

Brookville Equipment Corporation

Product Information Bulletin 67

Standardization of Safety Features for Brookville Diesel Personnel Carriers

Purpose:

To outline the design modifications available for the brake interlock features on the 4-Man, 7-Man, and 15-Man Diesel Personnel Carriers.

Action:

During routine design audits, Brookville Equipment Corporation has designed and implemented enhanced brake related interlocks, which are adaptable to units currently in service. The improvements are as follows:

1. The Emergency Shutdown switch, located on the operator's control panel, is designed to shutdown the engine when pushed in. See photo below.



This Emergency Shutdown switch can be modified so it would not only shutdown the engine, it will also set the park brake in the event of its activation.

If upgraded, when the Emergency Shutdown switch is activated, the following events will happen:

- a. The diesel engine will shutdown.
- b. The park brake will apply.
- c. The accumulator dump valve will be de-energized causing all accumulated oil pressure to return to tank.

Note: The unit can not be restarted without pulling the Emergency Shutdown switch out, putting the unit back into neutral, and pushing the park brake switch into the set position.

2. In addition to its added function, the switch can be relocated from the center of the control panel to the top of the control panel for ease of access. In the event of an emergency; this will help to distinguish it from other, non-emergency related controls.



3. The Dead Man feature, located on the floor in front of the operator's seat, is currently designed to remove the unit from gear when released. In order to engage the transmission after the dead man has been released, the operator must shift the transmission into neutral and then reselect the desired direction of travel.

The Dead Man feature can now be upgraded to apply the park brake when released. When modified, a time delay relay will be added to allow for a 3 second recovery period for the operator to move their foot. An amber indicator will also be installed in the gauge panel, which will be illuminated when the dead man pedal is not depressed.

The modified Dead Man operation is as follows:

- i. If the unit is tramping in either direction and the operator removes their foot from the dead man pedal, the amber light will immediately be illuminated.
- ii. After 3 seconds the transmission will go into a neutral state and the park brake will apply. The application of the park brake is an aggressive application but not immediate or extreme.
- iii. The unit must be put back into neutral and the dead man pedal must be depressed before the park brake will release and the transmission will engage.

Note: When the direction switch is in the neutral position and the park brake switch is in the released position, the park brake will set and release by the dead man pedal.

General Safe Operation Reminders:

- Units are never to be unattended while the diesel engine is running.
- Operators should always come to a complete stop before setting the park brake.
- Operators should always verify the park brake is set before leaving the operator's compartment.
- Safety devices as well as unit controls should be routinely checked.
- At no time should any safety device be used as function of normal operation.

Availability

Brookville Equipment Corporation is offering these upgrades in the form of a kit. The kits are available for purchase through Brookville Equipment Co. and authorized service centers.

Units Affected:

Brookville Equipment Corporation four, seven, and fifteen-Man Diesel Personnel Carriers. Serial Numbers: 9188-9194, 9226, 9227, 9325-9335, 9338-9344, 9349-9357, 9361-9364, 9366-9368, 9371-9378, 9381-9383, 9387-9392, 9400-9402, 91106-91117.