GENERAL REPAIR INSTRUCTION NO. 133

REPLACEMENT OF CHARGE PUMP OF HYDROSTATIC TRANSMISSION OF ROLBA SNOW PLOUGH

1. INTRODUCTION

This instruction lay down the procedure to be followed while removing/refitting of charge pump the correct procedure is given below to avoid the damage of charge pump while removing/refitting.

2. AIM (AIM)

The aim of this instruction is to adopt correct procedure while removing/refitting of the charge pump to the main pump i.e SPV 23.

3. ACTION

Field Workshop and Base Workshop (GREF) are to carry out repair as per instruction laid down in para 4 & 5 below.

4. DISMOUNTING OF THE CHARGE PUMP

The dismounting of the charge pump should be done as follow :-

i) Removing the line connecting charge pump to reservoir and plug with clean plastic plug to prevent draining of reservoir.

ii) Remove the four (4) cap screws.

Note :- Do not use sharp tools to pry charge pump from main pump. A scratch on the sealing surface may cause a peak . If charge pump does not pull loose, tap lightly on side of charge pump with plastic pump with plastic hammer to break paint …….on gasket seal.

5. INSTALLATION

a) Install a new gasket. Make sure the new gasket is properly installed if positioned wrong the relief valve port is covered by the gasket.

b) Line up the drive tang on charge pump shaft with slot in main pump shaft. The charge pump is required to be fitted freely with main pump. Do not force charge pump in to position.

c) Torque the four (4) mounting bolts to 10-11 ft lbs.

d) Install connector to charge pump Torque 14-20 ft lbs.

e) Install line from reservoir to connector on charge pump.

Note: Excessive tightening may distort charge pump and cause leaks or malfunction.

f) Check oil level in reservoir.

Sd/xxx
(SURINDER SINGH)
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For Dte Gen Border Roads

Copy of Eastern Store Division (Gref) letter No. 80508/Ex D/108/RC DATED 17 SEP 80 addressed to all Projects

Subjects: - MAINTENANCE OF REPAIRABLE ENGINE

1. It is observed that inspite of instructions issued by HQ DGBR vide their letter No. 16187/DGBR/E4 (Tech) dated 03 Feb 77 units are still back loading engine assys without any cleaning, preservation to some case in damaged condition. Mug has been found in the inlet, exhaust, fuel system, engine block, cyl head and engine sump with dirty oil. The assemblies like fan bled, water pump, pipes crank pully and adjusting brackets have been found damaged in transit.

2. It proper packing, handling cleaning and preservation is done it would avoid such conditions of eng as assemblies. Projects are requested to instruct units under their command to adhere to the following precautions/ measure while backloading the engine assembles to the Store Division.

(a) Engine assys are properly packed in crates which can bear jerk in transit.

(b) Exterior of engine blocks, cyl head, tappet cover, sump etc are to be thoroughly cleaned after draining the engine oil from sump.

(c) For preservation remove injectors/plugs, pour some drop of engine oil and crank the engine so that interior part like postion, piston bore and valves are lubricated to prevent from rust in storage time after 4,5 rotation replace injectors/spare plugs.

(d) Inlet, exhaust and fuel system are to be plugged.

Sd/xxx

(WE Sathyanarayanan)
Major
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For Offg Officer

Commanding