

*The new OMNITRAC range.
Performance you can depend on,
protected by DuraShield technology.*



The New OMNITRAC Range

Is specifically designed for vehicles operating in today's mixed service application where they face the difficult conditions of unpaved roads but predominantly operate on roads. It provides more efficiency on road and more robustness and traction on unpaved roads, while giving fleets great value thanks to improved robustness and retreadability and extended Tire life.



High Mileage in Tough Conditions



Chipping, Chunking & Tear Resistance



Durability and Retreadability



GOODYEAR

New Goodyear OMNITRAC range

The new OMNITRAC range is specifically designed for vehicles operating in today's mixed service application where they face the difficult conditions of unpaved roads but predominantly operate on roads. It provides more efficiency on road and more robustness and traction on unpaved roads, while giving fleets great value thanks to improved robustness and retreadability and extended Tire life.

The new OMNITRAC range features

- **Enhanced durability and retreadability by introducing the innovative DuraShield technology* and new tread construction and compounds**
- **Traction on paved and unpaved roads with increased winter performance and Three Peak Mountain Snowflake marking on all OMNITRAC Tires**
- **Extended Tire life and removal mileage**

DuraShield technology*

The new OMNITRAC S and D feature the innovative DuraShield technology* casing.

A non metallic top belt layer prevents moisture from getting in contact with the steel belts and protects the casing structure from damage and corrosion. The new design enhances the durability throughout the Tire life and offers ideal conditions for high quality retreading.

DuraShield top layer

The ultimate corrosion protection of the Tire casing, setting new standards of damage resistance and retreadability performance.



OMNITRAC S

[STEER]

The new OMNITRAC S steer axle Tire is designed to cope with the specific characteristics for Tires used in modern mixed service applications.

It features very good on-road wear performance, significantly improved resistance to tread damage and excellent retreadability thanks to the innovative DuraShield technology*.



→ **Enhanced durability and retreadability combined with high mileage potential**

Features	How does it work	Advantage
1 Robust 5 rib design (24" = 4 rib)	Improves durability and ground pressure distribution	High mileage and even wear performance
2 Siped tread blocks and zig-zag grooves	Sipes double the number of biting edges; zig-zag grooves provide extra grip	3PMSF-marking on all sizes & wheel positions, improved traction on driven steer axles (hydro-drive)
3 'Quick release' groove shapes with stone penetration protectors	Reduces stone holding; efficient protection against stone drilling and groove cracking	Excellent self cleaning capabilities, improved casing durability, high mileage potential
4 Cool running cap & base compound	Increased undertread gauge & tear resistant base compound	High mileage and casing durability; protection against stone damage
5 DuraShield technology*	Top belt for ultimate casing protection against corrosion	New level of casing durability and retreadability performance

Technical details table

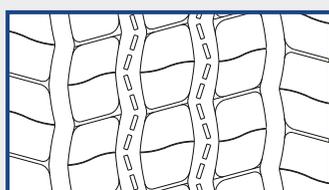
Size	Load Index	Speed Symbol	Poss. Rim Widths	Comments	Fuel Efficiency	Wet Grip	Noise Emission (dB)
13R22.5	156/150	K	9.00/9.75		C	B	71
295/80R22.5	152/148	K	8.25/9.00		D	B	71
315/80R22.5	156/150	K	9.00/9.75		D	B	73
315/70R22.5	156/150	K	9.00/9.75	High load		Under development	
385/65R22.5	160 (158)	K (L)	11.75	No DuraShield technology	C	B	73
325/95R24	162/160	K	8.50/9.00	No RFID	C	B	72

Retreading and regrooving

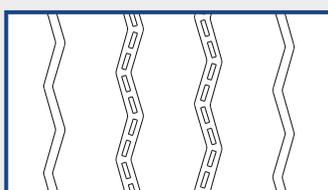
The OMNITRAC S is both regroovable and retreadable and has been developed according to the 'Multiple Life Concept' approach – allowing fleets to make the best use of their Tire assets and substantially reduce their cost per Kilometer.



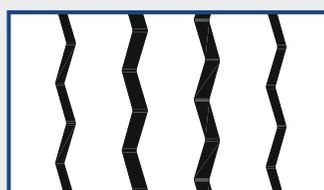
Regrooving recommendations



New Tire tread
Max. regrooving depth 3mm, regrooving width 6mm.



80% worn



Regrooved Tire



OMNITRAC D

[DRIVE]

The new OMNITRAC D drive axle Tire is adapted to the characteristics needed for Tires used in modern mixed service segments.

It features very good on-road wear performance, excellent traction on all surfaces, a longer Tire life and improved retreadability through significantly enhanced resistance to tread damage thanks to the innovative DuraShield technology.



→ **Enhanced durability and retreadability in combination with lifelong traction on all surfaces**

Features	How does it work	Advantage
1 Directional 3-rib tread design with siped blocks	Sipes double the number of biting edges	3PMSF-marking on all sizes, high traction and even wear on all surfaces including retarder operation
2 High centerline net contact area with tie bars	The massive center rib offers high damage resistance	Even wear in abrasive road conditions, high mileage potential and casing durability
3 Wide open shoulder grooves with stone penetration protectors	Excellent mud drainage and stone rejection, retains high traction level when worn	High traction throughout complete Tire life and with all carriageway conditions
4 Cool running, abrasion resistant cap & base tread compound	Increased undertread gauge & tear resistant base compound	High mileage and casing durability; reduced treadwear in light mixed service
5 DuraShield technology	Top belt for ultimate casing protection against corrosion	New level of casing durability and retreadability performance

Technical details table

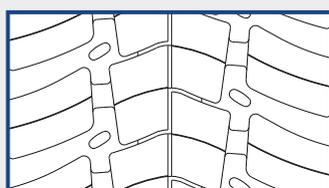
Size	Load Index	Speed Symbol	Poss. Rim Widths	Comments	Fuel Efficiency	Wet Grip	Noise Emission (dB)
13R22.5	156/150	K	9.00/9.75		D	B	75
295/80R22.5	152/148	K	8.25/9.00		D	B	75
315/80R22.5	156/150	K	9.00/9.75		D	B	75
315/70R22.5	154 (152)	K (M)	9.00/9.75				Under development

Retreading and regrooving

The OMNITRAC 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.

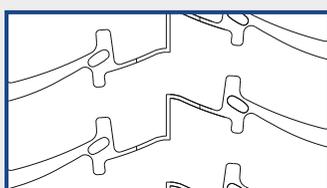


Regrooving recommendations



New Tire tread

Max. regrooving depth 3mm, regrooving width 6mm.



80% worn



Regrooved Tire



OMNITRAC MST II

[TRAILER]

The OMNITRAC MST II trailer Tire features a wide tread and multi radius cavity for even wear and increased mileage potential.

The massive center block design and wide shoulder ribs provide excellent damage resistance and high stability.



M+S FRT*

→ **Excellent durability and robustness combined with high mileage potential in on and off-road applications**

Features	How does it work	Advantage
1 Wide tread with multi radius cavity	Even ground pressure distribution	Reduced tread wear and high mileage potential
2 Massive centerline ribs	Increased resistance to cuts, chipping and chunking	Excellent damage resistance, high level of stability
3 Zig-Zag centerline groove and off-set block edge design	Improved on and off-road traction and braking	Mobility in all on and off-road conditions, good wet grip
4 Self-cleaning capabilities	Reduced stone holding and drilling	Increased durability and retreadability

Technical details table

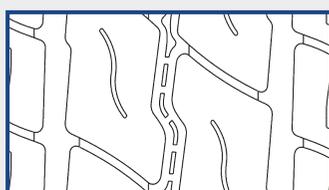
Size	Load Index	Speed Symbol	Poss. Rim Widths	Comments	Fuel Efficiency	Wet Grip	Noise Emission (dB)
385/65R22.5	160 (158)	K (L)	11.75		C	B	72 dB
445/65R22.5	169	K	13.00/14.00		B	B	71 dB

Retreading and regrooving

The OMNITRAC MST II 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.

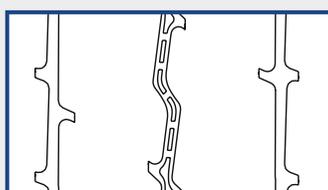


Regrooving recommendations

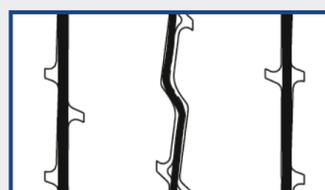


New Tire tread

Max. regrooving depth 3mm, regrooving width 8mm.



80% worn



Regrooved Tire



* 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 axes 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 axes 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.

RFID Identification

RFID tags are integrated in OMNITRAC S and D

An RFID tag is embedded inside the Tire* and allows simple identification and connectivity to Tire management and tracking systems. The RFID contains ISO standard information as per SGTIN96 coding.

Tires can communicate with a cloud network on an individual serial number level and therefore allow much better Tire flow management.

RFID logo:



On Non Serial Side



On Serial Side



* Excluding 325/95R24 OMNITRAC S
