

Wheeled Vehicles...

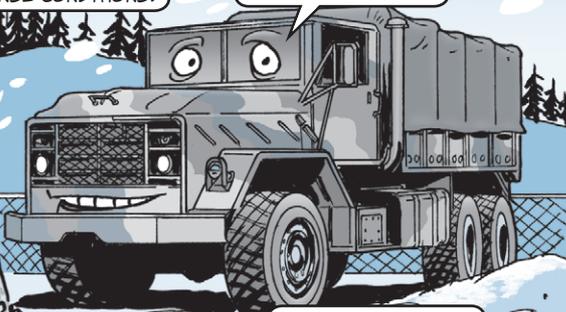
DRIVING IN WINTER

OPERATORS, YOU SHOULD TAKE **EXTRA** CAUTION WHILE DRIVING IN THE WINTER, ALL SKIDDING ASIDE.

IN FACT, EXTRA CAUTION IS HELPFUL WHILE DRIVING IN **ALL** ADVERSE CONDITIONS.

DRIVE SAFELY BY USING THE GUIDANCE FOUND IN YOUR VEHICLE'S -10 TM.

PLUS HEED THE FOLLOWING TIPS TO PREVENT A PROBLEM DOWN THE ROAD.

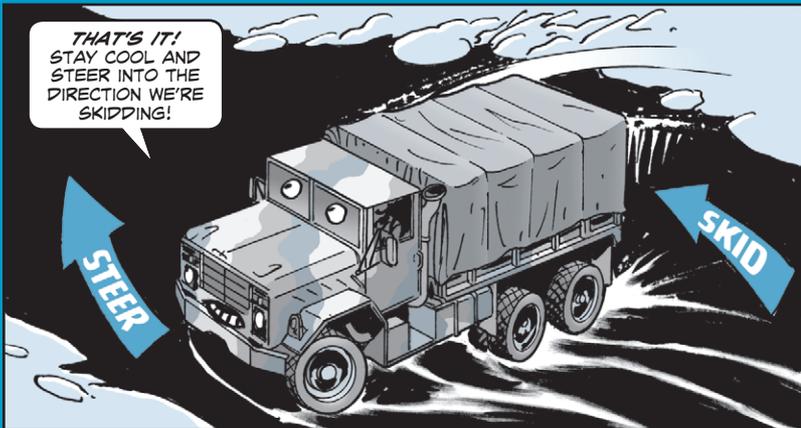


Adjust Speed to Conditions

Adjust your speed to road conditions. Steep hills, sharp curves and ice- or snow-covered roads mean trouble if you don't!

And on a slick road, **don't** count on your brakes to stop you. Slamming on the brakes will make your vehicle slide.

THAT'S IT! STAY COOL AND STEER INTO THE DIRECTION WE'RE SKIDDING!



If you skid, take your foot off of the throttle and steer in the direction the rear of the vehicle is headed. If driving a tractor-trailer, steer away from the direction of the sliding trailer. Don't oversteer. Steer just enough to correct the skid.



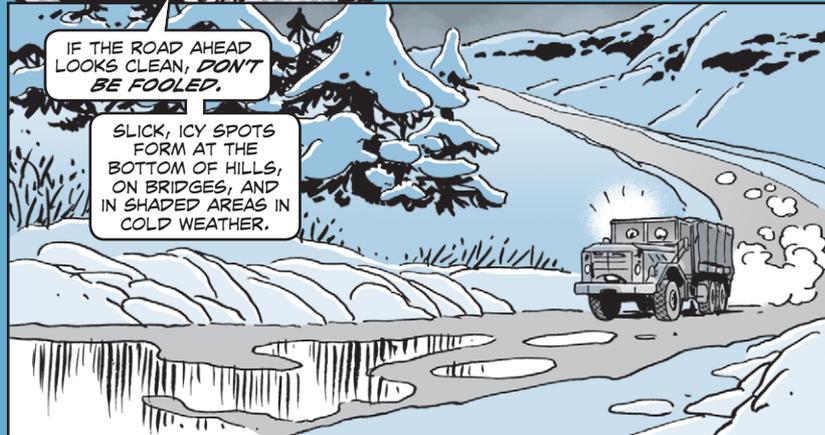
ALSO, LOOK AHEAD FOR DANGERS AND KEEP YOUR EYES MOVING. BE READY TO REACT OR STOP AT ALL TIMES. WHEN STOPPING, AIM TO STOP 20 TO 30 FEET SHORT TO ALLOW FOR UNEXPECTED TROUBLE.

USE ENOUGH POWER TO HELP YOU AROUND CURVES AND TO HOLD TRACTION- THE ALL-IMPORTANT GRIP YOUR TIRES HAVE ON THE ROAD.

BE **ESPECIALLY CAUTIOUS** ON SHARP CURVES. NEVER GO TOO FAST OR CENTRIFUGAL FORCE WILL SLING YOU OFF THE ROAD, CREATING A BAD DAY FOR BOTH YOU AND YOUR UNIT. SO SLOW DOWN BEFORE GOING INTO A CURVE OR DOWNGRADE. ENGINE DRAG HELPS, TOO. JUST EASE OFF THE THROTTLE.

IF THE ROAD AHEAD LOOKS CLEAN, **DON'T BE FOOLED.**

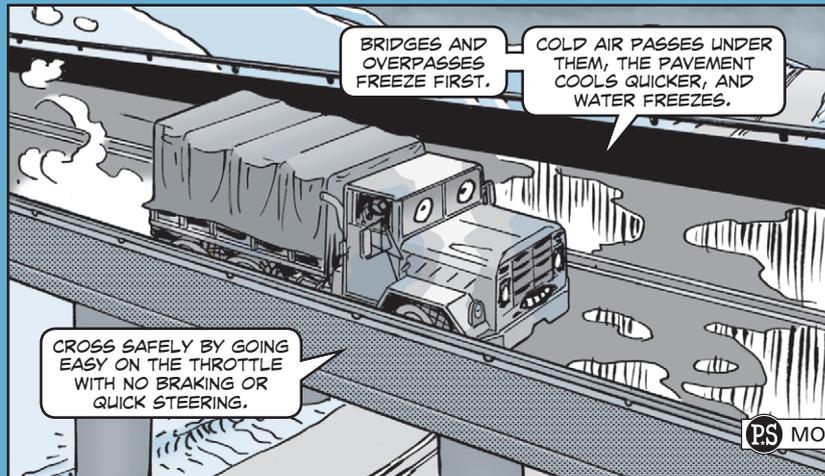
SLICK, ICY SPOTS FORM AT THE BOTTOM OF HILLS, ON BRIDGES, AND IN SHADED AREAS IN COLD WEATHER.



BRIDGES AND OVERPASSES FREEZE FIRST.

COLD AIR PASSES UNDER THEM, THE PAVEMENT COOLS QUICKER, AND WATER FREEZES.

CROSS SAFELY BY GOING EASY ON THE THROTTLE WITH NO BRAKING OR QUICK STEERING.



PS MORE

Climbing Hills

When climbing a hill, momentum and traction are your friends. However, you call the shots. Remember:

- If momentum is too slow for wheel speed, the result is lost traction and the wheels spin.
- If momentum is too fast for wheel speed, that also results in lost traction and the vehicle skids.
- If the momentum is in tune with wheel speed, you have traction and good control.

On hills, the more momentum you have, the less traction you need. It's a good idea to let the vehicles ahead of you make it to the top first. Then you won't have to stop half-way up. And remember to keep your distance.

LAY BACK...KEEP MOVING SLOWLY 'TIL HE GETS TO THE TOP OF THE HILL.

Get a running start so when you reach the peak, you've got enough momentum left to get you over. Try to get to the top of the hill in one smooth uninterrupted run.

Tire Tips

Keep tires in good condition and properly inflated to help traction. Distribute loads evenly and place partial loads over the rear axle. Avoid poor driving, like quick starts, sudden stops and sharp turns. They cause you to lose traction.

Y'GOTTA EASE DOWN ON MY ACCELERATOR!

No Shady Shifting

Watch shifts, especially downshifts. Downshifts can break traction, so make each shift as smooth as possible. With a manual transmission, you could get over the top of the grade using one or two gears higher than you'd use under ideal conditions.

On a dry road, you might want to shift down to a lower gear to use the engine as a brake. On ice, that can cause problems. The engine holding back your wheels is applying force to them just as the brakes would do. It can throw you into a skid. So if you feel your vehicle start to slide, speed up until your wheels are no longer sliding.

Safe Braking

If you have conventional hydraulic brakes, pumping 'em is permitted. But if your vehicle has anti-lock brakes (ABS), do not pump them. Apply firm, even pressure instead. And if you have air brakes, apply light, steady pressure. Don't pump 'em.

If your vehicle has a Jacobs brake (known as a Jake brake), don't use it in slippery conditions.

In icy conditions, it takes more distance—up to 12 times as far—to stop. So make sure you allow plenty of room to stop.

NEVER GO TOO FAST OR THE CENTRIFUGAL FORCE WILL SLING YOU OFF THE ROAD!

AND NEVER SLAM ON THE BRAKES!

FRONT WHEELS LOCK WITH HEAVY BRAKING AND YOU LOSE STEERING.

HEY! HOW 'BOLT SOME TIRE CHAINS HERE?!

TIRE CHAINS HELP YOU COMPLETE MISSIONS IN HEAVY SNOW AND ICE! FOR THE WORD ON CHAINS, SEE <https://www.logsa.army.mil/psmag/archives/ps2006/648/648-10-11.pdf>