

BFGOODRICH® TRUCK TIRES DATA BOOK



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BFGoodrich
Tires

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BFGoodrich® tires are subject to a continuous development program. BFGoodrich® Commercial Truck Tires 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 www.bfgoodrichtrucktires.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.

SAFETY – MOUNTING THE TIRE

IMPORTANT: BE SURE TO READ THIS SAFETY INFORMATION.

Make sure that everyone who services tires or vehicles in your operation has read and understands these warnings.

SERIOUS INJURY OR DEATH CAN RESULT FROM FAILURE TO FOLLOW SAFETY WARNINGS.

No matter how well any tire is constructed, punctures, impact damage, improper inflation, improper maintenance, or service factors may cause tire failure creating a risk of property damage and serious or fatal injury. Truck operators should examine their tires frequently for snags, bulges, excessive treadwear, separations, or cuts. If such conditions appear, demount the tire and see a truck dealer immediately.

The US Department of Labor Occupational Safety and Health Administration (OSHA) provides regulations and publications for safe operating procedures in the servicing

of wheels. Please refer to OSHA Standard 29 CFR Part 1910.177 (Servicing Multi-Piece and Single Piece Rim Wheels). This can be found in the Michelin Truck Tire Service Manual (MWL00120) Section Ten, Appendix (Pages 179-181).

Specifically, note that the employer shall provide a program to train all employees who service wheels in the hazards involved in servicing those wheels and the safety procedures to be followed. The employer shall ensure that no employee services any wheel unless the employee has been trained and instructed in correct procedures of servicing the type of wheel being serviced, and shall establish safe operating procedures for such service.

MNA, Inc.* provides the following information to further assist employers to comply with that initiative.

⚠ WARNING

Tire and wheel servicing can be dangerous and must be done only by trained personnel using proper tools and procedures. Failure to read and comply with all procedures may result in serious injury or death to you or others.

⚠ WARNING

Re-inflation of any type of tire and wheel assembly that has been operated in a run-flat or underinflated condition (80% or less of recommended operating pressure) can result in serious injury or death. The tire may be damaged on the inside and can explode during inflation. The wheel may be worn, damaged, or dislodged and can explosively separate.

⚠ WARNING

Use of starting fluid, ether, gasoline, or any other flammable material to lubricate, seal, or seat the beads of a tubeless tire can cause the tire to explode or can cause the explosive separation of the tire and wheel assembly resulting in serious injury or death. The use of any flammable material during tire servicing is absolutely prohibited.

⚠ WARNING

Any inflated tire mounted on a wheel contains explosive energy. The use of damaged, mismatched, or improperly assembled tire and wheel parts can cause the assembly to burst apart with explosive force. If you are struck by an exploding tire, wheel part, or the blast, you can be seriously injured or killed.

Refer to USTMA Tire Information Service Bulletin on potential “zipper ruptures” – TISB Volume 33, Number 6.

USTMA (U.S. Tire Manufacturers Association) recommends that any tire suspected of having been run underinflated and/or overloaded must remain in the safety cage, be inflated to 20 psi OVER maximum pressure marked on the sidewall, and then be inspected. Do not exceed the maximum inflation pressure for the wheel.

Be sure to reduce pressure to regular operating pressure before placing back in service if the tire has been deemed serviceable.

Re-assembly and inflation of mismatched parts can result in serious injury or death. Just because parts fit together does not mean that they belong together. Check for proper matching of all wheel parts before putting any parts together.

Mismatching tire and wheel component is dangerous. A mismatched tire and wheel assembly may explode and can result in serious injury or death. This warning applies to any combination of mismatched components and wheel combinations. Never assemble a tire and wheel unless you have positively identified and correctly matched the parts.

* MNA, Inc. - Michelin North America, Inc.

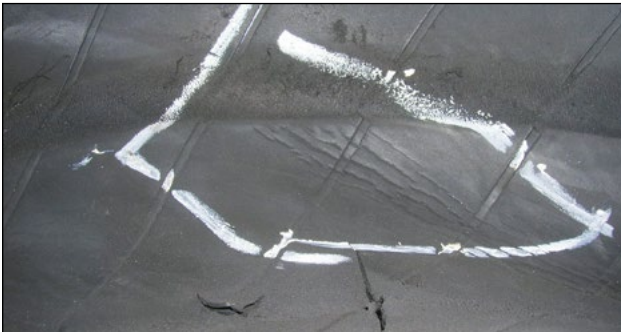
ZIPPER RUPTURES

A fatigue-related damage, with or without a rupture, occurs in the sidewall flex area of steel radial light, medium, and heavy truck tires when it is subjected to excessive flexing or heat. This zipper rupture is a spontaneous burst of compressed gas, and the resulting rupture can range in length anywhere from 12 inches to 3 feet circumferentially around the tire. This is caused by the damage and weakening of the radial steel cables as a result of run-flat, underinflation, or overload. Eventually, the pressure becomes too great for the weakened cables to hold, and the area ruptures with tremendous force.

The USTMA (U.S. Tire Manufacturers Association) states that permanent tire damage due to underinflation and/or overloading cannot always be detected. Any tire known or suspected of having been run at less than 80% of normal recommended operating pressure and/or overloaded, could possibly have permanent structural damage (steel cord fatigue).



Zipper Rupture



Inner Liner Marbling/Creasing

The USTMA has issued a revised Tire Industry Service Bulletin for procedures to address zipper ruptures in certain commercial vehicle tires. The purpose of the bulletin is to describe the inspection procedures for identifying potential sidewall circumferential ruptures (also known as "zipper ruptures") on truck/bus tires and light-truck tires of steel cord radial construction. Zipper ruptures can be extremely hazardous to tire repair technicians. Careful adherence to proper repair procedures is crucial.

For more information contact USTMA at info@ustires.org or visit www.USTires.org.

TIRE INSPECTION

Tire inspection should always include a thorough inspection of both sidewalls and inner liner, as this may reveal any potential damage condition that would cause the tire to become scrap. Examine the inner liner for creases, wrinkling, discoloration, or insufficient repairs, and examine the exterior for signs of bumps or undulations, as well as broken cords, any of which could be potential out of service causes. Proper OSHA regulations must be followed when putting any tire and wheel back in service. After the tire has been inflated to 20 psi in a safety cage, it should undergo another sidewall inspection for distortions, undulations, or popping noises indicating a breaking of the steel cords. If this is the case, immediately fully deflate and scrap the tire. If no damage is detected, continue to inflate to the maximum inflation pressure marked on the sidewall. Do not exceed the maximum inflation pressure for the wheel. Any tire suspected of having been run underinflated and/or overloaded must remain in the safety cage, be inflated to 20 psi OVER maximum pressure marked on the sidewall, and then be inspected.

Be sure to reduce tire pressure to regular operating pressure before placing back in service if the tire has been deemed serviceable.



Dual Cage

MOUNTING AND DEMOUNTING TUBELESS TIRES

In order for a tire to perform properly, it must be mounted on the correct size wheel. The following are general instructions for mounting and demounting BFGoodrich® tubeless tires. For additional detailed instructions on mounting and demounting truck tires on particular types of wheels, refer to the instructions of the wheel manufacturer or the RMA wall charts.

TUBELESS TIRE MOUNTING/DEMOUNTING USING A MOUNTING MACHINE

There are several tire changing machines available for the mount and demount procedure. Consult the manufacturer's user manual for the machine you are using as each operates differently. Full lubrication of the wheel and **BOTH** tire beads is still required. Inflation process requirements remain the same.

DIRECTIONAL TIRES

Truck tires featuring directional tread designs have arrows molded into the shoulder/edge of the outer ribs to indicate the intended direction of tire rotation. It is important, to maximize tire performance, that directional tires be mounted correctly on wheels to ensure that the directionality is respected when mounted on the vehicle.

For example, when mounting directional drive tires on a set of 8 wheels, use the drop centers as a reference. Four tires should be mounted with the arrows pointing to the left of the technician and four tires with the arrows pointing to the right. This ensures that when the assemblies are fitted onto the vehicle that all tires can be pointed in the desired direction of rotation.

Directional steer tires should be mounted in a similar fashion, one each direction, to ensure both are pointed forward.

Once directional tires are worn greater than 50%, there is generally no negative effect of running them in a direction opposite to the indicated direction of rotation.

Operating directional tires from new to 50% worn in the opposite direction of that indicated on the tire will result in the premature onset of irregular wear, excessive noise levels, and significantly reduced tread life.

SELECTION OF PROPER COMPONENTS AND MATERIALS

1. All tires must be mounted on the proper wheel as indicated in the specification tables. For complete tire specifications, refer to application specific data books.
2. Make certain that the wheel is proper for the tire dimension.
3. Always install new valve cores and metal valve caps containing plastic or rubber seals.
4. Always replace the rubber valve stem on a 16" through 19.5" wheel.
5. Always use a safety device such as an inflation cage or other restraining device that will constrain all wheel components during the sudden release of the tire pressure of a single piece wheel. Refer to current OSHA standards for compliance.

⚠ WARNING

It is imperative to follow all of the following inflation safety recommendations. Failure to do so will negate the safety benefit of using an inflation cage or other restraining device and can lead to serious injury or death.

INFLATION SAFETY RECOMMENDATIONS

1. Do not bolt the inflation cage to the floor or/nor add any other restraints or accessories.
2. The inflation cage should be placed at least 3 feet from anything, including a wall.



3. Never stand over, or in front of a tire when inflating.



4. Always use a clip-on chuck and a sufficiently long air hose between the in-line gauge and the chuck to allow the service technician to stand outside the trajectory zone when inflating.

Trajectory zone means any potential path or route that a wheel component may travel during an explosive separation or the sudden release of the tire pressure, or an area at which the blast from a single piece wheel may be released. The trajectory may deviate from paths that are perpendicular to the assembled position of the wheel at the time of separation or explosion. See Rubber Manufacturers Association Tire Information Service Bulletin Volume 33, Number 4 for more information.



Clip-on Chuck

TIRE AND WHEEL LUBRICATION

It is essential that an approved tire mounting lubricant be used. Preferred materials for use as bead lubricants are vegetable based and mixed with proper water ratios per manufacturer's instructions. Never use antifreeze, silicones, or petroleum-base lubricants as this will damage the rubber. Lubricants not mixed to the manufacturer's specifications may have a harmful effect on the tire and wheel.

The lubricant serves the following three purposes:

- Helps minimize the possibility of damage to the tire beads from the mounting tools.
- Helps ease the insertion of the tire onto the wheel by lubricating all contacting surfaces.
- Assists proper bead seating (tire and wheel centering) and helps to prevent eccentric mountings.

The Michelin product, Tiger Grease 80, MSPN 25817, is specifically formulated for commercial truck tire mounting. It can be obtained through any authorized Michelin or BFGoodrich Truck Tire dealer or by contacting Michelin Consumer Care (1-888-622-2306).

Apply a clean lubricant to all portions of the tire bead area and the exposed portion of the flap using sufficient but sparing quantities of lubricant. **Also, lubricate the entire rim surface of the wheel. Avoid using excessive amounts of lubricant, which can become trapped between the tire and tube and can result in tube damage and rapid tire pressure loss.**

NOTICE

It is important that tire lubricant be clean and free of dirt, sand, metal shavings, or other hard particles.

The following practice is recommended:

- a. Use a fresh supply of tire lubricant each day, drawing from a clean supply source and placing the lubricant in a clean portable container.
- b. Provide a cover for the portable container and/or other means to prevent contamination of the lubricant when not in use. For lubricants in solution, we suggest the following method that has proven to be successful in helping to minimize contamination and prevent excess lubricant from entering the tire casing: provide a special cover for the portable container that has a funnel-like device attached. The small opening of the funnel should be sized so that when a swab is inserted through the opening into the reserve of lubricant and then withdrawn, the swab is compressed, removing excess lubricant. This allows the cover to be left in place providing added protection. A mesh false bottom in the container is a further protection against contaminants. The tire should be mounted and inflated promptly before lubricant dries.

NOTICE

Avoid using excessive amounts of lubricants.



NOTICE

Dry mounting should be avoided. Use approved lubricants.

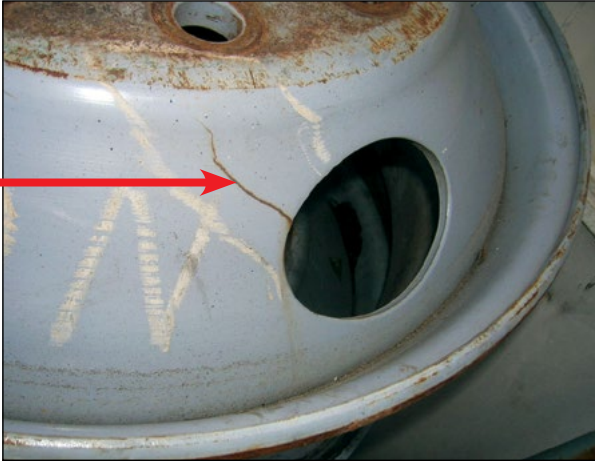


PREPARATION OF WHEELS AND TIRES

1. Always wear safety goggles or face shields when buffing or grinding wheels.
2. Inspect wheel assemblies for cracks, distortion, and deformation of flanges. Using a file and/or emery cloth, smooth all burrs, welds, dents, etc. that are present on the tire side of the wheel. Inspect the condition of bolt holes on the wheels. Rim flange gauges and ball tapes are available for measuring wear and circumference of aluminum wheels. For all wheel types, also refer to the inspection, repair, and other requirements from the wheel manufacturer.
3. Remove rust with a wire brush and apply a rust inhibiting paint on steel wheels. The maximum paint thickness is 0.0035" (3.5 mils) on the disc face of the wheel.
4. Remove any accumulation of rubber or grease that might be stuck to the tire, being careful not to damage it. Wipe the beads down with a dry rag.

MOUNTING TUBELESS

1. Inspect the condition of the bolt holes on the wheels, and look for signs of fatigue. Check flanges for excessive wear by using the wheel manufacturer's flange wear indicator. **NEVER WELD A CRACKED WHEEL!**



2. Replace valve core, and inspect valve stem for damage and wear. Michelin recommends always replacing the valve stem and using a new valve stem grommet. Ensure valve stem is installed using the proper torque value. 80-125 in/lbs (7-11 ft/lbs) for standard aluminum wheels and 35-55 in/lbs (3-5 ft/lbs) for standard tubeless steel wheels. Ensure the valve core is installed using the proper torque value of 1.5 – 4 in/lbs. To prevent galvanic corrosion on aluminum wheels, lubricate the threads and O-ring of the valve stem with a non-waterbased lubricant before installation.
3. Apply the tire and wheel lubricant to all surfaces of the wheel and bead area of the tire. When applying lubricant to the wheel, lubricate the entire rim surface of the wheel from flange to flange. The tire should be mounted and inflated before the lubricant dries.
4. With short ledge up, lay the tire over the wheel opposite the valve side and work it on with proper tubeless tire tools, making full use of the drop center well. Drop center wheels are typically designed with an off-set drop center to accommodate wheel width and brake clearance. This creates a "short side" and a "long side" on the wheel. (Some drop center wheels are designed with a symmetric wheel profile facilitating tire mounting from either side.) It is imperative that the tire always be mounted and dismounted

only from the short side. Failure to do this will likely result in damaged tire beads that could eventually cause rapid gas loss due to casing rupture. This is particularly important on 19.5 inch RW (reduced well) aluminum wheels which, contrary to the norm, have their drop center located close to the disc side. Do not use a 19.5 x 7.50 wheel for the 305/70R19.5 tire size.

NOTICE

All 19.5 inch tubeless wheels should be mounted from the short side. Care should be taken to ensure that any internal monitoring system molded in the tire or on the wheel is not damaged or dislodged during this service.



Incorrect



Correct

5. Do not use any kind of hammer. Severe inner liner damage may occur resulting in sidewall separation and tire destruction. Use only proper mounting levers.

NOTICE

Do Not use a Duck Billed Hammer during the mounting process to strike the tire.



INFLATION OF TUBELESS TIRES

WARNING

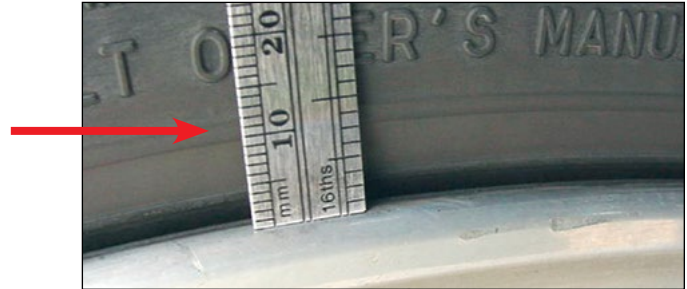
Re-inflation of any type of tire and wheel assembly that has been operated in a run-flat or underinflated condition (less than 80% of normal recommended operating pressure) can result in serious injury or death. The tire may be damaged on the inside and can explode during inflation. The wheel parts may be worn, damaged, or dislodged and can explosively separate.

1. Lay tire and wheel assembly horizontally and inflate to no more than 5 psi to position the beads on the flanges. OSHA dictates no more than 5 psi outside the cage to seat the beads.



2. To complete the seating of the beads, place the assembly in an OSHA (Occupational Safety and Health Administration) compliant inflation restraining device (i.e. safety cage) and inflate to 20 psi. Check the assembly carefully for any signs of distortion or irregularities from run-flat. If run-flat is detected, scrap the tire.
3. If no damage is detected, continue to inflate to the maximum pressure marked on the sidewall. USTMA (U.S. Tire Manufacturers Association) recommends that any tire suspected of having been underinflated and/or overloaded must remain in the safety cage at 20 psi over the maximum pressure marked on the sidewall. Do not exceed the maximum inflation pressure for the wheel. USTMA requires that all steel sidewall tires are inflated without a valve core.

4. Ensure that the guide rib (GG Ring/mold line) is positioned concentrically to the rim flange with no greater than 2/32" of difference found circumferentially. Check for this variation by measuring at four sidewall locations (12, 3, 6, 9 o'clock). If bead(s) did not seat, deflate tire, re-lubricate the bead seats and re-inflate.



Note: As a general guide in vibration analysis, the 30/60/90 rule may apply:

.030-.060 (1/32 to 2/32 inch) = No action is required.

Limited possibility for vibration exists, and this range maximizes the ability to balance properly.

.061-.090 (2/32 to 3/32 inch) = Corrective action would be to perform the 3 R's, after deflating the tire.

- Rotate the tire on the wheel
- Re-lubricate the tire and wheel (ensure the wheel is very clean)
- Re-inflate ensuring your initial inflation is with the tire lying horizontal (3-5 psi max)

>.090 (>3/32 inch) = Perform 3 R's if mismatch is indicated; however, when the reading is this high, it usually requires checking runout on these component parts: wheels/hubs/drums/wheel bearings.

5. After beads are properly seated, place the tire in the safety cage and inflate assembly to maximum pressure rating shown on the sidewall, then reduce to operating pressure. Check the valve core for leakage, then install suitable valve cap. Consider the use of inflate-thru or double seal valve caps for easier pressure maintenance.



Valve Caps, Cores, and Stems



Inflate-Thru Valve Caps

DEMOUNTING OF TUBELESS TIRES

1. If still fitted on the vehicle, completely deflate the tire by removing the valve core. In the case of a dual assembly, completely deflate both tires before removing them from the vehicle (OSHA requirement). Run a wire or a pipe cleaner through the valve stem to ensure complete deflation.
2. With the tire assembly lying flat (after deflating the tire), break the bead seat of both beads with a bead breaking tool. Do not use hammers of any type to seat the bead. Striking a wheel assembly with a hammer of any type can damage the tire or wheel and endanger the installer. **Use a steel duck bill hammer only as a wedge.** Do not strike the head of a hammer with another hard faced hammer – use a rubber mallet.
3. Apply the vegetable-based lubricant to all surfaces of the bead area of the tire.

4. Beginning at the valve, remove the tire from the wheel. Starting at the valve will minimize chances of damaging the valve assembly. Make certain that the rim flange with the tapered ledge that is closest to the drop center is facing up. Insert the curved ends of the tire irons between the tire and rim flange. Step forward into the drop center and drop the bars down, lifting the tire bead over the rim flange. Hold one tire iron in position with your foot. Pull the second tire iron out and reposition it about 90 degrees from the first iron. Pull the second tire iron towards the center of the wheel. Continue to work tools around wheel until first bead is off the wheel.
5. Lift the assembly, place and rotate the tire iron to lock on the back rim flange, allow the tire to drop, and with a rocking motion remove the tire from the wheel.



1 Use a Slide Hammer.



2 Or a duck bill hammer as a wedge, with a rubber mallet.



3 Lubricate both beads completely to avoid demount damage.

⚠ WARNING

Never inflate or re-inflate any tires that have been run underinflated or flat without careful inspection for damage, inside and out.

BFGoodrich® ST244



Take control of the miles ahead with this long-lasting, even-wearing steer/all-position highway tire that's SmartWay® verified.



MAX FUEL EFFICIENCY

Less stops at the pump

- Tread compound designed to lower rolling resistance and thereby decrease fuel needs.



GOES THE DISTANCE

Seriously long-lasting tire

- Unique decoupling groove designed to provide maximum tread life and combat irregular wear.
- Miniature sipes and tread compounds designed to help fight irregular wear and increase traction.



RETREADABILITY COMES STANDARD

Multiple lives

- All steel construction for excellent retreadability.



Application	Highway	Regional	Urban	Coach/ Bus	On/ Off-Road
Position	Steer	Drive		Trailer	

■ Recommended Application ■ Acceptable Application

5 YEAR ⁽³⁾
5 Year / 2-Retread Manufacturer's
Limited Casing Guarantee

Size	Load Range	Catalog Number	Tread Depth 32nds	Max. Speed (1) mph	Loaded Radius		Overall Diameter		Overall Width (2)		Approved Wheels (Measuring wheel listed first)	Min. Dual Spacing (2)		Revs Per Mile	Max. Load Per Tire Single				Max. Load Per Tire Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
11R22.5	G	40525	18	75	19.1	486	41.1	1043	10.5	267	8.25, 7.50	12.5	318	505	6175	105	2800	720	5840	105	2650	720
11R22.5	H	92401	18	75	19.2	487	41.1	1044	12.2	309	8.25, 7.50	12.5	318	505	6610	120	3000	830	6005	120	2725	830
275/80R22.5	G	61456	18	75	18.6	472	40.0	1016	10.9	277	8.25, 7.50	12.2	311	519	6175	110	2800	760	5675	110	2575	760
11R24.5	G	51477	18	75	20.2	513	43.3	1100	11.0	279	8.25, 7.50	12.5	318	478	6610	105	3000	720	6005	105	2725	720
11R24.5	H	58109	18	75	20.2	513	43.3	1100	11.0	279	8.25, 7.50	12.5	318	478	7160	120	3250	830	6610	120	3000	830
275/80R24.5	G	77897	18	75	19.2	488	41.3	1049	10.6	269	8.25, 7.50	12.2	311	502	6175	110	2800	760	5675	110	2575	760

Note: Wheel listed first is the measuring wheel.

(1) Exceeding the lawful speed limit is neither recommended nor endorsed.

(2) Tire section widths and 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.

(3) 5 Year / 2-Retread Limited Casing Guarantee when retreaded by an authorized Michelin Retread Technologies (MRT) Dealer or an Oliver Retread dealer. See www.bfgoodrichtrucktires.com for more information.

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BFGoodrich® ST230



Take control in and out of the city with this curb-fighting, smooth-wearing steer/all-position regional tire that's SmartWay® verified.



FIGHTS IRREGULAR WEAR

Smooth, even-wearing tread

- 1900 miniature tread sipes help to resist irregular wear.
- Solid shoulders help to resist irregular wear in high scrub environments.



CONQUERS THE CURBS

Bump and bruise resistant

- Curb guards help protect sidewalls against most impacts and abrasions for long casing life.



RETREADABILITY COMES STANDARD

Multiple lives

- All steel construction for excellent retreadability.



Application	Highway	Regional	Urban	Coach/Bus	On/Off-Road
Position	Steer	Drive	Trailer		

■ Recommended Application ■ Acceptable Application

5 YEAR ⁽³⁾

5 Year / 2-Retread Manufacturer's Limited Casing Guarantee

Size	Load Range	Catalog Number	Tread Depth 32nds	Max. Speed (1) mph	Loaded Radius		Overall Diameter		Overall Width (2)		Approved Wheels (Measuring wheel listed first)	Min. Dual Spacing (2)		Revs Per Mile	Max. Load Per Tire Single				Max. Load Per Tire Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
225/70R19.5	G	74208	15	75	14.8	376	32.1	815	9.2	233	6.00, 6.75	10.0	254	647	3970	110	1800	760	3750	110	1700	760
245/70R19.5	G	89688	16	75	15.6	396	33.5	852	9.7	246	6.75, 7.50	10.9	277	624	4540	110	2060	760	4300	110	1950	760
10R22.5	G	62086	17	75	18.6	472	39.8	1012	10.0	255	7.50, 6.75, 8.25	11.4	288	521	5675	115	2575	790	5355	115	2430	790
11R22.5	H	68045	18	75	19.1	486	41.1	1043	11.1	282	8.25, 7.50	12.5	318	505	6610	120	3000	830	6005	120	2725	830
12R22.5	H	63223	19	75	19.8	503	42.4	1077	11.3	286	8.25, 9.00	13.2	335	487	7390	120	3350	830	6780	120	3075	830
255/70R22.5	H	95971	17	75	17.1	435	36.6	929	10.2	258	8.25, 7.50	11.6	295	566	5510	120	2500	830	5070	120	2300	830
275/80R22.5	G	50614	18	75	18.6	472	40.0	1016	10.9	277	8.25, 7.50	12.2	311	518	6175	110	2800	760	5675	110	2575	760
315/80R22.5 ⁽⁴⁾	L	55458	17	75	19.6	499	42.4	1077	12.5	317	9.00, 9.75	13.8	351	489	9090	130	4125	900	8270	130	3750	900
11R24.5	H	79184	18	75	20.2	513	43.3	1100	11.0	279	8.25, 7.50	12.5	318	478	7160	120	3250	830	6610	120	3000	830
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(3) 5 Year / 2-Retread Limited Casing Guarantee when retreaded by an authorized Michelin Retread Technologies (MRT) Dealer or an Oliver Retread dealer. See www.bfgoodrichtrucktires.com for more information.

(4) Not approved for use with an 8.25 wheel.

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BFGoodrich® DR454



Take control of your business with this fuel-saving, rain-fighting, highway drive tire that's SmartWay® verified.



MAX FUEL EFFICIENCY

Less stops at the pump

- Tread compound designed to lower rolling resistance and thereby decrease fuel needs.



SERIOUS GRIP

Bring on the rain

- Tread design equipped to help improve traction on the road.
- Large central grooves help to evacuate water and increase wet traction.



RETREADABILITY COMES STANDARD

Multiple lives

- All steel construction for excellent retreadability.



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Size	Load Range	Catalog Number	Tread Depth 32nds	Max. Speed (1) mph	Loaded Radius		Overall Diameter		Overall Width (2)		Approved Wheels (Measuring wheel listed first)	Min. Dual Spacing (2)		Revs Per Mile	Max. Load Per Tire Single				Max. Load Per Tire Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
11R22.5	G	06941	26	75	19.5	496	41.8	1061	11.2	284	8.25, 7.50	12.5	318	496	6175	105	2800	720	5840	105	2650	720
275/80R22.5	G	05887	26	75	19.0	482	40.6	1031	10.9	277	8.25, 7.50	12.2	311	510	6175	110	2800	760	5675	110	2575	760

Note: Wheel listed first is the measuring wheel.

(1) Exceeding the lawful speed limit is neither recommended nor endorsed.

(2) Tire section widths and 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.

(3) 5 Year / 2-Retread Limited Casing Guarantee when retreaded by an authorized Michelin Retread Technologies (MRT) Dealer or an Oliver Retread dealer. See www.bfgoodrichtrucktires.com for more information.

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BFGoodrich® DR444

Take control mile after mile with this long-lasting, rain-fighting highway and regional drive tire.



GOES THE DISTANCE

Seriously long-lasting tire

- 28/32nds tread depth for long tread life
- Tread design and unique compounding created to help provide you go the distance.



SERIOUS GRIP

Bring on the rain

- Tread design equipped to help improve traction on the road.
- Large central grooves help to evacuate water and increase wet traction.



RETREADABILITY COMES STANDARD

Multiple lives

- All steel construction for excellent retreadability.



Application	Highway	Regional	Urban	Coach/ Bus	On/ Off-Road
Position	Steer	Drive	Trailer		

■ Recommended Application

5 YEAR ⁽³⁾
5 Year / 2-Retread Manufacturer's
Limited Casing Guarantee

Size	Load Range	Catalog Number	Tread Depth 32nds	Max. Speed (1) mph	Loaded Radius		Overall Diameter		Overall Width (2)		Approved Wheels (Measuring wheel listed first)	Min. Dual Spacing (2)		Revs Per Mile	Max. Load Per Tire Single				Max. Load Per Tire Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
11R22.5	G	77081	28	75	19.4	493	41.8	1062	11.2	284	8.25, 7.50	12.5	318	497	6175	105	2800	720	5840	105	2650	720
11R22.5	H	98035	28	75	19.4	493	41.8	1062	11.2	284	8.25, 7.50	12.5	318	497	6610	120	3000	830	6005	120	2725	830
275/80R22.5	G	90375	28	75	18.9	480	40.6	1032	10.9	277	8.25, 7.50	12.2	311	511	6175	110	2800	760	5675	110	2575	760
11R24.5	G	52321	28	75	20.5	521	43.9	1116	11.0	279	8.25, 7.50	12.5	318	472	6610	105	3000	720	6005	105	2725	720
11R24.5	H	89861	28	75	20.5	521	43.9	1116	11.0	279	8.25, 7.50	12.5	318	472	7160	120	3250	830	6610	120	3000	830
275/80R24.5	G	55617	28	75	19.5	495	41.9	1064	10.6	269	8.25, 7.50	12.2	311	500	6175	110	2800	760	5675	110	2575	760

Note: Wheel listed first is the measuring wheel.

(1) Exceeding the lawful speed limit is neither recommended nor endorsed.

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BFGoodrich® TR144



Take control of irregular wear with this long-lasting, fuel-saving highway/regional tire built for trailer and free-rolling axles that's SmartWay® verified.



MAX FUEL EFFICIENCY

Less stops at the pump

- Tread compound designed to lower rolling resistance and thereby decrease fuel needs.



FIGHTS IRREGULAR WEAR

Smooth, even-wearing tread

- Five Rib Design provides a greater footprint and promotes even wear.
- Improved tough shoulder design helps resist irregular wear.



RETREADABILITY COMES STANDARD

Multiple lives

- All steel construction for excellent retreadability.



Application	Highway	Regional	Urban	Coach/ Bus	On/ Off-Road
Position	Steer	Drive	Trailer		

■ Recommended Application

5 YEAR ⁽³⁾
5 Year / 2-Retread Manufacturer's
Limited Casing Guarantee

Size	Load Range	Catalog Number	Tread Depth 32nds	Max. Speed (1) mph	Loaded Radius		Overall Diameter		Overall Width (2)		Approved Wheels (Measuring wheel listed first)	Min. Dual Spacing (2)		Revs Per Mile	Max. Load Per Tire Single				Max. Load Per Tire Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
11R22.5	G	02041	12	75	19.0	484	40.8	1036	11.2	285	8.25, 7.50	12.5	318	508	6175	105	2800	720	5840	105	2650	720
275/80R22.5	G	39833	12	75	18.4	468	39.7	1008	11.1	281	8.25, 7.50	12.2	311	523	6175	110	2800	760	5675	110	2575	760
11R24.5	G	06457	12	75	20.0	508	43.0	1092	11.1	283	8.25, 7.50	12.5	318	482	6610	105	3000	720	6005	105	2725	720
275/80R24.5	G	27373	12	75	19.1	485	40.8	1036	10.8	274	8.25, 7.50	12.2	311	507	6175	110	2800	760	5675	110	2575	760

Note: Wheel listed first is the measuring wheel.

(1) Exceeding the lawful speed limit is neither recommended nor endorsed.

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BFGoodrich® CROSS CONTROL S

Get the traction, durability, and control you need for confidence in tough conditions with this long-wearing on/off road all position tire.



TERRAIN-GRIPPING TRACTION & HANDLING

Takes on snow, dirt and soft soil

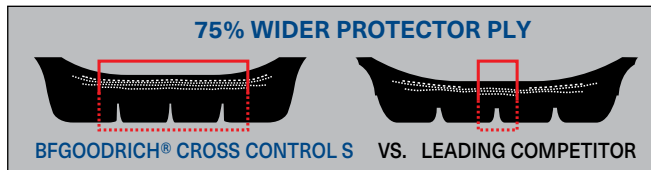
- Serrated shoulder conquers most any condition.
- Aggressive ribbed design grabs in tough conditions.



DOWNTIME-FIGHTING DURABILITY

Protects against road hazards

- Full-coverage protector ply 75% wider than a leading competitor ⁽¹⁾



- Special anti-cut, chip-resistant compounds
- 20% more mileage guaranteed than the BFGoodrich® ST565 Wide Base tire ⁽⁴⁾



RETREADABILITY COMES STANDARD

Gives you multiple lives

- Groove bottom protectors reduce stone drilling.
- Heat release technology keeps your casing running cool in tough conditions.



Standard Sizes

Application	Highway	Regional	Urban	Coach/Bus	On/Off-Road
Position	Steer		Drive		Trailer
Standard Sizes					
Wide Base Sizes ⁽⁴⁾					

■ Recommended Application ■ Acceptable Application

Size	Load Range	Catalog Number	Tread Depth 32nds	Max. Speed (2) mph	Loaded Radius		Overall Diameter		Overall Width (3)		Approved Wheels (Measuring wheel listed first)	Min. Dual Spacing (3)		Revs Per Mile	Max. Load Per Tire Single				Max. Load Per Tire Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
11R22.5	H	03117	21	68	19.5	495	41.6	1056	11.2	284	8.25, 7.50	12.5	318	497	6940	123	3150	850	6395	123	2900	850
11R24.5	H	36251	21	68	20.4	520	43.6	1107	11.3	288	8.25, 7.50	12.5	318	475	7160	120	3250	830	6610	120	3000	830
315/80R22.5 ⁽⁵⁾	L	97643	21	68	19.8	502	42.5	1081	12.6	321	9.00	13.8	351	488	9090	130	4125	900	8270	130	3750	900
385/65R22.5 ⁽⁴⁾	J	53214	21	68	19.7	500	42.3	1075	14.9	377	11.75, 12.25	-	-	490	9370	123	4250	850	-	-	-	-
425/65R22.5 ⁽⁴⁾	L	19321	20	68	20.5	520	44.4	1128	16.5	420	13.00, 12.25	-	-	469	11400	120	5150	825	-	-	-	-

Note: Wheel listed first is the measuring wheel.

(1) Protector ply width compared to the Yokohama MY507 in size 11R24.5 LRH. Actual results may vary.

(2) Exceeding the lawful speed limit is neither recommended nor endorsed.

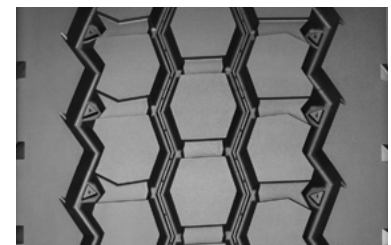
(3) Tire section widths and overall widths will change 0.1 inch (2.5 mm) for each 1/4 inch change in wheel width. Minimum dual spacing should be adjusted accordingly.

(4) BFGoodrich® Cross Control S Wide Base tires in sizes 385/65R22.5 LRJ and 425/65R22.5 LRL.

(5) Not approved for use with an 8.25 wheel.

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Wide Base Sizes⁽⁴⁾

CROSS CONTROL D

Get the traction and durability you need to get the tough jobs done with this aggressive on/off-road drive tire.



TERRAIN-GRIPPING TRACTION

Takes on snow, dirt and soft soil

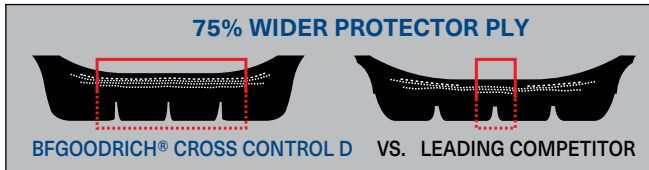
- 25% more lugs on the road
- Serrated shoulder conquers most any condition.
- Maintains open lugged design at new and worn⁽¹⁾



DOWNTIME-FIGHTING DURABILITY

Protects against road hazards

- Full-coverage protector ply 75% wider than a leading competitor.⁽²⁾



- Special anti-cut, chip-resistant compounds
- Thick sidewalls to fight impacts and abrasion.



RETREADABILITY COMES STANDARD

Gives you multiple lives

- Groove bottom protectors reduce stone drilling.
- Heat release technology keeps your casing running cool in tough conditions.



Application	Highway	Regional	Urban	Coach/Bus	On/Off-Road
Position	Steer	Drive	Trailer		

■ Recommended Application ■ Acceptable Application

Size	Load Range	Catalog Number	Tread Depth 32nds	Max. Speed (3) mph	Loaded Radius		Overall Diameter		Overall Width (4)		Approved Wheels (Measuring wheel listed first)	Min. Dual Spacing (2)		Revs Per Mile	Max. Load Per Tire Single				Max. Load Per Tire Dual			
					in.	mm.	in.	mm.	in.	mm.		in.	mm.		lbs.	psi	kg.	kPa	lbs.	psi	kg.	kPa
11R22.5	H	08038	29	68	19.7	501	42.1	1070	11.3	288	8.25, 7.50	12.5	318	491	6610	120	3000	830	6005	120	2725	830
11R24.5	H	38810	29	68	20.7	525	44.1	1121	11.2	285	8.25, 7.50	12.5	318	469	7160	120	3250	830	6610	120	3000	830

Note: Wheel listed first is the measuring wheel.

(1) Protector ply width compared to the Yokohama LY053 in size 11R24.5 LRH. Actual results may vary.

(2) Footprint study of a Yokohama® LY053 tire and a BFGoodrich® Cross Control D tire in size 11R24.5 LRH machine buffed to approximately 10 mm of remaining tread. Tires measured under a load of 3250 kg with an internal pressure of approx. 8.3 bar. Actual results may vary.

(3) Exceeding the lawful speed limit is neither recommended nor endorsed.

(4) Tire section widths and 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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INFLATION CHARTS FOR BFGOODRICH® TRUCK TIRES

To select the proper load and inflation table, locate your tire size in the following pages, then match your tire's sidewall markings to the table with the same sidewall markings. If your tire's sidewall markings do not match any table listed, please contact your BFGoodrich dealer for the applicable load and inflation table.

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S = Single configuration, or 2 tires per axle. D = Dual configuration, or 4 tires per axle. Loads are indicated per axle

Size		PSI	65	70	75	80	85	90	95	100	105	110	115	120	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
		kPa	450	480	520	550	590	620	660	690	720	760	790	830		
225/70R19.5 LRG ST230	LBS	SINGLE	5510	5790	6080	6390	6630	6900	7280	7430	7690	7940			S	3970 LBS at 110 PSI
		DUAL	10400	10880	11440	12000	12460	12980	13660	13960	14460	15000			D	3750 LBS at 110 PSI
	KG	SINGLE	2500	2620	2760	2900	3000	3140	3300	3380	3480	3600			S	1800 KG at 760 PSI
		DUAL	4720	4920	5200	5440	5640	5880	6200	6320	6560	6800			D	1700 KG at 760 PSI
245/70/R19.5 LRG ST230	LBS	SINGLE				7280	7480	7780	8160	8380	8670	9080			S	4540 LBS at 110 PSI
		DUAL				13660	14060	14620	15440	15760	16300	17200			D	4300 LBS at 110 PSI
	KG	SINGLE				3300	3400	3540	3700	3800	3940	4120			S	2060 KG at 760 PSI
		DUAL				6200	6360	6640	7000	7160	7400	7800			D	1950 KG at 760 PSI
10R22.5 LRG ST230	LBS	SINGLE		8160	8560	8960	9350	9700	10050	10410	10720	11030	11350		S	5675 LBS at 115 PSI
		DUAL		15440	16180	16920	17640	18340	19040	19760	20300	20840	21420		D	5355 LBS at 115 PSI
	KG	SINGLE		3700	3880	4060	4240	4400	4560	4720	4860	5000	5150		S	2575 KG at 790 PSI
		DUAL		7000	7320	7640	8000	8320	8640	8960	9200	9440	9720		D	2430 KG at 790 PSI
11R22.5 LRG ST230 ST244 DR454 DR444 TR144	LBS	SINGLE		9060	9540	9980	10440	11020	11460	11900	12350				S	6175 LBS at 105 PSI
		DUAL		17520	18320	19040	19800	20820	21660	22500	23360				D	5840 LBS at 105 PSI
	KG	SINGLE		4100	4320	4520	4740	5000	5200	5400	5600				S	2800 KG at 720 kPa
		DUAL		7960	8320	8640	9000	9440	9840	10240	10600				D	2650 KG at 720 kPa
11R22.5 LRH ST244 DR444 Cross Control D	LBS	SINGLE			9540	9980	10440	11020	11460	11900	12350	12640	12930	13220	S	6610 LBS at 120 PSI
		DUAL			18320	19040	19800	20820	21660	22500	23360	23580	23800	24020	D	6005 LBS at 120 PSI
	KG	SINGLE			4320	4520	4740	5000	5200	5400	5600	5740	5880	6000	S	3000 KG at 830 kPa
		DUAL			8320	8640	9000	9440	9840	10240	10600	10720	10840	10900	D	2725 KG at 830 kPa
11R22.5 LRH Cross Control S	LBS	SINGLE			9530	10030	10530	11030	11510	12000	12470	12950	13420	13880	S	6940 LBS at 123 PSI
		DUAL			17560	18500	19420	20320	21220	22100	22980	23860	24720	25580	D	6395 LBS at 123 PSI
	KG	SINGLE			4340	4540	4800	4980	5240	5440	5620	5880	6060	6300	S	3150 KG at 850 kPa
		DUAL			7960	8360	8840	9200	9640	10000	10360	10800	11160	11600	D	2900 KG at 850 kPa
12R22.5 LRH ST230	LBS	SINGLE			10400	10900	11380	12010	12410	12810	13220	13740	14260	14780	S	7390 LBS at 120 PSI
		DUAL			19960	20760	21560	22700	23140	23580	24020	25060	26100	27120	D	6780 LBS at 120 PSI
	KG	SINGLE			4720	4940	5160	5450	5640	5820	6000	6240	6480	6700	S	3350 KG at 830 kPa
		DUAL			9040	9400	9760	10300	10520	10720	10900	11360	11840	12300	D	3075 KG at 830 kPa

INFLATION CHARTS FOR BFGOODRICH® TRUCK TIRES

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Note: 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.

S = Single configuration, or 2 tires per axle. D = Dual configuration, or 4 tires per axle. Loads are indicated per axle

Size		PSI	70	75	80	85	90	95	100	105	110	115	120	125	130	MAXIMUM LOAD AND PRESSURE ON SIDEWALL	
		kPa	480	520	550	590	620	660	690	720	760	790	830	860	900		
255/70R22.5 LRH ST230	LBS	SINGLE			8380	8740	9100	9350	9790	10130	10410	10800	11020			S	5510 LBS at 120 PSI
		DUAL			15880	16440	17100	17640	17820	18440	18700	19660	20280			D	5070 LBS at 120 PSI
	KG	SINGLE			3800	3960	4120	4240	4440	4600	4720	4900	5000			S	2500 KG at 830 kPa
		DUAL			7200	7440	7760	8000	8080	8360	8480	8920	9200			S	2300 KG at 830 kPa
275/80R22.5 LRG ST244 ST230 DR454 DR444 TR144	LBS	SINGLE	9000	9450	9880	10310	10740	11020	11560	11960	12350					S	6175 LBS at 110 PSI
		DUAL	16380	17200	18160	18760	19540	20280	21040	21760	22700					D	5675 LBS at 110 PSI
	KG	SINGLE	4080	4280	4480	4680	4880	5000	5240	5420	5600					S	2800 KG at 760 kPa
		DUAL	7440	7800	8240	8520	8880	9200	9560	9880	10300					D	2575 KG at 760 kPa
315/80R22.5* LRL ST230 Cross Control S	LBS	SINGLE			12350	12830	13340	13880	14380	14880	15220	15840	16540	17380	18180	S	9090 LBS at 130 PSI
		DUAL			22700	23360	24280	25580	26180	27080	27760	28840	30440	31640	33080	D	8270 LBS at 130 PSI
	KG	SINGLE			5600	5820	6060	6300	6520	6740	6900	7180	7500	7880	8250	S	4125 KG at 900 kPa
		DUAL			10300	10600	11000	11600	11880	12280	12600	13080	13800	14360	15000	D	3750 KG at 900 kPa
385/65R22.5 LRJ Cross Control S	LBS	SINGLE		13440	13880	14700	15300	16100	16460	17020	17640	18100	18740			S	9370 LBS at 123 PSI
	KG	SINGLE		6120	6300	6700	6940	7300	7480	7700	8000	8200	8500			S	4250 LBS at 850 PSI
425/65R22.5 LRL Cross Control S	LBS	SINGLE		15660	16480	17300	18120	18920	19700	20400	21200	22000	22800			S	11400 LBS at 120 PSI
	KG	SINGLE		7080	7420	7840	8160	8580	8880	9200	9600	9900	10300			S	5150 LBS at 825 PSI
11R24.5 LRG ST244 DR444 TR144	LBS	SINGLE	9640	10140	10620	11100	11680	12190	12700	13220						S	6610 LBS at 105 PSI
		DUAL	18640	19480	20280	21040	22040	22700	23360	24020						D	6005 LBS at 105 PSI
	KG	SINGLE	4380	4600	4820	5040	5300	5540	5780	6000						S	3000 KG at 720 kPa
		DUAL	8440	8840	9200	9560	10000	10320	10640	10900						D	2725 KG at 720 kPa
11R24.5 LRH ST244 DR444 Cross Control S Cross Control D	LBS	SINGLE		10140	10620	11100	11680	12190	12700	13220	13580	13940	14320			S	7160 LBS at 120 PSI
		DUAL		19480	20280	21040	22040	22700	23360	24020	24820	25620	26440			D	6610 LBS at 120 PSI
	KG	SINGLE		4600	4820	5040	5300	5540	5780	6000	6160	6320	6500			S	3250 KG at 830 kPa
		DUAL		8840	9200	9560	10000	10320	10640	10900	11280	11640	12000			D	3000 KG at 830 kPa
275/80R24.5 LRG ST244 ST230 DR444 TR144	LBS	SINGLE	9090	9540	9880	10420	10840	11350	11670	12080	12350					S	6175 LBS at 110 PSI
		DUAL	16540	17360	18160	18960	19720	20820	21240	21980	22700					D	5675 LBS at 110 PSI
	KG	SINGLE	4120	4320	4480	4720	4920	5150	5300	5480	5600					S	2800 KG at 760 kPa
		DUAL	7480	7880	8240	8600	8960	9440	9640	9960	10300					D	2575 KG at 760 kPa

* Not approved for use with an 8.25 wheel.

GENERAL INFORMATION

UNITS

Quantity	S.I. Units	Other Units
Length	m (meter)	1 inch (") = 0.0254 m or 25.4 mm 1 mile = 1609 m (1.609 km) 1 kilometer = 0.621 mile
Mass	kg (Kilogram)	1 pound (lb) = 0.4536 kg 1 kilogram (kg) = 2.205 lbs.
Pressure	kPa (Pascal)	1 bar* = 100 kPa 1 psi = 6.895 kPa 1 pound per square inch 1 kg/cm ² = 98.066 kPa
Speed	m/s (meter per second)	1 kilometer per hour (kph)* = 0.27778 m/s 1 mile per hour (mph) = 0.4470 m/s (or 1.60935 kph)

* Non S.I. unit to be retained for use in specialized fields.

LOAD RANGE/PLY RATING

B - 4	F - 12	L - 20
C - 6	G - 14	M - 22
D - 8	H - 16	
E - 10	J - 18	

SPEED SYMBOL

The ISO* SPEED SYMBOL indicates the speed at which the tire can carry a load corresponding to its Load Index under service conditions specified by the tire manufacturer.**

Speed Symbol	Speed		Speed Symbol	Speed		Speed Symbol	Speed	
	(kph)	mph		(kph)	mph		(kph)	mph
A1	5	2.5	A7	35	22.5	F	80	50
A2	10	5	A8	40	25	G	90	56
A3	15	10	B	50	30	J	100	62
A4	20	12.5	C	60	35	K	110	68
A5	25	15	D	65	40	L	120	75
A6	30	20	E	70	43	M	130	81
						N	140	87

* International Standardization Organization

** Exceeding the legal speed limit is neither recommended nor endorsed.

GENERAL INFORMATION

LOAD INDEX

The ISO LOAD INDEX is a numerical code associated with the maximum load a tire can carry at the speed indicated by its SPEED* SYMBOL under service conditions specified by the tire manufacturer. (1 kg = 2.205 lbs.)

Load Index	kg	lbs.
120	1,400	3,085
121	1,450	3,195
122	1,500	3,305
123	1,550	3,415
124	1,600	3,525
125	1,650	3,640
126	1,700	3,750
127	1,750	3,860
128	1,800	3,970
129	1,850	4,080
130	1,900	4,190
131	1,950	4,300
132	2,000	4,410
133	2,060	4,540
134	2,120	4,675
135	2,180	4,805
136	2,240	4,940
137	2,300	5,070
138	2,360	5,205
139	2,430	5,355
140	2,500	5,510
141	2,575	5,675
142	2,650	5,840
143	2,725	6,005
144	2,800	6,175
145	2,900	6,395

Load Index	kg	lbs.
146	3,000	6,610
147	3,075	6,780
148	3,150	6,940
149	3,250	7,160
150	3,350	7,390
151	3,450	7,610
152	3,550	7,830
153	3,650	8,050
154	3,750	8,270
155	3,875	8,540
156	4,000	8,820
157	4,125	9,090
158	4,250	9,370
159	4,375	9,650
160	4,500	9,920
161	4,625	10,200
162	4,750	10,500
163	4,875	10,700
164	5,000	11,000
165	5,150	11,400
166	5,300	11,700
167	5,450	12,000
168	5,600	12,300
169	5,800	12,800
170	6,000	13,200

* Exceeding the legal speed limit is neither recommended nor endorsed.

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