

# WINTER TIRES

ARE YOU PREPARED FOR THE SNOW AND ICE?

SAFETY BULLETIN

ISSUE# 09-2019

## WHERE THE RUBBER MEETS THE ROAD

Choosing the right tires for winter conditions is something you should do before severe weather conditions kick in. Understanding the difference between all-season, all-weather and winter tires will help you identify the type that will be most effective for the driving conditions in your area.

- **All-season** – Despite their name, they are not designed for year-round use. Below 7 C, the rubber compound becomes cold and hard, greatly reducing traction and braking capability.
- **All-weather** – Ideal for mild winter conditions (mild temperatures and light, occasional snow) and year-round use. They have a rubber compound that stays soft and grippy at any temperature, but they don't perform as well as winter tires.
- **Winter** – Outperform both all-season and all-weather tires once the temperature drops below 7 C. Winter tires maintain their elasticity at extremely low temperatures, providing superior traction and grip and improving your ability to stop on snow and ice.

## LOOK FOR THE SYMBOLS

# M+S

Tires with the mud and snow symbol offer better traction than all-season tires but only meet criteria for traction in packed snow and mud. They are not tested for traction on ice, slush or cold dry roads, and are less effective than those with the mountain snowflake marking.



The mountain snowflake symbol indicates a winter tire meets more stringent winter traction performance for providing traction in harsh conditions. They offer the best traction on snow and ice, and in cold weather.

## REGULATORY REQUIREMENTS

- Winter tires are mandatory in some jurisdictions, such as British Columbia (October 1 - March 30).
- Driving without proper tires is a ticketable offence in some jurisdictions.
- Approved winter tires have the M+S (mud and snow) symbol, the three-peaked mountain and snowflake symbol, or both.
- Tires must have at least 3.5 mm of tread to meet most jurisdictional requirements.



# WINTER TIRES

ARE YOU PREPARED FOR THE SNOW AND ICE?

SAFETY BULLETIN

ISSUE# 09-2019

## WHAT CAN YOU DO?

- Conduct pre-trip inspections of your vehicle including a vehicle walk-around.
- Check your tire pressure monthly.
- Inspect your tires once a month for bumps, tears or unusual markings.
- If your vehicle pulls or wanders or the wheels “shimmy” or shake, seek the help of a professional.
- Check your treads. Tires should have a minimum 3.5 mm tread depth. To check, insert a quarter with the caribou’s muzzle pointing down. If the muzzle is not buried, it is time for a new tire.
- Be sure you assess the type and condition of the tires when you rent a vehicle.

## CONNECTION TO LIFE SAVING RULES

One of [Energy Safety Canada’s Life Saving Rules](#) is Driving, which refers to the following safe driving rules:

- I always wear a seatbelt
- I do not exceed the speed limit, and reduce my speed for road conditions
- I do not use phones or operate devices while I’m driving
- I am fit, rested and fully alert while driving
- I follow journey management requirements



**DRIVING**

Journey management includes ensuring that the vehicle is fit for purpose and adequately maintained.

## ADDITIONAL RESOURCES

- [Journey Management Program Development Guide](#)
- [Life Saving Rules](#)
- [Life Saving Rules Explanation Guide](#)
- [Shift into Winter](#)
- [Road Safety at Work](#)

## PRESENT LIKE A PRO

**Before you begin:**

Understand the topic and how it applies to you and your team.

Research your own company’s experience and provide examples that pertain to your work areas.

If you’re not able to answer a question, find the information and make sure you follow up.

Consider the audience. Are they familiar with the topic and the terminology?

**Involve the group:**

Ask them to participate in checking tires on company vehicles to ensure they have winter-rated tires installed.

Discuss how your organization supports safe driving practices - what resources are available to workers.

Review your policies on winter driving protocols: chaining up, communication, hazard assessment, journey management, etc.

