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BULLETIN # 223

MILLER BIG BLUE AIRPAK

ENGINE CUTS OUT DUE TO CB10

There have been a number of reports that the auto-resetting circuit breaker CB10 may trip soon after the engine is started causing the engine to stop running. From serial number LE118236, the intake manifold preheater (glow plug) is kept on for a period of time (approx 30 seconds) after engine cranking by the timer module TD1. This is a relatively heavy current draw, and can cause CB10 to trip out. The engine will crank again once the key is returned to the off position and then another attempt is made to start the engine. Sometimes the engine may continue to run, but often it will not continue to run correctly once the problem has started.

The remedy for this problem is to remove wire # 57 from the NO connector of the timer module TD1. This will allow the operator to use the glow plug where necessary for starting in cold conditions via the start aid switch on the front panel, however the glow plug will not be used for every start. This will reduce the load on CB10 and end the problem of the motor stopping.

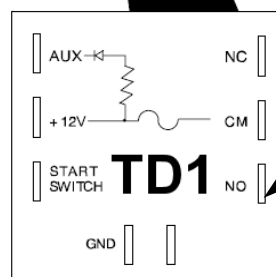
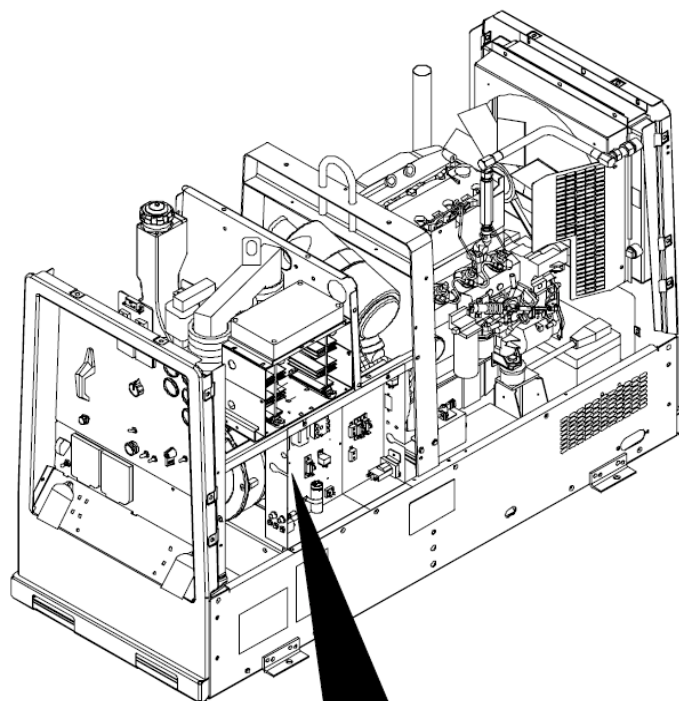
Ensure that the connector on wire 57 is securely insulated and secured.

Miller advise that the automatic use of the glow plug is not essential and that no damage will come to the engine with this modification.

In extreme cases, the performance of CB10 may have deteriorated to the extent that it will need to be replaced. It is available as part number MR190374. If the machine is still in warranty period, contact WIA service for a replacement under warranty.

Current production machines (starting with LJ280120E) do not use a timer module TD1. The glow plug is only turned on by the start aid switch on these machines, so they are not affected by this problem.

Hugh Stewart,
Technical Service Coordinator



Wire 57 normally
connected here

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