HOW SAFE ARE WORN TIRES?

To find out how tire wear impacts performance and safety, Kal's Tire Testing evaluated the braking and cornering of both new and worn tires on ice and snow. The results might surprise you.

Snow Cornering
50 KM/HR

Ice Braking
30 KM/HR

NEW TREAD
New premium and economy winter tires easily outperform new 3-season tires.

25% WEAR
The premium and economy winter tires continue to handle corners and brake well in winter conditions.

50% WEAR
The premium winter tire provides safer and more reliable braking and cornering performance than the economy winter tire. The 3-season tire, however, can no longer hold corners and crosses lanes.

75% WEAR
Stopping distances increase and cornering ability is compromised on all tires. The economy and 3-season tire can no longer safely corner and stopping distances are longer and more dangerous.

100% WEAR
All tires perform poorly. Stopping distances and cornering ability are severely compromised.

LEGEND

- PREMIUM WINTER
- ECONOMY WINTER
- 3-SEASON

THE RESULTS

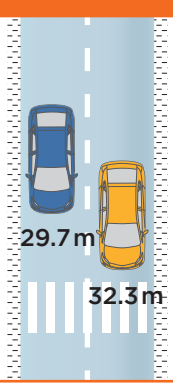
We've always said 3-season tires aren't as safe as winter tires in winter. Now we have proof that shows why it's important to buy the best winter tires you can. Premium winter tires, even with wear, provide a better chance of staying on the road and stopping in time.

KEY FINDINGS

FINDING #1:
A 75% worn five-star premium winter tire can outperform a new 3-season tire in certain conditions.

Ice Braking
30 KM/HR

The worn premium winter tire stopped 2.6 m sooner than the new 3-season tire.



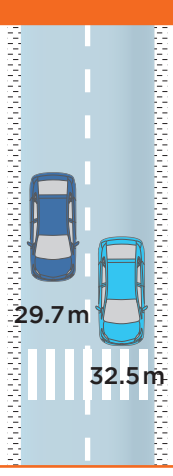
Snow Cornering
50 KM/HR

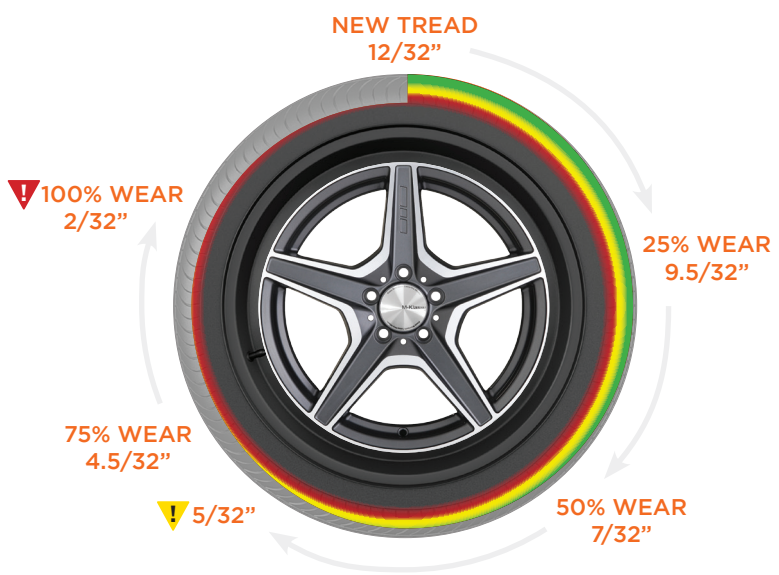
Even at 75% worn, the premium winter tire held a corner 4.3% better than the new 3-season tire.

FINDING #2:
No two winter tires are created equal.

The premium winter tire outperformed the economy winter tire in all tests over all stages of wear.

Ice Braking
30 KM/HR
75% WEAR





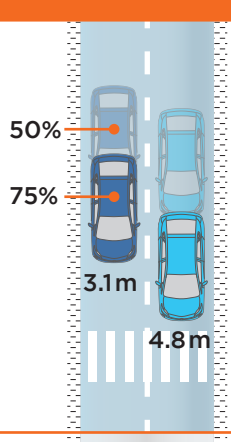
Transport Canada says tires that are worn close to 5/32" (4 mm) should not be used on snow-covered roads. Most tire manufacturers and provinces also support these standards for replacing tires.

Transport Canada says tires worn down to the same level as the tread wear indicator (1.5 mm or 2/32" in depth) must be replaced.

FINDING #3:
Braking performance declines significantly between 50% and 75% wear.

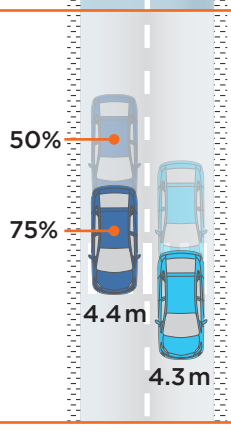
Ice Braking
30 KM/HR

At 50% worn, the premium winter tire stopped in 26.6 m. At 75% worn, the same tire took 3.1 m longer to stop. The economy winter tire at 50% worn stopped in 27.7 m and took 4.8 m longer to stop at 75% worn.



Snow Braking
50 KM/HR

At 50% worn, the premium winter tire stopped in 31 m. At 75% worn, the same tire took 4.4 m longer to stop. The economy winter tire at 50% worn stopped in 34.2 m and took 4.3 m longer to stop at 75% worn.



KALTIRE

PREMIUM WINTER · ECONOMY WINTER · 3-SEASON

KalTire.com/TireTesting