

# WINTER DRIVING

STAY SAFE, IS YOUR JOURNEY  
ESSENTIAL?



Unilever

# BATTERY AND ELECTRICS



Batteries rarely last longer than five years. Replacing one near the end of its life can save a lot of time and inconvenience at the side of the road.

Avoid running electrical systems any longer than necessary – turn the heater fan down and switch the heated rear window off once windows are clear.

If the car stands idle most of the weekend a regular overnight trickle charge is a good idea to give the battery a chance to revive. Turn off non-essential electrical loads like lights, rear screen heater and wipers before trying to start the engine.

Use the starter in short five-second bursts if the engine doesn't start quickly, leaving thirty seconds between attempts to allow the battery to recover.

**Make  
the right  
choice**

# ANTIFREEZE



- A continuous squealing noise as soon as the engine is started is a sign the water pump is frozen
- If the car begins to overheat a few miles from home it's likely that the radiator has frozen preventing coolant from circulating
- Antifreeze costs only a few pounds, but a frozen and cracked engine block will cost hundreds of pounds to repair
- You need a 50-50 mix of antifreeze and water in the cooling system for winter

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# VISION



- Keep the windscreen and other windows clear – if your vision is obscured through dirt or snow.
- Dazzle from a low winter sun can be a particular problem
- Greasy smears on the screen that don't go with use of a normal screen wash additive will require a little elbow grease.
- Top up Windscreen washer fluid and treat with a suitable additive to reduce the chance of freezing. Don't use ordinary engine antifreeze as it will damage paintwork.

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# TYRES



- We recommend at least 3mm of tread for winter motoring, and certainly no less than 2mm
- Don't reduce tyre pressures to get more grip – it doesn't work, and reduces stability
- Consider changing to winter or all season tyres – these have a higher silica content in the tread which prevents it hardening at lower temperatures, and therefore gives better grip in cold wet conditions.

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# BEFORE YOU GO



- Get up at least 10 minutes early to give you time to prepare the car
- Don't drive off like a tank-commander, with a tiny hole cleared in the windscreen. Clear all windows using a scraper and de-icer.
- Plan routes to favour major roads which are more likely to have been cleared and gritted
- Put safety before punctuality when the bad weather closes in. Allow extra time for winter journeys but be prepared and utilise agile working where possible.

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# DRIVING IN SNOW AND ICE



- Gentle manoeuvres are the key to safe driving - stopping distances are 10 times longer in ice and snow.
- Wear comfortable, dry shoes for driving. Cumbersome, snow-covered boots will slip on the pedals.
- Pull away in second gear, easing your foot off the clutch gently to avoid wheel-spin.
- If you have to use brakes then apply them gently. Release the brakes and de-clutch if the car skids.

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# DRIVING IN SNOW AND ICE



- **Up hill** - avoid having to stop part way up by waiting until it is clear of other cars or by leaving plenty of room to the car in front. Keep a constant speed, choosing the most suitable gear well in advance to avoid having to change down on the hill
- **Down hill** - reduce your speed before the hill, use a low gear and try to avoid using the brakes. Leave as much room as possible between you and the car in front

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