



ULTRA GRIP MAX

We keep you going

→ Improved snow grip when half worn

- ULTRA GRIP MAX D still meets the **Three Peak Mountain Flake** requirements when tires are 50% worn
- **Up to 40% more snow grip*** compared to its predecessor, when tires are half worn

→ Winter markings

- ULTRA GRIP MAX S, D and T carry the **Three Peak Mountain Snow Flake** and **M+S** winter markings to fulfill the most stringent winter tire regulations



→ Improved mileage

- ULTRA GRIP MAX D features up to **15% more mileage*** compared to its predecessor

ULTRA GRIP MAX Technology



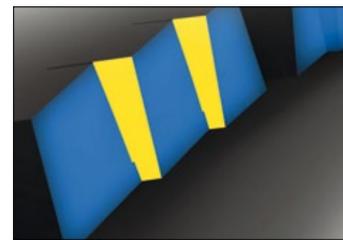
The new ULTRA GRIP MAX sees the introduction of **ULTRA GRIP MAX Technology** which comprises two new Goodyear technologies: **IntelliMax Block Technology** and **IntelliMax Edge Technology**.

IntelliMax Block Technology features longitudinal, diamond shape blocks with variable depth, contoured sipes, producing variant block strengths to maximize sipe opening for optimal snow and ice grip. The contoured sipes interlock for ideal tread stiffness, when the tire rolls through its footprint, offering regular wear and a high mileage potential.

IntelliMax Edge Technology features tapered, stepped groove angles forming a high number of "biting edges" for optimum tire to road connectivity, especially on slippery surfaces.



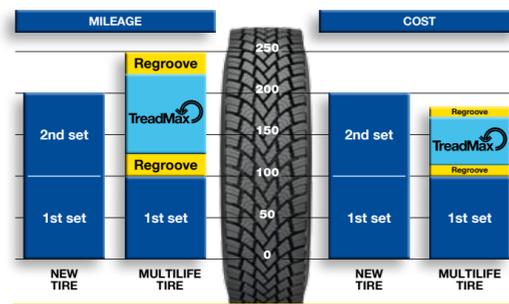
Goodyear IntelliMax Block Technology



Goodyear IntelliMax Edge Technology



Goodyear enables fleets to optimize the performance of their latest Goodyear truck tires via the exclusive TreadMax MoldCure retreading process. By utilizing only MaxTechnology casings, Goodyear TreadMax are produced using the same tread pattern and materials as used for new tires. In doing so, Goodyear TreadMax offers a similar performance to new and enables fleets to maximize their investment in Goodyear's latest product developments, such as the ULTRA GRIP MAX range.



In addition, the latest ULTRA GRIP MAX tread patterns are being introduced to Goodyear PreCure customers at the same time as the TreadMax solution. The ULTRA GRIP MAX D pattern will be available in Goodyear's UniTac range through its high-class network of approved PreCurePro retreaders.



Application map

ON ROAD FUEL EFFICIENT	ON ROAD MILEAGE	URBAN	COACH	MIXED/OFFROAD	WINTER
17.5"	RHS II+ RHD II+ RHT II				
19.5"	FUELMAX T Marathon LHT	RHS II RHD II RHT II	UrbanMax MCA	Omnicrac MSS II	ULTRA GRIP WTT
22.5"	FUELMAX S FUELMAX D FUELMAX T	KMAX S KMAX D KMAX T	UrbanMax MCA UrbanMax MCD UrbanMax MCD Trac	Marathon Coach Omnicrac MSS II Omnicrac MSD II Omnicrac MST II Offroad ORD Offroad ORS	ULTRA GRIP MAX S ULTRA GRIP MAX D ULTRA GRIP MAX T ULTRA GRIP WTS ULTRA GRIP WTD ULTRA GRIP WTS CITY ULTRA GRIP WTD CITY ULTRA GRIP Coach

Produced by
Goodyear Dunlop Tires Operations S.A.
326/0215/LUX-ENG

www.goodyear.eu/truck



MADE TO FEEL GOOD.



New ULTRA GRIP MAX range keeps you going, throughout the whole winter

Up to 40% more snow grip compared to its predecessor, when half worn*



*Comparative tests made by Goodyear GIC*L on size 315/80R22.5 show that the new Goodyear ULTRA GRIP MAX S and D offer an improvement in snow grip index of up to 30% and 40% respectively compared to Goodyear ULTRA GRIP WTS and WTD. Actual results may vary based on, but not restricted to, road and weather conditions, tire size, tire pressure and vehicle maintenance.



MADE TO FEEL GOOD.

ULTRA GRIP MAX S

[STEER]

The new ULTRA GRIP MAX S steer tire provides excellent cornering stability and optimum braking performance on snow and ice, to allow you to face the toughest winter conditions.

Thanks to **ULTRA GRIP MAX Technology** the ULTRA GRIP MAX S is the ideal choice for fleets looking for winter performance throughout the life of the tire.



→ Improved snow grip throughout tire life

- 30% more snow grip compared to its predecessor when tires are half worn*

Features	How does it work	Advantages
1 Large, deep longitudinal grooves	Large grooves provide excellent lateral biting edges throughout the tire's life	Optimum lateral grip for good cornering stability, especially on snow and ice
2 IntelliMax Edge Technology and large "Z" shape radial grooves	High number of "biting edges" enables excellent tire to road connectivity	Excellent braking performance on slippery surfaces like snow & ice
3 Large interconnected shoulder blocks	Interconnected shoulder blocks create robust shoulder area	High mileage potential and good carcass resistance
4 Lateral shoulder notches	Lateral Shoulder notches "bite" into snow when driving through deep snow	Extra winter grip in extreme winter conditions
5 IntelliMax Block Technology	Large number of sipes throughout the tire life, offer "biting edges" which interlock with every road surface	Strong braking performance on winter roads

Technical details table

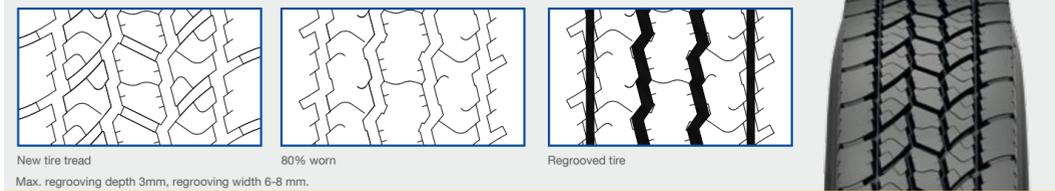
Size	Load Index	Speed Symbol	Poss. Rim widths	Comments	Fuel Efficiency	Wet Grip	Noise Emission (dB)
315/70R22.5	156/150	L	9.00/9.75	HL			Under development
315/80R22.5	156/150 (154/150)	L (M)	9.00/9.75				Under development

Retreading and Regrooving

The ULTRA GRIP MAX S is both regroovable and retreadable and has been developed according to the 'Multiple Life Concept' approach – allowing fleets to make the best use of their tire assets and substantially reduce their cost per kilometer.



Regrooving recommendations



* Comparative tests made by Goodyear GIC*L on size 315/80R22.5 show that the new Goodyear ULTRA GRIP MAX S offers an improvement in snow grip of up to 30% compared to Goodyear ULTRA GRIP WTS. Actual results may vary based on, but not restricted to, road and weather conditions, tire size, tire pressure and vehicle maintenance.

ULTRA GRIP MAX D

[DRIVE]

The new ULTRA GRIP MAX D drive tire provides traction on snow and ice throughout the tire life allowing you to still have winter traction capability at Three Peak Mountain Snowflake standard level when the tire is 50% worn.

Thanks to Goodyear ULTRA GRIP MAX Technology, ULTRA GRIP MAX D is the ideal choice for fleets looking for mobility in extreme winter conditions.



→ Improved snow grip and mileage

- 40% more snow grip compared to its predecessor when tires are half worn*
- 15% more mileage compared to its predecessor*

Features	How does it work	Advantages
1 IntelliMax Block Technology	Long diamond shape blocks allow gradual tire to road contact build up as well as limited slip when leaving the footprint Complex sipe geometry with variable depth contoured sipes, offer optimal sipe opening for excellent grip	Even tire wear with high mileage potential and low noise emission Outstanding traction on slippery surfaces like snow and ice throughout the tire life
2 Raindrop channels	Raindrop channels open as the tire wears Raindrop shape limits stress peaks at the bottom of the sipes	Improved performance of worn tire compared to its predecessor Excellent tread durability and carcass resistance, improving retreadability compared to its predecessor
3 IntelliMax Edge Technology	Tapered, stepped groove angles offer a high number of biting edges which interlock with the road surface	Good winter traction throughout the tire's life
4 Conical Stone ejectors	The angled conical stone ejectors force out stones which get trapped in the intersection of the grooves	Limited stone trapping and better carcass resistance for good retreadability

Technical details table

Size	Load Index	Speed Symbol	Poss. Rim widths	Comments	Fuel Efficiency	Wet Grip	Noise Emission (dB)
315/70R22.5	154/150 (152/148)	L (M)	9.00/9.75				Under development
315/80R22.5	156/150 (154/150)	L (M)	9.00/9.75				Under development

Retreading and Regrooving

The ULTRA GRIP MAX D is both regroovable and retreadable and has been developed according to the 'Multiple Life Concept' approach – allowing fleets to make the best use of their tire assets and substantially reduce their cost per kilometer.



Regrooving recommendations



* Comparative tests made by Goodyear GIC*L on size 315/80R22.5 show that:
- the new Goodyear ULTRA GRIP MAX D offers an improvement in snow grip of up to 40% compared to Goodyear ULTRA GRIP WTD;
- the new Goodyear ULTRA GRIP MAX D drive tires offer an improvement in mileage potential of up to 15% compared to Goodyear ULTRA GRIP WTD. Actual results may vary based on, but not restricted to, road and weather conditions, tire size, tire pressure and vehicle maintenance.

ULTRA GRIP MAX T

[TRAILER]

The new ULTRAGRIP MAX T trailer tire provides excellent lateral stability and snow grip, to allow you to face the toughest winter conditions.

The ULTRA GRIP MAX T is the ideal choice for fleets looking for a winter solution for their trailers.



Features	How does it work	Advantages
1 Robust shoulder ribs S-shape sipes in center blocks	Scrub resistance when turning	Resistance against carcass damage and increased mileage potential
2 5 ZigZag grooves	ZigZags offer biting edges for good tire to road surface connectivity	Good grip on slippery surfaces for excellent braking performances on winter roads
3 Interconnected center blocks	Interconnected blocks form stable, continuous center ribs limiting block movement and offering increased scrub resistance	Good lateral stability and even wear
4 S-shape sipes in center blocks	High number of biting edges	Good grip on slippery surfaces for excellent braking capabilities

Technical details table

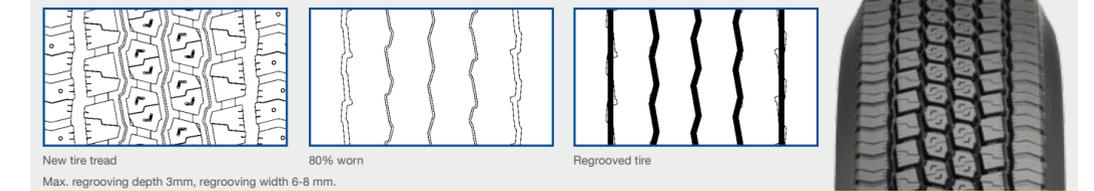
Size	Load Index	Speed Symbol	Poss. Rim widths	Comments	Fuel Efficiency	Wet Grip	Noise Emission (dB)
385/55R22.5	160 (158)	K (L)	11.75/12.25				Under development
385/65R22.5	160 (158)	K (L)	11.75/12.25				Under development

Retreading and Regrooving

The ULTRA GRIP MAX T is both regroovable and retreadable and has been developed according to the 'Multiple Life Concept' approach – allowing fleets to make the best use of their tire assets and substantially reduce their cost per kilometer.



Regrooving recommendations



* 'FRT' stands for 'Free Rolling Tire' and is a legal marking according to the UNECE Regulation No. 54, which indicates that the tire is specifically designed and intended for the equipment of trailer axles and axles of motor vehicles other than front steering and all drive axles. Therefore these trailer tires marked 'FRT' should be used exclusively on trailer axles and axles of motor vehicles other than front steering and all drive axles and should not be fitted in any other position. Goodyear Dunlop will not warrant and cannot be held accountable for any potential liability claim involving FRT tires fitted outside these recommendations.