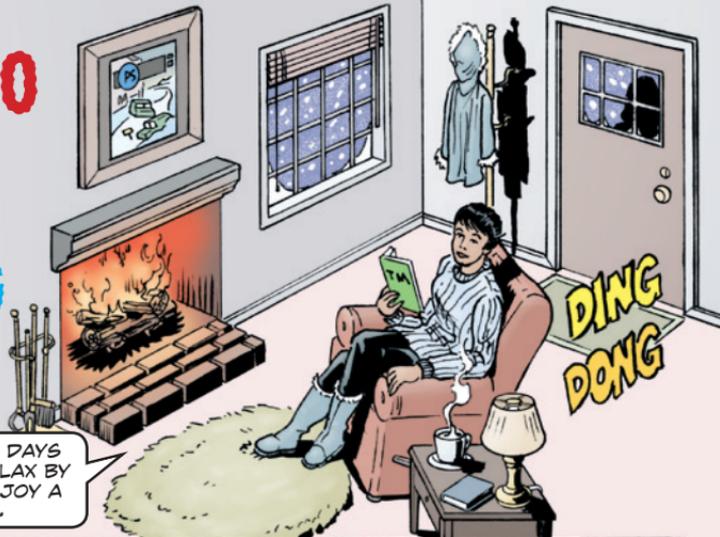


MUST DO SAFE WINTER DRIVING TIPS



BRRRR!

SUPER-COLD WINTER DAYS MAKE US WANT TO RELAX BY A FIREPLACE AND ENJOY A HOT BEVERAGE.



WITH SAFE WINTER DRIVING, YOU MAY GET TO DO JUST THAT!



WE ALL KNOW THAT SLIPPING AND SLIDING ON SNOW AND ICE WHILE DRIVING ISN'T DELIGHTFUL.



SO MAKE SURE YOU USE THE GUIDANCE IN YOUR VEHICLE'S -10 TM...

...AND THESE TIPS TO PREVENT PROBLEMS DOWN THE ROAD.

Speed

ADJUST YOUR SPEED TO ROAD CONDITIONS.

STEEP HILLS, SHARP CURVES AND ICE- OR SNOW-COVERED ROADS MEAN TROUBLE IF YOU DON'T!

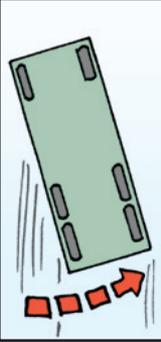
AND ON A SLICK ROAD, DON'T COUNT ON YOUR BRAKES TO STOP YOU IN A HURRY.

SLAMMING ON THE BRAKES WILL MAKE YOUR VEHICLE SLIDE.

OK, FINE. HOW ABOUT SKIDDING?

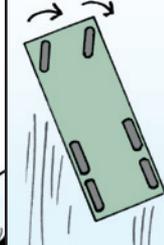
EASY!

SUPPOSE YOUR TAIL IS SWINGING TO THE RIGHT...



...LIKE THIS...

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



IF DRIVING A TRACTOR-TRAILER, STEER AWAY FROM THE DIRECTION OF THE SLIDING TRAILER.

AND 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.

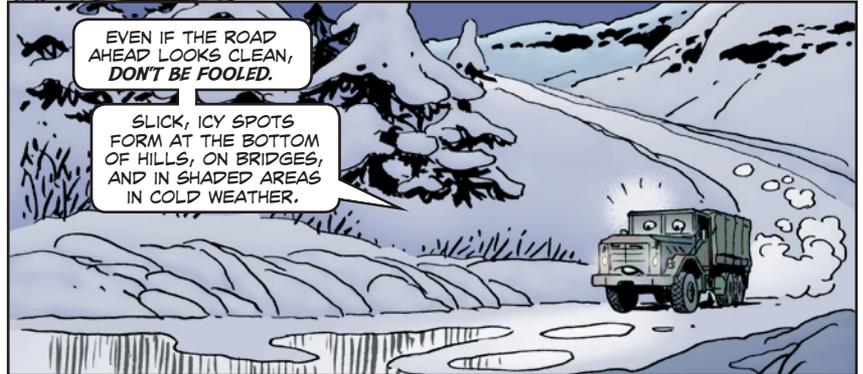
USE ENOUGH POWER TO HELP YOU AROUND CURVES AND TO HOLD TRACTION—THE ALL-IMPORTANT GRIP YOUR TIRES HAVE ON THE ROAD.

BE SUPER-CAUTIOUS ON SHARP CURVES. IF YOU GO TOO FAST, CENTRIFUGAL FORCE WILL SLING YOU OFF THE ROAD, CREATING A BAD DAY FOR 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.

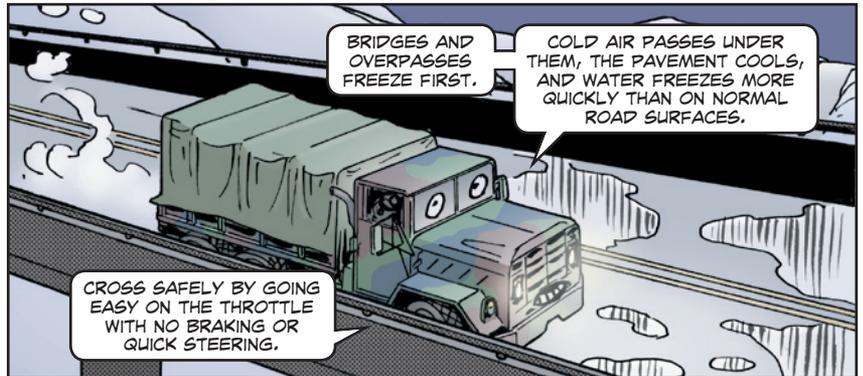
SLICK, ICY SPOTS FORM AT THE BOTTOM OF HILLS, ON BRIDGES, AND IN SHADED AREAS IN COLD WEATHER.



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.

THANKS, GUYS!
I COULDN'T HAVE
DONE IT WITHOUT
YOU!

HOWEVER, **YOU** CALL THE SHOTS. REMEMBER...

- If momentum is too slow for wheel speed, the result is lost traction and spinning wheels.
- If momentum is too fast for wheel speed, that also results in lost traction and the vehicle skids.
- If 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.



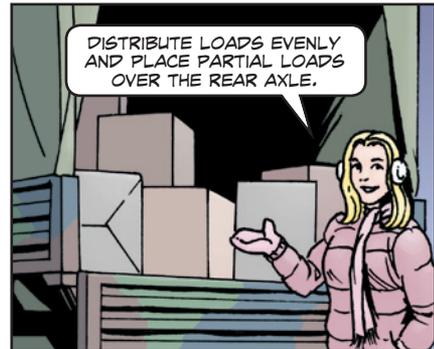
TRY TO GET TO THE TOP OF THE HILL IN ONE **SMOOTH UNINTERRUPTED** RUN.

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.

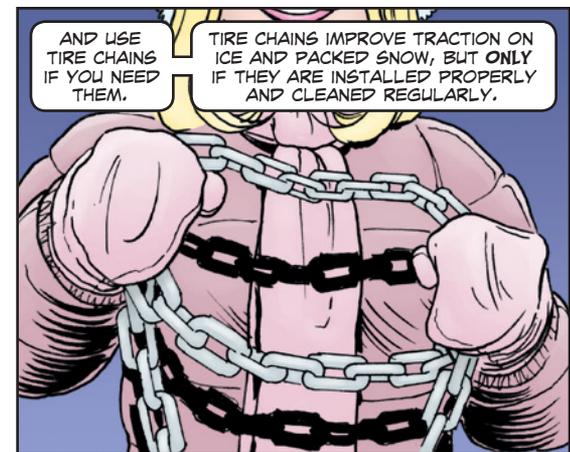


DISTRIBUTE LOADS EVENLY AND PLACE PARTIAL LOADS OVER THE REAR AXLE.



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

THEY CAUSE YOU TO LOSE TRACTION.



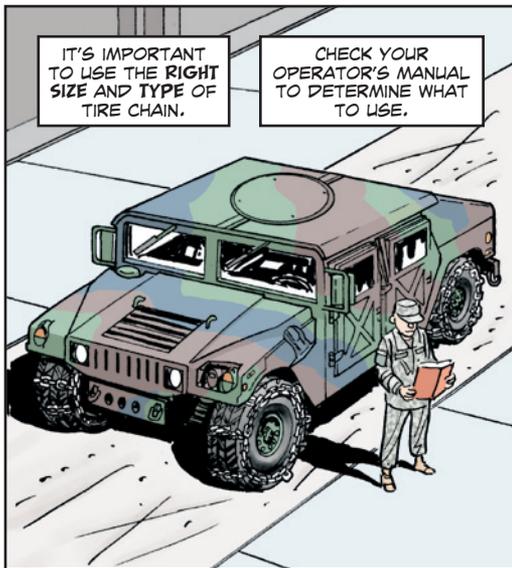
AND USE TIRE CHAINS IF YOU NEED THEM.

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 WON'T WORK THE WAY THEY SHOULD.

I'D LIKE TO HELP. REALLY I WOULD!



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 CHECK OUT TC 21-305-20, MANUAL FOR THE WHEELED VEHICLE OPERATOR, 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- | Swivel hooks NSN |
|-----------------------|---------------------------------|-----------------------|------------------|
| 7.50x16 | 00-528-7360 | 00-933-6960 | 4030-00-937-0405 |
| 9.00x20 | 00-933-9024 | 00-933-6916 | 2540-00-937-0404 |
| 9.50x16.50 | 00-057-0204 | 00-933-6916 | 2540-00-937-0404 |
| 10.00x15 | 01-185-8306 | 00-933-6916 | 2540-00-937-0404 |
| 10.00x20 | 00-933-9034 | 00-933-6916 | 2540-00-937-0404 |
| 10.00x20 (dual tires) | 00-933-9034 | 00-933-6916 | 2540-00-937-0404 |
| 11.00x18 | 00-933-6933 | 00-933-6915 | 2540-00-937-0404 |
| 11.00x20 | 00-933-9022 | 00-933-6915 | 2540-00-937-0404 |
| 11.00x24 | 00-933-6935 | 00-933-6915 | 2540-00-937-0404 |
| 12.00x20 | 00-933-6922 | 00-933-6915 | 2540-00-937-0404 |
| 14.00x20 | 00-933-9033 | 00-933-6992 | 2540-00-937-0404 |
| 14.00x24 | 00-933-9023 | 00-933-6992 | 2540-00-937-0404 |
| 16.00x20 | 01-152-7813 | Not Available | Not Available |

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

| Wheeled vehicle | Tire size | Chain assembly NSN 2540- |
|----------------------------------|-----------------------|----------------------------|
| FMTV | 395/85R20 | 01-483-2930 or 01-492-2989 |
| HEMTT/HET/PLS | 16x20 | 01-152-7813 |
| HMMWV | 37x12.5x16.5 (radial) | 01-214-1264 |
| M915A2/A3/A4 | 11R22.5 | 01-453-0497 |
| M916A1/A2/A3 and M917A1/A2/E1/E2 | 315/80R22.5 | 01-396-1914 |
| M939 | 11x20 | 00-933-9022 |
| M939A1/A2 | 14x20 | 00-933-9033 |

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: dlacontactcenter@dla.mil

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.

≠CAN'T... BREATHE!≠

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

HERE'S SOME INFO FOR SELECTING STRAPS...

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

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 HILL USING ONE OR TWO GEARS LOWER 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. BUT 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.

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 UP TO **12 TIMES** THE NORMAL DISTANCE 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!**

