

DIRECTORATE GENERAL BORDER ROADS
GENERAL MAINTENANCE INSTRUCTION NO. 135

ON

DEFECT REPORT

OF

LORRY 3 TON TMB : CAMSHAFT FAILURE

SUMMARY

1. Cases of breakages of camshaft at Air Compressor crank pin (Air Compressor is driven by the Camshaft) have been reported in the Army.
2. Investigation revealed that the defect was due to the following reason :-
 - (a) Sticky Air Compressor Valves.
 - (b) Faulty Air governor Valve (Air pressure relief valve).
 - (c) Incorrect Assembly of Air Compressor and Accessories after dismantling.
3. The Air Compressor and the Air Governor valve may become faulty due to long storage without operation of the vehicle or due to ingress of dust through the hose connection from inlet manifold to the inlet of the Air Compressor.

ITEM AFFECTED

4. Camshaft.

ACTION BY

5. User Unit (GREF) - Take action as per details given below :-
 - (a) To avoid the above defect all units must check the hose connection from inlet manifold to air compressor inlet at list once in six month for tightness.
 - (b) Mal-functioning of the compressor governor valve can be observed on the air pressure gauge. 5.3 Kg./Cm² air pressure must be developed in 2 minutes at 2700 r.p.m. (approximate full speed of engine) and the sound of air pressure relief through the governor valve must only be heard at intervals of 1 to 2 minutes, when the breaks are not applied . The air pressure must not drop below 4.8 Kgs per cm² when the governor are valve operates once. If any of the above values are observed to be incorrect matter must be reported to the Maintaining Workshop immediately.