

**DIRECTOR GENERAL BORDER ROADS**  
**GENERAL MAINT INSTRUCTION NO. 143**

**ON**

**TOWING 'B' VEHICLES IN CASE OF REAR AXLE**  
**HOUSING (FULLY FLOATING TYRE) BROKEN**

**Introduction**

1. It is observed that extensive damage has taken place in differential assemblies. As the result of towing of vehicles with defective differentials without taking proper precautions. All concerned may please be advised to follow the following procedure following of vehicle with defective differential housing/components.

**Aim**

2. the aim of this instruction is to lay down the precautions to be taken by all concerned whenever such type of casualty is required to be towed/recovered.

**Action by Units/Projects**

3. Place work order on the Wksp for recovery assistance.

**Action by Base/Fd Wksps**

4. Adopt the following procedures for the towing of vehicles with defective differential housing/components.

**Details**

5. Casualty vehicle whose differential is damaged can be recovered/towed by the following methods :-

a) Remove both the half shafts and cover ends suitably to avoid wheel bearing getting dirty. Then tow the casualty vehicles either rigid row bar or by a breakdown with from end on suspended tow.

b) Alternatively, the casualty vehicle may be towed with rear end on suspended tow (rear wheel should be lifted from the ground to suitable height) by breakdown. It should be ensured that steering should be properly locked while towing the vehicle on rear suspended tow.

c) For lorry 4x4 only. Remove the half shafts and cover ends suitably to avoid wheel bearings getting dirty. Remove propeller shaft connecting transfer case to rear axle. Then drive the casualty by engaging the 4x4 lever end report to the nearest Field Wksp for immediate repairs.

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