

Operator TMs . . . *Keep a Hard Copy*

THESE PMCS CHARTS DON'T COVER 'OPERATIONS UNDER UNUSUAL CONDITIONS'.

MAN, I REALLY NEED THE **WHOLE** OPERATOR'S MANUAL!



Here are two good questions:

- How much of the -10 operator's manual is needed to operate a piece of equipment?
- Will PMCS charts alone suffice, or should the vehicle's -10 TM hard (paper) copy manual be on hand at all times?

Some field maintenance pub clerks have already answered these questions by not bothering to order hard copies of the -10 operator's manuals anymore. Some have decided to put CD-ROMs on their pubs distribution accounts, citing the "paperless Army" as the reason not to order the hard copies.

Now, here's the problem: An operator is not going to run back-and-forth to the motor pool or pubs office to look at the vehicle's -10 TM on a computer just to perform checks and services. No way, no how.

Also, what happens when an operator is in the field doing his checks and services under unusual conditions, like a wet climate or below-zero temperatures? PMCS charts on a computer won't do him much good in the middle of nowhere... if you catch our drift.

An operator's manual is more than just PMCS charts. It contains lubricating, cleaning, inspection and operating instructions. PMCS charts alone won't give you the lowdown on equipment characteristics and data, descriptions and use of vehicle controls.

The operator's manual contains information needed to keep equipment mission-ready. So play it safe, be smart and make sure there's a hard copy of the manual in the vehicle at **all** times.