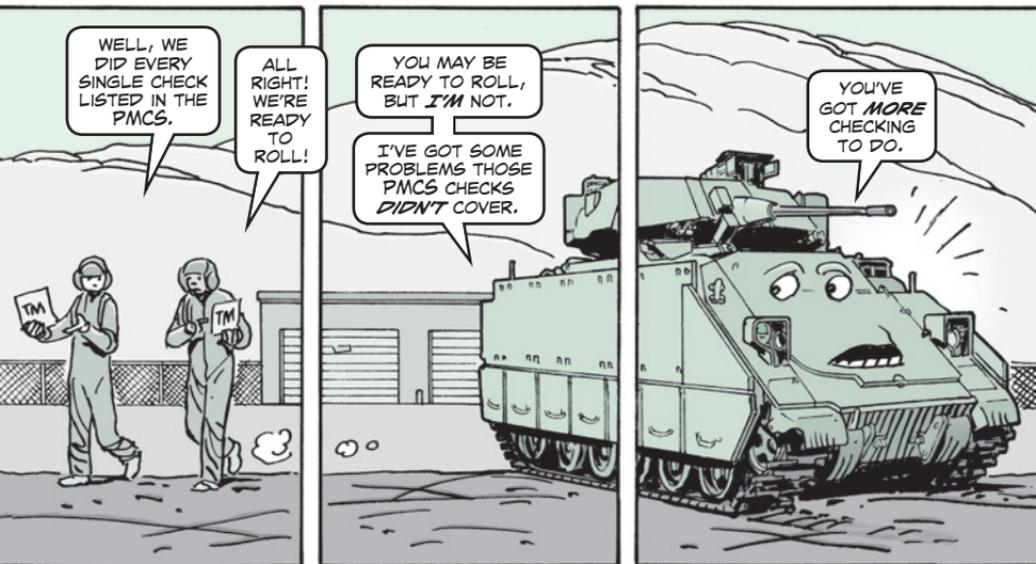


# PMCS Checks Aren't All the Checks



**C**arefully doing all the checks in your vehicle's PMCS doesn't completely check it out. Your vehicle can breeze through those checks and still not be fit for duty.

The specific tasks listed in the PMCS are certainly the most critical checks and services. And they should be done religiously. No way should you leave the motor pool before doing every single one of those PMCS tasks.

But your checking should not stop there. There are problems you need to look for that usually aren't listed in those PMCS tasks—stuff like corrosion, loose cables, broken welds, or leaking hydraulic lines. Imagine how disastrous a hydraulic failure would be out in the boondocks.

These other checks are called for in your TM, but they're listed in the intro to the PMCS—the part nobody reads. Besides doing the PMCS specifically listed, also look for:

- loose or missing bolts, nuts, screws
- cracked or rusted welds
- frayed wiring
- loose or broken electrical connectors
- leaking or worn hoses and fluid lines
- signs of corrosion

If you find any of these problems, fix them or report them to someone who can—just you like you do with problems that pop up during the specific PMCS checks.

Then you will be sure your vehicle is fit for duty because you are sure you've done ALL the needed checks.