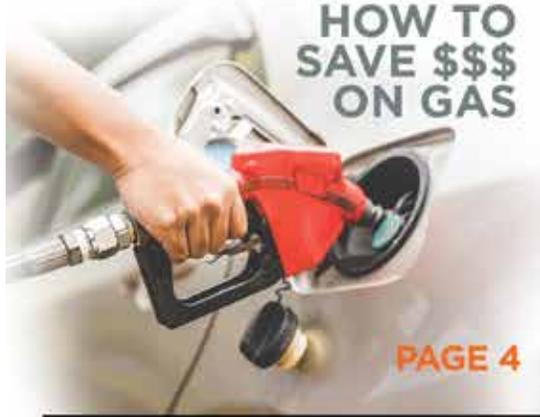


# KAL TIRE TIMES

## ROAD TRIPS:

HOW TO  
SAVE \$\$\$  
ON GAS

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## WHAT A RIDE BIKES FOR KIDS IN SOUTH AFRICA

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## BIAS OR RADIAL WHICH TIRE IS ON YOUR RV?

PAGE 7



## TIRE PRESSURE

# Kal Tire reminds drivers to avoid over and under-inflation

Imagine it: You're on the highway, still a few hours away from your destination, nowhere near a community, and the orange symbol that tells you your tire pressure is dangerously low illuminates on the dashboard.

"This is the moment drivers on road trips dread because it means the whole day, maybe even the whole trip, is getting derailed," says Carey Hull, director of retail and wholesale products, Kal Tire. "It's also incredibly dangerous."

That's because tire pressure monitoring systems (TPMS), a feature on many vehicles sold in North America since 2007, are designed to alert you when one or more of your tires are not just low but significantly low.

"Low enough that you could be risking a blowout and an accident by continuing to drive on the tire," says Hull.

But under-inflation isn't the only air pressure problem Kal Tire stores see during road trip season, and risk of blowouts isn't the only effect of not having properly inflated tires.

Ahead of road trip season, Kal Tire is educating drivers about why a host of reasons why it's important to ensure tires are properly inflated.



ADOBESTOCK PHOTO

IT'S ALMOST impossible to tell with the naked eye if tire pressure is over or under-inflated, and drivers could be compromising handling, fuel economy and safety, including the risk of blowouts.

"Driving on tires that are significantly over or under-inflated is a common mistake we see especially during

road trip season because tires can be very deceptive: It's almost impossible to tell just by looking at a tire if there's

a slow leak, which is usually the cause," says Hull.

CHANGE, PAGE 3

## SPRING CHANGEOVER

# When should winters come off?

While most Canadians know when they should put their winter tires on (October or at consistent temperatures of +7 C and below), many drivers aren't quite sure when those winter tires should come off.

"It's different in the winter because even though a lot of drivers procrastinate, it's obvious by the temperature or the snow outside and it could be a matter of life and death, whereas in the spring you can get away with hold-

ing off on the changeover, and it's harder to tell when winter is actually behind us," says Mike Butcher, regional director, Kal Tire.

Across the Prairies, Butcher says many drivers hold off until the end of ski season or May long weekend, and according to weather data statistics, that's probably a safe bet for many communities in western and central Canada.

The average April temperature in Calgary between 2012 and 2017 was +6 C. In Regina, it was almost +5 C and in Winnipeg it was +3 C.

The average April temperature for both Toronto and Vancouver, however, is almost +10 C.

By the time temperatures are consistently at +7 C and above, Butcher says winter tires are safe to come off. That's because winter tires have rubber compounds engineered to stay soft and grip at +7 C and below, while the harder rubber compound of summer and all-season tires offer their best grip on wet and dry roads at temperatures above +7 C.

SQUIRM, PAGE 2

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Applies to purchase of new tires only, including installation charges. Other conditions apply. Ask for details.

# Time for new summer tires?

## Consider the all-weather tire that survived White Hell

If you've never heard of White Hell—Nokian's tire testing ground zero in Ivalo, Finland—*The Globe and Mail* writer Peter Cheney described it aptly: "The temperature is -23 C, and the trees are frosted permanently white, as if part of a gigantic Santa Claus set. It's an arctic tableau of snow-covered hills, reindeer-filled forests and lakes frozen to the consistency of cast iron."

This is where Nokian Tyres relentlessly and authentically puts its tires to the test, including the new WRG4, an all-weather year-round performance tire designed to deliver safety in any Canadian condition, from sun-scorched asphalt to rough, snowy highways.

"If a tire is tested under the most demanding conditions in the world in Ivalo, it will perform well everywhere," says Matti Suuripää, manager of the Testing Centre, Nokian Tyres.

Like its three all-weather predecessors and dozens of winter, summer and all-season tire cousins, the WRG4 underwent more than three years of testing, including uncompromising tests on White Hell's slush-filled roads, frozen pads and snow-covered hills.

Because it's a true all-weather four-season tire, the WRG4 was also tested at facilities around the world, including wet and dry spring-like roads in Germany and Spain, and tread wear tests in the United States.

Only when a tire is performing at its best for its tailored, specific conditions—in WRG4's case, just about everything—will a tire leave Nokian's factories for stores like Kal Tire in Canada.

The WRG4 is Nokian Tyre's fourth-generation all-weather tire and its innovations ensure



NOKIAN TYRES PHOTO

NOKIAN'S FOURTH GENERATION all-weather performance WRG4 features curved, ramp-like tread blocks that quickly funnel water out onto the road to help maintain a contact patch and prevent hydroplaning.

top safety performance in everything from grip to tire life and slush-planing to high speed handling.

For drivers, it's the duct tape of tires. The WRG4 works on almost anything: dry or wet highways, rural roads and snowy winter passes.

In fact, the WRG4 bears the mountain snowflake winter tire designation, and a handful of unique features allow it to perform in snow and cold weather conditions, including snow claws on the shoulder for up-and-down grip, staggered "centipede" siping (thin openings) to improve road contact and grip at any angle, and a sturdy rib that runs the circumference of the tire to keep tread blocks stiff for better fuel economy and tread life.

"The rib also has hinges at the ends of the blocks, which reduces block movement," says Seppälä "This lowers rolling resistance, which in turn improves fuel efficiency and wear resistance."

Three-dimensional locking sipes on shoulder tread blocks create stiffness for improved side-to-side grip.

"The sturdy and stiff outer shoulder of the tire ensures stable and controlled handling at higher speeds," says Olli Seppälä, Nokian Tyres product development manager.

To combat hydroplaning, the WRG4 is equipped with new "Coanda Technology"—shoulder tread blocks shaped in a curved, ramp-like design to guide and speed up the flow of water from up-and-down

"You would be replacing your winter tires a lot sooner if you left them on too long," says Butcher. Winter tires are meant to last two or three seasons, but on a vehicle 12 months in a row, that lifespan isn't likely, and you probably wouldn't want to try.

"Winter tires are designed to give better traction on ice and snow, but on wet and dry roads, you would be sacrificing handling. Plus they'd be squirmy and noisy in the summer."

At the outset of summer and ahead of road trip season, there's another good reason to switch to summer or all-season tires: fuel economy.

"Summer tires have a harder compound that makes them roll easily, so you would definitely spend less on gas."

“*If a tire is tested under the most demanding conditions in the world in Ivalo, it will perform well everywhere.*”

—Matti Suuripää,  
Manager of the Testing Centre,  
Nokian Tyres

grooves to the side-to-side grooves that shoot water back out on the road.

For drivers who appreciate a quiet tire, the WRG4 features a special rubber compound between the sidewall and tread which filters and prevents the passage of sound from the road.

A special clinch rubber compound was also developed for the WRG4's bead area near the tire to reduce interior noise in the vehicle by damping the vibrations from the tire body.

The WRG4 is making its way to Kal Tire stores across Canada with a full range of sizes expected to be available by summer 2018.

Fitments for SUV's will be available by 2019.

## Squirm, noise & savings: Why winter tires aren't for summer

FROM PAGE 1

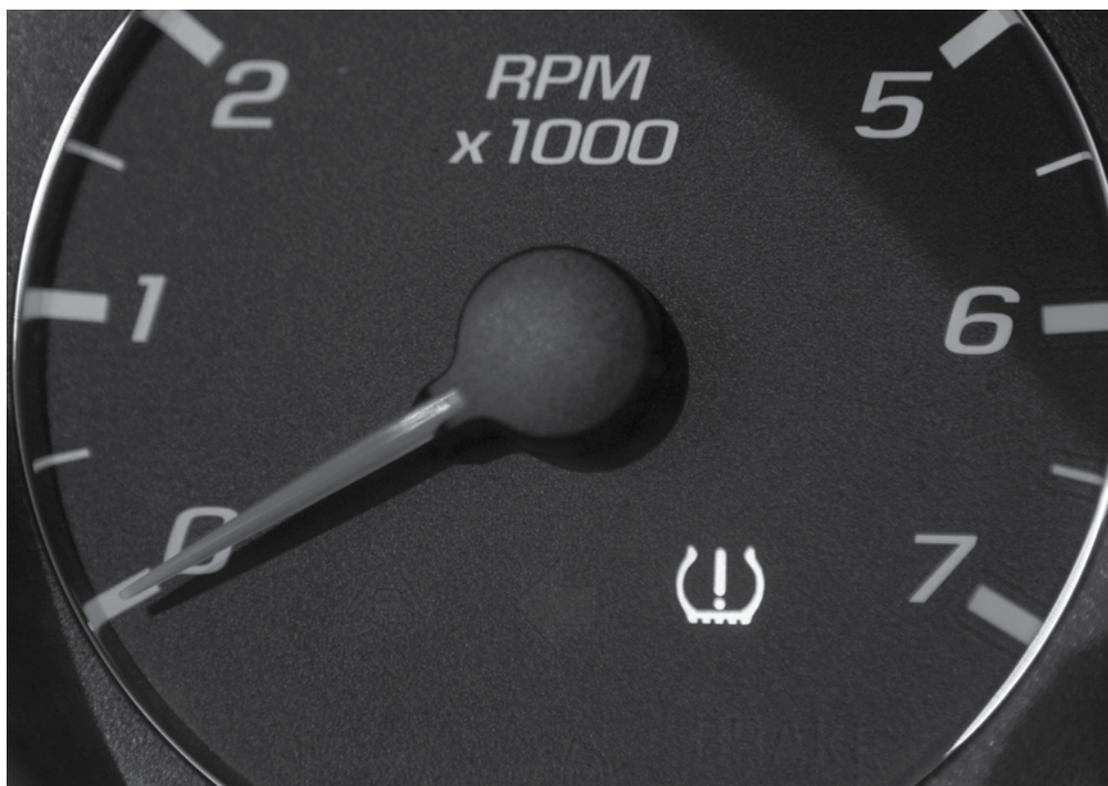
You can certainly leave your winter tires on a little while in the spring, but you wouldn't want to ride them in the summer," says Butcher.

Riding on winter tires on warm and hot road surfaces could lead to premature and uneven wear, reducing a tire's life and its safety.



KAL TIRE IMAGE

MANY CITIES only start to see +7 C temps in May. Five-year avg ending 2017 for Calgary. Source: climateweather.gc.ca.



SHUTTERSTOCK &amp; KAL TIRE PHOTOS

THE TPMS warning symbol (left) illuminates when tire pressure is severely low. Above, you can find your vehicle's recommended pressure, in this case 35 PSI, by looking at a sticker on the door jam or in your owner's manual.

# Kal Tire: Proper air pressure is critical

FROM PAGE 1

So, what is it that drivers don't know about keeping their tires properly inflated?

While most drivers don't experience the catastrophic consequences of blowouts caused by under-inflated tires, every day, drivers everywhere experience the impacts of poorly inflated tires, and there are many.

"When it's a long weekend and there are tons of drivers on the road, we see a lot more drivers coming in with flats. Absolutely," says Tim Debolt, store manager, Castlegar, BC, a community flanked by mountain passes connecting southern BC and Alberta.

traction and a bouncy, uncomfortable ride. Overheating, thanks to an increase in ambient temperature and the friction of driving, make tires especially vulnerable to over-inflation in the summer months during which Canadians often take their longest road trips.

"Your air pressure can increase about 5 PSI (pounds per square inch) in the first half-hour of driving before it stabilizes," says Hull.

Against the sweltering heat of summer asphalt at high speeds for long stretches, that number can rise. Warm ambient temperatures cause the air inside tires to expand. Tire pressure increases approximately 1 PSI for about every +5 C increase in temperature.



*For every one vehicle that's here with a flat tire, there are dozens out on the highway with tire pressure that's too low or too high, and drivers are paying for it.*

-Tim Debolt  
Kal Tire manager, Castlegar, BC

"But for every one of those vehicles that's here with a flat tire, there are dozens out on the highway with tire pressure that's too low or too high, and they don't know it, but they're paying for it."

Poor road handling—tires that just aren't responsive or seem to want to pull another way—is another serious consequence of low tire pressure.

"Tires with very low pressure just can't respond quickly when you come across debris or animals and you need to swerve," says Debolt.

When tires are even marginally under-inflated, drivers also experience poor fuel economy because it takes more energy for the vehicle to roll. Premature tire wear is also likely because of too much flexing and tire overloading.

Over-inflated tires present many of the same risks: blowouts, premature wear, compromised handling, poor

"If your manufacturer's recommended inflation level is 35 PSI (a common recommend level for many passenger vehicle summer tires), on one of those all-time hot August afternoons, your tire pressure could be somewhere near 40 PSI."

Fortunately, maintaining tire pressure is easy—if you remember to do it. After determining the manufacturer's recommended pressure (often indicated on a door jam sticker or the owner's manual), simply check pressure with a reliable gauge and at the right time (when tires haven't been driven for at least a few hours), and inflate.

"We encourage people to check pressure at the outset of every trip, but it's also good to get in the habit of checking once a month or even every time you fill up with gas. It just takes a few minutes and you're going to be rewarded with tire life and performance, and, of course, safety."

## CHECKING TIRE PRESSURE: A 5-STEP GUIDE

Of course, you can always visit a Kal Tire store near you for free air and pressure check, but if you're keen to learn how to do it yourself, here's an easy guide:

### Step 1: Find the recommended PSI

You should be able to find your vehicle manufacturer's recommended tire pressure on a sticker on the driver's side door jam or in your owner's manual.

Do not use the MAX PSI listed on the sidewall of your tire. This is the maximum pressure, not the recommended pressure.

### Step 2: Check at the right time

Check your tire pressure when your tires are 'cold'—in the morning or a few hours after driving—for the most accurate reading.

### Step 3: Use a reliable pressure gauge

Whether you choose a stick, dial or digital tire pressure gauge, make

sure it's accurate because they're sensitive to being dropped.

After you remove the valve cap on the tire, press the tire gauge onto the valve (ensuring you're not using the end that releases air). Now, wait for the press reading.

For stick gauges, wait until the white plastic stick stops moving. If you're using a dial gauge, wait for the needle to stop.

### Step 4: Inflate as needed

Add just enough air to reach the recommended tire pressure. If you add too much, just push on the metal stem in the centre of the valve to release air.

### Step 5: Remember your spare

After you check and inflate all four of your tires, do the same for your spare to ensure it's ready to perform in case you get a flat tire and need to use it in an emergency.



SHUTTERSTOCK PHOTO TO MAKE checking air pressure easier, invest in a reliable gauge, clockwise from left: stick, dial or pressure. Each type has different benefits. To learn more, visit <https://info.kaltire.com/types-tire-gauges/>.

## FUEL ECONOMY

## Five ways to save fuel on summer road trips

*Air-conditioning vs. windows open debate & other answers to help you gas up a little less this year*

**W**ith any luck, summer holidays will be here before you know it, and whether you're setting off for that two-week tour across the country, or just hitting the highway for a day trip sightseeing adventure, you might be starting to think about ways to save gas so you have more moolah for t-shirts and knickknacks.

Fortunately, there are a number of simple yet surprising ways you can enjoy better fuel economy throughout your travels, even during the hottest summer months.

#### 1. SLOW RIDE, TAKE IT EASY

Using cruise control on open, flat stretches of highway stops you from speeding and also prevents you from braking to get back to the speed limit.

You reduce fuel consumption and save gas on road trips by driving at a consistent speed. It also makes driving through the Prairies a foot-stretching breeze.

#### 2. BLOWIN' IN THE WIND

As Bob Dylan himself sang, how many roads must a man drive down before he cranks up the... air conditioning... or something like that? The answer, my friend, depends on how much you want to spend on gas.

Experts estimate that driving with your air conditioning on can reduce your fuel's economy up to 25 per cent. This applies to when you are driving at slower speeds, say



SOME OF THE easiest ways to help cut down fuel consumption on road trips include basic maintenance, such as having clean filters, lots of coolant and a healthy battery.

on city driving, where it's better to save gas by opening your window and letting the air circulate.

Popular belief suggests that at highway speeds, the drag (or wind resistance) created by having the windows down is worse for fuel economy than running the A/C.

However, a recent General Motors study confirmed running the A/C requires more gas than driving with the windows open. So, whatever the road, to save gas, windows open is the way to go!

#### 3. ONE PIECE AT A TIME

Just as it is in winter, your vehicle may need some fine-tuning in summer for those

long road trips. Getting a mechanic to look under your car's hood before you head off will not only help save you from any hiccups along the drive, but it will also help you save gas on road trips and other expenses caused by faulty parts.

Just like humans, cars get thirsty in summer, so make sure you have your radiator filled with coolant and check the hose for any leaks.

Have your spark plugs checked and replaced if necessary, and also make sure your battery is fully charged.

Last, make sure air and fuel filters are clean, and check your wheel bearings and make sure your brake calli-

pers are not dragging.

#### 4. RIGHT DOWN THE LINE

If your vehicle is pulling slightly to the left or right, or if your steering wheel feels crooked while driving straight, it likely means your alignment is off. Wheel alignment is one of the biggest causes of poor fuel economy.

Many things can cause your alignment to go awry, from hitting a pothole to bumping into a curb to wear and tear on your tires.

A certified technician like the team members at Kal Tire conduct a computerized alignment assessment that indicates if your vehicle is misaligned.

If it turns out you do need an alignment, the service will be worth it for your safety and what you save on gas on road trips.

#### 5. DON'T DREAM OF FLATS

Low tire pressure is one of the main causes of poor fuel economy. A tire that is under-inflated by a pound or two of air can add to the vehicle's drag—equating to low gas mileage.

If you're unsure of your recommended tire pressure, check the sticker on your door jam or your owner's manual, or visit one of our Kal Tire locations near you! We'll inspect and air you up for FREE!



Certified Automotive Technicians  
Warranty Approved • OE Parts or Better

Everyday  
low prices,  
everyday  
great service.



Buy & book  
online,  
installed in  
no time.

KalTire.com

## SPRING MAINTENANCE

## The ultimate post-winter vehicle checklist

It's hard to believe but it's true: Winter is behind us. For many drivers, that means hitting the road. So, what kind of road trip vehicle maintenance do you need to take care of before you head out—and can you do it, or should you have it done for you?

## FRONT END

## WIPERS: You can do it

If you switched into winter wiper blades for the softer rubber and to keep the joints from freezing, now it's time to switch back to summer blades.

In part, this will preserve your winter blades so they can do their job best when you need it most, but also, summer wiper blades often use a mostly natural rubber that works well in mild and warm temperatures.

## BATTERY: Have it done

Batteries take a beating over winter and they also struggle in the face of extreme heat. Pre-road trip, have your battery tested so you know its:

- Charge level
- Voltage output
- Capacity for accumulating charge

These are all indicators of the health and lifespan of your battery so you know if you're good to go or better off replacing now.

## FLUIDS: Have it done

Over winter, your vehicle likely made dozens of short trips in cold weather, which can contaminate fluids.

When you count on your vehicle to get your family through the summer road trip, higher quality, recently serviced vehicle fluids can go a long way toward protecting components and keeping everything moving.

Before you hit the highway, inspect and/or have serviced these fluids:

- Brake
- Coolant
- Transmission
- Windshield wiper
- Engine oil

Engine oil is particularly important as it cleans, cools and lubricates your engine to keep your vehicle's most important component performing at its best. Now that spring is here, make sure you've got healthy oil and plenty of it!

## FILTERS: Have it done

Oil and air filters are small and they don't weigh much, but they've got a big job when it comes to helping your engine perform at its best, and if you're heading out on a road trip, you don't want to risk either not being able to do their job.

Winter brings debris and grime your filters have kept away from the engine so it can do its job best.

It's also easy to overlook the cabin air filter, which can have a big impact on your vehicle's heating and cooling capabilities—always important when you're going to be inside the cabin for extended periods with relatives!

- Oil filter
- Air filter



FLUIDS & FILTERS are two post-winter pre-road trip vehicle maintenance tasks you can do yourself to improve vehicle performance. KAL TIRE PHOTO

## UNDERCARRIAGE

## ALIGNMENT: Have it done

Over the course of time, and certainly the pothole season that follows winter, it doesn't take much for your vehicle to become misaligned, or no longer square to the vehicle.

A professional, computerized wheel alignment ensures all four wheels are parallel and sitting flat on the road, and that you've got a centred steering wheel. This is key, because misalignment can cause:

- Poor steering
- Irregular tire wear
- Vibrations that can lead to driver fatigue

## SUSPENSION: Have it done

Your vehicle's suspension sys-

tem is what allows your vehicle to do some pretty important tasks, including:

- Steering
- Absorbing and dampening shock
- Maintaining road contact
- Supporting the weight of the vehicle

Since the suspension system gets put to the test over winter, you'll want to know it's in tact and functioning properly before you head out on an extended trip.

## TIRES &amp; RIMS: Have it done or do it

In 2017, Kal Tire conducted a survey that showed while 72 per cent of motorists had hit a pothole, only half with pothole damage actually had their vehicle fixed.

If you're one of them, now is the time!

Even a slightly bent or road grime-corroded wheel can lead to leaks and flat tires because of poor seals between the rim and the tire.

Wheel damage is also a common culprit of vehicle shaking and reduced handling, steering and braking performance—not exactly what you want to experience on the highway with the kiddos in the backseat.

Some of the areas to inspect on the tires include:

- Tread depth
- Inflation
- Cracking
- Sidewall bruising and unusual wear

Having both tires and rims inspected for pothole damage as well as regular wear and aging issues will give you peace of mind.

## BILL'S TIP

## Low air pressure shortens tire life

Auto expert and media personality Bill Gardiner, an inter-provincial licensed mechanic, answers your questions

**Q:** Why does low tire pressure make tires wear more quickly?

**Bill:** Low tire pressure (under-inflation) is considered the leading cause of premature and uneven tire wear. Simply put, under-inflated tires run hotter which shortens the life of the tire carcass and accelerates the rate at which the tread rubber wears away.

Let's look at factors that affect tire operating temperatures, some of which we can manage, and some, such as ambient temperatures and road surface temperatures, which we can't manage.

Managing the loaded weight of our vehicle and the inflation pressure in our tires are completely within our control. Being careful not to overload our vehicle with passengers and cargo, and maintaining correct tire inflation pressures will help our tires run cooler and last longer.



BILL GARDINER

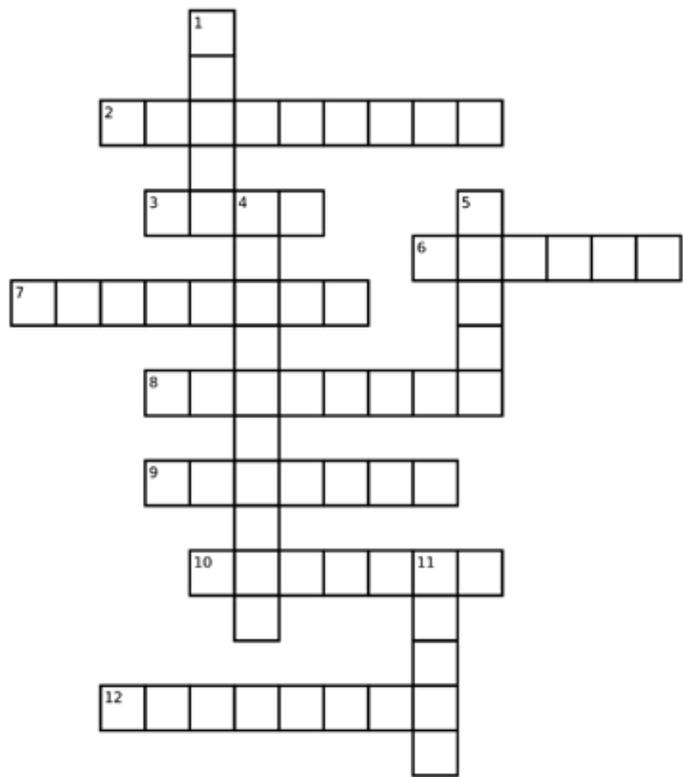
Better fuel economy, safety and handling are other significant improvements we get when our tires are properly inflated. Tire pressure checks and inflation adjustments are always free at more than 250 Kal Tire stores across Canada.

Happy motoring!

Book your Fall  
changeover  
appointment  
now.



## CROSSWORD & CAREERS



**ANSWER KEY:**  
**ACROSS:** 2. White Hell  
 3. Wear, 6. Radial  
 7. Potholes, 8. Pressure  
 9. Battery, 10. Recycle  
 12. Skipping  
**DOWN:** 1. Twice, 4. Allweather, 5. Gauge  
 11. Lodge

**ACROSS**

2. The name of Nokian's winter tire testing facility in Finland.
3. Underinflated tire pressure causes premature tire \_\_\_\_\_. Also something done with clothing.
6. Type of RV tire best designed to withstand Canadian conditions.
7. A common spring occurrence on roadways which often causes the need for an alignment.
8. When we check how inflated our tires are, we are checking the tire \_\_\_\_\_.
9. Takes a beating over the winter and is a power source for your vehicle.
10. We do this to your retiring tires.
12. Child's activity performed with rope; a sign your wiper blades need to be replaced.

**DOWN**

1. Number of times a year you should change your wiper blades.
4. Type of tire truly designed for four-season use.
5. Tool used to measure air pressure
11. Kal's Tire \_\_\_\_\_ is a place where winter and summer tires can rest safe and sound in the off-season.



Spring is just around the corner...and we are growing our teams to make sure we are ready!

Kal Tire is currently hiring seasonal team members to work in many of our store locations across Canada for our busy season. This is an ideal opportunity for someone who thrives working in a fast-paced, high energy environment. No previous industry experience is necessary; we provide thorough hands-on product and safety training to get you up to speed - Fast!

**You Bring** an enthusiastic, outgoing and hospitable attitude. You are a quick learner and confident with juggling multiple tasks at the same time. You thrive in a customer-centric, fast-paced environment. You enjoy active work and excel in a physically demanding environment that will involve some heavy lifting throughout the day.

**We want to hear from you!** Please visit our careers site for details: [KalTire.com/Career](http://KalTire.com/Career).



# Young Kal manager: 'I like taking the next step up'

*Twenty-six-year-old builds a career with Kal Tire and earns one of the company's most esteemed awards*

**R**onnie St. Denis was just 15 years old when he started working at Kal Tire in Acheson, AB, sweeping floors and dusting tool benches. Six months later, he was hired to be the part-time shipper-receiver, and it wasn't long before he had his eye on "the truck pad" where commercial trucks, semi-trailers and off-the-road vehicles pull in for tire repairs and installations.

"Before I knew it, I was the service truck driver, except I didn't have a license yet so they hired someone to drive me to service calls so I could go out and change tires," says St. Denis. Nine years later and now the manager of a mixed retail-commercial store in Edson, AB, St. Denis still walks out to work on the truck pad once a week.

"I love it," says St. Denis, who likes the work itself as well as the vehicles and the customers. "I have a passion

for semi-trucks and I have a lot of respect for what truck drivers do."

Even though he loved everything about running a service truck, four years after moving in the role, St. Denis felt the need for a new challenge. Within days, his manager named him truck pad leader, a position that involves managing all the technicians who perform installations and repairs on the truck pad. He was doing so well, within months he was promoted to Acheson's junior manager.

"That position trained me how to be incredibly safety driven and I learned a lot about customer service and how to talk to different kinds of people. I started thinking more about how we 'wow' customers."

Management suited St. Denis, and he made himself available to help out with other stores in north-central Alberta that needed a manager to fill in, spending extended stretches of time in communities such as Swan Hills, Barrhead and Whitecourt before being given a manager position in Edson, AB, in the spring of 2017.

"I tell team members, 'If you're willing to relocate, you've got a big career ahead of you.'"

St. Denis credits strong mentors at every stage and his thirst for challenge for helping his career take the



**KAL TIRE PHOTO**  
 RONNIE ST. DENIS, 26, says he loves the challenges he's been given in various roles and stores with Kal Tire, and tells other team members: "If you're willing to relocate, you've got a big career ahead of you."

track that it has.

"You need a good mentor to reach the next level. I love running a store and I love taking the next step up."

"My career has changed so much over the last eight years."

One of the highlights in that time was hearing his name called when a senior manager called his name to come to the stage and accept Kal Tire's True Service Award for his efforts in giving the Edson store a fresh start and a promising future.

"I was very surprised and I felt the appreciation from upper management. It's nice to hear that you're doing a good job," says St. Denis, who takes pride in praising his own team, who he often refers to as his "family."

On the whiteboard in his office, where he recently interviewed a new tire technician, he scrawled the words: 'When you join Kal Tire, you're not an employee, you're a team member. You're part of the family.'

In addition to team atmosphere, St. Denis encourages others to join Kal Tire because of its excellent benefits, a Best Careers program, and its approach to safety.

"I tell my team: I want you to be safe from the moment you wake up to the end of the day. That's what was expected of me, and I expect that too."

# What's the difference between radial and bias tires?

*Canadians are sometimes surprised to learn their RV's are outfitted with bias ply tires*



Radial tires have been the standard for North American passenger vehicles since the 1970's. However, when it comes to RVs and trailers, many US manufacturers still outfit new models with bias ply tires. What's the difference, and does it really matter which type of tire your RV has?

You'll be able to find out whether your RV is outfitted with bias or radial tires by looking on the sidewall. Just below the tire size, you'll see the word 'radial' or 'bias.' If it says 'radial,' you're in luck because they're built to withstand Canada's rugged outdoors.

How are radial tires different from bias? It all comes down to construction.

Radial tires, sometimes referred to as 'radial ply' tires, are constructed using a combination of polyester and/or nylon plies that run straight across the tire, from bead to bead. With bias ply tires, the cords run diagonally across the tire, overlapping in a crisscross pattern.

Both versions typically feature additional steel belting for improved durability, tire stability and conformity to the road surface. Steel belting also helps your tires resist punctures.

Due to a radial tire's design, the sidewall and tread act independently of one another. As a result, sidewall flex isn't transmitted to the tread,

MANY RV'S manufactured in the US and sold in Canada are outfitted with bias ply tires, while radial tires are better designed to withstand Canadian conditions and are more readily available in tire stores across the country.

which is a good thing. It allows the vehicle to transfer more power to the ground for improved handling.

On a bias ply tire, the overlapping plies tend to be thicker and less flexible. The crisscross ply configuration also causes the tread and sidewall to be interdependent.

So, when the sidewall flexes, so does the tread. This affects its ability to maintain optimal contact with the road surface. For RV-ers who drive on gravel roads in Canada, that's not welcome news.

The greater flexibility of the radial tire—or lack thereof in bias ply tires—also affects ride comfort. Simply put, radials are better equipped to absorb bumps and uneven road conditions, which is exactly what you want when you're riding along a gravel road.

Meanwhile, the inherent stiffness of bias ply tires means passengers will feel more of the impact and vibrations transferred from the road surface.

For the Canadian RV community, it's important to note that bias ply tires are not readily available in tire

shops north of the border. So, if you get a flat and need to replace a bias ply tire along your journey, you'll probably have to wait several days to have a replacement shipped from the US.

Conversely, radial tires are readily available in tire centres across Canada and the US. In the event that tire trouble waylays you while you're cruising south to Phoenix or Florida, you won't be sidelined for long.

If you upgrade to a set of radials for your RV or trailer, be sure to switch your spare as well.

# When should you replace your wiper blades?

## The 5 S's of wiper blades

It's raining. You flick your windshield wiper switch and instead of a clean sweep, you get streaks, squeaks or jumps and two precise brown half moons with threads of dirt dribbling across the glass. What is clear, however, is that your wiper blades have no business being on your window anymore: They don't work and you can't see.

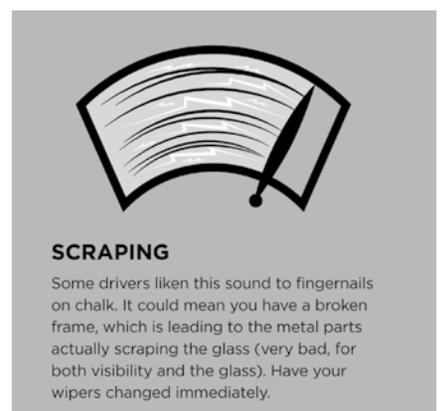
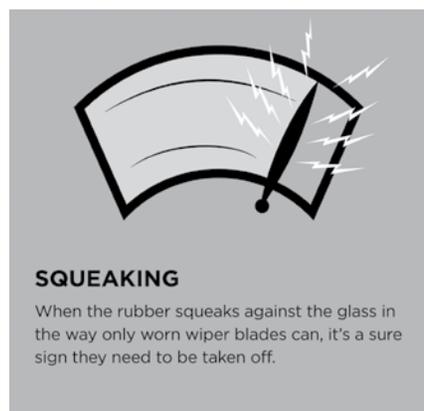
When should you replace your wiper blades so you don't find yourself in this situation?

A great rule of thumb is to inspect them every six months (some drivers find it easy to remember to do this along with winter tire changeover), and change them if necessary at that time, or the next six-month interval. In short, at least once a year.

If it feels like that's just one more thing to remember, your windshield wipers can easily tell you themselves with the '5 S's of Windshield Wipers.'

As soon as you see any kind of change in your driving visibility, it means your wiper blades aren't contacting the windshield surface properly, and you need to have your wiper blades replaced.

So much of your driving decisions are based on what you can see. For less than you think and a few minutes of your time, you can help prevent a collision with effective wiper blades.



KAL TIRE IMAGE WITH SO MANY driving decisions based on what you can see, if your windshield wipers are busy not doing their job in any of these ways, it's time to replace them.

## AROUND THE WORLD

# South Africa team revitalizes Toddler Park

*In a neighbourhood near Johannesburg where parents struggle to feed their families, Kal Tire's Mining Tire Group South Africa has given dozens of children something to smile about*

You can tell, in the picture, that it pains them to be standing still, waiting for this photo to be taken while these brand new strider bikes rest at their feet and the entrance to a whole new playground bursting with yellows and blues, letters and swings.

A handful of the more than 60 children who attend Toddler Playground school in Randfontein were among the first to ride, jump and skip through a playground that Kal Tire's West Rand team helped to revitalize.

The 'before' photos show an outdoor play area of heartfelt intentions: worn black tires line a red dirt path; scorched grass and faded paint circle scratched monkey bars and an unfinished wooden sandbox.

The 'after' photos have converted the playground to tell a different story, where laughter and smiles and all kinds of possibilities will live.

The tires surrounding the path are painted white, blue, yellow and green. Now marked by a bright yellow tile that says 'COME IN,' the path encircles a sandbox painted with the letters of the alphabet, and, in a tiny corner, handprints and the words 'Kal Tire.'

Numbers and arrows on the now paved path will usher the students along on one of the 10 new strider bikes and vibrant helmets.

"The school seemed to need a bit of colour to brighten up the faces and bring out the smiles of not only the

children but the hard-working teachers, too," says Robert Swanepoel, business manager, Randfontein.

He says he's proud to be a part of the team that worked to breathe new life into the playground.

Toddler Playground was once a 24-hour daycare for children whose parents, many of them single moms, worked night shifts at hospitals. Many families in the neighbourhood face unemployment and low incomes.

"These parents struggle to put food on the table, to pay the daycare," says Swanepoel, who was told of the challenges and determined to have their branch get involved. "With a little labour and effort, I'm proud to share the outcome."

In addition to repainting all the equipment, the team replaced the playground's broken bikes with 10 new ones, and also supplied some new balls for "professional soccer players in the making."

The project began in December 2017 and wrapped up in early January 2018, culminating with a photo of team members and teachers surrounded by a dozen or so children, hands folded, waiting ever so patiently to ride those bikes.

KAL TIRE PHOTOS

NEW BIKES AND BALLS, above, were just some of the highlights of the Toddler Playground revitalization project in Randfontein, South Africa. Left, before and after photos of the space.



## Kal Tire supports new Trades Training Centre

KalTire—a company that knows first-hand the value of well-trained tradespeople—is thrilled to be supporting a much-needed Trades Training Centre at Okanagan College's campus in Vernon, BC.

"We're proud to support a new learning environment that will provide the highest quality trades training, and a promising career path for students," says Robert Foord, president, Kal Tire.

"This new centre will create a positive impact for our local economy and help keep qualified tradespeople in the North Okanagan."

Kal Tire pledged \$250,000 toward Okanagan College Foundation's Bright Horizons - Building for Skills campaign to raise \$1 million to construct the centre following a contribution of the same amount from Vernon philanthropist George Galbraith.

The two gifts will support the completion of a 13,450 square-foot state-of-the-art centre on the Vernon campus that will have the capacity to train approximately 150 students per year.

The project is being supported through the federal government's Post-Secondary Institutions Strategic Investment Fund.

Through this fund, the province of BC is investing \$2.9 million and the

government of Canada has provided \$2.7 million. The Okanagan College Foundation is fundraising for the remainder of the project cost and to provide program and student bursaries and scholarships that will help increase access to training.

The contribution from Kal Tire will see one of the new centre's trades shops named for the company.

"We know it's our people

and the communities we serve that make us successful, so we are always looking for opportunities to give back, and it's especially meaningful when we get to support a local project that will help so many people and so many organizations for such a long time," says Foord.

Construction of the \$6.2 million building is underway, with completion targeted for spring 2018.

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