travelling on gravel roads
  - Engage 4x4 when travelling on gravel roads to distribute the power to all 4 wheels

The tyres are safe for continued use and can be refitted to the vehicle for further use.