

WINTER DRIVING TIPS

THE WEATHER OUTSIDE IS FRIGHTFUL.

AND SLIPPING AND SLIDING ON SNOW AND ICE IS NOT DELIGHTFUL.



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.



JOE KUBER

Speed

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 IN A HURRY.

SLAMMING ON THE BRAKES WILL MAKE YOUR VEHICLE **SLIDE**.

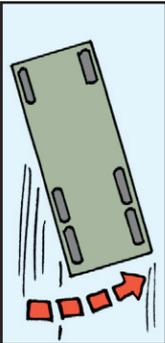


OK, FINE, HOW ABOUT **SKIDDING**?

EASY!

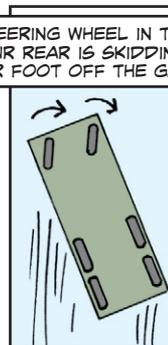


SUPPOSE YOUR TAIL IS SWINGING TO THE RIGHT...



...LIKE THIS...

TURN YOUR STEERING WHEEL IN THE DIRECTION YOUR REAR IS SKIDDING AND TAKE YOUR FOOT OFF THE GAS.



IF YOU SKID, TAKE YOUR FOOT OFF 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.

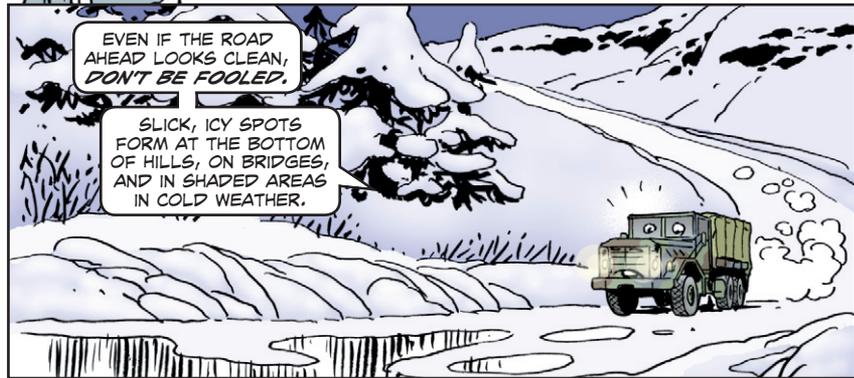
BE ESPECIALLY CAUTIOUS ON SHARP CURVES. NEVER GO TOO FAST OR CENTRIFUGAL FORCE WILL SLING YOU OFF THE ROAD, CREATING A BAD DAY FOR BOTH YOU AND YOUR UNIT.

SO SLOW DOWN BEFORE GOING INTO A CURVE OR DOWNGRADE. ENGINE DRAG HELPS, TOO. JUST EASE OFF THE THROTTLE.



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

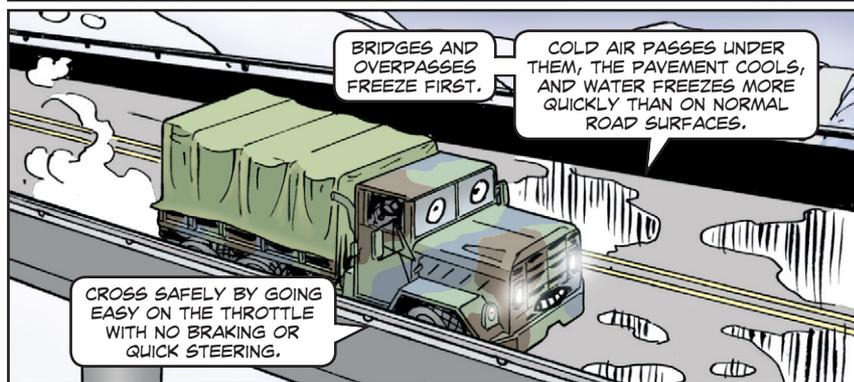
SLICK, ICY SPOTS FORM AT THE BOTTOM OF HILLS, ON BRIDGES, AND IN SHADED AREAS IN COLD WEATHER.



BRIDGES AND OVERPASSES FREEZE FIRST.

COLD AIR PASSES UNDER THEM, THE PAVEMENT COOLS, AND WATER FREEZES MORE QUICKLY THAN ON NORMAL ROAD SURFACES.

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



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.

GOING UPHILL, 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!

TRY TO GET TO THE TOP OF THE HILL IN ONE SMOOTH UNINTERRUPTED RUN.

GET A RUNNING START SO WHEN YOU REACH THE PEAK, YOU'VE GOT ENOUGH MOMENTUM LEFT TO GET YOU OVER.

Tires

KEEP TIRES PROPERLY INFLATED AND IN GOOD CONDITION TO HELP TRACTION.

DISTRIBUTE LOADS EVENLY AND PLACE PARTIAL LOADS OVER THE REAR AXLE.

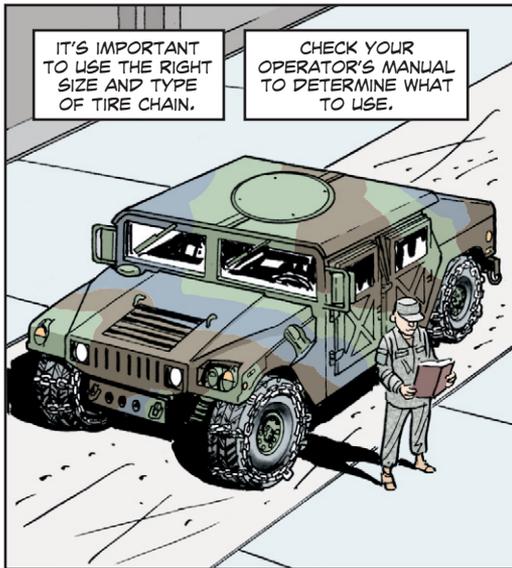
AVOID POOR DRIVING, LIKE QUICK STARTS, SUDDEN STOPS AND SHARP TURNS.

THEY CAUSE YOU TO LOSE TRACTION.

AND USE TIRE CHAINS IF YOU NEED THEM.

TIRE CHAINS IMPROVE TRACTION ON ICE AND PACKED SNOW, BUT **ONLY** IF THEY ARE INSTALLED PROPERLY AND CLEANED REGULARLY.

CHAINS THAT ARE PACKED WITH ICE WILL LOSE THEIR EFFECTIVENESS.



IT'S IMPORTANT TO USE THE RIGHT SIZE AND TYPE OF TIRE CHAIN.

CHECK YOUR OPERATOR'S MANUAL TO DETERMINE WHAT TO USE.

IN MOST CASES, THIS INFORMATION IS FOUND ON THE ADDITIONAL AUTHORIZATION LIST (AAL).

YOU CAN ALSO EYEBALL FM 21-305; MANUAL FOR THE WHEELED VEHICLE DRIVER, FOR AN EXPLANATION ON HOW TO INSTALL TIRE CHAINS.



IF YOUR VEHICLE *ISN'T* LISTED IN THE FIRST CHART, GET THE CHAINS YOU NEED USING THIS CHART FOR COMMON TIRE SIZES...

Tire size	Chain assembly (Pair) NSN 2540-	Cross chain NSN 2540-00-933-	Swivel hooks NSN 2540-00-937-
7.50x16	00-528-7360	6960	*See note below.
9.00x20	00-933-9024	6916	0404
9.50x16.50	00-057-0204	6916	0404
10.00x15	01-185-8306	6916	0404
10.00x20	00-933-9034	6916	0404
10.00x20 (dual tires)	00-933-9034	6916	0404
11.00x18	00-933-6933	6915	0404
11.00x20	00-933-9022	6915	0404
11.00x24	00-933-6935	6915	0404
12.00x20	00-933-6922	6915	0404
14.00x20	00-933-9033	6992	0404
14.00x24	00-933-9023	6992	0404
16.00x20	00-933-6937	Not Available	Not Available

*Use NSN 4030-00-937-0405.



Wheeled vehicle	Tire size	Chain assembly NSN 2540-
FMTV	14x20 or 395/85R20	01-483-2930 or 01-492-2989
HEMTT/HET/PLS	16x20	01-152-7813
HMMWV	37x12.5x16.5 (radial) or 36x12.5x16.5 (bias)	01-214-1264 or 01-530-6341
M915A2/A3/A4	11R22.5	01-453-0497
M916A1/A2/A3 and M917A1/A2/E1/E2	315/80R22.5	01-396-1914
M939	11x20	21-911-1360

USE THIS CHART TO ORDER TIRE CHAIN ASSEMBLIES FOR THE SPECIFIED WHEELED VEHICLE...



NOTE THAT FOR THE M35A3, TIRE SIZE 14.5R20XL, THERE IS NO NSN ASSIGNED FOR THE TIRE CHAIN.

YOU CAN GET THOSE CHAINS, PART NUMBER S056V, ONLY THROUGH PEWAG, THE VENDOR.

TO ORDER, CALL (800) 526-3924, FAX (630) 323-2292, OR EMAIL...

mikeu@pewagchain.com or jimd@pewagchain.com

HAVE YOUR SUPPLY CLERK CHECK FSC 2500 FOR OTHER CHAINS NOT LISTED HERE.

FOR MORE INFORMATION, CONTACT THE DLA CONTACT CENTER AT DSN 661-7766/(877) 353-2255 OR EMAIL: dlaccontactcenter@dlamil

ALTHOUGH TIRE CHAINS ARE DESIGNED TO FIT SNUGLY, YOU SHOULD STILL ALLOW ROOM FOR SOME CREEP.

ALSO, TIGHTEN THE CHAINS BY HAND, INSTEAD OF USING TOOLS.

THIS HELPS PREVENT OVERTIGHTENING THAT CAN GOUGE TIRES.

IF THE CHAINS ARE TOO LOOSE AFTER YOU TIGHTEN THEM BY HAND, USE TIRE STRAPS TO SNUG DOWN THE TIRE CHAINS.

HERE'S SOME GUIDANCE FOR SELECTING STRAPS...

Size (in inches)	Stretch (in inches)	NSN 5340-01-
15	20-30	029-9084
21	26-42	231-6015
31	36-42	029-9085

Shifting



USE CARE WHEN SHIFTING DURING WINTER DRIVING, ESPECIALLY WHILE DOWNSHIFTING. 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.

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.

DO NOT PUMP 'EM, EITHER.



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.

AND **NEVER** SLAM ON THE BRAKES!

FRONT WHEELS LOCK WITH HEAVY BRAKING AND YOU LOSE STEERING.



SO DON'T SLIP UP ON YOUR WINTER DRIVING!



THE RESULTS COULD BE **CHILLING!**