ventus S1 evo² SUV

High-end performance SUV tire

Hankook Tire & Technology

Contents

The best balance between wet and dry performance!

- Shorter braking distances in dry and wet conditions.
- Excellent grip and safety when cornering.
- Enhanced fuel efficiency based on lowest rolling resistance.

VENTUS S1 evo² SUV engineered by DTM Technology

DTM Technology

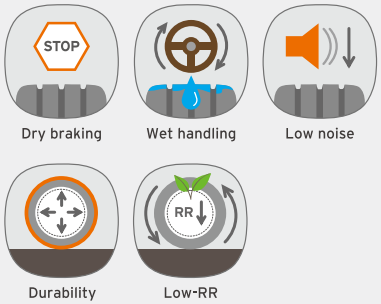
Hankook tire is the official sponsor of DTM - the most popular international touring car series.

HANKOOK driving emotion
Official Partner of DTM

ventus S1 evo² SUV

Technology icon

Performance icon

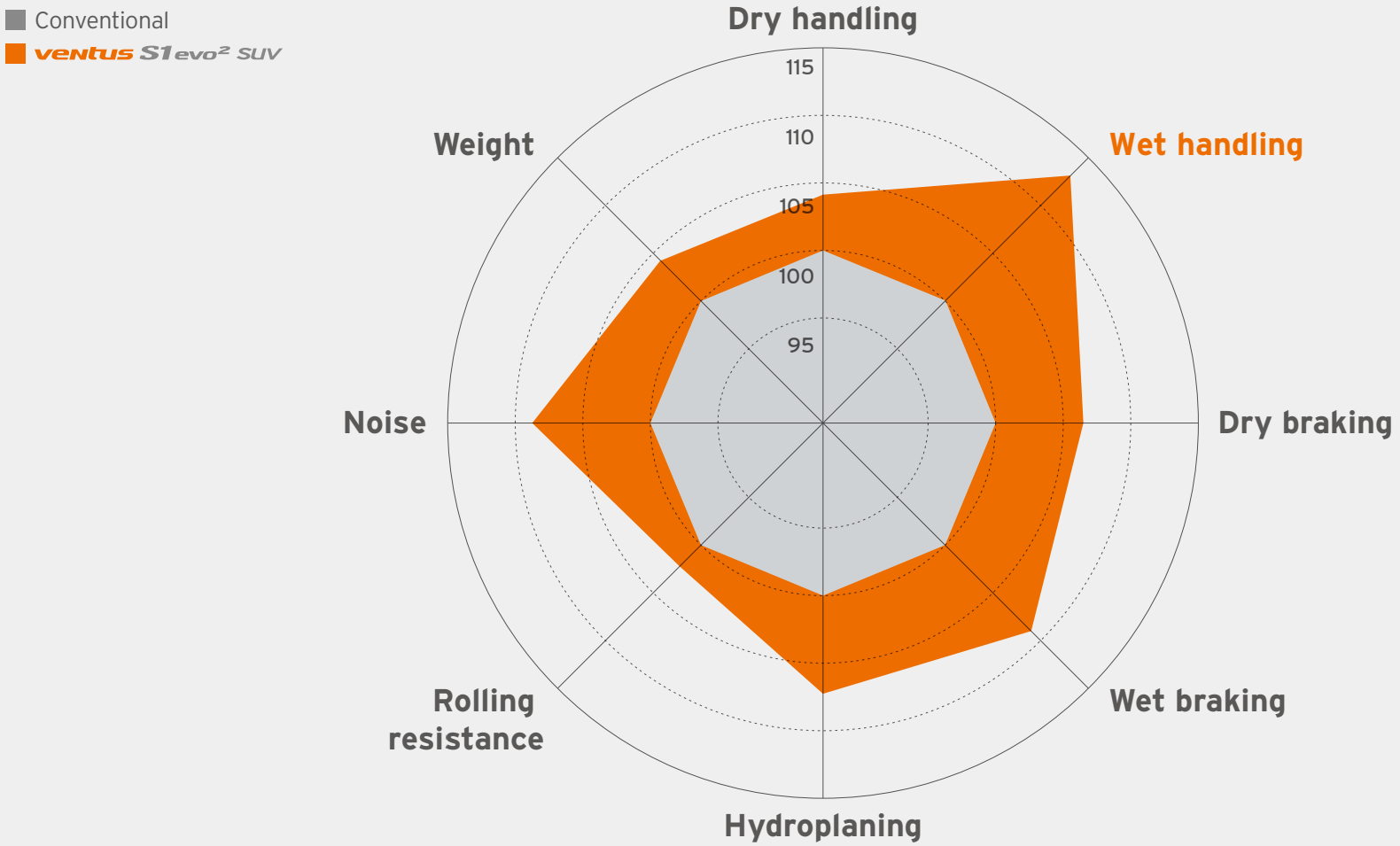


Technical profile

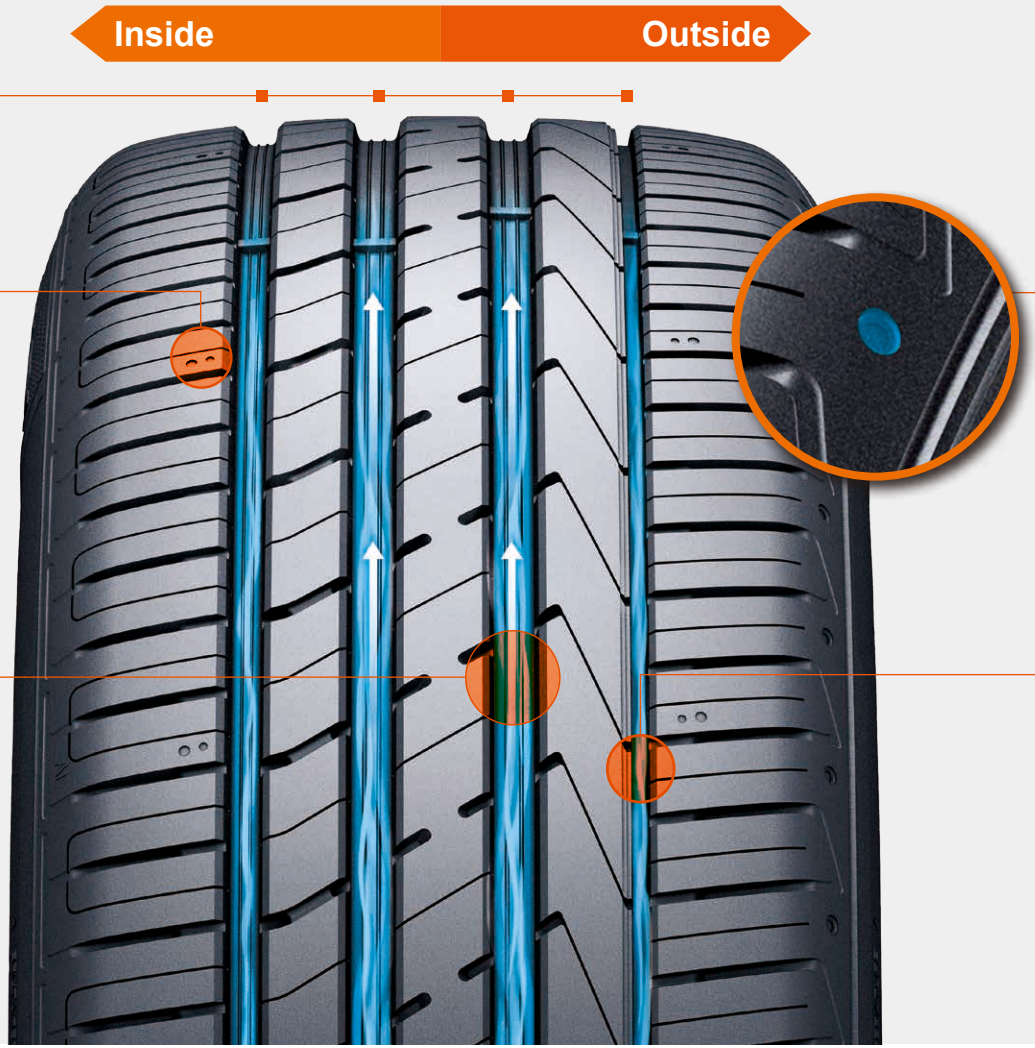
Speed symbol : V, W, Y
Tread width : 235~315
Series : 30~60
Rim diameter : 17~22

Key performance

Improvement in performance compared to predecessor.



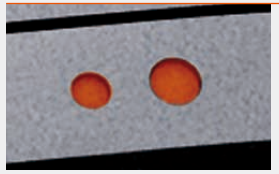
High-end sports performance through advanced technology



Aqua driving control

Provides superior wet driving performance through rapid drainage.

Alignment indicator



Drivers can check the status of the vehicle alignment themselves through the IN and OUT wear check.

Cooling system

Speeds up water drainage and improves heat radiation at high speeds.

Intercooler

Controls excessive heat build up.

Triple driveline

As wear progresses down to the TWI (Tread Wear Indiciator), there is no loss in performance.

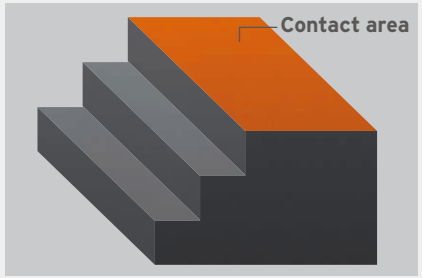
Triple layered block

As the tire wear progresses, provides more effective traction performance.

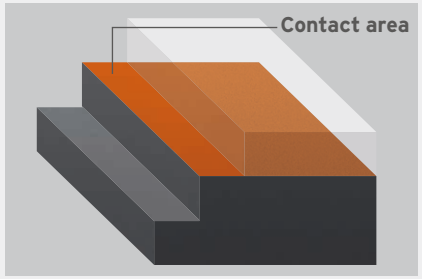
A Triple layered block

The staircase arrangement on the outer rib blocks is designed to increase the tire contact patch with the surface as the wear rate increases.

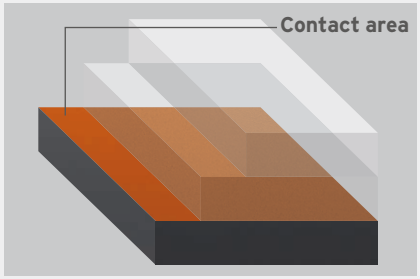
Before use



After use



1'st Worn surface



2'nd Worn surface

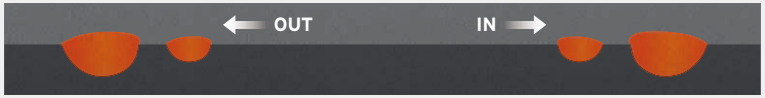
VAI Siping System

The visual alignment indicator siping system provides an easy way to check the tire alignment.
It compares the wear on the sipes located on both of the tire's shoulders, then realign as necessary.

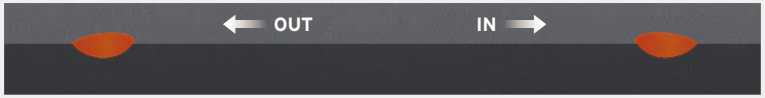
B VAI

Indicator marks that have different depths can easily help identify the degree of tire wear.

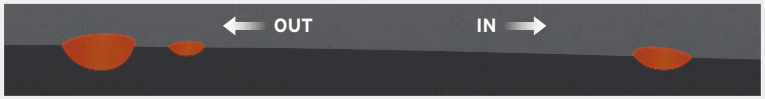
Before use



After use (regular wear)



After use (irregular wear)

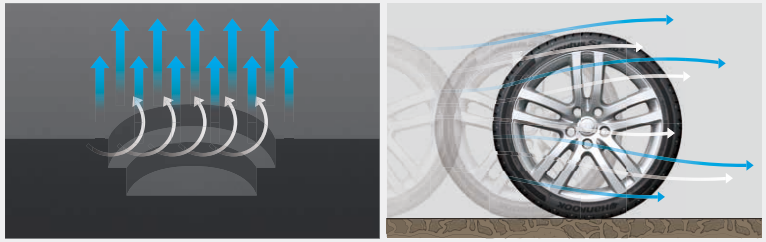


Indicator marks that have different depths can help easily identify the degree of tire wear.

Intercooler and cooling system

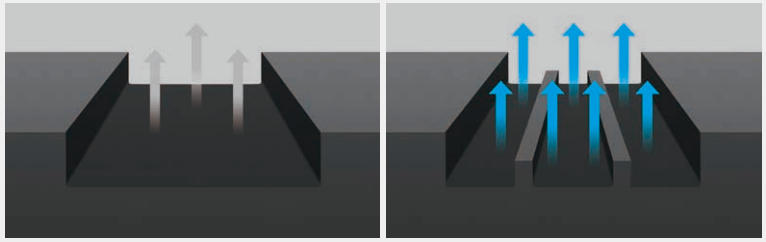
C Intercooler

Faster drainage water channel.



D Cooling system

Increased contact area induces the rapid release of heat and ensures excellent performance in driving conditions.



Conventional

ventus S1 evo² SUV

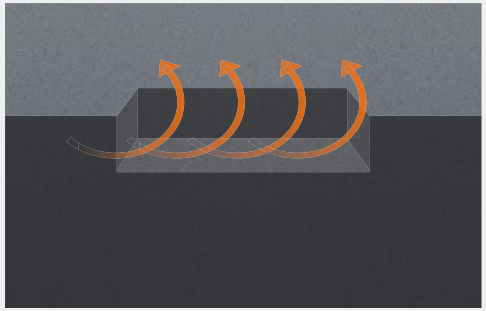
Aero dynamic sidewall

The aero sidewall design through rectangular dimples minimises noise and vibration levels by reducing the air turbulence when driving.

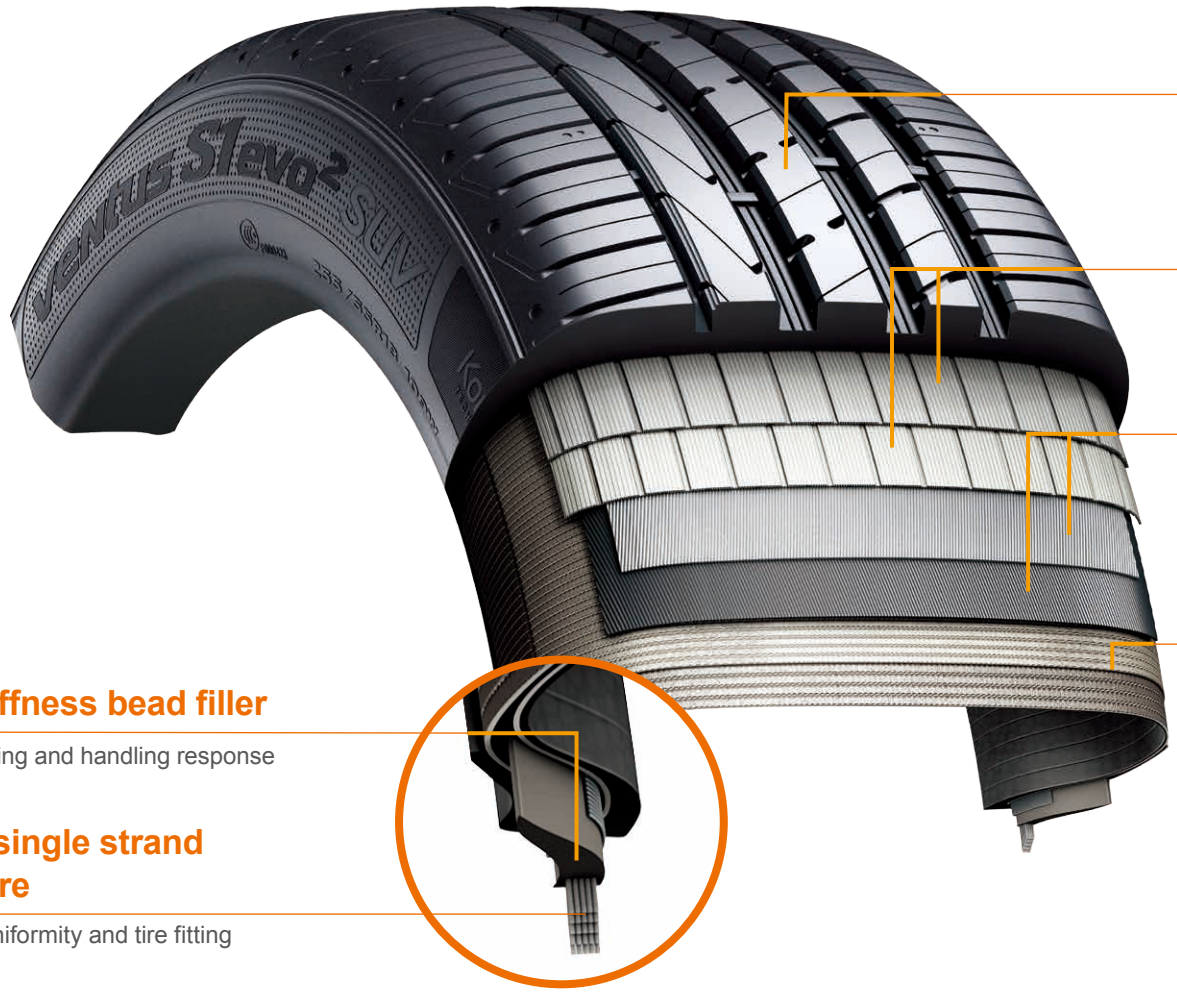
E Aero-sidewall dimple

- Sportiness is stressed with dynamic graphics.
- Rectangular dimples suggest a textile pattern similar to those found in car interiors
- The carved letters prevent crack of sidewall.
- Minimises the noise and vibration levels by reducing air turbulence when driving.

Air turbulence



Tire structure



High grip silica compound

Improved dry/wet traction and lower rolling resistance

Jointless full cover

Ideal tread strength

Wide steel belt layer

Better dry and wet handling

High density rayon and polyester carcass

Enchanced sidewall stiffness and durability

High stiffness bead filler

Better steering and handling response

Strong single strand bead wire

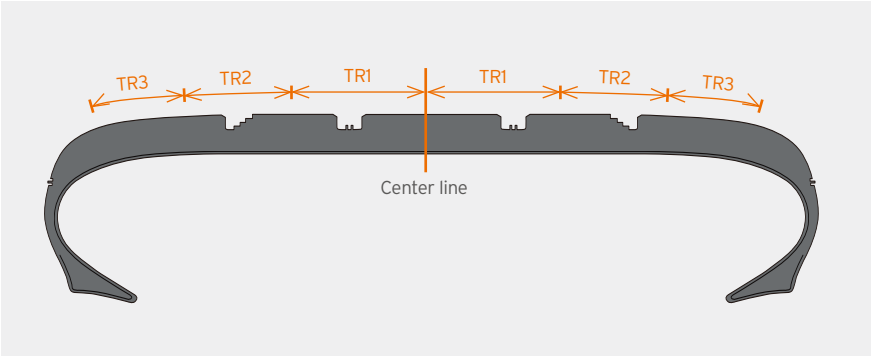
Improved uniformity and tire fitting

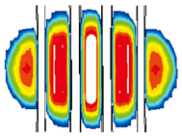
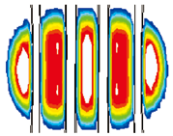
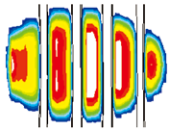
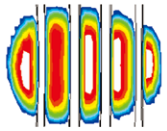
New profile for hydroplaning resistance

DTM Technology

Optimized triple tread radius system based on DTM racing profile technology ensures the best tire performance in high-speed driving condition.

DTM Technology

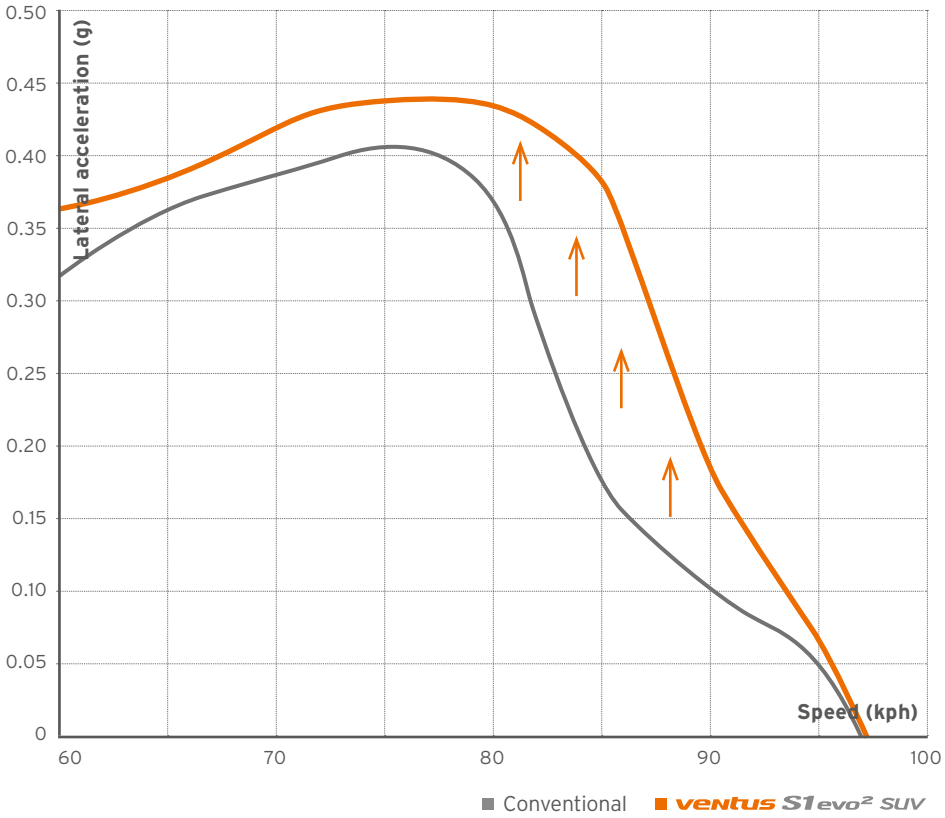


	Conventional	ventus S1 evo² SUV
Vertical load		
Lateral load		

Increased contact area · Excellent handling performance

Improved shoulder roundness · Improved hydroplaning performance

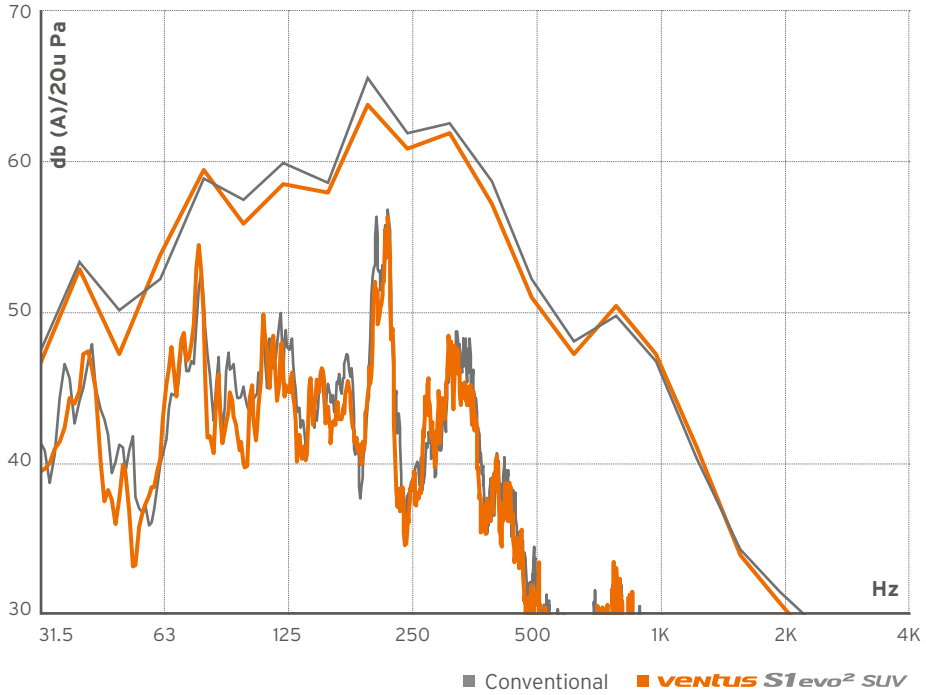
Hydroplaning lateral G (G=gravity)



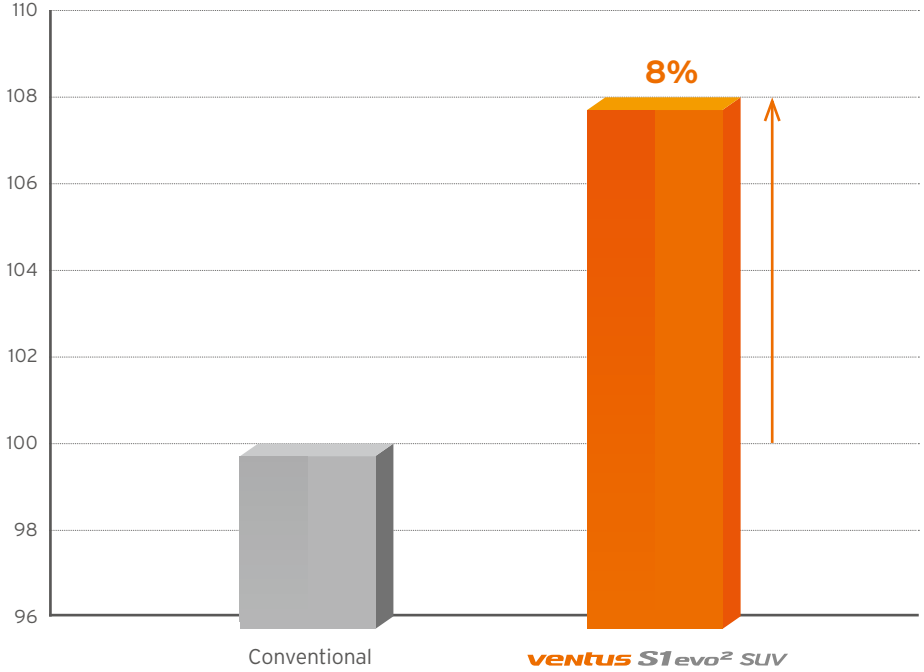
Noise

By applying optimized pitch length and lateral groove angle, noise is reduced across the entire area compared to exisiting products.

Vehicle noise measurement



Noise subjective testing

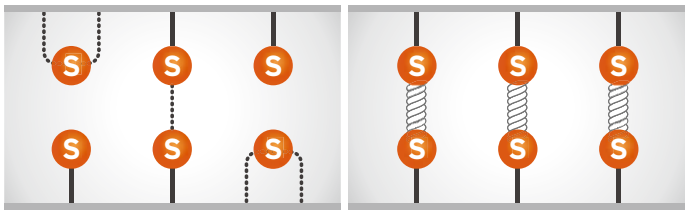


Compound technology

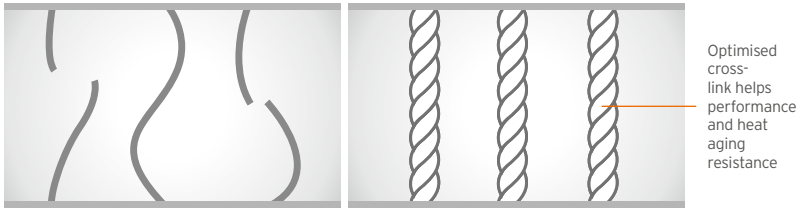
By applying an optimised cross-linking system and high stirene polymer featuring high hysteresis, durability abrasion, rolling resistance and wet performance are improved.

High stirene polymer compound

Chemical structures



Features



Conventional

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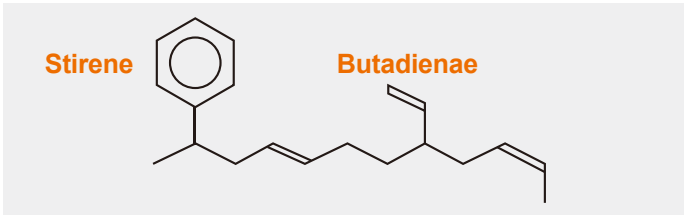
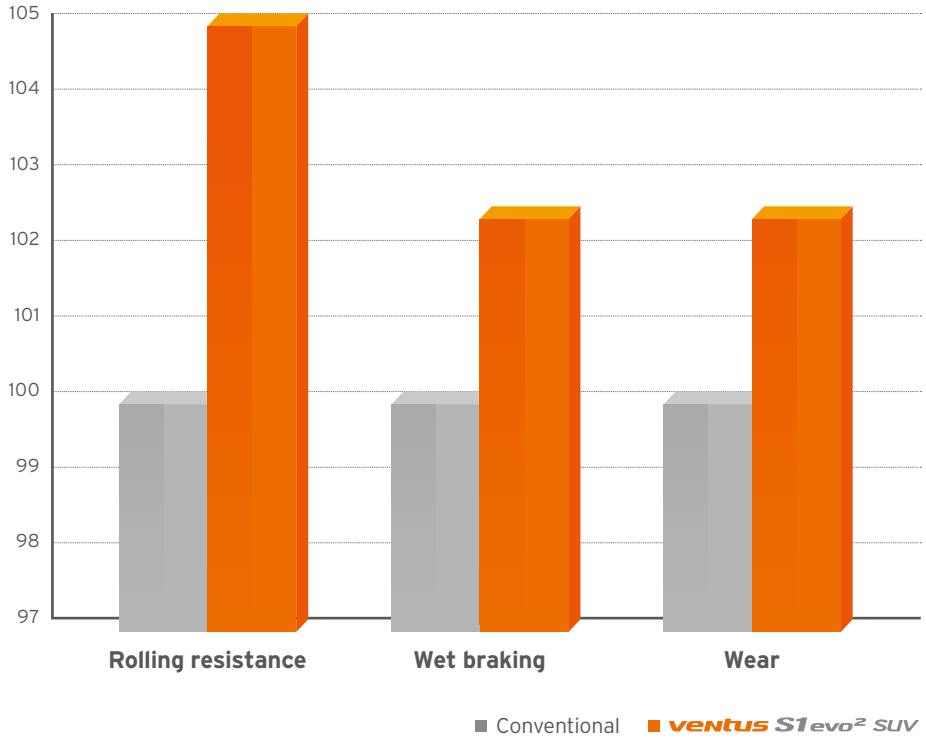
High stirene (bulky)



High hysteresis
High wet braking performance

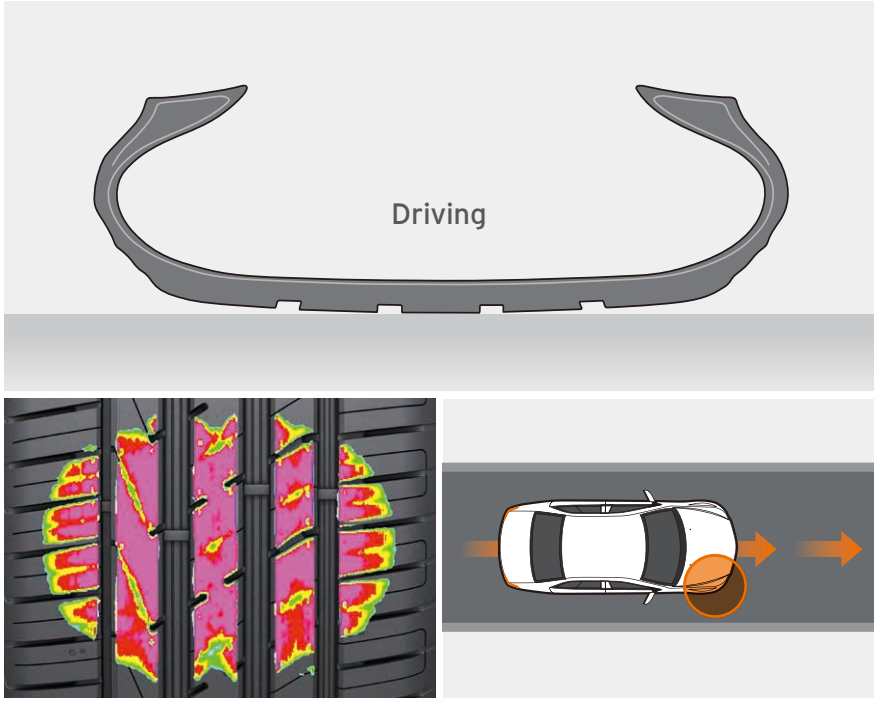
Improved compound performances



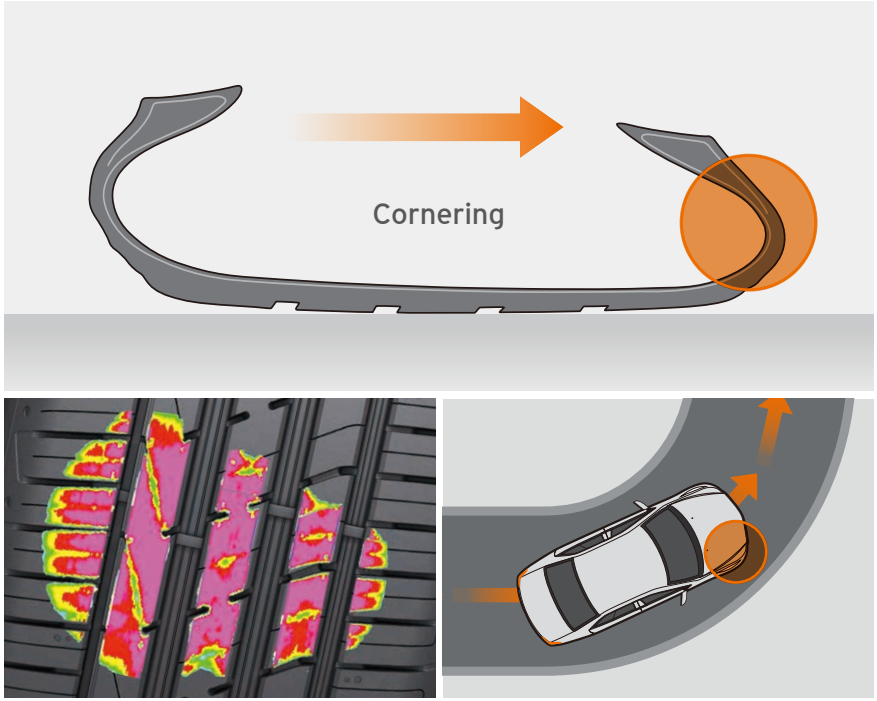
Dry and wet performance (handling)

Even loads transfer vertically and laterally, they maintain a stable foot shape through an optimal design based on a multiple tread radius profile and equilibrium carcass line.
This provides the best handling performance.

Traction force at driving



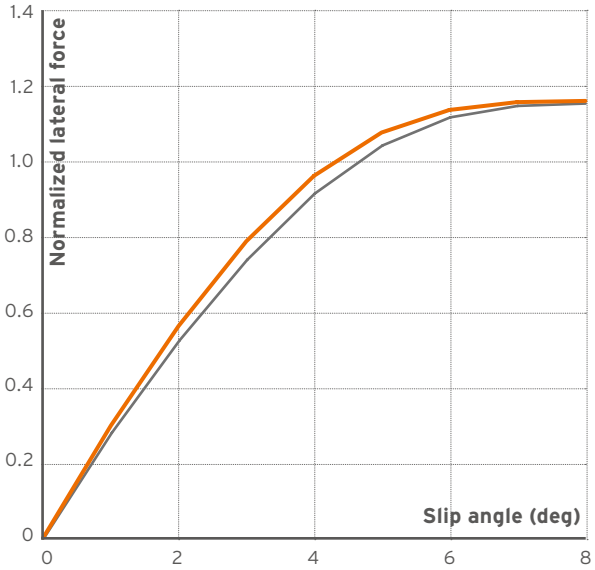
Traction force at cornering



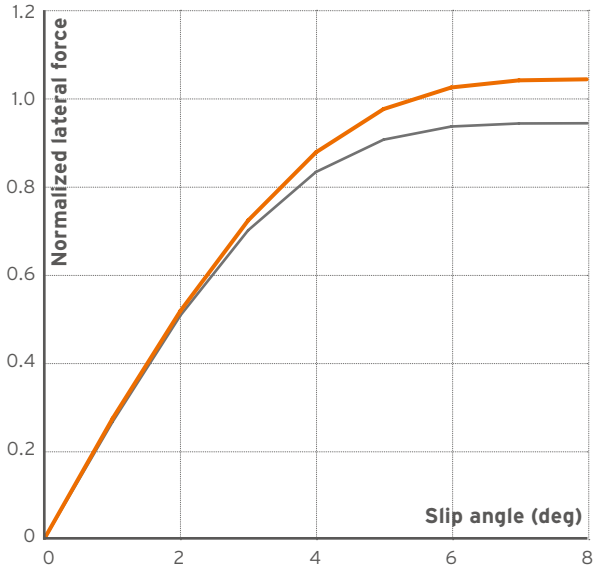
Dry and wet performance (handling)

Apply a high grip compound and optimal structure to maximise the front and rear wheel grip.
Despite the grip balance of front and rear combination, a faster response is obtained compared to existing products. The maximum grip is improved.

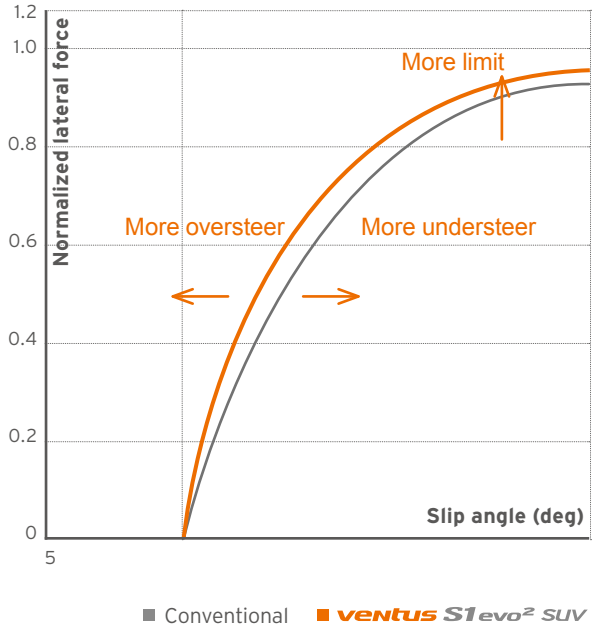
Front lateral friction



Rear lateral friction



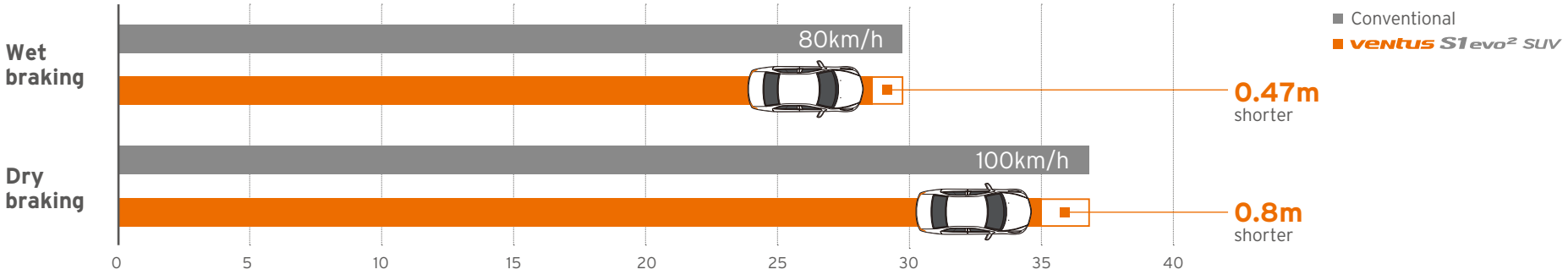
Understeer and oversteer tendency



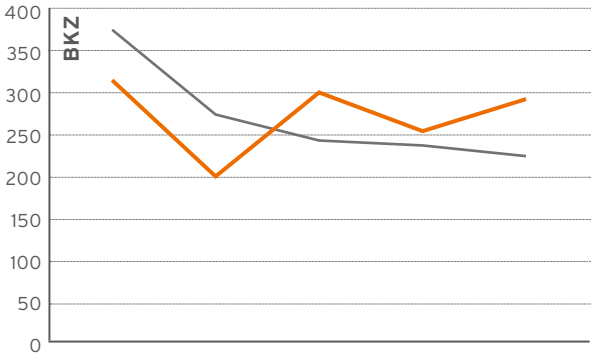
Dry and wet performance

Extremely short braking distances are achieved on wet and dry surfaces through optimising the balance of the tread block sitffness.

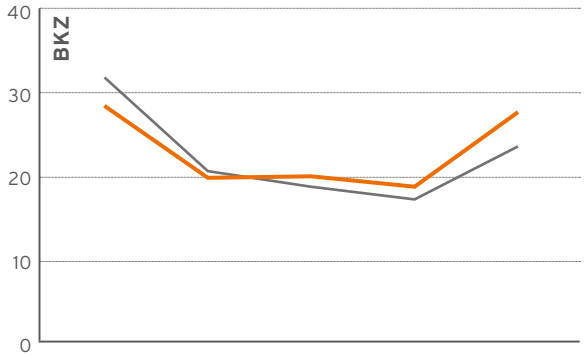
Stopping distance



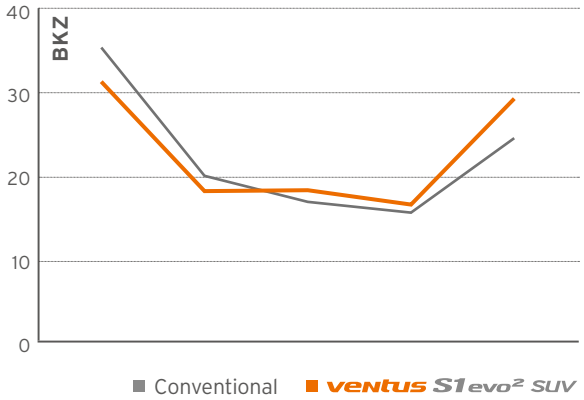
Vertical



Longitudinal



Lateral

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