

Go Beyond The Book For Good PM



BUT I DID ALL YOUR PMCS CHECKS.

YOU GOTTA DO MORE TO MAKE SURE I'M RUNNING RIGHT!

JUST BECAUSE YOU'VE GONE LINE BY LINE THROUGH THE PMCS TABLES OF YOUR VEHICLE'S -10 TM, DOESN'T MEAN THE JOB'S DONE.



BECAUSE A LOT OF ITEMS DON'T HAVE SPECIFIC PROCEDURES CALLED OUT, DOING GOOD PM MEANS MORE THAN JUST GOING BY PMCS CHARTS. YOU NEED TO...



...SEE...



...HEAR...



...SMELL...

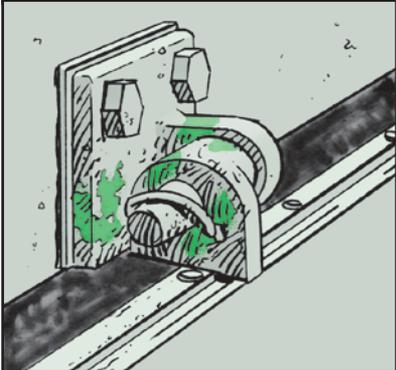


...AND TOUCH...

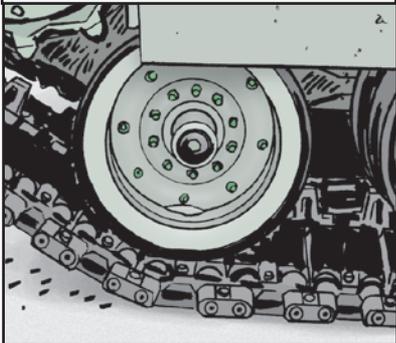


...TO UNCOVER POTENTIAL PROBLEMS THAT MIGHT MAKE YOUR VEHICLE NMC.

Catches, locks and hinges should operate smoothly. Look for metal fatigue, wear and other damage. Listen for squeals that indicate rust.

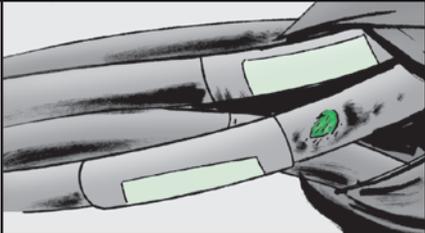


Check bolts, clamps, nuts and screws regularly for looseness. You can spot loose fasteners by looking for chipped paint, bare metal or rust around the heads.

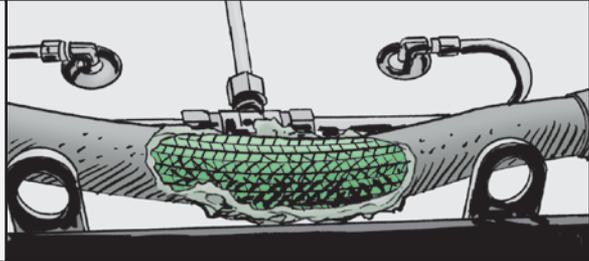


Weld points require careful inspection. A failing weld may show movement, gaps, corrosion and flaked or missing paint.

Inspect electrical connections and cables. Look for broken connectors and worn or cut cables.



Check the hose, clamps and hose fittings. Look for abrasions, seepage or leaks. Feel for leaks in areas you can't see. Take a sniff, too. Some fluids have a distinct odor.



LET YOUR MECHANIC KNOW RIGHT AWAY IF YOU FIND ANY OF THESE PROBLEMS.

GOING BEYOND THE PMCS TABLES WILL ENSURE YOUR VEHICLE IS READY TO SAFELY COMPLETE ANY MISSION.

