
DV LUBRICATOR

Instructions for Checking Chassis Lubrication
before Placing Locomotives in Service

The DV Mechanical Lubricator should be drained to remove any water which might be in the oil chamber. The lubricator should then be filled with new strained oil. Never use oil reclaimed from hydrostatic lubricators.

Adjusting screws for pumping units should be fully opened and all oil pipes disconnected from the lubricator. The lubricator should then be cranked by hand to note if pumping units are free.

In cranking the lubricator, it should be noted that all pumping units are operating by noting movement of the indicators in regulating screw. If all indicators are working and lubricator turns freely, it can be assumed that none of the pumping units are stuck. A stuck or tight pumping unit is generally indicated by the lubricator being hard to crank or an indicator rod which does not operate. If units do not free up after several strokes, the pumping unit should be removed and processed as outlined in Standard Practice Bulletin 2-I.

When all pumping units are free, the lubricator should again be hand-cranked and it should be noted that oil discharges from all pumping unit delivery nipples.

Oil lines should now be connected to the delivery nipples on lubricator after which lubricator should be cranked until all oil lines are full. Any excessive resistance in cranking the lubricator indicates that one or more of the oil lines are blocked at some point. The blocked oil line can be located by the process of elimination, in other words, connecting one of the oil lines at a time to the lubricator and noting the force required to crank lubricator. When the blocked oil line is isolated, the stoppage may be located by checking for one or more of the following defects:

1. Defective 4-Way Oil Distributor
2. Defective Low Pressure Terminal Check