

STRANDED IN THE FROZEN TUNDRA

DAY HAS BROKEN COLD AND GRAY—EXCEEDINGLY COLD AND GRAY. WHAT LITTLE LIGHT REMAINS IS FADING QUICKLY.

HELLO... HELLO... IS ANYONE OUT THERE!?

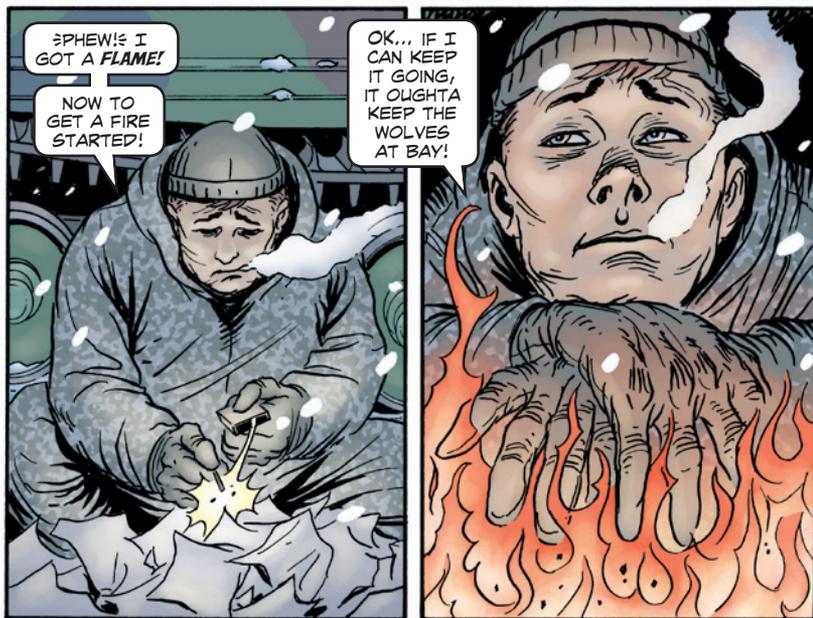
UH-OH...THE RADIO IS DEAD AND MY CELL PHONE **CAN'T** PICK UP A SIGNAL!

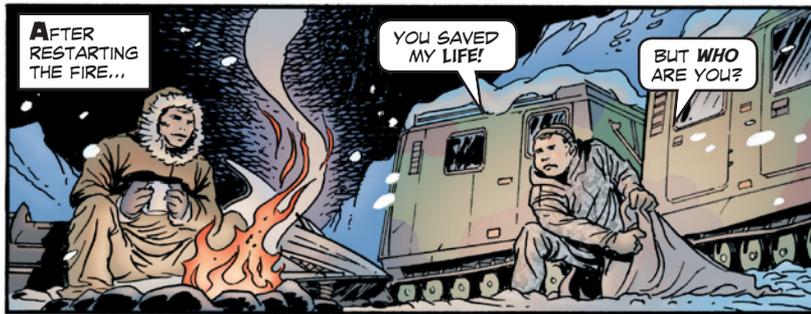
ZKZKRZ

THE DAY BEFORE THANKSGIVING, AND I'M STRANDED!

THE **ONLY** THING I HAVE THAT I CAN USE TO MAKE A FIRE IS THE -10 TM!

AWOOOOO





AFTER RESTARTING THE FIRE...

YOU SAVED MY LIFE!

BUT WHO ARE YOU?



JUST A RETIRED GREEN-SUITER. THIS IS MY HOME.



SO YOU PROBABLY KNOW A THING OR TWO ABOUT COLD WEATHER.

YOU COULD SAY THAT!

I WAS ALSO STATIONED AT FT DRUM, THE ARMY MOUNTAIN WARFARE SCHOOL IN VERMONT, AND AT FT RICHARDSON IN ALASKA.

NOW...LET'S GET DOWN TO SOME COLD WEATHER PM ON YOUR SUSV!



YOU NEED TO KNOW YOUR SUSV'S -10 TM LIKE THE BACK OF YOUR HAND. THAT INCLUDES KNOWING THE CAUTION AND WARNING STATEMENTS.

IT ALSO MEANS UNDERSTANDING VEHICLE OPERATION IN UNUSUAL OR EXTREME WEATHER CONDITIONS.



I'LL BET YOUR VEHICLE WAS RUNNING A LITTLE ROUGH BEFORE IT RAN OUT OF FUEL.

HOW'D YOU KNOW THAT!?

THE RUBBER ON FUEL LINES IS CONSTANTLY EXPOSED TO THE ELEMENTS.

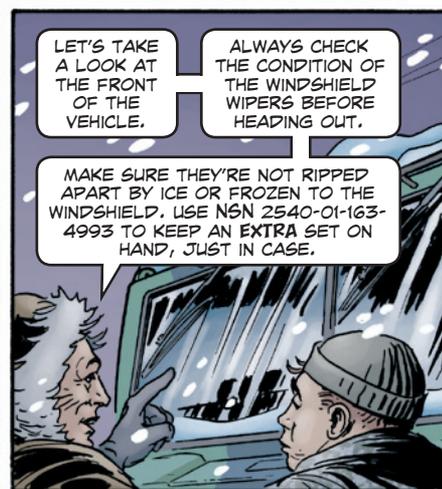
THAT EXPOSURE LEADS TO DRY ROT AND DETEIORATION. THAT'S WHEN LEAKS HAPPEN.

SOME FOLKS HAVE BEEN KNOWN TO USE PETROLEUM JELLY OR COOKING SPRAY ON THEM, JUST SO THEY LAST LONGER. THAT HELPS SOMETIMES.



AND WHILE WE'RE BACK HERE, TAKE A LOOK AT THESE GRILLE COVERS.

THEY NEED TO BE OFF WHILE THE VEHICLE'S OPERATING, OR THE ENGINE WILL OVERHEAT... EVEN IN THESE TEMPERATURES!



LET'S TAKE A LOOK AT THE FRONT OF THE VEHICLE.

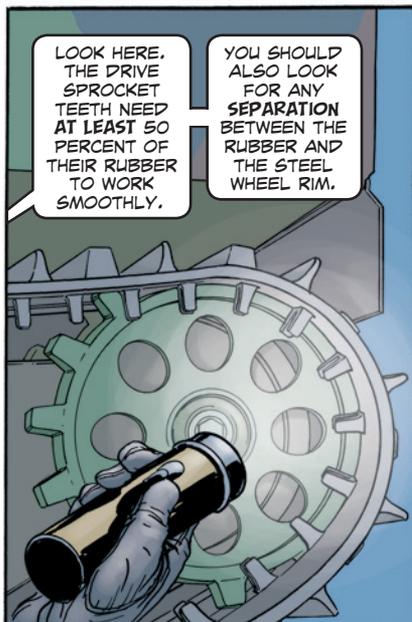
ALWAYS CHECK THE CONDITION OF THE WINDSHIELD WIPERS BEFORE HEADING OUT.

MAKE SURE THEY'RE NOT RIPPED APART BY ICE OR FROZEN TO THE WINDSHIELD. USE NSN 2540-01-163-4993 TO KEEP AN EXTRA SET ON HAND, JUST IN CASE.



LET'S TAKE A CLOSE LOOK AT THE **UNDER-CARRIAGE**.

IN **DEEP SNOW** IT'S TOUGH TO EXAMINE THE **WHEEL ASSEMBLY** AND **TRACK**, BUT IT'S DEFINITELY WORTH THE **EFFORT**.



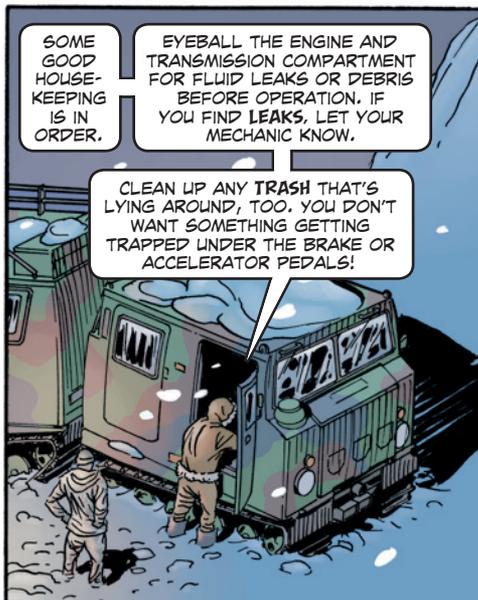
LOOK HERE. THE **DRIVE SPROCKET** TEETH NEED AT **LEAST 50 PERCENT** OF THEIR **RUBBER** TO WORK **SMOOTHLY**.

YOU SHOULD ALSO LOOK FOR ANY **SEPARATION** BETWEEN THE **RUBBER** AND THE **STEEL WHEEL RIM**.



NEXT, INSPECT THE **RUBBER TRACK** FOR **DAMAGED RIBS** AND **TEARS**. IT ONLY TAKES A **4-IN TEAR** TO **DEADLINE** THE **TRACK**.

FOUR MISSING RIBS IN A **ROW** WILL **DEADLINE** IT, TOO.



SOME **GOOD HOUSE-KEEPING** IS IN **ORDER**.

EYEBALL THE **ENGINE** AND **TRANSMISSION** COMPARTMENT FOR **FLUID LEAKS** OR **DEBRIS** BEFORE **OPERATION**. IF YOU FIND **LEAKS**, LET YOUR **MECHANIC** KNOW.

CLEAN UP ANY **TRASH** THAT'S LYING AROUND, TOO. YOU DON'T WANT SOMETHING GETTING TRAPPED UNDER THE **BRAKE** OR **ACCELERATOR PEDALS**!



ALL THESE **PM POINTERS**, AND **LOTS MORE**, ARE FOUND IN THE **-10 TM**.

YEAHH...ABOUT THAT **-10 TM**...



THERE'S AN **OLD INUIT** SAYING THAT GOES SOMETHING LIKE THIS, "**BE SMART... READ YOUR TECH MANUAL BEFORE YOU START**."

REALLY?!!



ACTUALLY I JUST MADE THAT UP. BUT THEY'RE **STILL GOOD WORDS** TO GO BY!

WELL... GOTTA GO! I'M EXPECTED FOR **THANKSGIVING DINNER**.



I'LL LET YOUR **UNIT** KNOW WHERE YOU ARE. JUST REMEMBER WHAT I SAID... **READ THAT MANUAL!**



THAT'S EASY FOR HIM TO SAY. HE DIDN'T HAVE TO USE HIS **MANUAL** FOR **FIREWOOD!**

WELL, GUESS I'D BETTER TRY TO GET A FEW HOURS OF **SHUT-EYE!**



DAY HAS BROKEN COLD AND GRAY—EXCEEDINGLY COLD AND GRAY. OUT OF FUEL, THE FIRE SLOWLY GOES OUT.

OH, MAN!
WHAT A NIGHT!



UH-OH!
THEY'RE
BACK!

GRRRRR



MAN, AM
I GLAD TO
SEE THOSE
GUYS!

VRRRRMMM



THANKS TO MY MYSTERIOUS
INUIT FRIEND, I'LL GET
TO EAT THANKSGIVING
DINNER INSTEAD OF BEING
THANKSGIVING DINNER!

AWOOOO