

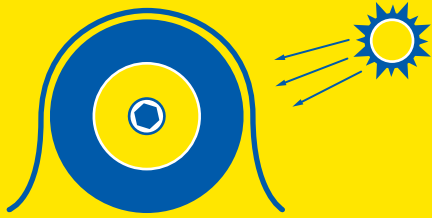
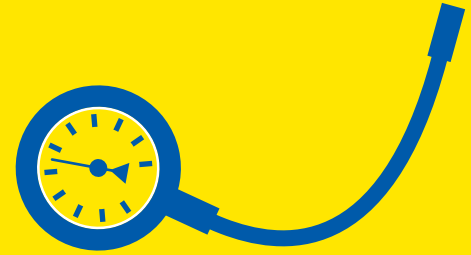
RECOMMENDATIONS FOR TIRE CARE DURING AND AFTER LONG TERM AIRCRAFT PARKING



SPECIFIC TIRE CARE ITEMS FOR LONG AIRCRAFT PARKING OR STORAGE PERIODS

Pressure maintenance:

It is normal for tires to lose pressure over time. Therefore, it is recommended to regularly check and record tire pressure in accordance with AMM criteria.



Protection against ozone attack and external pollution:

Tires should be covered with opaque tarps to ensure that they are protected from sources of ozone and potential contaminants.

Thermal flat-spotting:

Nylon aircraft tires will develop temporary flat spots under static load. Michelin recommends spinning the tire/wheel assemblies according to the AMM to minimize the likelihood of permanently distorting tires.



SPECIFIC INSPECTIONS TO BE CONDUCTED BEFORE AIRCRAFT RETURNS TO SERVICE



Visual inspection:

An overall and thorough visual inspection should be performed. The whole circumference of the tread should be examined, including the part that has remained in contact with the ground.

Aircraft taxi:

Thermal flat-spotting could cause vibrations during taxi. If a ten minute continuous taxi phase does not result in a significant reduction of vibrations, the tire should be removed from service.



Tire age:

Unless specific requirements from the Aircraft Manufacturer and/or Authorities are applicable, properly maintained and inspected Michelin tires do not have an age limit and may remain in service.

For more detailed information, please see the Michelin Aircraft Tire Care and Service Manual, AMM, Michelin Aircraft Tire App, or visit us at <https://aircraft.michelin.com/>



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