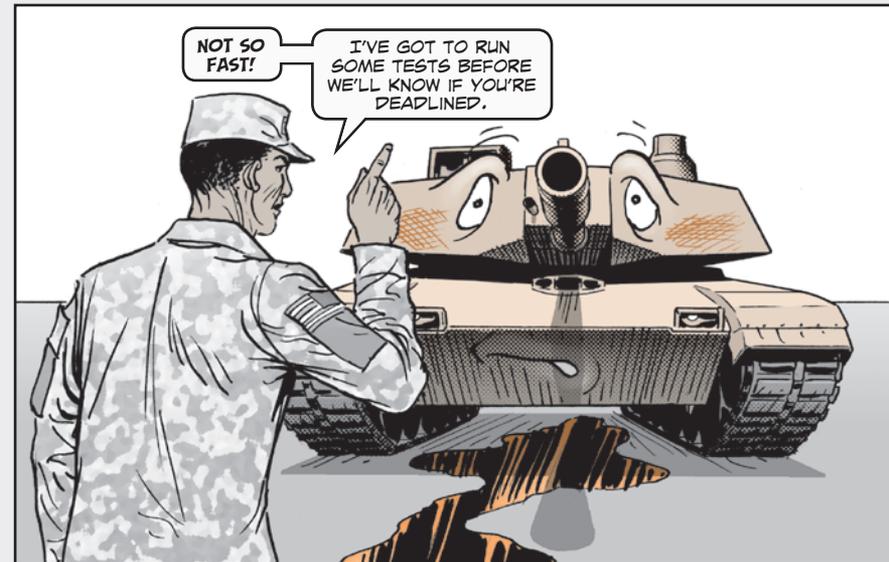


NOT ALL OIL DRIPS ARE EQUAL



CLASS III OIL DRIPS USUALLY MEAN BAD NEWS.

BUT KEEP IN MIND THAT THEY DON'T ALWAYS MAKE YOUR VEHICLE NMC.



IF YOU HAVE AN OIL LEAK, HAVE YOUR MECHANIC PERFORM THE CHECKS BELOW TO SEE IF DEAD-LINING YOUR VEHICLE CAN BE AVOIDED.

Recuperator

You may see oil dripping from the drainage and weep holes on the engine's recuperator during engine start-up and shutdown, whether the engine is installed or out for ground hop operations. However, that doesn't necessarily mean your vehicle has a Class III leak that deadlines it.

Follow these steps to see whether or not you have a serious problem:

1. Make sure the oil and coolant hoses are hooked up to the engine when performing this test during ground hop.
2. Start the engine and run it at normal idle for three minutes.
3. Check the recuperator drainage and weep holes for oil leaks after the three minutes are up. If no leaks are seen, shut the engine off. Your tank is fully mission capable.
4. If you see leaks, run the engine for another 10 minutes at high idle or drive the vehicle at 30 mph for 5 minutes. Check for leakage again.
5. Any oil leakage after 15 minutes means the vehicle is NMC.

Reduction Gear Box

A continual drip from the #10 seal area of the reduction gear box (RGB) without blue exhaust smoke or measurable oil loss isn't unusual during low RPM operation.

That's because the viscosity of the RGB's synthetic oil is a lot different from petroleum-based oil. It can make any oil spread appear worse than it really is.

Your tank is fully mission capable as long as the accumulation of oil doesn't exceed one ounce per hour.

