

**DIRECTORATE GENERAL BORDER ROADS**  
**GENERAL MAINTENANCE INSTRUCTION NO.121**

**ON**

**MAINTENANCE OF EQUIPMENT –PAINTING INSTRUCTIONS**

Summary

1. This instruction details painting instructions necessary for maintenance of all types of equipments in Boarder Roads Organisation.

Details

2. Clean the article thoroughly. All dirt, grease and dust must be removed from the whole surface to be painted.

3. Clean away all old paint that will come without resorting to burning. Paint in corners and angles, paint on iron work etc, must not be overlooked.

4. Examine carefully for damages. All repairs necessary should be carried out at this stage.

5. Tighten up all screws, nuts nails etc.

6. Prepare the surface to be painted by applying knotting to all knots in the wood work, smoothing of any rough places and sharp edges and by giving a first priming coat to all unpainted patches. When this coat is dry (say 24 hours after finishing the coat) smooth thoroughly the whole of the surfaces by sand papering them.

7. Fill all cracks and joints in wood work with putty or stopping well worked in. Always wet the whole of the interior of the crack with paint before stopping.

8. Before applying a coat of paint, be certain that the surfaces are quite clean and free from dust. A damp cloth is useful for removing dust.

9. Next, apply the actual coat of paint making to do this in a place, free from dust, wet or where the direct rays of the sun will not fall on the article.

10. When this coat is quite dry and hard, it may be well smoothed down with fine sand paper or pumice-stone and given another coat of paint under the same conditions as stated in Para 9. To carry out the foregoing:-

a) A tarred surface must be scrapped clean and then given a coat of knotting.

b) Grease can be completely removed by washing with turpentine.

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c) Paint 'prepared for use' must be thoroughly mixed before use. Perfunctory stirring is of very little use. Considerable energy is required. The correct ingredients (Sometimes 8 or more) settle out and they must be intimately remixed throughout or there will be too little in one part and too much in another, both equally bad. When really a quart of boiled linseed oil per 1 cwt, of paint and to give a final mixing, before portioning out for the different coats. This should be done if the paint is too thick.

d) For all coats, other than the last one, it is a good practice that to add a small quantity of turpentine and thoroughly mix it.

e) After preparation for use and before actually applying any to an article, all paint should be strained through fine muslin.

f) The better a surface is prepared, the better the paint will adhere. The harder each coat is allowed to dry on before the next coat is applied, the better the final result.

g) The paint of a first coat should be well worked in by working the brush cross in different directions; angles and corners should be done first and the plain surface last.

h) A fairly stiff brush may be satisfactory for rough work and first coats of paint, but a flexible one is necessary to obtain satisfactory final coats.

j) Several thin coats of paint, each applied after the previous one is quite hard, are much better than one thick coat, although only taking the same amount of actual paint.

k) The best effect is obtained when all coats are carefully smoothed off and all dust removed before applying the next coat.

l) The best finish is obtained by drawing the brush always in the same direction usually along the length of the work.

11. When applying paint issued for obtaining a matt (non-reflecting) surface, instruction 10 (c) above is specially important. Moreover, thoroughly brushed out thin coat are essential. In no circumstances should oil or varnish be added to matt paints. If thinning is required, turpentine or white spirit may be used cautiously.