



The designer's task was to make driving this vehicle as simple and clear as possible. All the controls of the AT vehicle are organized so that a person who has "C" category of driver's license could adapt quickly and easily to this kind of control panel.

The control panel is as simple and logical as possible, all the switches are labeled and marked, and the control itself is as close as possible to the control of a standard car.

All the nuances associated with the location of devices and control systems will be included in a detailed manual, which will be supplied with each AT vehicle.

Here we would like to draw your attention to a few things you must not do.

Herewith are the actions that can disable your vehicle at the worst possible time.

## Operation manual for Burlak AT Vehicle (in brief)

- It is **PROHIBITED** to shift the transfer case into a low gear while driving at a high speed and vice versa.
- It is **PROHIBITED** to engage the front axle while the AT vehicle wheels are spinning.
- When switching on the blocking, if the AT vehicle is equipped with a forced downshifting, it is necessary to throttle back to avoid shock loading on the transmission units.
- It is prohibited to turn off the blocking immediately after the AT vehicle went through some rough terrain or obstacles.
- It is prohibited to place shoes or clothing close to the air heater nozzle in the passenger compartment, as this may cause a fire.
- When the winch is in operation, it is necessary to use the cable damper to avoid injury.
- When passing ravines, rivers or other significant obstacles, it is necessary to stop, go out and first visually evaluate the risk of turnover. If necessary, take safety measures.
- It is prohibited to fill the tanks with the fuel of dubious quality as it can lead to engine failure and expensive repair of the fuel equipment.

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That's all for the key points. The rest of the actions cannot lead to any serious consequences, provided that, of course, a person has the basic skills of driving and is of sound mind.



Each vehicle has a hourmeter. It is the main device it is necessary to rely on for carrying out maintenance work of the AT vehicle, because, in our case, run is a secondary factor and everything directly depends on conditions in which the vehicle is operated.

## Maintenance work

- Every 250 hours: oil replacement in the engine and oil, fuel and, if necessary, air filter replacement.
- Every 500 hours: injection of the crosspieces of the on-board drive shafts (final drive shafts), inspection and tightening of suspension elements.
- Every 1000 hours: replacement of oils in the gear box, transfer cases, axles and final reduction gears, inspection and injection of the crosspieces of the internal drive shafts (located inside of the hull).
- If necessary, regardless of the run, if you suddenly feel that the steering mechanism doesn't work right (steering play, humming sound or delayed steering response), it is necessary to conduct an inspection of the tie rod end and check the oil level in the expansion tank.  
If the oil level is insufficient, the hoses, seals and connections must be inspected. Then add some oil and circulate oil through a system.
- Regardless of the run, open the floors and check for the oil on the bottom of the hull. If you notice any drips, you need to find the leakage and fix it. After you fixed it, check the oil level in the transmission units, add some, if necessary.
- Regardless of the run, conduct the inspection of a vehicle wherever possible, because most of the problems can be noticed, foreseen and eliminated right away in advance in order to avoid repairs in the field.

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By following these simple rules, you can ensure trouble-free operation of the vehicle for a long period of time.