

If you should find that you have incorrectly estimated climbing capability and lack the power or traction to continue the ascent, then if space permits, turn the ATC while you still have the forward speed to do so and descend. Avoid stalling part way up a hill, as maneuvering will then become more difficult.

**WARNING:** *BEFORE ATTEMPTING ANY TURNING MANEUVER ON A HILLSIDE, THE RIDER SHOULD FIRST LEARN TURNING TECHNIQUE BY PRACTICING ON LEVEL GROUND.*

If you do lose all forward speed, and can neither continue uphill nor maneuver the ATC under its own power, it will be necessary to dismount and physically turn the ATC about in order to descend.

**WARNING:** *TO AVOID OVERTURNING, THE RIDER MUST EXERCISE A HIGH DEGREE OF CAUTION WHEN DISMOUNTING OR LUGGING THE ATC ABOUT ON A HILLSIDE.*

If it becomes necessary to roll the ATC backward, first shift the transmission into neutral. Wherever circumstances permit, however, we strongly recommend that the rider turn the ATC rather than backing downhill.

**WARNING:** *APPLYING THE BRAKES OR ENGAGING THE TRANSMISSION, WHILE ROLLING BACKWARD DOWNHILL, CAN EASILY CAUSE THE ATC TO OVERTURN BACKWARD AND TUMBLE UPON THE RIDER.*

