



Driving Tips for Winter Weather Conditions

This really goes along with trail riding. But for the snow, it's a little different because you're going to be driving on a road.

The general rule is knowing the road conditions. Know how much snow or ice, and what degree the roads are at. Know ahead of time, if you can, what the road conditions are going to be. Try to do so before you go out to drive. The conditions are going to determine what speed you should be going. If you're going to need four-wheel drive. And then if it's going to warrant to be more careful. If the roads are a little more treacherous, be prepared, and you know about the conditions before you go out there.

Four Wheel Drive High

Four-wheel high is really for your higher speeds. That's why it's high. It's for the higher speeds. I heard a lot of people say the max speed is 65. The recommended max speed in four-wheel high is 60, but I'll be honest that I don't want to go over 45, when I am in four-wheel drive, just because I am overly cautious. I feel like, whether I'm on a trail, in the mud or out on snow, if I

need to have four-wheel drive on, there really should be no reason that I'm driving more than 45 miles an hour. If the road really warrants, or the trail, that I'm in four-wheel high, I feel like that is a very generous speed.

Four Wheel Drive Low

Four-wheel low, so low is for the slower speeds and harder terrain or road conditions. This is going to be when you're going a lower mile per hour. So personally, I wouldn't go over 10 or 12 miles per hour in low. I know Jeep says you can go faster, but you want to be really careful with that low gear. I would say, again, error on the side of caution. If you're going to be in four-wheel low, you should be going 10 miles per hour or lower. This is your slow gear. You want Four Wheel Low when you're on bad road conditions, where you're going to be driving slower.

Hills

If you're cruising down the road in some snow and you come to a hill that has snow or ice on it, or it might just be it's the same amount of snow you've been on, but you have a bigger incline, you want to stop before you get to that hill. Put it in four-wheel low. I don't want to talk bad about anyone, but I know sometimes there's that idea of, well, let's just see if we can make it. Then if we need it, we're going to drop it into four low. When we're talking about driving in winter weather, we're talking about being out on public roads, where there's other drivers. That means we're having to compensate, not only for ourselves in more treacherous conditions, but also others who maybe are not as equipped to be out there either.

Before you come to a hill, go ahead, and stop. Put it in four-wheel low, and then just think 10 or 15 miles per hour up the hill, consistent speed, and keep it in four-wheel low. That way, if something were to happen, and you were to lose traction, as you were going up the hill at a higher speed, you're not having to stop in the middle of a hill to put it in four-wheel low, and then try to continue.

General Driving Tips

The biggest key when we're talking about four-wheel drive and driving in the snow, and in less-than-ideal terrain and road conditions, is being cautious and careful. Thinking ahead, so that you're setting yourself up to really have the least number of issues as possible. Our Jeeps are amazing. They're wonderful. I love them. Sometimes we feel invincible and unstoppable in them. But they are a vehicle, and it still is snow and winter weather. Especially when we start talking about ice. The more consistent your speed can be, staying in four-wheel low, at a lower

mile per hour, the safer you're going to be. Even a Jeep can lose traction. Even a Jeep can end up off of the main traveled road.

Think ahead and try to be prepared. If you come around a corner, and the road conditions are worse, prepare yourself there. Stop and make sure you are in 4 Wheel drive. You do not want to stop and restart, if possible, once you are on worse conditions roads. This is especially true when it comes to up and down hills. Try and think ahead. You can always pull over to put your Jeep in and out of four-wheel drive. Safety comes first.

I've heard some people mention, "Well, I don't want to have to pull over and be in the way or pull over and stop." But if you need to stop safely and put your Jeep in and out of four-wheel low, or if you need to get out and lock and unlock the hubs, do it. Don't be embarrassed or worry about doing it. It's winter weather, and your safety, and your ability to safely make it where you're going comes first.

Always error on the side of caution. If you think it might get bad, pull over, go ahead, and make sure you're in low, and go slower.

Now, we're going to talk about traction control. I'm bringing this up because depending on what vehicle you have. These newer Jeeps try and do all the thinking for us now. But I want to talk about traction control a little bit, especially as we're talking about winter weather. In some of the older Jeeps, it's an ESP button, which is the exact same thing as traction control.

There's a lot of different opinions on this subject. Do you drive in the snow with your traction control on or off? There are so many different opinions and different thought processes on this. The consensus is that if you are running in a higher speed and four-wheel high, you want your traction control on. If you're running a higher speed, anywhere from 30 to 60 miles per hour, in four-wheel high, and the conditions are pretty good. You want your traction control on. That means you touch nothing, and it is on already. There might be a lot of snow on the ground, but depending on where you live, depends on what kind of snow you have as well. Is it wet snow, heavy, powdery snow? Knowing your terrain and road conditions are going to be important. Different parts of the country get different types of snow.

If you are on bad condition roads, you're running slower in four-wheel low, then you want to turn your traction control off. You want your traction control on if you're stuck in the snow, end up sliding, lose traction, or you are at an absolute standstill. You want to turn your traction control on to help transfer the power away from the tire that is stuck into the other tires. That way, you're not just spinning, spinning, spinning, and digging deeper in the snow. The traction control is the little squiggly button or says ESP. When the traction control is on, which is our normal driving, you're not going to see the light. When you drop into four-wheel low, the

traction control just automatically turns off. You can override that by hitting the button, and it'll turn it back on.

Other Driving Tips

Other driving tips to help in the winter weather conditions. Using your shifter in an automatic is a basic understanding of your Jeep that I recommend you have. When we start talking about driving in winter weather, this is important to understand. If you have a manual, you don't have to worry about this because you can downshift, and you can upshift, and you have control over how much momentum your vehicle is going to be able to get. You might end up at a higher RPM and the Jeep wants to shift, but you can hold it there. In a manual it's not going to jump to the next gear, and it's not going to jump in front of you. If you're in a manual, you do have a lot more control over your RPMs, your speed, and not having to use your brakes in your vehicle.

In an automatic, you can achieve the same desired control by shifting into manual mode. This allows you to shift up and down to control the RPM and momentum. In 2 Wheel drive it does not give you all the control of the Jeep like it does in 4 Wheel Low. In an automatic by down shifting to a lower gear you can stay at a lower speed without using your brakes as much. It also controls your Jeep not shifting ahead of you and gaining more speed or momentum than you want. An example, if you drop down into first gear you might wind out the RPM, so the RPM might go a little bit higher, but your Jeep is only going to go so fast. You're only going to pick up as much speed as first gear will allow. I'm not saying drive around in first gear. What I'm saying is if you downshift, it's going to keep the Jeep at a slower speed.

This is especially important going down hills. When you are on snowy or icy road conditions you do not want to hit your brakes if possible.

I know the next question....."What about Hill Assist?"

Hill assist is great. However, if you have hill assist on and your tires begin to slip or slide it will turn off automatically. That then allows the Jeep to pick up speed and you would need to use your brakes. If you are going to use the Hill Assist button, make sure you are in a low enough gear on your shifter or in a manual. This reduces the speed the Hill Assist will allow your Jeep to go. It also gives you some safety if it were to turn itself off the Jeep cannot go faster than the gear you are in. That means it can only pick up so much speed if it turns off.

In icy or snowy conditions, you don't want to use your gas pedal, or brake pedal hard. You want to have slow acceleration very softly with your gas pedal. That goes for brakes as well. You want to break with your pedal very softly, and slowly. It is a little bit of push, let go, push, let go, with your brake.

Have Supplies With You

Just because we have a Jeep, doesn't mean that we'll never get stuck. Plan, have recovery equipment in your vehicle for winter weather. That's really important. Always have a jacket and extra jackets. A blanket in your Jeep, just in case you were to get stuck, and try to always keep gas in your Jeep. You don't run out of gas if you do get stuck. Example, if you know you're going to have to drive home from work in the snow, make sure you fill up your tank.

Take precautions to ensure your safety in a worst-case scenario in winter weather. Make sure that you have gloves, winter clothes, a pair of boots, a shovel, kitty litter and create your own list for area. Prepare for the worst-case scenario if you did end up sliding off the road.

Stay safe and enjoy your Jeep this Winter!

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