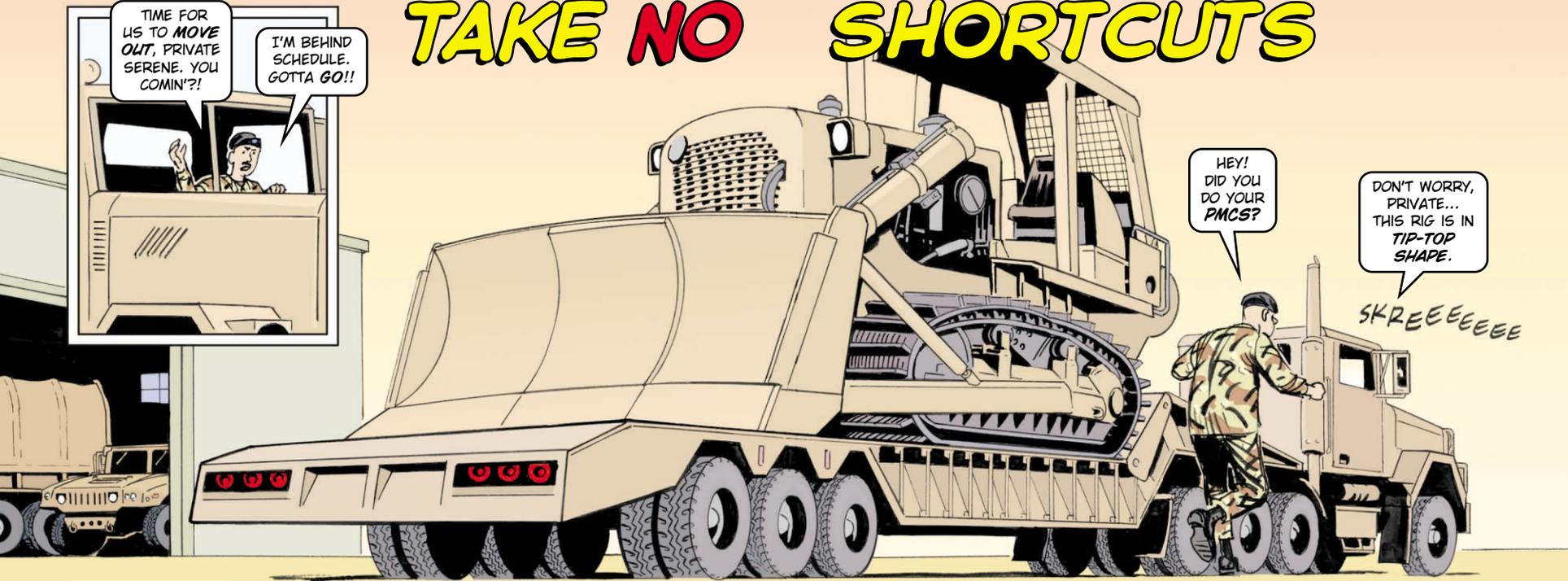


TAKE NO SHORTCUTS



TIME FOR US TO MOVE OUT, PRIVATE SERENE. YOU COMIN'?! I'M BEHIND SCHEDULE. GOTTA GO!!

I'M BEHIND SCHEDULE. GOTTA GO!!

HEY! DID YOU DO YOUR PMCS?

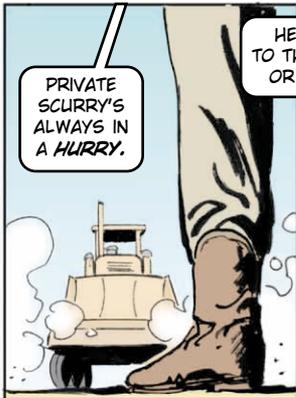
DON'T WORRY, PRIVATE... THIS RIG IS IN TIP-TOP SHAPE.

SKREEEEEEEE



HMM... WHAT WAS THAT NOISE? AND THAT FUNNY SMELL?

JUST BUCKLE UP! I DON'T HAVE TIME TO WORRY!



PRIVATE SCURRY'S ALWAYS IN A HURRY.



HE DIDN'T PAY ATTENTION TO THAT SCREECHING NOISE... OR THAT BURNING SMELL.



"A VEHICLE DEADLINE IS A DEADLINE!"



HE'S GOING TO LEARN A HARD LESSON ABOUT PREVENTIVE MAINTENANCE...



...SOONER OR LATER!

SOMETIME LATER,
A FEW MILES OUT...

LOOKS LIKE
A SHORTCUT.
WE'LL TAKE
IT.

WE'LL GET
THIS DOZER TO
THE ENGINEERS
ON TIME... NO
PROBLEM.

LOOKS LIKE THAT
RIG'S STARTING TO
STEAM, BONNIE.

YOU'RE
RIGHT,
CONNIE.

HISSSSSSS

HMM... WHAT'S
WRONG HERE?
WHAT IS THAT
SMELL?

NEGATIVE,
PRIVATE
SCURRY.

IT'S REALLY
STEAMIN'!
I BETTER PULL
THE HOOD
BACK AND TAKE
A LOOK-SEE.

LOOKS
LIKE WE'RE
STUCK HERE
'TIL THEY
MISS US!

BONNIE!
CONNIE!
WHERE'D
YOU TWO
COME FROM?

WE SAW
STEAM ON THE
HORIZON!

UH, OH...
WE'RE
STEAMIN'
UP!

OF ALL PLACES TO
BREAK DOWN! IN THE
MIDDLE OF **NOWHERE!**

LOOKS LIKE
WE STOPPED
HERE JUST
IN TIME TO
IDENTIFY YOUR
PROBLEM!

PART OF THIS RIG'S
PMCS INCLUDES
LUBRICATING THIS
GREASE FITTING FOR
THE FAN ACTUATOR—
RIGHT HERE.

THE ACTUATOR HELPS
THE CLUTCH ENGAGE
AND DISENGAGE SO
THE FAN BLADES CAN
TURN... TO COOL
THE ENGINE.

NO **LUBE** AND
THE ACTUATOR
BURNS OUT.
NO **FAN** AND
THE ENGINE
OVERHEATS.

I TOLD
HIM TO DO
PMCS!

METAL-TO-METAL CONTACT NOT ONLY CAUSES SCREECHING... BUT, ALSO QUICK WEAR.

IT SEEMS LIKE I'M *ALWAYS* IN TOO BIG A HURRY TO GET ANYTHING *RIGHT*.



THERE WAS A YOUNG PRIVATE NAMED SCURRY, WHOSE BAD PM HABITS CAUSED WORRY! HE FOUND (TO HIS WOE), IF HE'D READ THE L.O., HIS DISTRESS WOULD'VE EASED IN A HURRY!

1. WIPE OFF FITTINGS BEFORE YOU LUBE.
2. REPLACE FITTINGS THAT WON'T TAKE GREASE... THEY'RE PLUGGED.
3. WIPE OFF GREASE WHEN YOU FINISH.
4. GIVE UNIVERSAL JOINT FITTINGS A SINGLE SHOT OF GREASE FROM A HAND GUN. *TOO MUCH GREASE CAN BLOW SEALS.*
5. REPLACE BROKEN FITTINGS.
6. USE A BEARING PACKER ON WHEEL BEARINGS. DO NOT PACK THE HUBS FULL OF GREASE.
7. EYEBALL THE GEAR CASE BREATHER VENTS, MAKE SURE THEY'RE NOT CLOGGED.
8. NEVER MIX LUBES. THE MIX WILL NOT WORK AS WELL AS EITHER ONE ALONE.
9. DON'T OVER-LUBE OR UNDER-LUBE. PAY CLOSE ATTENTION TO THE *NOTES* IN THE LUBE ORDER (*L.O.*). THEY WILL OFTEN GIVE YOU THE SCOOP ON HOW TO LUBE CORRECTLY.

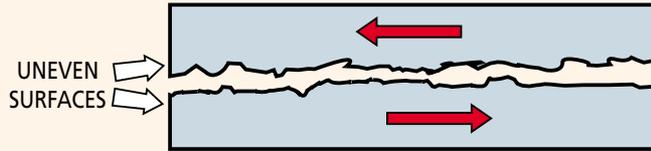
I TOLD HIM TO DO PMCS!

WE HAVE THE WORLD'S BEST EQUIPMENT... TAKE CARE OF IT!



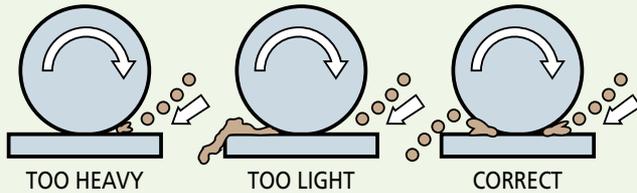
MOST METAL SURFACES THAT REQUIRE LUBE MAY LOOK SMOOTH, BUT... THEY **AREN'T** .

Close inspection will show that even the smoothest surfaces are rough.



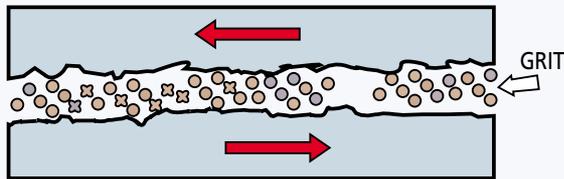
When these surfaces rub together, you get friction, heat and wear.

Lubrication gets between the surfaces and holds them apart. The lube has to be just right to do that.



If it is too thin, it won't keep the surfaces apart.
If it's too thick, it can't get between them.

It has to be clean, too. Grit in the lube wears away parts.



WHEN IT COMES DOWN TO IT, PRIVATE SCURRY, **ANY** VEHICLE WILL GRIND TO A **HALT**... WITHOUT LUBE.



LUBE IS **ESSENTIAL** TO GOOD PM, PRIVATE.

YEAH... I FOUND **THAT** OUT.

THE **HARD** WAY.



JUST REMEMBER THAT **LO** SHOWS YOU **WHERE** EVERY FITTING IS... HOW **OFTEN** TO LUBE 'EM... AND **WHICH** LUBE TO USE.



THANKS FOR THE GOOD INFO. LUBING IS A **LOT** MORE **IMPORTANT** THAN I THOUGHT.



LET'S HEAD ON BACK TO THE MOTOR POOL, OKAY PRIVATES?

THANKS FOR THE LIFT.



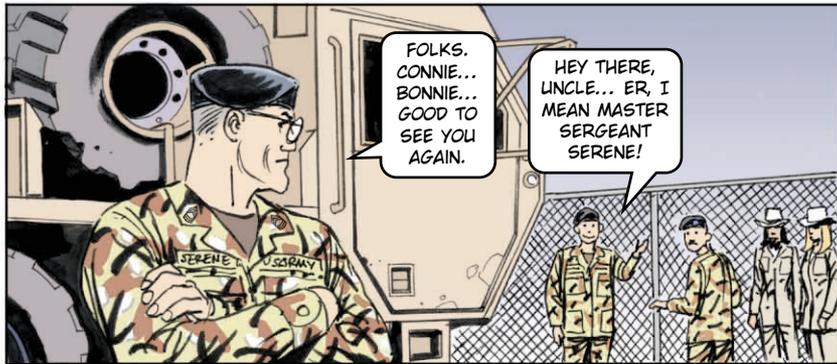
I WASN'T LOOKIN' FORWARD TO SPENDIN' THE NIGHT OUT HERE.

ME, EITHER!



WELL... HERE WE ARE BACK AT THE MOTOR POOL, PRIVATES.





FOLKS. CONNIE... BONNIE... GOOD TO SEE YOU AGAIN.

HEY THERE, UNCLE... ER, I MEAN MASTER SERGEANT SERENE!



WHERE HAVE YOU TWO BEEN? THE 577TH ENGINEER COMPANY IS WAITING FOR THEIR DOZER.

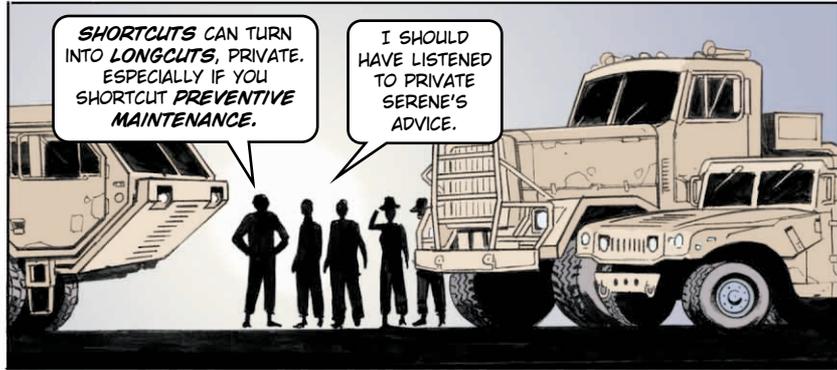
ER... UH... AHHA... -SULP<



I... HAD A **PROBLEM**, SERGEANT. I TOOK A SHORTCUT AND GOT STUCK OUT IN THE **BOONDOCKS**.



LUCKY FOR US THAT CONNIE AND BONNIE CAME ALONG... OR WE'D **STILL** BE SITTING OUT THERE.



SHORTCUTS CAN TURN INTO **LONGCUTS**, PRIVATE. ESPECIALLY IF YOU SHORTCUT **PREVENTIVE MAINTENANCE**.

I SHOULD HAVE LISTENED TO PRIVATE SERENE'S ADVICE.



COME TO THINK OF IT, HOW'D YOU **TWO** KNOW I WAS **STUCK** OUT IN THE MIDDLE OF NOWHERE?

IT WASN'T LUCK... OR BY ACCIDENT.

WE **KNEW** YOU'D BE TAKING THAT SIDE-ROAD.

LET'S JUST SAY WE'D HEARD A THING OR TWO ABOUT **SHORTCUTS**... NAMELY **YOURS**.

I HAVE A STRANGE FEELING THAT I'M GONNA HEAR ABOUT MY **SHORTCUTS** FOR A LONG, LONG TIME!

