

In addition to performing the PMCS, here are some examples of weekly focus areas for tactical vehicles:

- Lights
- Fluid level checks
- BII
- Fire extinguishers (include demonstration on inspection/usage)
- Wipers
- AOAP samples (include sampling demonstration)
- Tires
- Gages and indicators
- Batteries
- Air filters (include cleaning demonstration)
- Lubrication instructions

Other equipment such as weapons, NVGs, radios, generators and CBRN items can also be included in weekly command maintenance focus areas.

CW4 Danny Taylor
Combined Arms Support Command (CASCOM)
Ft Lee, VA



Dear Editor,

My first CONUS duty station in 1992 was with the Service Battery, 3rd Battalion, 41st Field Artillery, 24th Infantry Division (MECH) at Ft Stewart, GA. The second battalion commander (BC) I served under had a process that I've often used in my career, even now as the 41st Infantry Brigade Combat Team (IBCT) BDE Maintenance Technician.

We performed motor stables every Monday morning. The entire battalion marched to the motor pool, where the drive-through gate was closed behind the last arriving battery. The BC addressed the battalion in formation and announced three areas of emphasis for that week's PMCS.

PS MORE

The areas could be battery cables, CV boots, master cylinders, etc. During the week prior, the BC conferred with the battalion motor sergeant and battalion maintenance technician (BMT) to decide which three areas needed to be addressed. The motor stables period was not finished until:

1. Each battery commander physically put their hands on each of the three areas on every one of their vehicles, as applicable.
2. Every DA Form 5988-E (or 2404) was reviewed and turned into the battery motor sergeant (BMS).



What's up with the shoe tags? Keep reading!

Additionally, the BMS and BMT placed a number of shoe tags in hard-to-see areas on vehicles across the battalion. The shoe tags read, "When found return to the BMS." These tags could be turned in by the Soldiers for early release that day or on Friday of that week as incentives for performing a proper PMCS.

The tags were hidden from direct view and might be attached to drive lines, brake lines, inside engine compartments, etc. Only when Soldiers put their hands on the item was the tag visible. Often the only way to see it at all was if they were on their backs under their vehicles.

The BC and battalion command sergeant major also did spot-checks with battery commanders, watched Soldiers perform PMCS, and demonstrated their personal knowledge and proficiency where necessary.

This whole process was done in a positive atmosphere that fostered teamwork, emphasized training to standards rather than time, and developed PMCS skills. There was also emphasis on maintenance from the highest levels of the command.

Even the Family Readiness Group benefited by setting up a refreshment stand outside the walk-through gate. No one was released from this maintenance period until the whole battery completed PMCS.

CW4 Ron Higginbotham, OD
BDE Maintenance Technician, 41 IBCT
Field Maintenance Manager, ORARNG

PS 748

Editor's note: *Thanks for sharing these unique pointers for tackling PMCS, Chief. We can imagine the Easter egg hunt kind of excitement those time-off tags must have generated.*

56

PS END