**Winter Driving and Chain-Up**

**Tips & Tricks**

***Why do we Chain-Up:***

* To keep the truck and trailer on the road in Ice and Snow covered road conditions
* To maintain traction when climbing or descending mountain passes or snow covered city streets
* To enter or exit a snowed in or icy customer location.

***Before you go:***

* ***Look your chains over before you go***, do you have enough for the truck & trailer you are driving
* Make sure they are sized for your tires and hung on the rack for easy removal on the Mountain, no twists
* ***New chains don’t always fit right out of the bag***, check fit and remove or reposition extra crosslinks now!!
* Have extra chain tools on your truck they get dropped and lost easily in the snow and dark.

***Have your gear ready:***

* Have a good quality Headlamp with extra batteries in your pack. Wool or microfiber stocking cap.
* Heavy duty rubber jacket with a hood and rain pants or bibs, **Stay Dry and Warm!!**
* Extra clean dry shirt & Pants in your bag just in case you do get soaked for some reason.
* ***Neoprene divers or fisherman style gloves***. They keep your fingers warm when wet and maintain dexterity.
* Optional: an old towel or two to dry your hands on, gardeners pad for kneeling on the pavement.

***Driving on Snow and ice:***

* ***Keep it slow and under control!! There is no hurry***
* ***Brake on the straight stretches of highway*** before you enter a corner. Do not use the Jake brake!!
* Try to idle through the corner feathering the throttle to prevent either negative or positive compression on the drivers. Slowly and evenly apply power as you come out of the corner. This helps prevent either spins or skids.
* **When climbing**  Engage the axel interlock before you need it, use the manual shifter on Automatics and run RPM’s high 1600 to 1800 if the drivers start to spin feather the throttle back a little until they get traction again then slowly apply power to keep the RPM’s up.
* **Look for the traction on the road ahead**, Where is the sand? Maybe over by the fog line. Sometimes driving on the packed snow at the edge of the road is better than driving on the ice covered tracks in the middle of the road. Aiming High in Steering is critical here.
* **When descending a hill**  Now is the time to keep the RPM’s low 1100 to 1200 and travel slowly. If you start to skid or your trailer slides sideways feather in a little more power to regain traction then ease off on the power again to slow back to a safe RPM and speed.
* **Picking up the drop axel will help regain traction** Don’t forget to put it back down when you’re back on solid footing again.