



**T**ry to remember that when you're getting ready for the next hot turn-around. Yes, there's plenty of danger outside the wire, but what about the risk you're taking if you don't do PM?

That HMMWV or Bradley you're driving or commanding or riding in is only as good as its maintenance—and someone has to do that PM. If it's your neck on the line on patrol or in a convoy, it ought to be you.

DID YOU CHECK OIL LEVELS IN THE ENGINE AND TRANSMISSION BEFORE YOU TORE OUT THE GATE?

YOU BET!

DO YOU WANT TO GET MILES FROM NOWHERE AND HAVE YOUR VEHICLE BECOME A SITTING TARGET BECAUSE THERE WAS **NO OIL** IN IT?

HECK NO!

WHAT **OTHER** LITTLE THINGS DO YOU LET SLIDE BECAUSE IT'S LATE OR YOU'RE IN A HURRY?

NOT A ONE!

ARE YOU GOING TO BET **YOUR LIFE** ON THE CHANCE THAT SOMEONE ELSE HAS MADE THOSE LAST-MINUTE CHECKS?

NO WAY!



It's tough enough out there without making more problems for yourself. Since you gear up with the most protection you can get before you go on duty, doesn't it compute that your vehicle needs the most protection you can give it?

Your vehicle does its job protecting you from external threats, but the only protection your vehicle has from internal threats is **YOU!**