PREMIUM COLLECTION

ACCESSIBLE PREMIUM PERFORMANCE

PRODUCT TEST RESULTS

RENEGADE H/T PRO | DIMAX ALL WEATHER | DIMAX WINTER

RADAR® TIRES

THE RADAR PREMIUM COLLECTION IS TESTED AGAINST ESTABLISHED PREMIUM BRANDS, OFFERING THE SAME PERFORMANCE BUT WITHOUT THE HEFTY PRICE TAG.

PRODUCT TESTING

The Radar Premium Collection is our latest range of products which have been rigorously tested against leading established brands, offering the same performance but without the hefty price tag. We believe that safety, performance, and durability should be accessible to all customers without the high costs often associated with premium brands. With Radar, you get the same premium performance at more affordable prices.

Radar Tires are tested at world-class facilities worldwide, including UTAC in Finland, ATP in Germany, Applus+ IDIADA in Spain and China, Smithers in USA and other independent testing locations around the world. These test results reaffirm Radar's commitment to making premium performance accessible to customers.

RENEGADE H/T PRO

HIGHWAY TERRAIN

RENEGADE H/T PRO

The Radar Renegade H/T Pro is a premium highway terrain tire engineered to deliver a quiet, comfortable ride with uncompromising durability and traction. Designed by Omni United in collaboration with renowned Italian design house GFG Style, led by legendary automotive designers Giorgetto and Fabrizio Giugiaro, the Renegade H/T Pro features a unique, functional and stylish design representing a perfect synergy of design and engineering. This advanced and feature packed range is extensively tested against premium brands and offers drivers comfort, high durability and mileage as well as premium performance on wet and dry roads.

OMNICOMFORT COMPOUND – SUPERIOR COMFORT, MILEAGE AND PREMIUM PERFORMANCE

Superior tread and base compound provide the ultimate combination of comfort and mileage. Modern elastomers and silica system deliver excellent wet and dry performance.

THE CIRCLE OF TREAD LIFE – A UNIQUE TREAD DEPTH INDICATOR

A unique safety feature that provides awareness about safety and tire replacement. When the tire is new, this indicator is a full circle, as the tire wears down, the indicator begins to fade and totally disappears when the tread depth is at 20%.

UNIQUE LEAF INSPIRED TREAD DESIGN – QUIET AND FUEL EFFICIENT RIDE

Ultra-modern, noise optimized design for a quiet and comfortable ride. Featuring a "leaf vein" inspired siping design for improved rolling resistance.

AQUEDUCT GROOVES FEATURING STONE-EJECTOR-TECHNOLOGY – SAFETY IN WET AND DURABILITY

Ultra-smooth surface of the groove bottom in combination with optimized groove angles help in water evacuation to provide aquaplaning resistance. Stone-ejectors help prevent stones from getting lodged in the tread and causing subsequent damage.

SOLIDBRIDGE SHOULDER DESIGN – HIGH STABILITY AND EXCELLENT TRACTION

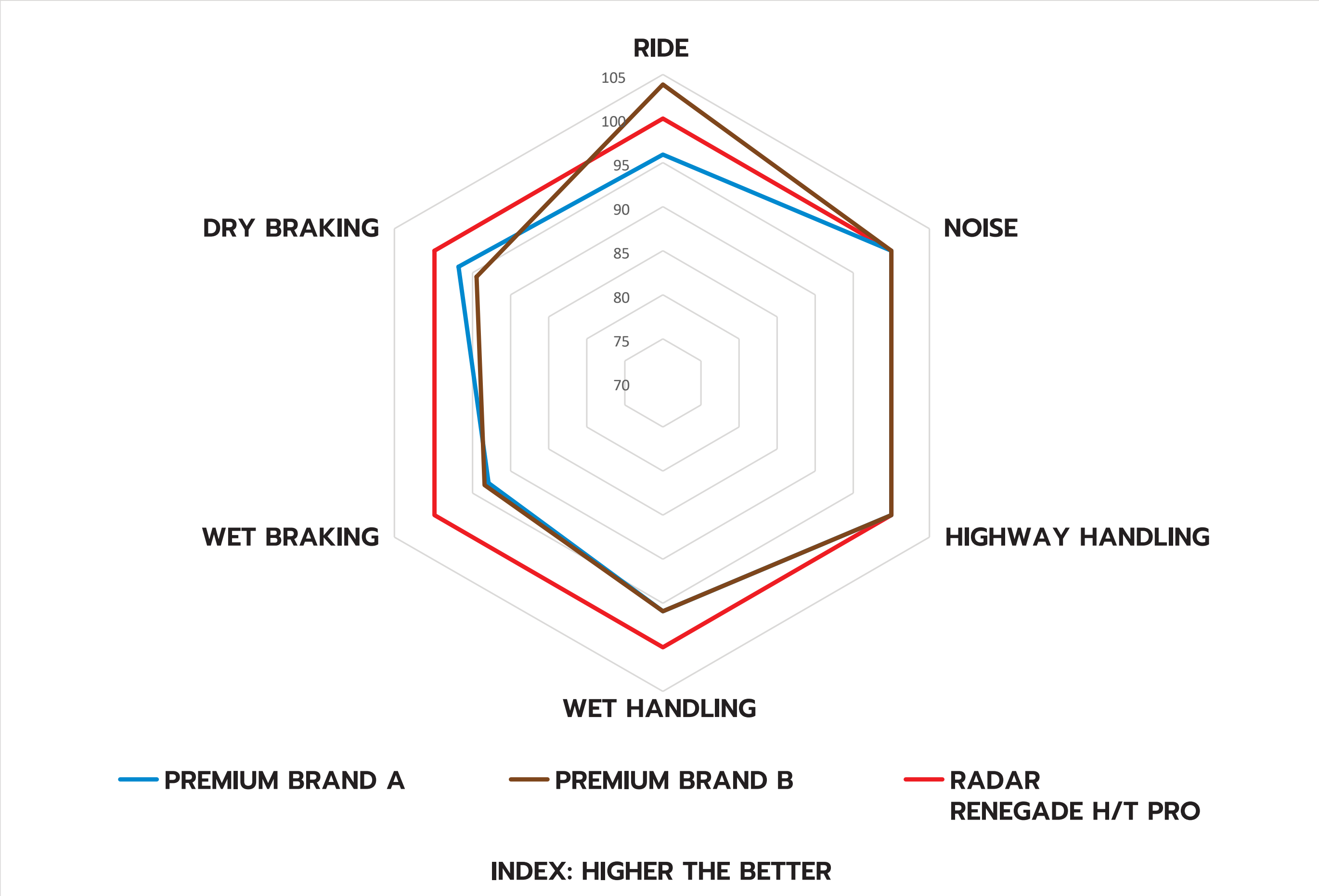
Shoulder blocks connected with tie bars and bridges provide great stability. This enables the use of partly open shoulder design which delivers unbeatable traction on many surfaces including gravel and snowy roads.

THICK SKIN SIDEWALL – HIGH DURABILITY AND PROTECTION

Fortified sidewall construction with added cut and chip resistant components provide high durability. All light truck sizes come with a 3-ply sidewall.

RADAR® TIRES

HIGHWAY TERRAIN



- Ride – on par with the premium brands
- Noise – on par with the premium brands
- Highway Handling – on par with the premium brands
- Wet Handling – better than the premium brands
- Wet Braking – better than the premium brands
- Dry Braking – better than the premium brands

DIMAX ALL WEATHER

The Dimax All Weather is a premium All Weather tire, engineered to provide optimal performance in any weather condition. Our 3PMSF marking allows drivers to drive with confidence and safety in both scorching summer heat and in snow covered winter roads without needing a seasonal tire change. Designed by Omni United in collaboration with renowned Italian design house GFG Style, led by legendary automotive designers Giorgetto and Fabrizio Giugiaro, the Dimax All Weather features a unique, functional and stylish design representing a perfect synergy of design and engineering. This advanced and feature packed range is extensively tested against premium brands and provides optimal performance in all weather conditions providing drivers with confidence, safety and control. The Dimax All Weather offers popular passenger car and SUV fitments and all sizes are EV(Electric Vehicle) and Plug-in hybrid vehicle compatible.

TRIPLE-EDGED PATTERN DESIGN

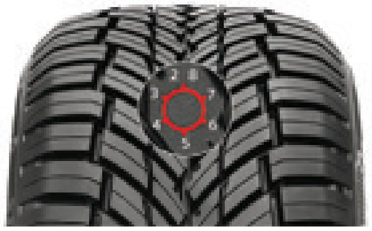
Sawtooth shaped center grooves together with the step-design of the outer circumferential grooves providing outstanding mechanical grip on snow. This design enables the use of very stiff pattern blocks delivering optimal performance on wet and dry roads.

CONNECTED SUPPORT TECHNOLOGY

Innovative structural element embedded within the tire's tread pattern, providing full support to all the tread blocks from shoulder to shoulder ensuring tire integrity, precise steering, and safety in extreme driving conditions.

BLUE SILICA COMPOUND

Advanced wet grip silica compound designed to deliver ultimate safety on wet roads while performing on dry roads. It has been fine-tuned to deliver exceptional all weather performance, high durability and excellent resistance to tire aging.



CIRCLE OF TREADLIFE®

A unique safety feature that indicates remaining tread depth. When the tire is new, this indicator is a full circle with 8-millimeters of tread remaining. As the tire wears down, the indicator begins to fade and totally disappears at a groove depth of 2 millimeters.

AQUEDUCT GROOVES

These are ultra-smooth and shiny channels which, in combination with optimized groove wall angles help in efficiently evacuating water and slush from the tread, reducing the risk of aquaplaning and enhancing safety.

SMOOTH VELVET SIDEWALL

Ultra-low protrusion, which improves the tire's air drag factor and is easy to clean.

DIMAX WINTER

The Dimax Winter is a premium Winter tire, engineered to excel in harsh and demanding winter conditions, providing drivers with confidence, safety, and control. Designed by Omni United in collaboration with renowned Italian design house GFG Style, led by legendary automotive designers Giorgetto and Fabrizio Giugiaro, the Dimax Winter features a unique, functional and stylish design representing a perfect synergy of design and engineering. This advanced and feature packed range is extensively tested against premium brands and provides ultimate snow performance, outstanding safety on wet and slush, and top-of-the-class braking performance in all conditions. The Dimax Winter offers popular passenger car and SUV fitments and all sizes are EV(Electric Vehicle) and Plug-in hybrid vehicle compatible.

DOUBLE CRYSTAL 3D SIPES

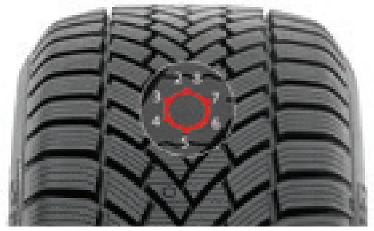
Three dimensional sipes resembling crystals, precisely positioned across the tire's tread in order to maximize extreme grip on snow and ice, as well as provide stability on wet and dry roads

CONNECTED SUPPORT TECHNOLOGY

Innovative structural element embedded within the tire's tread pattern, providing full support to all the tread blocks from shoulder to shoulder ensuring tire integrity, precise steering, and safety in extreme driving conditions.

INARI COMPOUND

Advanced silica compound, tested and perfected in harsh winter conditions of the Northern Finnish Lapland. It has been fine-tuned to deliver exceptional winter performance, excellent wet grip, low rolling resistance, high durability and excellent resistance to tire ageing.



CIRCLE OF TREADLIFE®

A unique safety feature that indicates remaining tread depth. When the tire is new, this indicator is a full circle with 8-millimetres of tread remaining. As the tire wears down, the indicator begins to fade and totally disappears at a groove depth of 2 millimetres.

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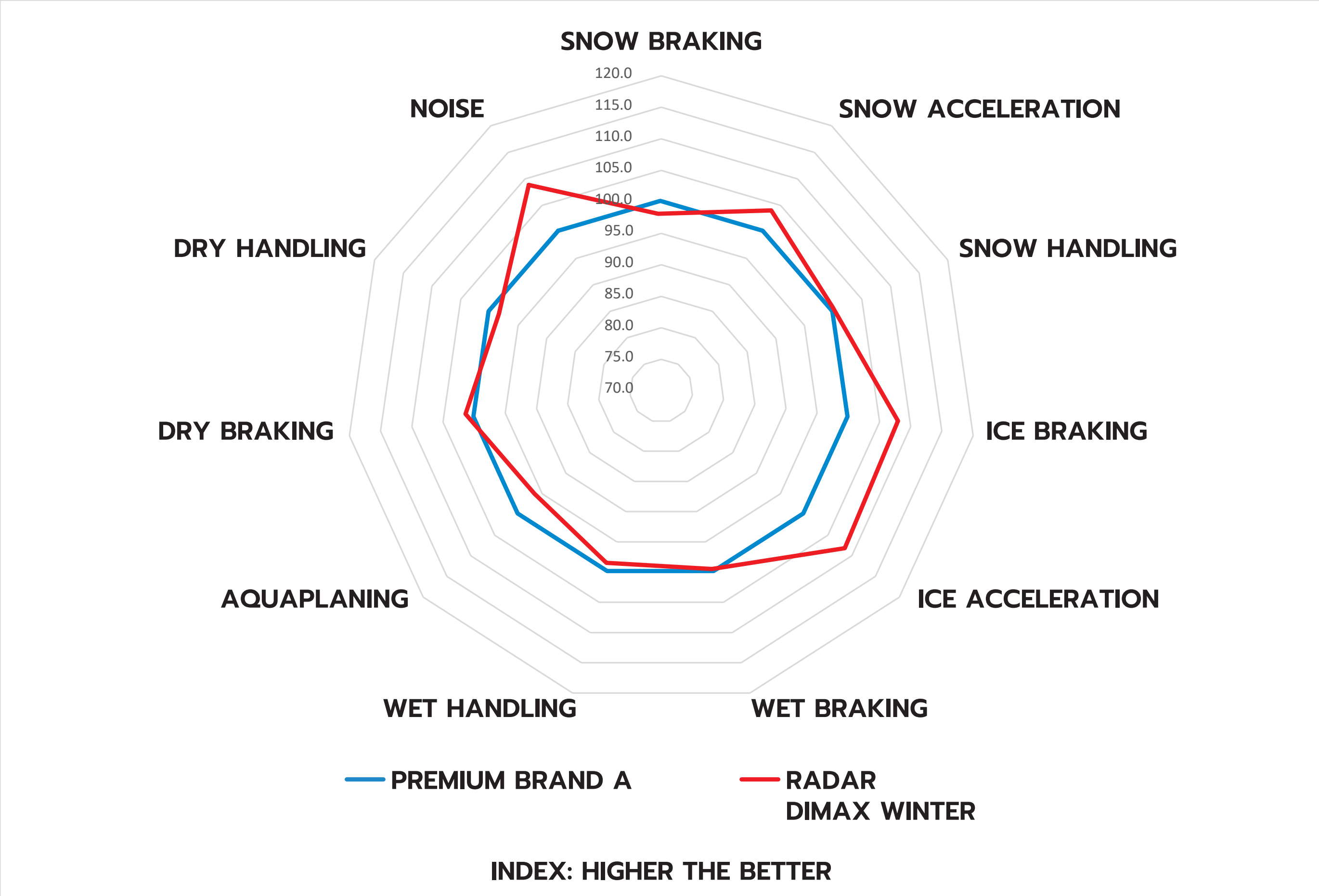
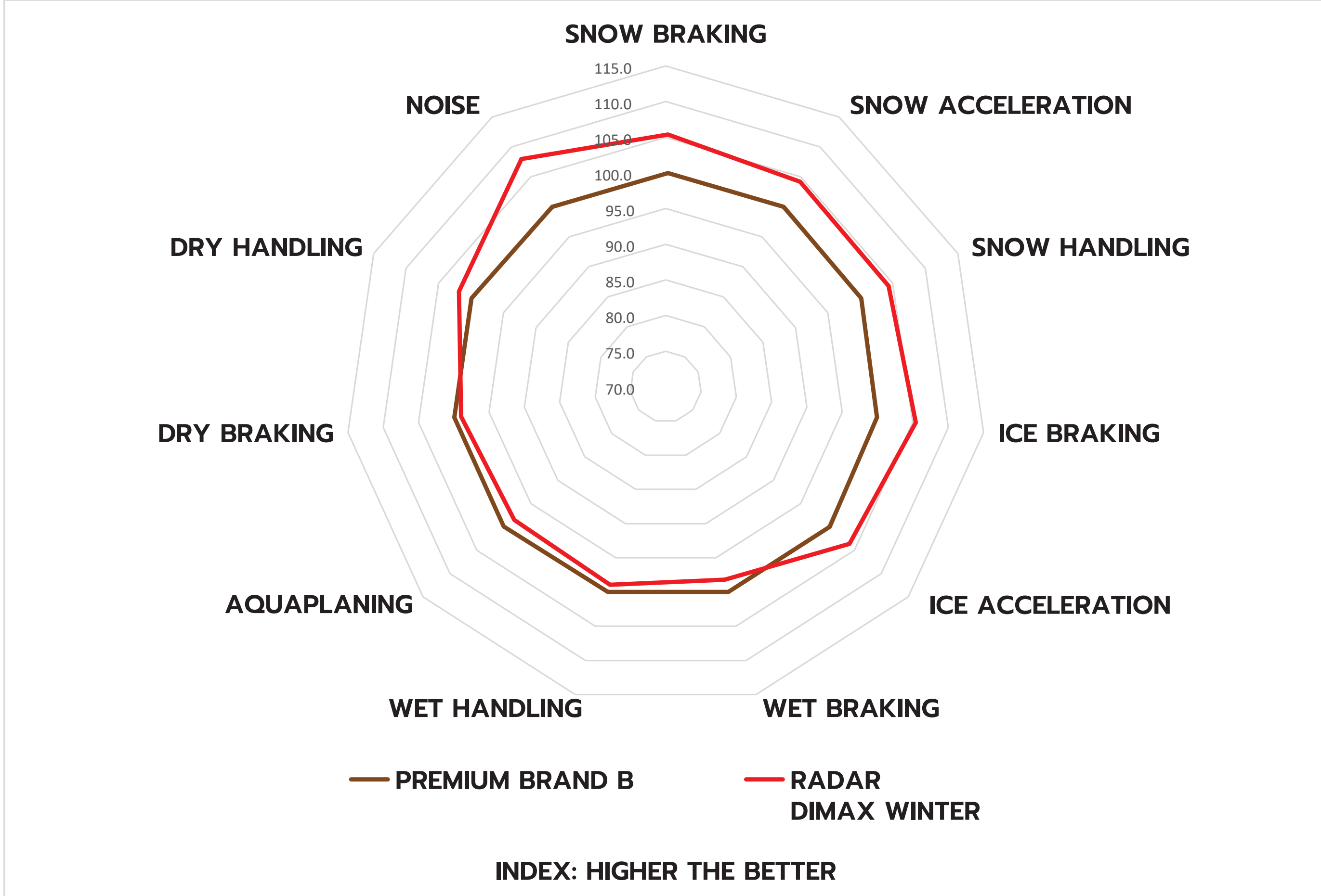


- Snow braking – >95% of premium brands
- Snow acceleration – better than premium brands
- Snow handling – better than premium brands
- Ice braking – better than premium brands
- Ice acceleration – better than premium brands
- Wet braking – better than premium brands
- Wet handling – on par with premium brands
- Dry braking – better than premium brands
- Dry Handling – >95% of premium brands
- Aquaplaning – >95% of premium brands
- Noise – better than premium brands

External test conducted by UTAC, on Omni United's request, in September 2023 on size 205/55R16 94V XL and 235/45R18 98V XL on VW Golf 1.5 TSI Front wheel Drive/Automatic comparing Radar Dimax Winter versus 2 major tire brands.



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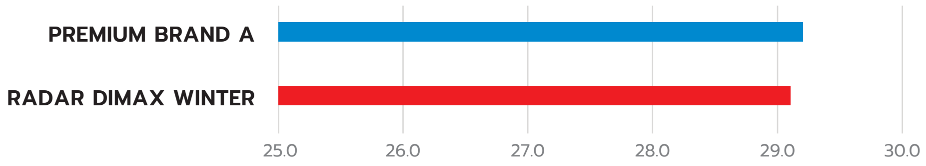
- Wet handling – on par with premium brands
- Dry braking – on par with premium brands
- Dry Handling – better than premium brands
- Aquaplaning – >95% of premium brands
- Noise – better than premium brands

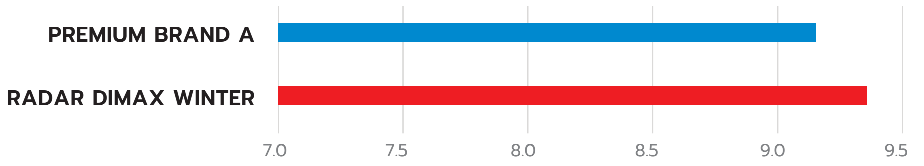
WET BRAKING

Braking distance in Meters (80-5Km/h). The **shorter** the distance, the **better**.



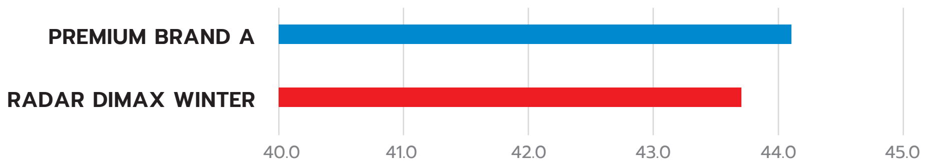
SNOW BRAKING

Braking distance in Meters (30-5Km/h). The **shorter** the distance, the **better**.



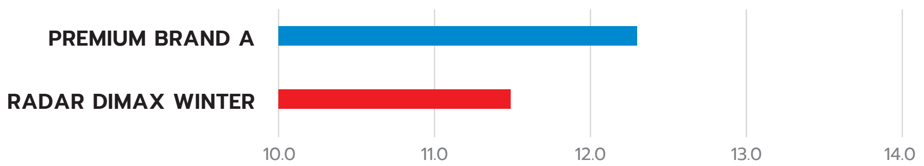
DRY BRAKING

Braking distance in Meters (100-5Km/h). The **shorter** the distance, the **better**.



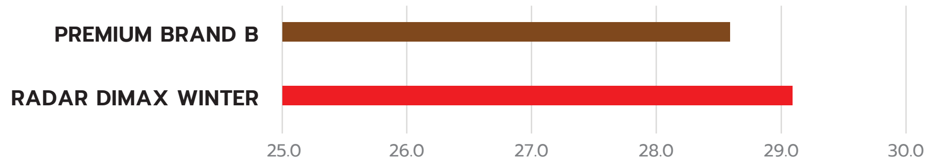
ICE BRAKING

Braking distance in Meters (20-5Km/h). The **shorter** the distance, the **better**.



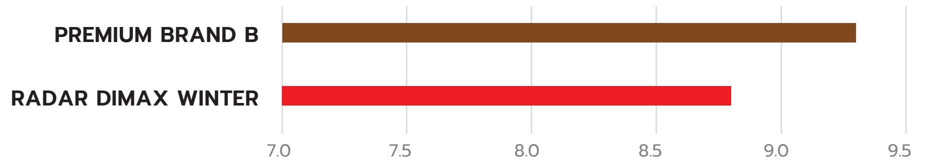
WET BRAKING

Braking distance in Meters (80-5Km/h). The **shorter** the distance, the **better**.



SNOW BRAKING

Braking distance in Meters (30-5Km/h). The **shorter** the distance, the **better**.



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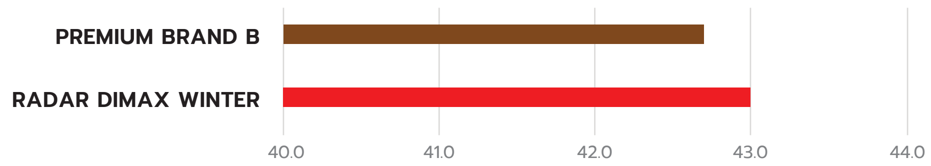

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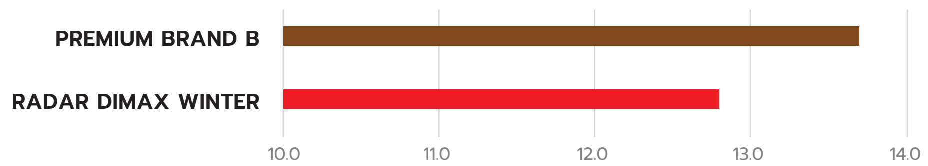

AQUAPLANING: This test procedure consists of acceleration on a wet surface. The vehicle is typically accelerated to a point where the driven front wheels spin at a speed 10% faster than the vehicle's true speed. This is measured by the GPS sensors & Data logging equipment.

DRY BRAKING: This test procedure typically consists of driving the vehicle at 100 km/h on dry asphalt, then applying brakes. The distance covered by the car between 100 km/h and 5 km/h is measured by precise GPS sensors & Data logging equipment. The measurements are not done all the way till 0 km/hr to reduce the spread of the results and therefore improve the reliability.

WET BRAKING: This test procedure typically consists of driving the vehicle at 100 km/h on wet asphalt, then applying brakes. The distance covered by the car between 100 km/h and 5 km/h is measured by precise GPS sensors & Data logging equipment. The measurements are not done all the way till 0 km/hr to reduce the spread of the results and therefore improve the reliability.

DRY HANDLING AND NOISE EVALUATION: This test procedure typically consists of driving the vehicle for multiple laps on an asphalt track and evaluating its handling performance. It also measures the amount of control the driver has on the vehicle. Noise is subjectively evaluated by the test driver.

WET HANDLING: This test procedure typically consists of driving the vehicle for multiple laps on a wet asphalt track and evaluating its handling performance. The main objective of this test is to measure the time taken for the vehicle to do a high-speed lap on a wet circuit. It also measures the amount of control the driver has on the vehicle.

SNOW BRAKING: This test procedure typically consists of driving the vehicle at 30 km/h on compacted snow, then applying brakes. The distance covered by the car between 30 km/h and 5 km/h is measured by precise GPS sensors & Data logging equipment. The measurements are not done all the way till 0 km/hr to reduce the spread of the results and therefore improve the reliability.

SNOW ACCELERATION: This test procedure typically consists of driving the vehicle from 5 to 30 km/h on compacted snow. The acceleration between 5 km/h and 30 km/h is measured by precise GPS sensors & Data logging equipment.

SNOW HANDLING: This test procedure typically consists of driving the vehicle for multiple laps on compacted snow and evaluating its handling performance. The circuit features challenging sections comprising of tight hair pins and sharp corners.

ICE BRAKING: This test procedure typically consists of driving the vehicle at 20 km/h on smooth ice, then applying brakes. The distance covered by the car between 20 km/h and 5 km/h is measured by precise GPS sensors & Data logging equipment. The measurements are not done all the way till 0 km/hr to reduce the spread of the results and therefore improve the reliability.

ICE ACCELERATION: This test procedure typically consists of driving the vehicle from 5 to 20 km/h on smooth ice. The acceleration between 5 km/h and 20 km/h is measured by precise GPS sensors & Data logging equipment.

ICE HANDLING: This test procedure typically consists of driving the vehicle for multiple laps on rough ice and evaluating its handling performance. The circuit features challenging sections comprising of tight hair pins and sharp corners.

RADAR® TIRES