

MANUFACTURER'S DATA

BHT-212-MD-1

Section 2

HANDLING AND SERVICING

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Section 2

HANDLING AND SERVICING

2-1. GROUND HANDLING

Ground handling of helicopter consists of towing, parking, securing, and mooring. Refer to [BHT-212-MM](#) for more detailed ground handling information.

2-2. TOWING

Helicopter may be towed at walking speeds for very short distances using ground handling wheels and a standard tow bar.

Prior to movement, clear towing area of support equipment such as work stands, power units, fire extinguishers, etc., and disconnect static ground wire.



TOWING HELICOPTER ON UNPREPARED SURFACES OR ACROSS HANGAR DOOR TRACKS, ETC., AT GW IN EXCESS OF 9500 POUNDS (4309 KG) CAN CAUSE PERMANENT SET IN AFT CROSS TUBE.

IF HELICOPTER IS MOVED BY HAND, DO NOT PUSH ON ANY PART THAT COULD RESULT IN DAMAGE TO HELICOPTER, I.E., ANTENNAS, OPEN DOORS, ROTORS, ETC.

Station one person at tail skid to maintain helicopter in level position during towing.

2-3. PARKING AND SECURING

Position helicopter in desired parking area on level surface when possible. Remove ground

handling wheels and attach static ground wire to receptacle on lower right aft fuselage. Ensure all switches are in OFF position. Install approved tie-downs on main and tail rotor blades.

For extended parking, disconnect battery, lock rotor brake, and close doors and windows. Install protective covers on pitot tubes, engine air inlets, and exhaust ejectors.

2-4. TIE-DOWN — MAIN ROTOR

Tie down main rotor blades when any of following conditions exist:

Thunderstorms are in local area or forecasted.

Winds in excess of 20 knots or a gust spread of 15 knots exist or is forecast.

Helicopter is parked within 150 feet of hovering or taxiing aircraft that are in excess of 11,600 pounds (5262 kg) GW.

Helicopter is to be parked overnight.

Main rotor tie-down is attached to blade and tie-down is then secured to tailboom. When secure, tie-downs should be free of slack or under slight tension, but not under sufficient tension to appreciably flex main rotor blade.

2-5. TIE-DOWN — TAIL ROTOR

Tail rotor tie-down is red and is stenciled in white letters - REMOVE BEFORE FLIGHT. To tie down tail rotor assembly, rotate main rotor until tail rotor blades are aligned with vertical fin and main rotor blades are aligned with centerline of helicopter. Tie down main rotor first. Then, secure tail rotor to vertical fin by positioning tie-down strap through footman

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loop on vertical fin, wrapping strap around tail rotor blade and then tying it.

2-6. PLUG — ENGINE INLET

Engine inlet plugs are foam, covered with cloth. Each plug is attached with a red streamer stenciled in white letters - REMOVE BEFORE FLIGHT. Press inlet plugs into engine air inlets.

2-7. COVER — ENGINE EXHAUST

A cover is installed on each engine exhaust ejector and is tied with a nylon cord in cover. Covers have red streamers on each side stenciled in white letters - REMOVE BEFORE FLIGHT.

2-8. COVER — PITOT TUBE

Pitot tube covers are flame resistant and are attached with a red streamer stenciled in white letters - REMOVE BEFORE FLIGHT. Cover pitot tubes and tie cord to secure to pitot tubes.

2-9. MOORING

Mooring is securing helicopter to prevent damage during periods of high winds or turbulent weather. Helicopter should be moored, if parked in open, when forecast wind velocity is 45 knots (52 mph) or higher. If forecast wind velocity exceeds 75 knots (86 mph), helicopter should be hangared or evacuated to a safe area.

If helicopter is parked in open, helicopter should be positioned on a paved ramp between suitably spaced tie-down rings and should be headed in direction from which highest forecast winds are expected. Main and tail rotors should be properly secured with tie-downs immediately after shutdown, during windy conditions, to minimize rotor flapping. Protective covers should be installed and fuel tanks should be serviced to maximum capacity with prescribed fuel to add weight to helicopter.

Fuselage mooring shackles should be secured to ramp tie-down points with rope, cable, or manufactured tie-down assemblies. If suitably spaced ramp tie-downs are not available, helicopter should be parked on an unpaved surface and secured to subsurface mooring anchors or deadman anchors.

All ground support equipment and other objects which might be blown by wind should be properly secured. After winds subside, helicopter should be checked for damage.

2-10. FUELS

Fuel conforming to the following commercial and military specifications are approved:

ASTM D-1655, Jet A, A-1.

ASTM D-6615, Jet B.

MIL-DTL-5624, Grade JP-4 or JP-5, or MIL-DTL-83133, JP-8.

NATO F-34, F-40 or F-44.

Refer to Fuel Limitations in [BHT-212IFR-FM-1](#) and [BHT-212VFR-FM-1](#) for ambient air temperature limits.

Fuel listings ([Table 2-1](#) through [Table 2-3](#)) are provided for the convenience of the operator. It shall be the responsibility of the operator and his fuel supplier to ensure that the fuel conforms to one of the approved specifications above.

Consult engine manufacturer for alternate or emergency fuels.

2-11. FUEL SYSTEM SERVICING

Total capacity:

219.6 U.S. gallons (831.3 L).

Usable fuel is 216.8 U.S. gallons (820.6 L) for helicopter serial numbers prior to 35049 and 218.6 U.S. gallons (827.4 L) for helicopters S/N 35049 and subsequent.

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Fuel system contains five interconnected fuel cells which are serviced through a single filler port on right side of aft fuselage. A grounding jack is provided adjacent to fueling port.

NOTE

If fueling to a total of less than 600 pounds (274 kg), open interconnect valve prior to fueling. Close interconnect valve prior to engine start.

Electrical sump drain valves are located in lower cells and are activated by pushbutton switches located on each side of aft fuselage. BATTERY switch must be in ON BAT BUS 1 position (or external power applied) and FUEL switches must be off to electrically activate sump drains.

2-12. OILS

Approved oils and vendors are listed in this section for the convenience of the operator.

An appropriate entry shall be made in the helicopter when oil has been added to the engine, combining gearbox, transmission, 42° intermediate gearbox, or 90° tail rotor gearbox. The entry shall show the type and brand name of oil used to prevent inadvertent mixing of oils.

2-13. ENGINE AND COMBINING GEARBOX OILS

Certain oils which conform to the following specifications are approved for use in the engine and combining gearbox ([Table 2-4](#)):

MIL-PRF-7808 (NATO 0-148).

MIL-PRF-23699 (NATO 0-156).

Engine and combining gearbox oils shall meet engine manufacturer's approval in all cases. Consult the engine manufacturer for use of oil brands not listed herein.



DO NOT MIX TYPES OF OILS. IF OILS BECOME MIXED, SYSTEM SHALL BE DRAINED AND FLUSHED.

Same type oil shall be used in all power plant components because oil seal leakage could result from oil intermixing.

Refer to Engine and Combining Gearbox oil limitations in [BHT-212IFR-FM-1](#) and [BHT-212VFR-FM-1](#) for ambient air temperature limitations.

2-14. ENGINE AND COMBINING GEARBOX SERVICING

Engine oil capacity (each):

6.4 U.S. quarts (6.1 L).

Combining gearbox oil capacity:

5.0 U.S. quarts (4.7 L).

Engine and combining gearbox have three independent oil systems, each with its own filler and oil level sight glass. Fillers and sight glasses for left and right engine power sections are outboard of accessory gearboxes and are accessible by opening engine cowling. Third sight glass is on aft side of combining gearbox, with access through aft right engine cowl below exhaust ejectors. Combining gearbox oil filler is located in aft top fairing between exhaust ejectors.

NOTE

MIL-PRF-23699 is not approved for use in ambient temperatures below -40°C (-40°F). When changing to an oil of a different specification, the system shall be drained and flushed.

Refer to engine Maintenance Manual for servicing instructions and oil filter change procedures.

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2-15. TRANSMISSION, INTERMEDIATE, AND TAIL ROTOR GEARBOX OILS

Oils listed in [Table 2-5](#) are approved for use in transmission, intermediate gearbox, and tail rotor gearbox. These oils conform to following specifications:

MIL-PRF-7808 (NATO 0-148).

MIL-PRF-23699 (NATO 0-156).

DOD-PRF-85734.



DO NOT MIX OILS OF DIFFERENT SPECIFICATIONS. IF OILS BECOME MIXED, SYSTEM SHALL BE DRAINED AND FLUSHED.

Refer to Transmission, Intermediate, and Tail Rotor Gearbox Oil Limitations in [BHT-212IFR-FM-1](#) and [BHT-212VFR-FM-1](#) for ambient air temperature limitations.

2-16. TRANSMISSION, INTERMEDIATE, AND TAIL ROTOR GEARBOX SERVICING

Transmission oil capacity:

11.0 U.S. quarts (10.4 L).

Intermediate gearbox oil capacity:

0.2 U.S. quarts (0.19 L).

Tail rotor gearbox oil capacity:

0.4 U.S. quarts (0.38 L).

Transmission filler is located on upper right side of transmission and is accessible when forward pylon fairing is opened. Oil level sight glasses may be viewed through a window in right side of the pylon support structure in the cabin.

Intermediate and tail rotor gearboxes also incorporate oil level sight glasses. These oil levels should be verified by gently shaking tailboom laterally to agitate the oil. This will ensure that a false indication is not presented by a stained sight glass. Intermediate gearbox filler cap is accessible when gearbox fairing is removed.

NOTE

MIL-PRF-23699 and DOD-PRF-85734 are not approved for use in ambient temperatures below -40°C (-40°F). When changing to an oil of a different specification, system shall be drained and flushed.

Refer to [BHT-212-MM](#) for draining oil and cleaning or replacing filters.

2-17. HYDRAULIC FLUIDS

The hydraulic fluids listed in [Table 2-6](#) (MIL-PRF-5606 (NATO H-515)) and those listed in [Table 2-7](#) (MIL-PRF-87257 (NATO H-538)) are approved for use in the flight control hydraulic systems and rotor brake system.

2-18. HYDRAULIC SYSTEM SERVICING

Reservoir capacity (each)	2.6 U.S. quarts (2.5 L)
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Two hydraulic reservoirs are located on top of the fuselage, forward of the transmission and under the forward fairing. A sight glass is provided to determine quantity of hydraulic fluid in each reservoir.

Service each hydraulic reservoir as follows:

1. Open forward fairing.

NOTE

When adding hydraulic fluid to the flight control hydraulic systems, the same specification of hydraulic fluid

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already used in the hydraulic systems shall be used. However, in circumstances where emergency top-off, inadvertent mixing, or purposeful conversion to the other specified fluid may occur, it is acceptable to use hydraulic fluid of the other approved specification. No further maintenance action will be required.

2. Remove cap and fill reservoir until sight glass is full of hydraulic fluid.
3. Secure cap and fairing.

Refer to the [BHT-212-MM-2, Chapter 12](#) for procedures to change the specification of hydraulic fluid used in the flight control hydraulic systems and for filter change procedures.

2-19. ROTOR BRAKE SERVICING

System capacity	1.0 U.S. pint (0.47 L)
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Rotor brake reservoir is mounted in right side of cabin roof between overhead windows. Brake is serviced through a filler cap located on top of cabin roof.

NOTE

When adding hydraulic fluid to the rotor brake, the same specification of hydraulic fluid already used in the system shall be used. However, in circumstances where emergency top-off, inadvertent mixing, or purposeful conversion to the other specified fluid may occur, it is acceptable to use hydraulic fluid of

the other approved specification. No further maintenance action will be required.

Refer to the [BHT-212-MM-2, Chapter 12](#) for procedures to change the specification of hydraulic fluid used in the rotor brake system.

2-20. MAIN ROTOR HUB SERVICING

Oils conforming to following specifications are approved for use in main rotor blade grips and trunnion pillow blocks:

MIL-PRF-7808 (NATO 0-148).

MIL-PRF-23699 (NATO 0-156).

MIL-L-46152 (SAE 10W30 multi-viscosity).

NOTE

Main rotor blade grips and pillow blocks modified for grease lubrication require MIL-G-81322. Refer to [TB 212-81-56](#) and [BHT-212-MM-2, Chapter 12](#).

Main rotor blade grip capacity (each):

1.0 U.S. quart (0.9 L).

Main rotor trunnion pillow block capacity (each):

0.1 U.S. quart (0.1 L).

Sight glass reservoirs are located on each blade grip and trunnion pillow block. Service each reservoir with approved oil to a level even with center of sight glass.

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Table 2-1. Commercial Fuels Jet A and A-1

VENDOR	ASTM D-1655, JET A PRODUCT NAME	ASTM D-1655, JET A-1 PRODUCT NAME
American Oil and Supply	American Jet Fuel Type A	American Jet Fuel Type A-1
ARCO (Atlantic Richfield)	Arcojet A	Arcojet A-1
Boron Oil	Jet A Kerosene	Jet A-1 Kerosene
British-American	B-A Jet Fuel JP-1	
British Petroleum	B.P. Jet A	B.P. A.T.K.
California-Texas		Caltex Jet A-1
Chevron	Chevron Jet A-50	Chevron Jet A-1
Cities Service	Citgo Turbine Type A	
Continental	Conoco Jet-50	Conoco Jet-60
Exxon Co. U.S.A.	Exxon Turbo Fuel A	Exxon Turbo Fuel A-1
Exxon International		Esso Turbo Fuel A-1
Gulf Oil	Gulf Jet A	Gulf Jet A-1
Mobil Oil	Mobil Jet A	Mobil Jet A-1
Phillips Petroleum	Philjet A-50	
Pure Oil	Purejet Turbine Fuel Type A	Purejet Turbine Fuel Type A-1
Shell Oil	AeroShell Turbine Fuel 640	AeroShell Turbine Fuel 650
Standard Oil of British Columbia	Chevron Jet Fuel A-50	Chevron Jet Fuel A-1
Standard Oil of California	Chevron Jet Fuel A-50	Chevron Jet Fuel A-1
Standard Oil of Indiana	American Jet Fuel Type A	American Jet Fuel Type A-1
Standard Oil of Kentucky	Standard Turbine Fuel A-50	Standard Turbine Fuel A-1
Standard Oil of New Jersey	Standard Jet A	Standard Jet A-1
Standard Oil of Ohio	Jet A Kerosene	Jet A-1 Kerosene
Standard Oil of Texas	Chevron Jet Fuel A-50	Chevron Jet Fuel A-1
Texaco	Texaco Avjet A	Texaco Avjet A-1
Union Oil	76 Turbine Fuel	

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Table 2-2. Commercial Fuels Jet B

VENDOR	ASTM D-6615, JET B PRODUCT NAME
American Oil and Supply	American JP-4
ARCO (Atlantic Richfield)	Arcojet B
British-American	B-A Jet Fuel JP-4
British Petroleum	B.P. A.T.G.
California-Texas	Caltex Jet B
Chevron	Chevron Jet B
Continental	Conoco JP-4
Exxon Co. U.S.A.	Exxon Turbo Fuel 4
Exxon International	Esso Turbo Fuel 4
Gulf Oil	Gulf Jet B
Mobil Oil	Mobil Jet B
Phillips Petroleum	Philjet JP-4
Shell Oil	AeroShell Turbine Fuel JP-4
Standard Oil of California	Chevron Jet Fuel B
Standard Oil of Indiana	American JP-4
Standard Oil of Kentucky	Standard Turbine Fuel B
Standard Oil of New Jersey	Standard Jet B
Standard Oil of Texas	Chevron Jet Fuel B
Texaco	Texaco Avjet B
Union Oil	Union JP-4

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Table 2-3. Military Fuels

COUNTRY	NATO F-34 (JP-8 TYPE)	NATO F-40 (JP-4 TYPE)	NATO F-44 (JP-5 TYPE)
Belgium	BA-PF-7	BA-PF-2	3-GP-24
Canada		3-GP-22	3-GP-24
Denmark	D. Eng. R.D. 2453	MIL-DTL-5624, Grade JP-4	
France	AIR 3405	AIR 3407	AIR 3404
Germany		VTL-9130-006	VTL-9130-007 VTL-9130-010
Greece		MIL-DTL-5624, Grade JP-4	
Italy	AA-M-C.141	AER-M-C.142	AA-M-C.143
Netherlands	D. Eng. R.D. 2453	MIL-DTL-5624, Grade JP-4	D. Eng. R.D. 2498
Norway		MIL-DTL-5624, Grade JP-4	
Portugal	AIR 3405	MIL-DTL-5624, Grade JP-4	
Turkey		MIL-DTL-5624, Grade JP-4	
United Kingdom	D. Eng. R.D. 2453	D. Eng. R.D. 2454	D. Eng. R.D. 2498 D. Eng. R.D. 2452
United States	MIL-DTL-83133, Grade JP-8	MIL-DTL-5624, Grade JP-4	MIL-DTL-5624, Grade JP-5

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Table 2-4. Engine and Combining Gearbox Oils

VENDOR	PRODUCT NAME
SPECIFICATION MIL-PRF-7808 (NATO O-148) (FOR ANY OAT)	
Air BP	BP Turbo Oil 2389
Mobil Oil	Mobil Avrex S Turbo 256
SPECIFICATION MIL-PRF-23699 (NATO O-156) OILS (FOR OAT ABOVE -40°C/-40°F)	
Air BP	BP Turbo Oil 2380
Burmah-Castrol	Castrol 5000
Mobil Oil	Mobil Jet Oil II
NYCO, S.A.	Turbonoycoil 525-2A
Royal Lubricants	Royco Turbine Oil 500 Royco Turbine Oil 560
Shell Oil	AeroShell Turbine Oil 500 AeroShell Turbine Oil 560

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Table 2-5: Transmission, Intermediate, and Tail Rotor Gearbox Oils

VENDOR	PRODUCT NAME
SPECIFICATION MIL-PRF-7808 (NATO O-148) (FOR ANY OAT)	
Air BP	BP Turbo Oil 2389 BP Turbo Oil 2391
American Oil and Supply	American PQ Lubricant 6899 American PQ Turbine Oil 8365 American PQ Turbine Oil 9900
Bray Oil	Brayco 880H
Burmah-Castrol (UK) Ltd.	Castrol 399
Hatco Chemical	Hatcol 1278
Mobil Oil	Mobil RM-184A Mobil RM-201A Mobil RM-248A Mobil Avrex S Turbo 256
NYCO, S.A.	Turbonycoil 160
NYCO International	N _{II} 160
Royal Lubricants	Royco 808GF Royco 808H
Shell International	AeroShell Turbine Oil 308
Stauffer Chemical	Stauffer Jet I
SPECIFICATION MIL-PRF-23699 (NATO O-156) (FOR OAT -40°C/-40°F)	
Air BP	BP Turbo Oil 2380
American Oil and Supply	American PQ Turbine Lubricant C-3788 American PQ Turbine Lubricant 3889 American PQ Turbine Lubricant 3893 American PQ Turbine Lubricant 6423 American PQ Turbine Lubricant 6700 American PQ Turbine Lubricant 9598
BP (North America) Ltd.	BP Enerjet 51
Bray Oil	Brayco 899 Brayco 899G Brayco 899M
Burmah-Castrol	Castrol 5000

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Table 2-5: Transmission, Intermediate, and Tail Rotor Gearbox Oils (Cont)

VENDOR	PRODUCT NAME
California-Texas Oil	Caltex RPM Jet Engine Oil 5
Castrol Oils	Castrol 205
Chevron International	Chevron Jet Engine Oil 5
Emery Industries	Emgard Synthesized Turbine Lubricant (2952)
Hatco Chemical	Hatcol 1680 Hatcol 3211 Hatcol 3611
Mobil Oil	Mobil Jet Oil II Mobil RM-139A Mobil RM-147A Mobil RM-246A Mobil RM-247A Mobil RM-249A Mobil RM-254A
Nyconnor	Turbonoycoil 525-2A Turbonoycoil 599
PVO International	STO-5700
Royal Lubricants	Royco 899 (C-915) Royco 899B (D-759-3) Royco 899C (D-758) Royco 899 HC
Shell Oil	AeroShell Turbine Oil 500
Standard Oil of California	Chevron Jet Engine Oil 5
Stauffer Chemical	Stauffer Jet II (6924) Stauffer STL (E-7306)
SPECIFICATION DOD-PRF-85734 (FOR OAT ABOVE -40°C/-40°F)	
Air BP	BP Turbo Oil 25
Royal Lubricants	Royco Turbine Oil 555
Shell International	AeroShell Turbine Oil 555

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Table 2-6: Hydraulic Fluids — MIL-PRF-5606 (NATO H-515)

VENDOR	PRODUCT NAME
American Oil and Supply	PQ 2863 PQ 2890 PQ 2903 PQ 2905 PQ 2950 PQ 3808 PQ 4140 PQ 4260 PQ 4328
Bray Oil	Brayco 756E, 756F Brayco 757B Brayco Micronic 756ES
Castrol Oils	Castrol Hyspin A
Chevron U.S.A.	Chevron Aviation Hydraulic Fluid D (PED 5225)
Mobil Oil	Mobil Aero HFD
MZF Associates	25606
Penreco	Petrofluid 4146 Petrofluid 4606 Petrofluid 4607
Rohm & Haas	PA4394
Royal Lubricants	Royco 756C (C730-4) Royco 756D, 756E DS-437
Shell International	AeroShell Fluid 41
Stauffer Chemical	Stauffer Aero Hydroil 500
Texaco U.S.A.	TL-10711A

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OIL VENDOR	PRODUCT NAME
Castrol	Brayco Micronic 881
Royal Lubricants	Royco 777
Shell International	AeroShell Fluid 51

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