

When Conditions CHANGE







THIS MIGHT TAKE A WHILE...

...BUT HOLD ON...

...WE'RE GETTING THERE.



AND FOR *SNOW* TO HAPPEN, WHAT MUST HAPPEN OUTSIDE?



UH...WELL, THE TEMPERATURE HAS TO DROP. YOU KNOW, GET COLD OUTSIDE.



NOW WE'RE GETTING SOMEWHERE.

HIGH FIVE.



COLD WEATHER MEANS *UNUSUAL CONDITIONS*. THAT MEANS YOU NEED TO KNOW WHAT THE OPERATOR'S MANUAL SAYS ABOUT COLD WEATHER.



COLD WEATHER AFFECTS *EVERYTHING*.

THINGS THAT DON'T NEED ATTENTION IN WARM WEATHER WILL *DEMAND* IT IN COLD WEATHER.



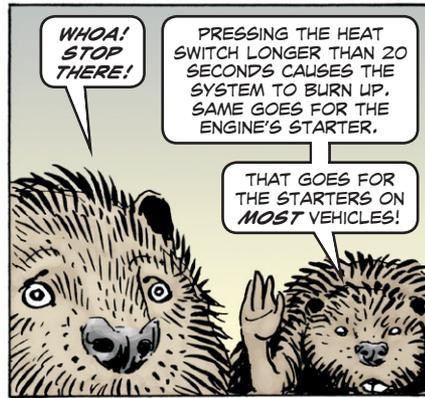
LET'S LOOK BACK AT WHAT HAPPENED THIS MORNING. WE'LL CALL THESE "COLD WEATHER PM POINTERS"!



THE BRIDGE BOAT'S TWIN ENGINES ARE HARD TO START IN COLD WEATHER.



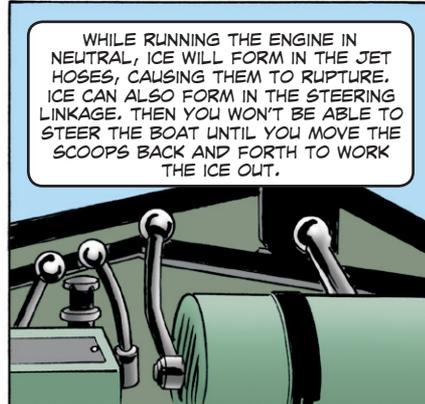
NO KIDDING! I HAD TO REALLY MASH DOWN ON THE ENGINE HEAT SWITCHES.



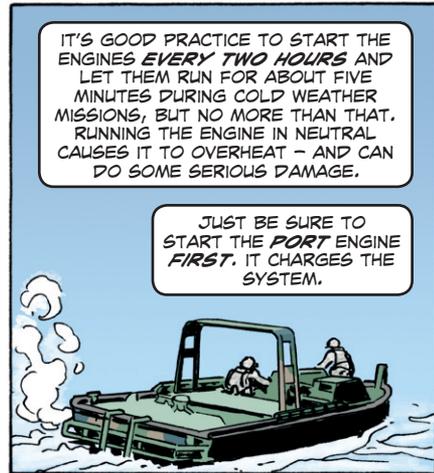
WHOA! STOP THERE!

PRESSING THE HEAT SWITCH LONGER THAN 20 SECONDS CAUSES THE SYSTEM TO BURN UP. SAME GOES FOR THE ENGINE'S STARTER.

THAT GOES FOR THE STARTERS ON *MOST* VEHICLES!



WHILE RUNNING THE ENGINE IN NEUTRAL, ICE WILL FORM IN THE JET HOSES, CAUSING THEM TO RUPTURE. ICE CAN ALSO FORM IN THE STEERING LINKAGE. THEN YOU WON'T BE ABLE TO STEER THE BOAT UNTIL YOU MOVE THE SCOOPS BACK AND FORTH TO WORK THE ICE OUT.



IT'S GOOD PRACTICE TO START THE ENGINES *EVERY TWO HOURS* AND LET THEM RUN FOR ABOUT FIVE MINUTES DURING COLD WEATHER MISSIONS, BUT NO MORE THAN THAT. RUNNING THE ENGINE IN NEUTRAL CAUSES IT TO OVERHEAT - AND CAN DO SOME SERIOUS DAMAGE.

JUST BE SURE TO START THE *PORT* ENGINE *FIRST*. IT CHARGES THE SYSTEM.



COME TO THINK OF IT, THOSE SCOOP CONTROLS *WERE* HARD TO MOVE BACK AND FORTH.



COLD WEATHER BRINGS MANY CHALLENGES TO COMPLETING A MISSION... AND YOUR SURVIVAL!



BUT BE CAREFUL AND PATIENT WHEN WORKING IN COLD. NEVER FORCE A COLD, STIFF OR FROZEN PIECE OF EQUIPMENT.



DID YOU NOTICE ANYTHING WHILE YOU WERE TRYING TO START THE BRIDGE BOAT?



AHHH...YEAH, IT WOULDN'T START.



DID YOU STOP TO TAKE A BREAK? OR DID YOU KEEP CRANKING ON THE STARTER WHILE THE BOAT WAS DRIFTING DOWN RIVER...



YEP... NO DOUBT ABOUT IT. COLD WEATHER BRINGS ITS OWN SET OF CHALLENGES FOR YOU, YOUR EQUIPMENT AND MISSION.



THANKS GUYS... GOT TO GO!



SPLUNK!

OW!



...AND BUMPED INTO A LOG JAM ON THE RIVER?



THEN YOU FELL OVERBOARD. WE FOUND YOU FACE DOWN IN THE SNOW.



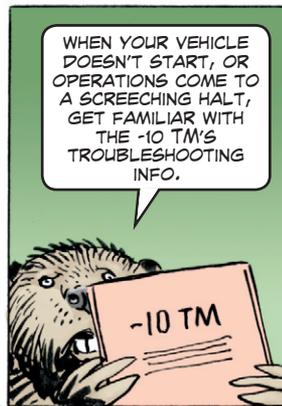
SO HERE'S SOMETHING ELSE YOU NEED TO REMEMBER WHEN WEATHER CONDITIONS CHANGE.



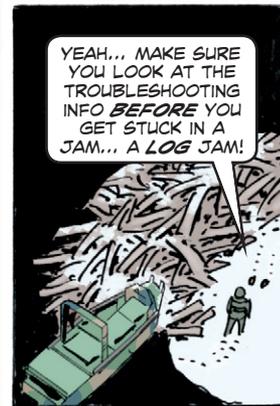
WHAT WAS THAT FOR?



JUST LIKE THAT... YOU WANT TO TAKE OFF!



WHEN YOUR VEHICLE DOESN'T START, OR OPERATIONS COME TO A SCREECHING HALT, GET FAMILIAR WITH THE -10 TM'S TROUBLESHOOTING INFO.



YEAH... MAKE SURE YOU LOOK AT THE TROUBLESHOOTING INFO BEFORE YOU GET STUCK IN A JAM... A LOG JAM!



WHAT'S THAT?



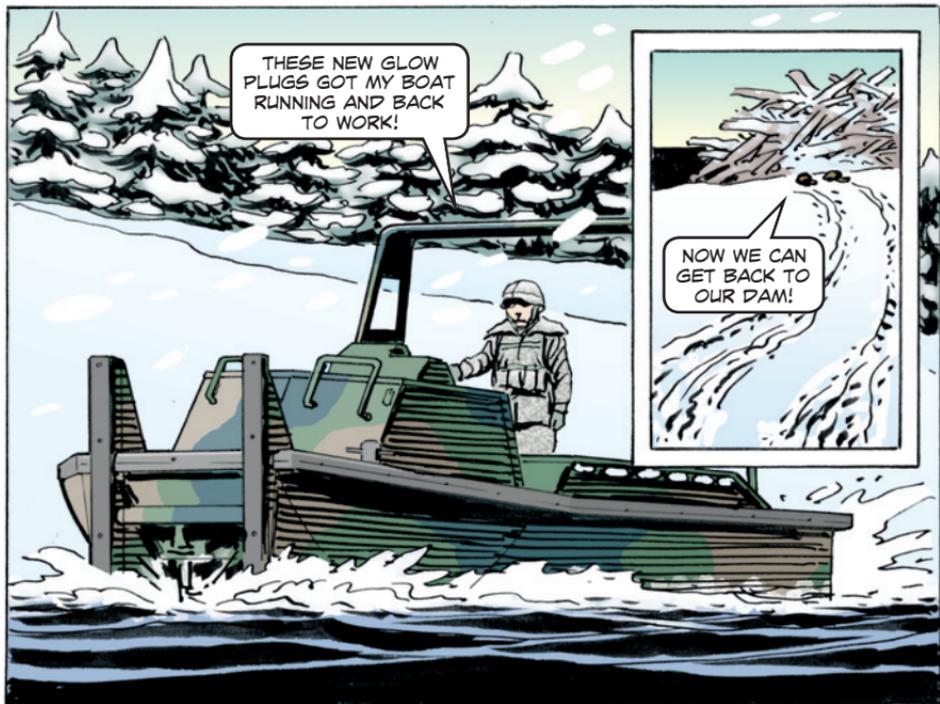
COLD WEATHER AND BURNED OUT GLOW PLUGS SEEM TO GO HAND-IN-HAND.



DO YOUR BRIDGE BOAT A FAVOR. KEEP EXTRA GLOW PLUGS HANDY. THEY'RE AVAILABLE WITH NSN 2990-01-122-6328 AND ARE SHOWN IN TM 5-1940-277-20P.



HOPE YOU'VE LEARNED A THING OR TWO TODAY. TAKE TIME TO SOLVE YOUR BOAT'S PM PROBLEMS *BEFORE* ICE FORMS ON THE RIVER.



THESE NEW GLOW PLUGS GOT MY BOAT RUNNING AND BACK TO WORK!



NOW WE CAN GET BACK TO OUR DAM!