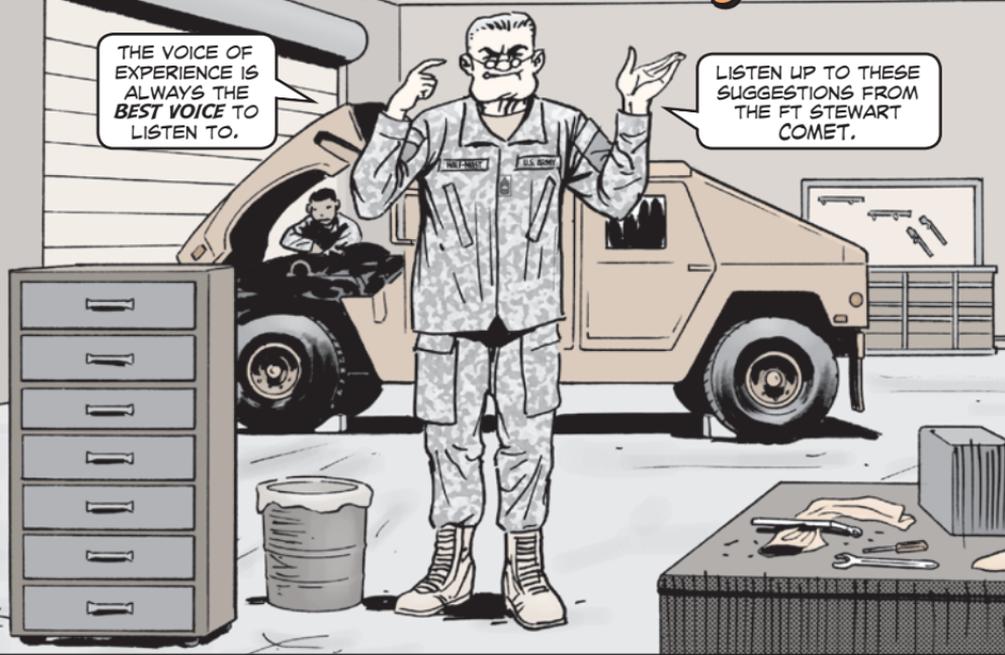


# COMET Advice for Avoiding Trouble

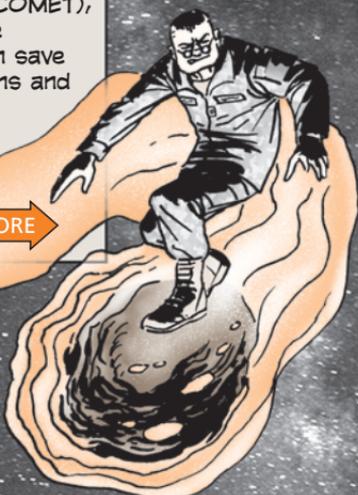
THE VOICE OF EXPERIENCE IS ALWAYS THE BEST VOICE TO LISTEN TO.

LISTEN UP TO THESE SUGGESTIONS FROM THE FT STEWART COMET.



Dear Editor,  
While assisting units at Ft Stewart as part of the command maintenance training team (COMET), we've repeatedly run into the following problems. Units can save themselves flunked inspections and equipment downtime by avoiding these mistakes.

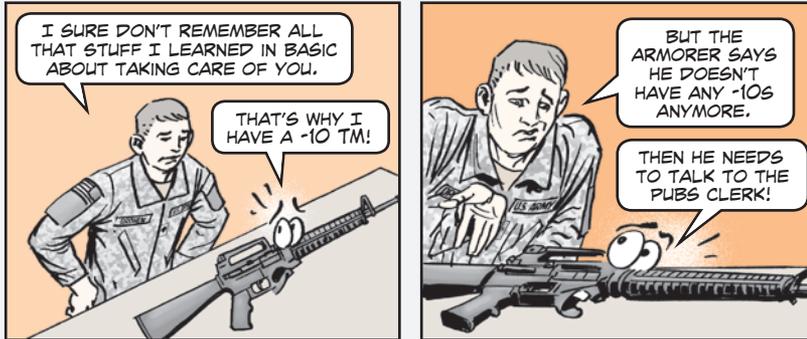
WAH-HOO!



PS MORE →

### Shortage of -10 TMs

We see too many units that have either too few operator TMs or none at all. Over time, the -10s disappear and no one bothers to order more. Plus, the units' pubs accounts aren't current, so they don't receive the latest updates to the -10s. As a result, operators are trying to maintain equipment with either no TMs or outdated ones. Equipment suffers. Your unit will also flunk its next inspection because you're missing TMs.

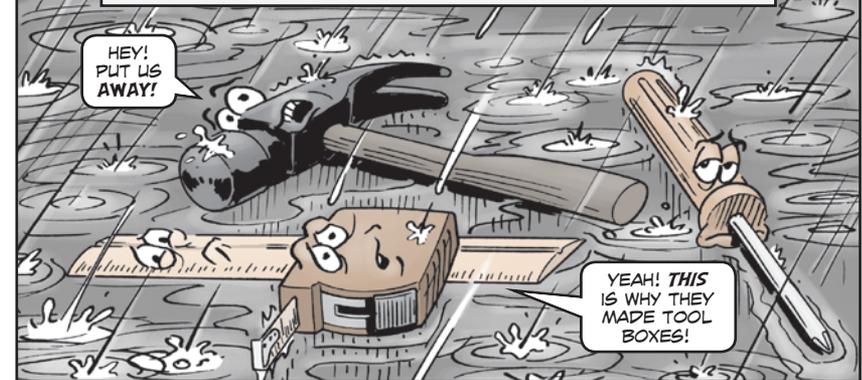


Your unit pubs clerk can order the TMs you need. However, due to budget constraints fewer TMs are being printed—another reason to take care of the TMs you have.

### Not Protecting Tools

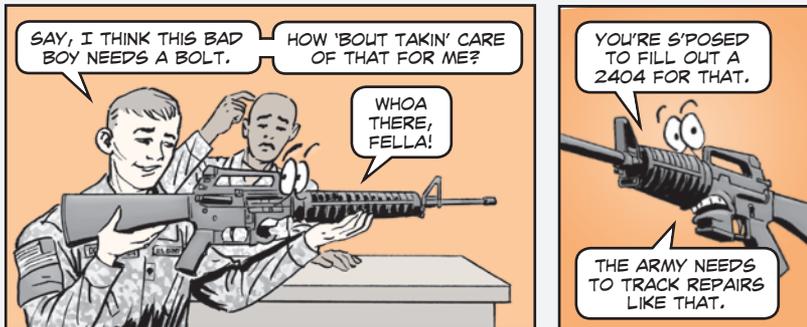
If your tools are in bad shape, your equipment soon will be, too. Keep tools out of the elements. Regularly inspect them for corrosion, broken tips and rough edges. TM 9-243, *Use and Care of Hand Tools and Measuring Tools*, has lots of good advice on tool care. It's on the ETM website:

<https://www.logsa.army.mil/etms>



### Not Documenting Maintenance

Particularly in the area of small arms, units aren't documenting maintenance. Soldiers don't fill out DA Forms 2404 or 5988E when they do PMCS. They just tell the armorer what's wrong and the information is never entered into SAMS. Without that repair info, the Army can't track what parts will be needed. And when armorers don't document the quarterly services in SAMS, it leads to flunked inspections. All services and repairs **must** be entered into SAMS.



Many new Soldiers don't know how to fill out a 2404. That's a good subject for Sergeant's Time.

### Taking Jack Stands for Granted

Considering how catastrophic it could be if a jack stand collapsed, it's critical you do jack stand PMCS. TB 43-0156, *Safety Inspection and Operation of Vehicle Support Stand*, gives a good rundown on how to check out a jack stand. It's on the ETM website. Jack stands also need to be entered into SAMS.

Remember, a certificate of conformance is required for a commercial jack stand. And it must be tested at 150 percent of its capacity. A commercial jack stand rated for 1,000 pounds, for example, must be tested at 1,500 pounds. See your local COMET or TACOM LAR if you need help.



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*Editor's note: Experience is the best teacher. Thanks for all the good advice.*

