There is concern that a public safety issue results from the recommendation to install winter tires on the front axle of multi function activity vehicles being used primarily for ***highway driving****. The question relates to vehicle dynamics (multi function activity vehicles have relatively high and rearward centers of gravity) and rear wheel dominance will assist in the ability for a driver to resist "oversteer" in corrective or evasive actions on low traction surfaces. For this reason winter tires on the rear axle and a less aggressive tire on the front axle are recommended.*

[redacted] has continuously responded by citing tests done at low speeds and with tire company recommendations for putting winter tires on all four wheels for better traction or where there is need for cornering, braking, hills, etc. We are trying to get confirmation that Transport Canada has given due consideration to the issue of rear wheel drive vehicle dynamics at highway speed.

I have attached a copy of our consultant's interim report, copies of his email correspondence with [redacted] and his recent letter stating that he is concerned with the response he has received from [redacted]

I bring this to your attention because I know that you will agree that the safety of students during extra-curricular travel is of utmost importance to us all. Please confirm that Transport Canada is of the opinion, based on adequate testing at highway speeds, that winter tires should be used on the steer axle of rear wheel drive multi function activity vehicles. It is urgent that we get this resolved as quickly as possible.

Sincerely,

[redacted]

Corporate Services and Fleet Management

Att.