My racing speeds were up to 200 kph, far exceeding highway speeds, and the vehicles handled the same at high or low speed. I also own dual rear wheel trucks and vans so have some experince with their handling characteristics.

I trust that by now you have viewed the winter tire videos on the RAC web site so have seen the difference that equal front/rear traction has.

A loss of steerability and brake ability at highway speeds does indeed have grave consequences.
Sincerely,

[redacted]
Road Safety Department
Transport Canada
2780 Sheffield Rd
Ottawa, ON
Canada
K1B 3V9
[redacted]
http://www.tc.gc.ca/vehiclerecalls
http://www.tc.gc.ca/rappelsvehicules

From: [redacted]
Sent: November 17, 2009 2:35 PM
To: [redacted]
Cc: [redacted]
Subject: Re: Winter tires

[redacted]

Thank you for your response. I apologize for the delay in responding.

The information you have included is valid for most applications, however these include general recommendations in a generic form. For Transport Canada to take a strong position it would appear this position is based on solid test reports and qualified studies rather than on opinions expressed. Once again, may we be privelege to this information ?

The information you have included does not show any reference to highway speed scenarios, notably increase or loss of traction or lateral stability. There are documented benefits to winter rated tires all around in significant snow accumumations, hard packed snow, etc for low speed traction, braking and control, notably for front wheel drives, all wheel drives, and **rear wheel drives**. There is however no ready access to information for highway speed conditions, and vehicle stability. Can you help us here?

The low speed benefits are far outweighed by the risks of loss of lateral stability and vehicle control at highway speeds. As you are aware, black ice, slush, snow rutting can all have a tendancy to momentarily "pull" a vehicle laterally. The natural reaction is to lift off the throttle and correct. The driver may not have time to react and follow the recommended procedures for corrective action before complete loss of control and direction. As you know, rear wheel drive vehicles will have a slight tendancy to rear drag, and with a rear traction dominance, a tendancy to hold the vehicle in the original direction of travel. Front wheel and all wheel drive vehicles do not react in a similar manner. For this condition the recommendation to install winter traction