

PMCS is a By-the-Book Job

PREVENTIVE MAINTENANCE CHECKS AND SERVICES (PMCS) ARE VITAL FOR KEEPING YOUR VEHICLE READY TO COMPLETE THE MISSION.

BUT IF YOU DON'T QUITE UNDERSTAND HOW THE PMCS TABLES IN YOUR -10, -20 AND -23 TMS WORK, YOU'RE ALREADY WELL BEHIND THE CURVE.

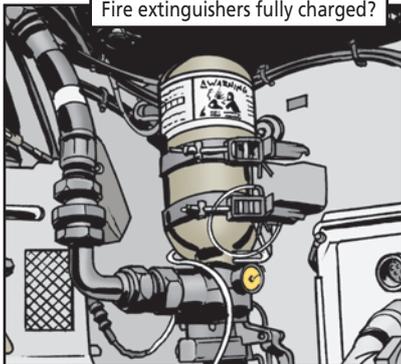
SO LET'S PLAY SOME CATCHUP WITH A LESSON IN PMCS 101.

Before Operation

These checks and services make sure your vehicle is fully mission capable before you use it. Any faults found that make equipment non-mission capable must be fixed before the equipment is dispatched or used.

Checking oil levels, eyeballing fire extinguisher gauges for proper pressure and inspecting indicator lights on the driver's panel are just a few examples of before-operation PMCS.

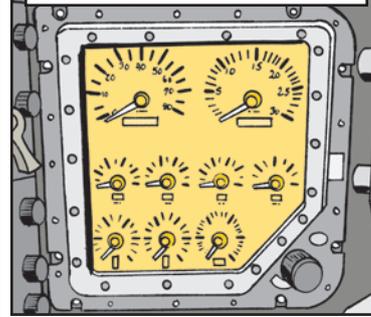
While you're at it, pay special attention to the WARNINGS, CAUTIONS and NOTES that go along with these checks. A WARNING means someone could be hurt or killed. A CAUTION means equipment could be damaged. A NOTE is just a heads up about something important.



During Operation

These are vehicle checks and services that you make during the mission. Things like checking your personnel heater for exhaust leaks during stops or keeping an eye on generator and engine temperature gauges as you drive are excellent examples of during-operation PMCS.

Check gauges often during operation



After Operation

These PMCS checks are designed to find faults or damage that may have occurred while in the field. Checking hatches for ease of operation, and removing, inspecting and cleaning air filters are examples of after-operation PMCS.

Clean air filters after operation

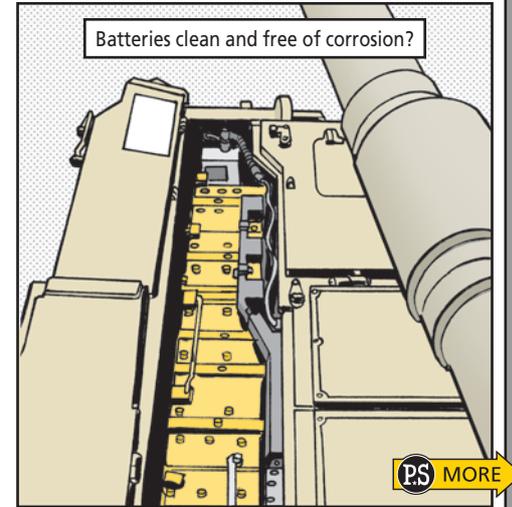


Weekly PMCS

Whether your equipment has been used or not, weekly PMCS is an important part of keeping it ready to go. Weekly PMCS should be done once a week and if you're using the equipment for the very first time. If your vehicle hasn't been operated in the last week, you should do both a before-operation PMCS and a weekly PMCS at the same time.

Examples of weekly PMCS include checking hydraulic lines, cleaning and inspecting vehicle batteries, and opening drain plugs to release trapped water in the hull.

Batteries clean and free of corrosion?

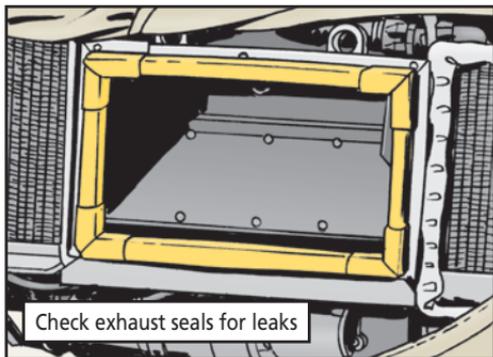


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Monthly PMCS

These checks and services should be done every month even if your vehicle has not seen action. If your vehicle hasn't been operated during that month, you should also do after-operations PMCS at the same time.

Checking engine exhaust seals, armament boresighting, and inspecting ammo compartments for moisture are good examples of monthly PMCS.



Unusual Conditions

When facing unusual conditions—like cold, sand, or heat—pay close attention to the Operation Under Unusual Conditions section of your TM. There you'll find preventive maintenance info that you might not otherwise see in the PMCS tables.

Don't Stop Now!

Now that you've gone through every item in your vehicle's PMCS tables, you may think you're finished. But you're not there yet.

At the very beginning of the PMCS section, you'll find a general inspection category. This section is a catch-all for a lot of items that don't have a specific check called out.

Here you're directed to look for such things as:

- Loose nuts, bolts, screws and clamps.
- Broken welds.



- Cracked or broken insulation, bare wires, and loose or broken connectors.
- Cracked, broken or hardened hold-down straps.
- Worn or leaking hoses and fluid lines.

You should try to fix any PMCS fault on-the-spot. If you can't, record the fault on your vehicle's DA Form 5988-E or DA Form 2404 so it can be taken care of at the appropriate level.

Remember, the goal is to have your vehicle operational and in the battle. The best way to do that is to fix the small problems before they grow into big problems that involve downtime. Following all of your vehicle's PMCS instructions is the best move you can make.