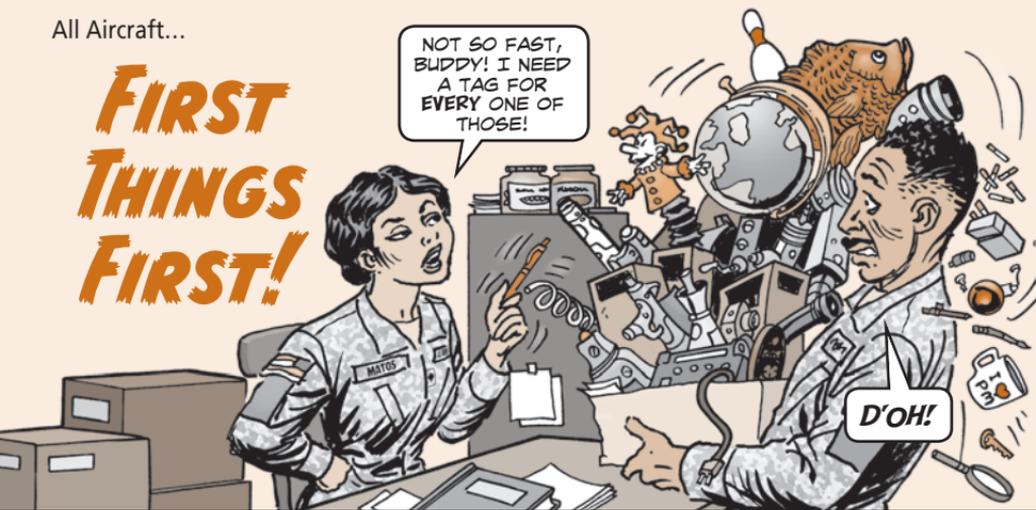


FIRST THINGS FIRST!



Mechanics and inspectors, before you tag and turn in aircraft avionics, hydraulic components, or parts to support, you must do first things first.

If a component or part has a problem, the first step is to ensure you troubleshoot the equipment using the TM before you remove it from the aircraft. When a problem component is identified in the troubleshooting process, ensure that you thoroughly inspect, clean, drain, test, preserve and tag it correctly following the TM and SOP before you send it to support.

Some mechanics don't fully check out problem components and just send things they can repair at their level on to support for repair. That means some components end up in the support shop with the wrong condition code tags. Check DA PAM 738-751 and TM 1-1500-328-23 for proper condition tag usage.

For example, some components are green-tagged for repair, but they're actually unserviceable (condemned) and should be red-tagged by the unit. Check the Source Maintenance, and Recoverability (SMR) code first to make sure. If you don't do a thorough job, support will end up doing unnecessary work. When this happens, it delays turn-around time for other components that actually need repair.

Need to know how to complete tag? See DA PAM 738-751

So pay attention! Don't send a component to support until you have done all that you can do at your maintenance level based on the TM, the maintenance allocation chart (MAC) and the SMR code.