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Michelin recognised as uncontested leader in tyre wear particle reduction

- For the second consecutive time, Michelin has been recognised by ADAC as the uncontested leader in the reduction of particle emissions caused by tyre abrasion
- Thanks to its leadership in innovation, Michelin has been committed to understanding and reducing tyre abrasion for 20 years

ADAC, the German automobile association best known for its rigorous testing standards, has published a new study of 160 different car tyre models, covering all major brands. The study found that Michelin tyres emitted 26 per cent fewer particles than their premium competitors' average.

For environmentally conscious fleets, this confirms a previous study published in 2021, which demonstrated that Michelin tyres emitted 28 per cent fewer particles than the average for those premium tyres tested. Michelin's closest competitor emitted 20 per cent more particles per kilometre driven, and per metric tonne transported.

These results illustrate the efforts made by Michelin to offer tyres that perform throughout their lives, combining longevity, reduced particle emissions, and minimum raw material consumption. The ADAC study also demonstrates that this performance can be associated with a very high safety level.

"These results are another testament to the decades of research and development Michelin has carried out to reduce the environmental impact of its products. Our expertise in composites is really paying dividends in delivering the lowest-abrasion tyres on the market. And low-abrasion



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tyres are not just better for the environment – the fact that they generally last longer means tangible benefits for both fleets and private motorists,” says John Howe, Managing Director and B2C Sales Director for Michelin Tyre plc.

Michelin, committed to understanding and reducing tyre abrasion for almost 20 years

Michelin has been innovating for more than 20 years to reduce abrasion, which is the result of contact between the tyre and the road. This commitment has allowed it to develop innovations that reduced the wear emissions from its tyres by 5 per cent between 2015 and 2020. These advances represent the equivalent of 100,000 metric tonnes of particles that have not been released over this period, with the aim of improving this figure even further in the next few years.

To achieve this, Michelin is investing heavily in research and development (€786 million in 2024) to better understand the abrasion phenomenon. The Group is relying on its wealth of experience and a design strategy that has historically been focused on optimising the use of raw materials.

For example, the MICHELIN Primacy 5 tyre – a key fitment for fleets – reduced particle emissions by 14 per cent compared to the MICHELIN Primacy 4+. The all-new MICHELIN CrossClimate 3 Sport, a summer tyre approved for winter use (3PMSF certified), reduces particle emissions by 23 per cent compared to the MICHELIN Pilot Sport 5, the summer tyre in the same category.

At the end of 2023, Michelin announced the creation of a joint laboratory with the French National Centre for Scientific Research, and the University of Clermont Auvergne: the BioDLab. Its mission is to better understand the biodeterioration of wear particles and to develop tools that allow for offering real solutions for these to be assimilated by the environment.



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Through these initiatives, Michelin intends to further increase its understanding of the tyre wear phenomenon and the deterioration process. There are several objectives: reduce emissions, provide scientific responses, and develop technical solutions. An approach that demands rigor and constant investment.

Tyre abrasion, a global challenge targeted by the Euro 7 Regulation in Europe

In Europe alone, road transport generates approximately 500,000 metric tonnes of tyre wear and roadway particles every year.

The Euro 7 standard, which was passed in July 2024, will allow for measuring global wear particle emissions for all tyres sold on the European market. It will no longer be possible to market tyres that do not meet the requirements of this standard.

The objective is clear: significantly reduce the amount of tyre particles emitted in Europe.

For a full copy of the report, please visit:

https://assets.adac.de/image/upload/v1749035559/ADAC-eV/KOR/Text/PDF/33478_dpccxx.pdf

About Michelin

Michelin is building a world-leading manufacturer of life-changing composites and experiences. Pioneering engineered materials for more than 130 years, Michelin is uniquely positioned to make decisive contributions to human progress and to a more sustainable world. Drawing on its deep know-how in polymer composites, Michelin is constantly innovating to manufacture high-quality tyres and components for critical applications in demanding fields as varied as mobility, construction, aeronautics, low-carbon energies, and healthcare. The care placed in its products and deep customer knowledge inspire Michelin to offer the finest experiences. This spans from providing data-



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and AI-based connected solutions for professional fleets to recommending outstanding restaurants and hotels curated by the MICHELIN Guide.

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