

# Leaks are a Warning, Are You Looking?



You carefully did your Before Operations PMCS. The drip pans were clean and dry and you didn't notice any staining or seepage. Your vehicle was good to go, and you went.

Now your vehicle has a Class III leak. It doesn't much matter whether it's a radiator hose on a HMMWV, a hydraulic leak on a SEE, or an oil leak from the front transmission seal of a HEMTT.

You have a decision to make. Can you continue the mission, can you make it back to the motor pool or must you stop where you are?

Start by determining the extent of the leak. Any time a drip forms enough to drop off your vehicle you have a Class III leak, a condition that makes most vehicles Non Mission Capable. Of course, if your vehicle's leak is more like a stream of fluid, component failure could be just moments away.

So what do you do? If the TM states that a Class III leak makes the vehicle NMC if found during Before Operations PMCS, the vehicle is probably NMC as soon as you find it during operations.



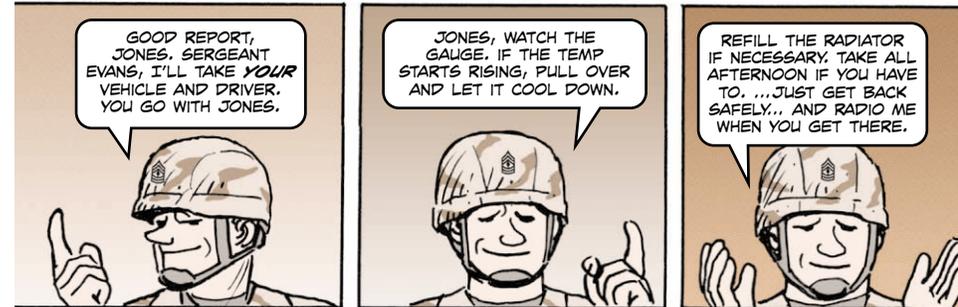
First, what is your environment? Your decision may be different in a combat area than if you are at home station on a training range.

Second, what is the risk of continued operation to the crew and passengers? A fuel or oil leak in the engine compartment of many vehicles could lead to fire or explosion.

Third, what is the risk of losing the vehicle to catastrophic failure if you continue operation?

Fourth, what is the risk to the environment?

Fifth, if people are injured, equipment is damaged, or the environment is harmed due to your decision to continue operations, could criminal or civil charges be made against you? Could an investigation find you at fault and hold you financially responsible?



DRIVERS CAN PERFORM GREAT PM BEFORE OPERATIONS, BUT EQUIPMENT *DOESN'T* OFTEN BREAK DOWN IN THE MOTOR POOL.

USUALLY IT HAPPENS IN *INCONVENIENT* PLACES AT *INCONVENIENT* TIMES.

THAT'S WHY DURING OPERATIONS PM IS *CRITICAL*.

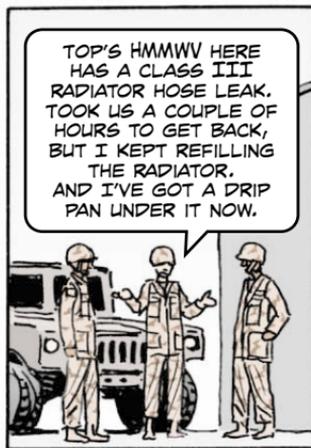
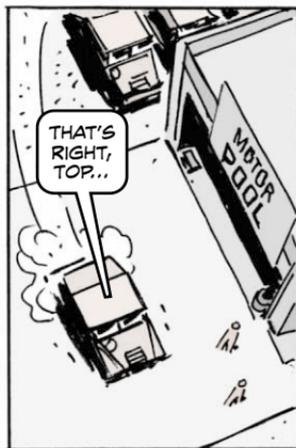
RISK ASSESSMENT IS ABOUT *PROTECTING* SOLDIERS AND EQUIPMENT.



SOLDIERS MAY MAKE ASSESSMENTS BUT LEADERS MUST MAKE *CRITICAL* SAFETY DECISIONS.

SOLDIERS WHO ARE WELL TRAINED TAKE *BETTER* CARE OF THEIR EQUIPMENT AND ARE *BETTER ABLE* TO ASSESS AND AVOID HAZARDS.





HERE ARE SOME SUGGESTIONS ON HOW YOU SHOULD REACT TO CLASS III LEAKS FOUND DURING OPERATIONS.



1. How bad is the Class III leak? Contain leaks with drip pans or field expedient methods.
2. What is the actual fluid level?
3. Notify the on-site senior member of your unit and explain the nature of the leak. If not in combat operations, place the vehicle in NMC status and cease operations.
4. If the leak is due to loose fittings, carefully tighten the fittings. If leaks are due to small pin-sized holes, temporarily patch them if you can do so without creating a fire/burn hazard. Larger holes and blown seals may make operation impossible.
5. If the drip is slow and fluid levels still measure high, return to the motor pool at slow speeds with frequent stops to check the leak and fluid levels. If you can see an obvious drop in fluid levels, cease operations, shut your vehicle down, and wait for a tow.

Record the fault on the vehicle's DA Form 5988-E PMCS sheet.

IT'S BEST TO REPORT CLASS III LEAKS **DIRECTLY** TO THE MOTOR SERGEANT SO HE KNOWS ABOUT IT AS SOON AS POSSIBLE.

THE 5988-E ALSO NEEDS TO BE TURNED IN TO THE ULLS CLERK SO THE STATUS CAN BE ENTERED IN THE SYSTEM.

