

LESSONS ON LEAKS

SOMETIMES **LITTLE THINGS** CAN MAKE A **BIG DIFFERENCE!**

AND THAT'S ESPECIALLY TRUE FOR **LITTLE LEAKS** THAT CAN POSSIBLY CAUSE **BIG PROBLEMS!**



IMAGINE THIS...

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**, SO YOU WENT ON YOUR WAY.



NOW YOUR VEHICLE HAS A **CLASS III LEAK!** IT DOESN'T MATTER MUCH WHETHER IT'S A RADIATOR HOSE ON A **HMMWV**, A **HYDRAULIC LEAK** ON A **SEE**, OR AN **OIL LEAK** FROM THE FRONT SEAL OF A **HEMTT**.



YOU HAVE A DECISION TO MAKE!

CAN YOU CONTINUE THE MISSION?

CAN YOU MAKE IT BACK TO THE MOTOR POOL?

MUST YOU STOP WHERE YOU ARE?

OK, IMAGINATION TIME'S OVER.



THIS CAN BE A REAL WORLD PROBLEM. BUT FORTUNATELY THERE ARE REAL WORLD SOLUTIONS.



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.



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

IT OFTEN HAPPENS IN **INCONVENIENT PLACES** AT **INCONVENIENT TIMES**. THAT'S WHY DURING OPERATIONS **PMCS** IS SO **CRITICAL**.



THE RIGHT APPROACH TO YOUR SITUATION IS A **RISK ASSESSMENT**.

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 MOST 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?

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. Contain the leak with a drip pan or other field expedient method.
2. Check the fluid level.
3. Notify the senior on-site 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. Whenever you find a leak, find out where it's coming from. You might be able to stop the leak simply by tightening a clamp, plug or screw. So for leaks due to loose fittings, carefully tighten the fittings and reassess.

Tightening screws could stop some leaks



If leaks are due to small, pin-sized holes, temporarily patch them if you can without creating a fire or 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 see an obvious drop in fluid levels, cease operations, shut down your vehicle 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 SAMS/GCSS-ARMY CLERK SO THE STATUS CAN BE ENTERED IN THE SYSTEM.

THANKS FOR THE ADVICE, BONNIE!

