

MASTERING YOUR RALLY TYRES PRESSURES

This information is provided for information purposes only and may vary according to the actual conditions of use. In the event of use outside the usual conditions, these recommendations must be adapted. Consult a Michelin Motorsport expert.



A distinction is made between cold pressure and hot pressure.

COLD PRESSURE

varies according to the **air/ground temperature** and the **length of the stage**.

HOT PRESSURE

corresponds to the **value** measured at the **end of the stage**.

Conditions Step	 DRY/DAMP TARMAC	 WET TARMAC	 DRY/WET GRAVEL	 MUD GRAVEL	 SNOW & ICE
1 TYRE FITTING TENT	2,2 bar	2,2 bar	2,2 bar	2,5 bar	2,0 bar
2 SERVICE PARK	1,8 bar	2,0 bar	1,8 bar	2,2 bar	1,8 bar
3 STAGE START	1,65 bar	1,8 bar <i>Slick</i> 2 bar <i>MW1</i>	1,7 bar	2,2 bar	1,5 bar
4 STAGE END	MAX 2,3 bar	MAX 2,5 bar	MAX 2,3 bar	MAX 2,6 bar	MAX 2,0 bar
5 FOLLOWING STAGE START	MAX -200g drop	MAX -200g drop	MAX -200g drop	MAX -200g drop	MAX -200g drop

- If the **pressure is too low**, it allows too much **movement in the casing**, this **reduces the precision** of the tyre.
 - **Too much pressure at the end of a stage** generates **understeer and accelerates degradation**.
- In **rainy conditions**, **increasing the pressure** allows a **better evacuation of water** without risk of **overheating the tyre**.