

RESTRICTED

DIRECTORATE GENERAL BORDER ROADS

GENERAL MAINTENANCE INSTRUCTIONS

No.3

CARE AND MAINTENANCE OF NEW EQUIPMENT

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Care and Maintenance of New Equipment

General

1. A large number of new vehicles and equipments have been bought and allotted to DGBR units. Users and workshops will, at the start not be conversant with the handling and repair of such equipment and serious damage to equipment may occur due to ignorance and rash usage.

2. This instruction lays down the rules to be observed in handling and repairing new equipment.

On Receipt

3. On receiving new equipment check its general condition outwardly and raise a discrepancy report on any deficiencies to the equipment or tools that should accompany it, or any damage that may have occurred in transit.

4. Next check its oils and lubricants and make certain that these are not of a preservative nature, and that they are of a grade suitable for the equipment.

5. Get a workshop representative to check the vehicle and to advise you on any points of doubt.

Before Start-up

6. Before starting the engine and using the vehicle, carefully read the operators hand book, and do not allow inexperienced drivers to handle the equipment until they are thoroughly conversant with its operation. Read and explain to drivers any precautions that accompany the vehicles or equipment.

Running-in

7. The first few hundred miles are the most critical in the life of a vehicle- especially its engine. It is over this period that surfaces are mated and if done at high speed, the frictional heat generated will cause a high rate of wear.

8. For this reason over the first 500 miles engines must be run at approximately half their normal high speeds, which in the case of most B vehicles would be 30 mph at the maximum, in top gear. Proportionately half speeds should be observed in low-gears. Earthmoving equipments should be strained only to half their capacity over the first 50 hours of use.

9. At the end of the running-in period drain all oils, and refill, Bushing out the old oil.

10. The figures given above are in general, and where contradictory to makers' recommendations, the latter should be observed.

Maintenance Tasks

11. Every operators hand book lays down, the periodical tasks on care and lubrication of each equipment. Until a task system is laid down, draw up a task system for unit vehicles and equipment based on the makers recommendation, using as a guide the Army Task System of Maintenance. (Refer to Notes on Driving and Maintenance of Mechanically Propelled Vehicles-Wheeled-1954)

Driving by the Instrument Panel

12. Every vehicle has several gauges and warning lights on the instrument panel. Drivers must be taught the use of these instruments and warned to stop using equipment when limits are exceeded.

13. For this purpose a red mark will be painted on the perimeter of each instrument showing the position of the indicating needle at which driving must be stopped and the matter investigated/reported. The oil pressure gauge, temperature gauge, ammeter and so on will be marked to show the maximum or minimum pressure, temperature, .charging-rate as the case may be.

14. During the running-in period a similar mark on the speedometer should be made to warn against excessive speed.

Repairs

15. Every workshop will ensure that it obtains a workshop manual on the equipment that it maintains and consult the same before dismantling and assembling assemblies.

16. Before making even simple adjustments such as spark-plug gaps-timing, CB point gaps and the like such books will be consulted.

Defect Reporting

17. It is incumbent both on the user and workshops to report on defects in equipment arising due to poor design, flaws in manufacture or conditions of terrain and altitude. Such reports need only be made where a fair percentage of the equipment is affected and not on isolated cases.

18. The form of reports will be on the same lines as that laid out in, Army Form EME/EOI and will be routed through SOS (EME) II's at Headquarters CEs/DCEs who, after commenting On the defect and offering suggestions for eliminating the same, will send it on to Headquarters DGBR.

Conclusion

19. It is the responsibility of each OC unit to ensure that the new and expensive equipment given him, is used with care, and that his drivers and operators are conversant with the limitations of such equipment and know the maintenance requirements of the same. For this purpose it is essential that the contents of operators/drivers manuals are made known to users, and that in the initial stages close supervision is maintained during maintenance and use.