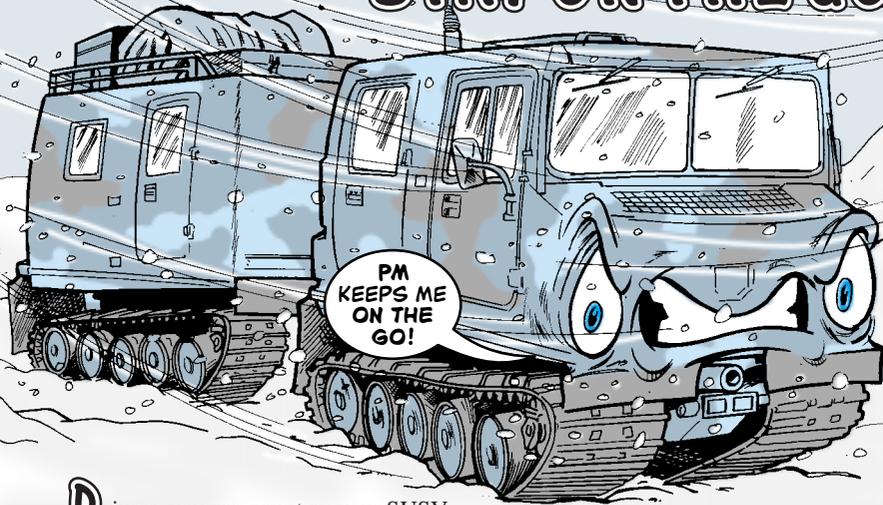


# STAY ON THE GO IN ICE AND SNOW



**D**rivers, you can count on your SUSV to go in the snow if you give it good PM. The best way to do that is by following the good words in TM 9-2350-285-10.

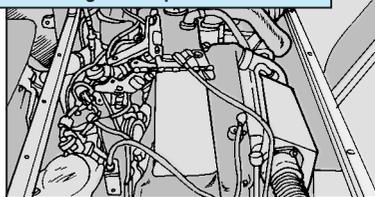
## Before You Go

- Use only approved fuel and never add anything to it to try to enhance performance. All you'll do is burn up pistons and pre-chambers.
- Check the oil. The oil level should be between the ADD and FULL mark on the dipstick once the engine has warmed up. An oil level above the FULL mark can blow seals. Oil levels below ADD can lead to friction damage.

### Oil level between ADD and FULL?

- Follow the payload restrictions on Page 1-9 of the -10 TM. An overloaded vehicle puts too much wear and tear on the engine.
- Eyeball the engine/transmission compartment for fluid leaks or debris before every operation.

### Check engine compartment for leaks

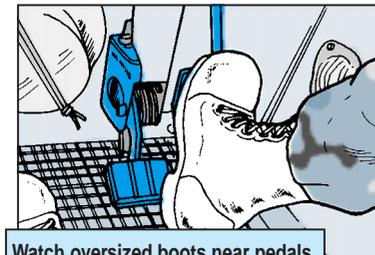


If you find trash, clean it up. If you find leaks, let your mechanic know ASAP. To keep the compartment clean, steam clean it (or clean with dry cleaning solvent and water) at every semi-annual service.

If a cleaning job can't be done with the powerpack in place, your mechanic will have to pull the pack.

## Fire Prevention

- Make sure the parking brake is released before you drive off. An overheated brake system can cause fires.
- Watch your feet when wearing oversized cold-weather footgear. The parking brake is only 8 inches from the service brake. If you accidentally set the parking brake with that big boot—even partially—the brake system can overheat.



It's also easy to press against the service brake while stepping on the accelerator.

## Cold Weather Starting

- In sub-zero weather, use the swingfire heater to preheat the engine before starting. Page 2-35 in the -10 TM tells how.
- Do not use canned ether. Ether can clog or burn fuel injector tips and ruin cylinder heads.
- After your SUSV is started:
  - Idle the engine for 5 minutes.

2. Then, with the brakes engaged, slowly shift the gear selector twice through all gears. This ensures the transmission fluid is warmed up.

### Shift twice through all gears



3. Let the SUSV warm up for a total of 15 minutes before heading out.

## Before You Stop

Let the SUSV engine cool down slowly. Once the engine's off, there is no way to carry away heat. The sudden rise in heat can crack the block, warp a head or valves, or bake the oil until it's not slick enough to lube the bearings.

Let the engine idle at least 3 minutes to cool off. The cooldown period gives you time to eyeball the gauges, switches and warning lights for anything out of the ordinary.



If your SUSV has a full payload, it runs even hotter. Before shutdown, idle the engine at 1,400 rpm for 30 seconds, then at 900 rpm for at least 3 minutes for extra cooling.