

PAY ATTENTION NOW... OR PAY LATER!



Here's a problem that's bad and getting worse: neglect of PM checks and services that's causing escalating repair bills.

Much of the equipment deploying back from Southwest Asia is being processed directly to RESET programs. What's happening is that too many units are "writing off" that equipment as far as scheduled PM goes. The end result can include huge, unnecessary costs.

For example, gooseneck cylinder pins on an M1000 heavy equipment transporter (HET) headed for RESET rust up from lack of lube.

The contractor hired to remove the transporter's frozen-in-place hinge pins needed a special tool just to do the job. Cost? 600,000 big ones for the tool alone!

Maybe that's a rare situation, but the lesson learned here is to keep equipment up-to-snuff even if it's going back to a RESET program.

Or someone's going to pay—and that's all of us!