

DIRECTORATE GENERAL BORDER ROADS

GENERAL MAINTENANCE INSTRUCTION NO. 129

ON

STARTING OPERATION AND STOPPING OF THE ENGINE

OF

ROLBA SNOW CLEARANCE EQUIPMENT R-1200 MONOFORCE

INTRODUCTION

The Rolba snow clearing machines have been inducted into service in Border Roads Organisation very recently. Some of the machines are still under issue and transportation to the Projects. The equipment, being technically very sophisticated, requires due care during starting, operation and stopping of the engine.

AIM

2. The aim of this instruction is to lay down procedure for starting, and stopping and the engine of ROLBA snow Clearance Machines and exercising of care during operation of engines.

DETAILS

3. Details for starting the engine and care during the engine operation and stopping are attached as Appendix 'A' to this instruction.

APPENDIX 'A' TO GMI NO. 129
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STARTING

1. Disengage the clutch.
2. Move speed control to about quarter speed by hand or foot.
3. Insert starting starter key, turn clockwise to detent and check that charging pilot lamp and oil pressure lamp light up. Push key in deepest position and turn farther clockwise against spring pressure, release key as engine starts firing.

If heater plug/starter switch is provided :-

First, insert starter key to stop, turn heater plug/starter switch via position 1 to position 2. Release heater plug/starter switch as engine fires.

Do not leave the starting motor running uninterruptedly for more than 10 seconds. You save your battery if an interval of about one minute is allowed between successive starting attempts.

Cut the speed back as soon as the engine is firing smoothly. The charging pilot lamp and oil pressure lamp should by now have gone out, A few minutes running at moderate load and varying speed will bring the engine up to its normal working temperature.

In case of engines driving electric generator sets, warming up of the engine has to be done at set rated speed.

DURING OPERATING

Observe oil pressure gauge which must show a minimum pressure of 0.5 Kg/cm² (7.11 P.S.I) at idling speed. When an oil pressure gauge with red/green dial is fitted, the pointer must stand at green, If there is an oil pressure gauge with green warning lamp, it must not light up during operation.

A slight decrease (or temporary pointing to red on the oil pressure gauge with a red/green dial or lighting up of the green warning lamp) at idling speed is permissible, provide the oil pressure rises promptly with increased engine speed using the pointer to return to green or the oil pressure warning lamp goes out, as the case may be.

STOPPING

Do not shut the engine down suddenly from full load running but let it idle for a short time to allow temperature balance.

Move back speed control lever by band or foot passing through neutral position until the engine comes to rest, where upon charging pilot lamp and oil pressure lamp will light up again. Turn starter key anti-clockwise to first detent and withdraw of if heater plug/starter switch is provided, pull out switch key, this will cause charging pilot lamp and oil pressure lamp to go out.