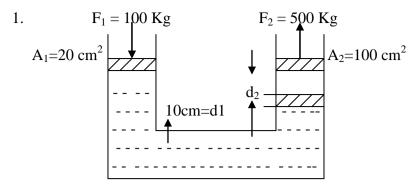
# Hydraulic & Pneumatic: Fundamental & Symbols Session: 1 & 2

| 01.01 | A push or pull applied against an object (a) Force (b) Pressure  |  |                               |
|-------|--|--|-------------------------------|
| 01.02 | A hydraulic fluid must have encovercome in the system:  (a) Pressure (b) Resistance  | ough force to do wor                           | -                             |
| 01.03 | Thedetermines how much the movement of an object.  (a) Pressure (b) Weight   |  |                               |
| 01.04 | The of a liquid is deter weight of an equal amount of water.  (a) Pressure (b) Force   | mined by comparing the w                       | _                             |
| 01.05 | is the amount of force exerted force is exerted.  (a) Pressure (b) Hydraulic Force   |  |                               |
| 01.06 | takes place when a force in the contract of the contract | is moved through a distanc<br>(c) Acceleration |                               |
| 01.07 | Power is defined as an amount of (a) Force (b) Displacement  | _  | t of time. (d) None of these  |
| 01.08 | If a force of 1000kg is exerted against pressure is  |  |                               |
| 01.09 | The ideal flow in a pipe is called-<br>(a) Laminar (b) Turbulence  | (c) Both 'a'& 'b'                              | (d) None of these             |
| 01.10 | In accordance with Bernoulli's Princip (a) Increase (b) Decrease   | ole, when flow increases, pr<br>(c) No effect  | ressure will(d) Either a or b |
| 01.11 | The theory stating that pressure in a confluid is  | -  |                               |
| 01.12 | In a hydraulic system, what must the form (a) Perform work (b) Overcome system.  | orce do?<br>stem resistance (c) Both 'a        | '& 'b' (d) None               |
| 01.13 | If two different pistons have a force rate (a) 4:1 (b) 1:4   | tio of 4:1, the movement ra<br>(c) 1:6         | tio is(d) 16:1                |
| 01.14 | Atmospheric pressure on the baromete (a) 840mm (b) 76cm  | r scale is-<br>(c) 740mm                       | (d) None of these             |
| 01.15 | Liquid seeks a level depending on the-<br>(a) Force (b) Work   | (c) Pressure                                   | (d) Area                      |

| 01.16 | The relationship betw (a) $F = P \times A$ | ween Force, Pressure, A (b) P = FxA    | Area- $(c) A = FxP$                       | (d) None                          |
|-------|--|--|---|-----------------------------------|
| 02.17 | The basic symbol fo (a) Circle             | r a valve is a(b) Square               | (c) Triangle                              | (d) Rectangle                     |
| 02.18 | is the basic s                             | symbol for rotating con<br>(b) Square  | nponents such as pump<br>(c) Triangle     | e & motor (d) Rectangle           |
| 02.19 | Hydraulic returns lin (a) Solid line       | es are drawn aswh (b) Long dashes      | _   | oil back to the tank-<br>(d) None |
| 02.20 | How many positions (a) 2                   | s has the 4/3 way valve<br>(b) 3 (c) 4 | (iv) 5                                    |                                   |
| 02.21 | How many envelops (a) 2                    | (squares) has the 4/2 v<br>(b) 3 (c) 4 | way valve.<br>(iv) 5                      |                                   |
| 02.22 | line carries the (a) Solid                 | main stream of flow in (b) Long dashes | the system. (c) Short dashes              | (d) Arrow                         |
|       | The arrow points ou (a) Hydraulic Pump     | t showing the<br>(b) Hydraulic Motor   | as a source.  (c) 4/3 way valve           | (d)Relief valve                   |
|       | The arrow points in (a) Hydraulic Pump     |  | r (c) 4/3 way valve                       |                                   |
|       | The two arrows point (a) Forward           | out Showing the p (b) Reverse          | oump can operate in<br>(c) Both 'a' & 'b' |                                   |
|       |  | n showing that the (b) Bidirectional   |   |                                   |
| ]     | positions between full                     | y open and fully closed                | d.  | lve has any number of             |
|       | (a) FinitePositioning                      | (b) Infinite valves such as directi    | (c) Both 'a' & 'b' onal control valve can | (d) None  be operated in certain  |
| ]     | no. of positions.<br>(a) Finite            | (b) Infinite                           |   | •                                 |
|       | n symbol of relief valv<br>(a) main        | ve, the line i                         | indicates operation by (c) return         | pressure.<br>(d) None             |
|       | n symbol of relief val<br>(a) main line    | ve, indicate (b) pilot line            |   | rre. (d) arrow with spring        |
|       | line i.e. pilot li                         | ne carries the fluid that              | t is used to control the                  | operation of a valve or           |
|       | *  | (b) Long dashes                        | (c) Short dashes                          | (d) Arrow                         |



If  $F_1 = 100$ kg,  $A_1 = 20$ cm<sup>2</sup>, displacement,  $d_1 = 10$ cm then find displacement  $d_2 = ?$ 

- 2. State Pascal's law?
- 3. What is Bernoulli's principle?
- 4. Name several advantages of a hydraulic system.
- 5. In what two forms do we find energy in the hydraulic fluid?
- 6. Define the terms hydrodynamic & hydrostatic.
- 7. How pressure is created?
- 8.  $1 \text{ gpm} = 231 \text{ inch}^3/\text{min. convert it into cm}^3/\text{min.}$

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 1.     | a    | 9.     | a    | 17.    | b    | 25.    | c    |
| 2.     | b    | 10.    | b    | 18.    | a    | 26.    | b    |
| 3.     | c    | 11.    | c    | 19.    | c    | 27.    | b    |
| 4.     | c    | 12.    | c    | 20.    | b    | 28.    | a    |
| 5.     | a    | 13.    | b    | 21.    | a    | 29.    | b    |
| 6.     | b    | 14.    | b    | 22.    | a    | 30.    | d    |
| 7.     | c    | 15.    | c    | 23.    | a    | 31     | b    |
| 8.     | b    | 16.    | a    | 24.    | b    |        |      |

# Hydraulic & Pneumatic: Hydraulic Oil, Tank & Filter Session: 3

| 03.01 | Name four primary purposes of the hydraulic oil                   |  |   |                                  |  |  |
|-------|---|--|---|----------------------------------|--|--|
| 03.02 | Name quality requirements of a hydraulic oil.                     |  |   |                                  |  |  |
| 03.03 | Define viscosity. What is the common unit of measuring viscosity? |  |   |                                  |  |  |
| 03.04 | How is viscosity affect   | ted by cold & by heat                            | ?   |                                  |  |  |
| 03.05 | What are the three fac  | tors that determine the                          | e properties of a hydrau                  | ılic oil?                        |  |  |
| 03.06 | What is demulsibility   | ?  |   |                                  |  |  |
| 03.07 | If viscosity is too low   | , what can happen to                             | the system?                               |                                  |  |  |
| 03.08 | is the fluidity.  | e measure of the fluid                           | 's resistance to flow of                  | r an inverse measure of          |  |  |
|       | (a) Viscosity   | (b) Force  | (c) Temperature                           | (d) Pressure                     |  |  |
| 03.09 | The unit of kinematic (a) $^{0}$ C                                | viscosity of VG68 is-<br>(b) Centistoke          | (c) Kelvin                                | (d) Pascal                       |  |  |
| 03.10 | In ISO VG68 viscosity (a) $40^{\circ}$ C                          | y 68 lies at temp-<br>(b) 0 <sup>0</sup> C       | (c) $100^{0}$ C                           | (d) $15^{0}$ C                   |  |  |
| 03.11 | in the lov<br>(a) Flash point                                     | west temperature at wh<br>(b) Fire point         | nich a fluid will flow-<br>(c) Pour point | (d) None                         |  |  |
| 03.12 | components  |  |   | tacting surfaces of the          |  |  |
|       | (a) Lubricant   | (b) Sealing agent                                | (c) Cooling agent                         | (d) None                         |  |  |
| 03.13 | The viscosity of a fluid (a) External                             |  | friction-<br>(c) both                     | (d) None of these                |  |  |
| 03.14 | A hydraulic fluid that (a) Faster                                 | has a low viscosity wi<br>(b) Slower             | ll flowthan (c) Cannot flow               | a high viscous fluid<br>(d) None |  |  |
| 03.15 | The change in fluid vi (a) Viscosity                              | scosity caused by a ch (b) Viscosity Index       | -   | ed to as the fluids (d) None     |  |  |
| 03.16 | The property of a flur as its -                                   | id to keep two surface                           | es separated under high                   | n pressure is referred to        |  |  |
|       |   | (b) Film strength                                | (c) Viscosity                             | (d) Viscosity Index              |  |  |
| 03.17 | The chemical reaction (a) Oxidation                               | between hydraulic flu<br>(b) Corrosion           | nid & air is called<br>(c) No reaction    |                                  |  |  |
| 03.18 | The term that describe (a) Pour point                             | es the stability of fluid<br>(b) Vapour pressure | •   | ated is-<br>(d) Lubricity        |  |  |
| 03.19 | Corrosion in a hydraul (a) Acids                                  | lic system is generally (b) Alkalis              | caused by-<br>(c) Oxidation               | (d) All of the above             |  |  |
| 03.20 | Air is usually introduc   | ed into a hydraulic sy                           | stem through leaks in t                   | heline.                          |  |  |

|       | (a) Outlet                                    | (b) Inlet                               | (c) Pilot line                       | (d) None              |
|-------|---|---|--------------------------------------|-----------------------|
| 03.21 | Any deterioration of (a) Oxidation            | a metallic surface can l (b) Rust       | be said as(c) Corrosion              |                       |
| 03.22 | What are hydraulic fl<br>(a) Lubricate (b) Re | <u>-</u>                                | (c) Transmit Power                   | (d) All of the above  |
| 03.23 | Cleanliness level of h<br>(a) NAS 4-5         | ydraulic system is acc<br>(b) NAS 15-16 |                                      | (d) NAS 8-9           |
| 03.24 | The minimum & max (a) 61.2 & 74.8             | cimum viscosity of VC<br>(b) 68         | 668 oil at $40^{0}$ C                | (d) None              |
| 03.25 | Flash point of petrole (a) $40^{\circ}$ C     | num base hydraulic oil (b) $90^{0}$ C   | (VG-68) is<br>(c) 150 <sup>0</sup> C | (d) $210^{0}$ C       |
| 03.26 | Pour point of VG-68 (a) 0 <sup>0</sup> C      | oil is-<br>(b) 10 <sup>0</sup> C        | (c) $-21^{\circ}$ C                  | (d) $-4^{0}$ C        |
| 03.27 | Water content in water (a) 35-40%             | er glycol fluid used in (b) 50%         | RGM-<br>(c) 0%                       | (d) 100%              |
| 03.28 | The max. admissible (a) 500ppm                | concentration of water (b) 1000ppm      | content in hydraulic o (c) 1500ppm   | il is-<br>(d) 2000ppm |
| 03.29 | The maximum decrea                            | ase in original value of (b) 5%         | viscosity of hydraulic (c) 10%       | oil is-<br>(d) 20%    |

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 1.     |      | 9.     | b    | 17.    | a    | 25.    | d    |
| 2.     |      | 10.    | a    | 18.    | c    | 26.    | c    |
| 3.     |      | 11.    | c    | 19.    | d    | 27.    | a    |
| 4.     |      | 12.    | a    | 20.    | b    | 28.    | b    |
| 5.     |      | 13.    | b    | 21.    | c    | 29.    | С    |
| 6.     |      | 14.    | a    | 22.    | d    |        |      |
| 7.     |      | 15.    | b    | 23.    | d    |        |      |
| 8.     | a    | 16.    | b    | 24.    | a    |        |      |

# Hydraulic Tank Session: 4

| 04.01 | The contaminants reservoir   | better wi                                   | th slower movement                 | t of hydraulic oil in  |  |  |  |
|-------|--|---|------------------------------------|------------------------|--|--|--|
|       | (a) Separate or settle   | (b) Drain                                   | (c) Dissolve in oil                | (d) No effect          |  |  |  |
| 04.02 | A baffle in a reservoir (a) Heat   | s keeps the oil in conta<br>(b) Pressurise  | act with the sides to (c) Settle   | the fluid-<br>(d) Cool |  |  |  |
| 04.03 | The bottom of a reserv   | voir be designed-<br>(b) With a drain       | (c) Sloped                         | (d) All of above       |  |  |  |
| 04.04 | prevents p (a) Pump  | oressure or suction bui<br>(b) Baffle plate | ldups in a reservoir. (c) Filters  | (d) Air breather       |  |  |  |
| 04.05 | Hydraulic tank in clea<br>(a) 200hrs   | ned by a <b>lint</b> free cloth (b) 500hrs  | n at-<br>(c) 1000hrs               | (d) IOH                |  |  |  |
| 04.06 | Reservoir's capacity is kepttimes the pump capacity- (a) Same as pump's capacity (b) 2 to 3 times (c) 100 times (d) None |   |                                    |                        |  |  |  |
| 04.07 | Height of the baffle plate inside a reservoir is keptthe ht. of the oil level.  (a) Same (b) 3/4 (c) 2/3 (d) None        |   |                                    |                        |  |  |  |
| 04.08 | The bottom portion of (a) Same   | return lines terminate (b) 45 <sup>0</sup>  | in the tank be at an an (c) $60^0$ | gle of<br>(d) None     |  |  |  |
| 04.09 | The baffle plate separa (a) Pressure   | ates the inlet line from (b) Return         | theline.                           | (d) None               |  |  |  |
| 04.10 | Inlet & return lines mu (a) High   | ust be terminate<br>(b) Below               | the fluid level. (c) Same          | (d) None               |  |  |  |
| 04.11 | Name three function of   | f the reservoir.                            |                                    |                        |  |  |  |
| 04.12 | What is the purpose of   | f air breather at the res                   | ervoir?                            |                        |  |  |  |
| 04.13 | Why is a return line of  | ften cut at 45 <sup>0</sup> angle?          |                                    |                        |  |  |  |
| 04.14 | What are the functions   | s of baffle plate?                          |                                    |                        |  |  |  |
|       | Name the parts of a re   | servoir.                                    |                                    |                        |  |  |  |

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 1.     | a    | 4.     | d    | 7.     | c    | 10     | b    |
| 2.     | C    | 5.     | C    | 8.     | h    |        |      |

b

b

d

6.

# Filter Session: 5

| 05.01 | When a filter is sp<br>(a) Nominal  | ecified as so many mic<br>(b) Absolute   | rons, it usually refers to (c) Performance              | the filtersrating. (d) None      |  |  |
|-------|---|--|---|----------------------------------|--|--|
| 05.02 | Pressure line filter  | s can trap much                          | particles than inlet line t                             | filters.                         |  |  |
|       | (a) Bigger  | (b) Smaller                              | (c) Either (a) & (b)                                    | (d) None                         |  |  |
| 05.03 | Filter ist<br>(a) Finer   | han strainer.<br>(b) Coarser             | (c) Either (a) & (b)                                    | (d) None                         |  |  |
| 05.04 | filters are (a) Adsorbent   | used for most minute (b) Absorbent       | filtration in hydraulic sys<br>(c) Mechanical           | otems. (d) None                  |  |  |
| 05.05 | prevent a   | from forming.                            | enough below the fluid                                  |                                  |  |  |
|       | (a) Whirlpool   | (b) Laminar                              | (c) No effect   | (d) None                         |  |  |
| 05.06 | 1 0   | •  | condition of the filter ho                              | •                                |  |  |
|       | (a) Nuts bolt   | (b) Tightness                            | (c) Size  | (d) Gasket                       |  |  |
| 05.07 | Filters (10-25µ) provided in return line ge<br>(a) Check valve as a bypass<br>(c) Gate valve as a by pass valve |  | (b) Throttle valve as a bypass valve (d) None of these. |                                  |  |  |
| 05.08 | 5.08 A simple screen or a wire strainer is rated for filtering fineness by a                                    |  |   |                                  |  |  |
|       | (a) Mesh  | (b) Micron                               | (c) Porosity  | (d) None                         |  |  |
| 05.09 | 149 microns=100<br>(a) 210  | mesh.Find 200mesh =.<br>(b) 149          | . μ(higher the mesh or si (c) 105                       | eve no.,finer the screen) (d) 74 |  |  |
| 05.10 | Pressure line filter  | provided for proportion                  | onal valve is of  |                                  |  |  |
|       | (a) 3µ  | (b) 10μ                                  | (c) 25µ   | (d) 150µ                         |  |  |
| 05.11 | Suction filter prov<br>(a) 10µ  | ided for fixed displace<br>(b) 25µ       | ment pump is of-<br>(c) 150μ                            | (d) None                         |  |  |
| 05.12 | Pressure line & retail (a) 150hrs   | turn line filters are repl<br>(b) 100hrs | aced at-<br>(c) 200hrs                                  | (d) 500hrs                       |  |  |
| 05.13 | Suction filter is re-   | placed at-                               |   |                                  |  |  |
|       | (a) 50hrs   | (b) 100hrs                               | (c) 200hrs  | (d) 500hrs                       |  |  |
| 05.14 | Filters not onlypressure d  |  | vely than strainers do.                                 | , they also maintain a           |  |  |
|       | (a) Low   | (b) High                                 | (c) Nil (d) No  | one of these                     |  |  |
| 05.15 | Filters are usually (a) Surface   | furnished with<br>(b) Depth              | type mediums. (c) Adsorbent                             | (d) None of these                |  |  |

- 05.16 Define filter?
- 05.17 Name three possible locations for a filter.
- 05.18 What does full-flow filter mean?
- 05.19 How many filters are provided on 09-CSM in different circuit?
- 05.20 What is meant by nominal & absolute micron rating?

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 1.     | a    | 6.     | d    | 11.    | c    | 16.    |      |
| 2.     | b    | 7.     | a    | 12.    | c    | 17.    |      |
| 3.     | a    | 8.     | a    | 13.    | d    | 18.    |      |
| 4.     | b    | 9.     | d    | 14.    | a    | 19.    |      |
| 5.     | a    | 10.    | b    | 15.    | b    | 20.    |      |

# Hydraulic & Pneumatics Session: 6 Hydraulic Hoses

|        | When selecting a p                             | ipe for hydraulic lin   | es always make sure                              | it will withstand the    |
|--------|--|---|--|--------------------------|
| System | (a) Flow                                       | (b) Pressure  | (c) Force  | (d) None                 |
| 06.02  | & the fluid                                    | ••••  |  | for the area of the pipe |
|        | (a) Temperature                                | (b) Viscosity   | (c) Viscosity index                              | (d) None                 |
| 06.03  | A bend in tubing shown (a) Sharp               | ald be smooth and hav<br>(b) twisted                                  | e across<br>(c) round (d) No                     |                          |
| 06.04  | If a hydraulic line has (a) Turbulent          | s high fluid velocity, the (b) Laminar                                | ne flow will be<br>(c) Both                      |                          |
| 06.05  | Bursting pressure of h<br>(a) Same             | nose is kept(b) 2 (c) 4   | times the working (d) 8                          | pressure.                |
| 06.06  | The pump inlet line is (a) Larger              |   | than the outlet. (c) Has more strength           | ı (d) None               |
| 06.07  | Flexible hose is used (a) Movement             | when the hydraulic lin<br>(b) Fixed                                   | nes are subjected to<br>(c) Both                 | (d) None                 |
| 06.08  | Two wire braided hos (a) Lower                 | ses permit(b) Higher  | .pressure.<br>(c) Zero                           | (d) None                 |
| 06.09  | SAE 100R <sub>2</sub> standard (a) Suction     |   | hose. (c) Return                                 | (d) Leakage line         |
| 06.10  | DIN 20022 standard i<br>(a) Suction            | is used for(b) Pressure   |  | (d) None                 |
| 06.11  | DIN 20023 standard i<br>(a) 4 Spiral wire wrap |   | hose.<br>re braid (c) Textile bra                | nided (d) None           |
| 06.12  | EN853 2SN standard (a) Single wire braid       |   | hose.  | apped (d) None           |
| 06.13  | Hydraulic hoses have (a) Low                   | absorp  | ption coefficient . (c) High                     | (d) None                 |
| 06.14  | The inner layer of hos                         | se shouldco   | ompatible with the hydronic (c) both (d) nor     | _                        |
| 06.15  | The hydraulic hose ca<br>(a) 0°F to 100°F      | nn with stand temperat<br>(b) 10 <sup>0</sup> F to 200 <sup>0</sup> F | ures(c) -40 <sup>0</sup> F to 200 <sup>0</sup> F | (d) $80^{0}$ C           |
| 06.16  | The recommended ve (a) 1-3 ft/sec              | elocity range in pump i<br>(b) 2-4 ft/sec                             |  | (d) None                 |
| 06.17  | The recommended ve                             | locity range in workin  | g line   |                          |

| 06.18 | (a) 1-3 ft/sec Doubling the inside of           | • •  | * *                          |                        | (d) None                       |  |
|-------|---|--|------------------------------|------------------------|--------------------------------|--|
| 00.10 | (a) quadruples (b) do                           |  | •                            |                        | e fourth                       |  |
| 06.19 | Halving the inside dia<br>(a) quadruples (b) do |  |                              | il velocity.<br>(d) on | e fourth                       |  |
| 06.20 | The I.D. of a flexible (a) Pipe no./4           |  |                              | •                      | (d) Pipeno./16                 |  |
| 06.21 | The angle on the end (a) $37^0$ or $45^0$       | of flared tube i<br>(b) 20 <sup>0</sup> or 30 <sup>0</sup> | s either<br>(c) $60^{\circ}$ | or 75°                 | (d) flareless ends             |  |
| 06.22 | The type of pipe thathread. (a) dry seal        |  |                              | _                      | gs is commonly called (d) none |  |
| 06.23 | Radius of bend is me (a) either end (b) cer     |  |                              | b (d) no               | ne                             |  |
| 06.24 | Hydraulic hose & fitt<br>(a) reusable           | ings are either (b) welded                                 |                              | nanent) or<br>zed      | · ·                            |  |
| 06.25 | Write the specification of hoses?               |  |                              |                        |                                |  |
| 06.26 | Write the reasons of hose failure?              |  |                              |                        |                                |  |
| 06.27 | Why is pipe reinforce                           | ed?  |                              |                        |                                |  |

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|--------|------|
| 1.     | b    | 6.     | a    | 11.    | a    | 16.    | b    | 21     | a    |
| 2.     | b    | 7.     | a    | 12.    | b    | 17.    | c    | 22     | a    |
| 3.     | c    | 8.     | b    | 13.    | a    | 18.    | d    | 23     | b    |
| 4.     | a    | 9.     | b    | 14.    | a    | 19.    | a    | 24     | a    |
| 5.     | c    | 10.    | b    | 15.    | c    | 20.    | d    |        |      |

# Hydraulic & Pneumatics Session: 7 Hydraulic Seals

| 07.01 |  |                                     | nute amount of fluid fro<br>(c) either (a) & (b) |            |
|-------|--|-------------------------------------|--|------------|
| 07.02 |  |                                     | ll amount of internal lea<br>(c) both a&b        |            |
| 07.03 |  |                                     | earts which move relativ                         |            |
| 07.04 |  |                                     | as seal. (c) Non positive                        |            |
| 07.05 |  |                                     | pally to rotating s<br>Cover (c) Static, sea     |            |
| 07.06 | T-ring is(a) Dynamic                     |                                     | ting parts. (c) Non positive                     | (d) None   |
| 07.07 | Cup seal are(a) Positive                 |                                     | <u> </u>   | (d) None   |
| 07.08 | The seal used in D.C (a) Positive        |                                     | (c) Dynamic                                      | (d) Static |
| 07.09 | Piston Rings are fabr<br>(a) Pig iron    |                                     | or steel (c) Cast Iron                           | (d) None   |
| 07.10 |  |                                     | it UP/DN cylinder is<br>(c) 125/50               |            |
| 07.11 | Track lifting cylinder (a) 100/50        | _                                   | rod(c) 125/50                                    | (d) 50/36  |
| 07.12 | Dia of seal on piston (a) 100/45         | & rod of lining cylin<br>(b) 100/50 | der is(c) 80/30                                  | (d) 125/50 |
| 07.13 | In the cylinder pistor<br>(a) Glide Ring | main seal used is<br>(b) Slide Ring |  | (d) None   |
| 07.14 | In the cylinder rod m (a) Glide Ring     |                                     | (c) Wiper Seal                                   | (d) None   |
| 07.15 | The temperature limit (a) -40°F to 200°F | t for a seal(b) $0^0$ to $200^0$ F  | (c) $20^{0}$ F to $200^{0}$ F                    | (d) None   |
| 07.16 | Write type of seals us                   | sed                                 |  |            |
| 07.17 | What is meant by dy                      | namic seal?                         |  |            |
| 07.18 | What factors are con-                    | sidered during selecti              | on of a seal?                                    |            |
| 07.19 | Write functions of se                    | al?                                 |  |            |
| 07.20 | Which seals are prov                     | ided on big squeezing               | g cylinder?                                      |            |

# 07.21 Name three operating factors that affect seal life?

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|--------|------|
| 1.     | a    | 4.     | a    | 7.     | a    | 10.    | d    | 13.    | a    |
| 2.     | b    | 5.     | a    | 8.     | b    | 11.    | c    | 14.    | b    |
| 3.     | c    | 6.     | a    | 9.     | c    | 12.    | a    | 15.    | a    |

# Hydraulic & Pneumatics Session: 8 Hydraulic Pumps

| 08.01 |   | ulic (                               | .energy intob) Hydraulic, Mechanical d) None   | energy.               |
|-------|---|--------------------------------------|--|-----------------------|
| 08.02 |   | e either fixed disp<br>(b) Variable  | placement or(c) Non positive   |                       |
| 08.03 | both the combination of   | ofand.                               | ng loaded are held in conta<br>pressure.<br>& oil (c) Reciprocating &                  |                       |
| 08.04 | <del>_</del>  | -                                    | displacement pumps are (c) Fixed   |                       |
| 08.05 | 1 1 1   | s (b) Cubic                          | by which of the following. c centimeter per revolution f the above.                    |                       |
| 08.06 | The vane tips of a vane<br>(a) Longer vane life<br>(c) Free movement of | (b) Better                           |  | ve to permit          |
| 08.07 |   | -                                    | vane pump is changed by centre rotor (c) rpm of pr                                     |                       |
| 08.08 | (a) Changing the disch  | arge port (t                         | ent vane pump is changed be solved by Shifting the cam ring d) Changing the inlet port | oy                    |
| 08.09 | Internal gear pumps ar<br>(a) Low pressure                              |                                      | lowing characteristics. (c) Small capacities   | (d) All of the above. |
| 08.10 | The pumps in a hydrau (a) Fluid pressure                                | ılic system, creat<br>(b) Fluid flow | tes (c) Flow resistance  | (d) All of the above  |
| 08.11 | * *   | the rotor is plac<br>(b) Balanced    | ed off centre is said to be -<br>(c) Fixed   | d) None               |
| 08.12 | •   | ating of a pump i (b) Efficiency     | s referred to its<br>(c) Capacity  | (d) None              |
| 08.13 | 1   | imp is specified (b) Speed           | in terms of operating (c) Hours  | (d) Fluid pressure    |
| 08.14 | 0 1 1   | both gears rotate<br>(b) Opposite    |  | onary (d) None        |
| 08.15 |   | both gears rotate (b) Opposite       | e indirection (c) One Gear is static   | onary (d) None        |

| 08.16  | Pressure is (a) Less oil  | reduced at         |                          |                        | s (c) Parti | ial vacuum            | (d) Nor       | ne          |     |
|--------|---|--------------------|--------------------------|------------------------|-------------|-----------------------|---------------|-------------|-----|
| 08.17  | Pump cater<br>(a) 90lpm   |                    |                          | t lifting-lov<br>7 GPM |             |                       | (d) 38        | & 22 GPM    | 1   |
| 08.18  | 38 & 17 Gl<br>(a) Z.F.  |                    | s mounted<br>(b) Funk    |                        | gear bo     | x in 09-CSN<br>uction |               | tributor    |     |
| Answe  | er Sheet  |                    |                          |                        |             |                       |               |             |     |
| Q. No. | . Ans.  | Q. No.             | Ans.                     | Q. No.                 | Ans.        | Q. No.                | Ans.          | Q. No.      | Aı  |
| 1.     | a   | 5.                 | d                        | 9.                     | d           | 13.                   | c             | 17.         | (   |
| 2.     | b   | 6.                 | d                        | 10.                    | b           | 14.                   | a             | 18.         | ]   |
| 3.     | a   | 7.                 | c                        | 11.                    | a           | 15.                   | <u>b</u>      |             |     |
| 4.     | a   | 8.                 | b                        | 12.                    | c           | 16.                   | d             |             |     |
| 09.01  |   | numn cate          | Session                  | aulic & P : 9 Hydra    | aulic Pu    |                       | 9-3X          |             |     |
| 07.01  |   |                    |                          |                        |             | ear Pump              |               | l piston pu | ımp |
| 09.02  | <ul><li>Swash plate in axial piston pump tilted by</li><li>(a) Manually Control (b) Pilot pressure control (c) Electronic control(d) All of the these</li></ul> |                    |                          |                        |             |                       |               |             |     |
| 09.03  | Charge pur (a) 30 bar   |                    | is set at<br>(b) 110 bar | r                      | (c) 210     | bar                   | (d) 380 l     | bar         |     |
| 09.04  | -   | ımp contair<br>ımp |                          |                        |             | is<br>S Pump          | pump (d) None | e           |     |
| 09.05  | More the a  | ngle of tiltii     | ng of swasl              | h plate,               | flow we     | e get                 |               |             |     |

(a) Less

(b) More

(c) Does not depend on angle of swash plate (d) None

09.06 Flushing valve is provided in work drive/travel drive closed loop circuit for ......of oil.

(a) Cooling

(b) Heating

(c) Does not effect

(d) None

.....displacement can be get by axial piston variable pump-. 09.07

(a)  $250 \text{cm}^3 +$ 

(b)  $500 \text{cm}^3 +$ 

(c)  $750 \text{cm}^3 +$ 

(d)  $1000 \text{cm}^3$ +

09.08 Pump does not give flow due to...........

(a) Direction of rotation is wrong (b) Pump shaft broken (c) Both a&b (d) None

| Q. No. | Ans. | Q. No. | Ans. | Q. No. | Ans. |
|--------|------|--------|------|--------|------|
| 1.     | a    | 4.     | b    | 7.     | c    |
| 2.     | d    | 5.     | b    | 8.     | c    |
| 3.     | a    | 6.     | a    |        |      |

# Hydraulic & Pneumatics Session: 10 Hydraulic Pumps

| 10.01 | Pump's bearing failure is caused due to  (a) Inadequate lubrication (b) Contaminants in pump (c) Both a & b (d) None    |
|-------|---|
| 10.02 | Pump making abnormal sound due to (a) More viscous oil (b) Air entrapped (c) Filter clogged (d) All of the above        |
| 10.03 | Excess foaming can be created due to  (a) Entrapping excess air (b) Pump's speed too less (c) Oil more viscous (d) None |
| 10.04 | is a sort of vacuum created in the hydraulic oil  (a) Aeration (b) Cavitation (c) Emulsification (d) None               |
| 10.05 | Write difference between fixed & variable displacement pump.  |
| 10.06 | What are the reasons of abnormal sound giving by pump?  |
| 10.07 | How direction of rotation is changed in vane pump?  |
| 10.08 | Give the classification of pump?  |
| 10.09 | Name the parts of Axial piston pump.  |
| 10.10 | What causes the pistons to reciprocate in a axial piston pump?  |
| 10.11 | How can displacement be varied in an axial piston pump.   |

| Q. No. | Ans. | Q. No. | Ans. | Q. No. | Ans. |
|--------|------|--------|------|--------|------|
| 1.     | c    | 4.     | b    |        |      |
| 2.     | d    |        |      |        |      |
| 3.     | a    |        |      |        |      |

| 11.01 |   |   | luidand<br>(c) Speed & Pressure                                       |                              |
|-------|---|---|---|------------------------------|
| 11.02 | Relief valves normall (a) opened (b) clo                                  | •   | sition<br>ner 'a' or 'b'  | (d) None                     |
| 11.03 | The pressure at which (a) Override  | relief valve opens is i<br>(b) Cracking         | tspressure-<br>(c) Pilot Pressure                                     | (d) None                     |
| 11.04 |   | sure control valve in a e (b) Regulate pressure | hydraulic system is to-<br>(c) Limit pressure                         | (d) All of these             |
| 11.05 | Most unloading valve (a) Pilot  | es areope<br>(b) Direct                         | erated rather than press<br>(c) Mechanical                            | ure operated (d) None.       |
| 11.06 | stage valve.  |   | •   | main valve is usually a      |
| 11.07 | (a) One The difference in area  | (b) Two a between the plunger of                | <ul><li>(c) Three</li><li>&amp; poppet seat is approx</li></ul>       | (d) None ximatelyin unloader |
|       | valve.<br>(a) 15%   | (b) 40%   | (c) 70%   | (d) None                     |
| 11.08 | Reasons of no pressu<br>(a) Orifice in main sp<br>(c) Safety valve at zer | ool choked up                                   | <ul><li>(b) Vent open to tank</li><li>(d) All of the above.</li></ul> |                              |
| 11.09 | Safety valve is set (a) Less  | than the setting of un<br>(b) Equal             | nloading valve<br>(c) More  | (d) None.                    |
| 11.10 | -   | accumulator charging Inloader valve (c) Pre     | g circuit<br>essure reducing valve (                                  | d) Sequence valve            |
| 11.11 | When pressure drops reseat and the cycle is                               |   | he valve setting, the   | ball (poppet) & piston       |
|       | (a) 15%   | (b) 50%   | (c) 85%   | (d) None                     |
| 11.12 | Thehas closed during unloading  | permitting the accur                            | mulator to maintain p   | pressure in the system       |
|       | (a) Check valve   | (b) Ball  | (c) Piston  | (d) None                     |

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 11.01  | a    | 11.04  | d    | 11.07  | a    | 11.10  | b    |
| 11.02  | b    | 11.05  | a    | 11.08  | d    | 11.11  | c    |
| 11.03  | b    | 11.06  | b    | 11.09  | c    | 11.12  | a    |

| 12.01 | Pressure reducing va system.                   | lves are used to reduc                   | e or limit the pressure | e incircuit of the |
|-------|--|--|-------------------------|--------------------|
|       | (a) Primary                                    | (b) Secondary                            | (c) Testing             | (d) None           |
| 12.02 | Pressure reducing val<br>(a) Squeezing circuit | ves are provided for (b) Booster circuit |                         | (d) All of these   |
| 12.03 | Pressure reducing val                          | ves are normally rema                    | ins inposition          |                    |
|       | (a) Opened                                     | (b) Closed                               | (c) Both                | (d) None           |
| Q.    | Where are the ports of                         | f a relief valve connec                  | ted?                    |                    |
| Q.    | What is difference be                          | tween pressure relief v                  | valve and pressure redu | icing valve?       |
| Q.    | Justify the need of pro                        | essure control valve?                    |                         |                    |
| Ο.    | What is the function                           | of unloader valve?                       |                         |                    |

| Q. No. | Ans. | Q. No. | Ans. |
|--------|------|--------|------|
| 12.01  | b    | 12.03  | a    |
| 12.02  | d    |        |      |

| 13.01 | Acan start, stop of<br>(a) Directional control<br>(c) Flow control valve | l valve                           |          | essure control valve                              |                      |
|-------|--|-----------------------------------|----------|---|----------------------|
| 13.02 | 4/3 way valve have (a) 2   | pos                               | itions.  | (c) 4   | (d) 5                |
| 13.03 | 4/2 way valve have (a) 2   | pos                               | itions.  | (c) 4   | (d) 5                |
| 13.04 | Spring centered valve (a) 1  | have spring (b) 2                 | ng on ea | ach end.<br>(c) 3                                 | (d) 4                |
| 13.05 | Spring offset valve ha   | vesp<br>(b) 2                     | oring on | one end only                                      | (d) 4                |
| 13.06 | D.C. valves are opera (a) Solenoid                                       |                                   |          | (c) Hydraulic power                               | (d) All of the above |
| 13.07 | In lifting circuit of 09 (a) Floating condition                          |                                   |          | dition of 4/3 way valv<br>(c) Tandem Centre       |                      |
| 13.08 | D.C. valves have (a) Sliding   | spool. (b) Rotary                 |          | (c) Both a & b                                    | (d) None             |
| 13.09 | In lining circuit on tar<br>(a) Check valve                              | • •                               |          | is used as bypass ve (c) Spring centered          |                      |
| 13.10 | A 4-way valve has (a) 1  | primary v                         | vorking  | ports<br>(c) 3                                    | (d) 4                |
| 13.11 | A four way spool valve (a) Rotary valve                                  | we which does r<br>(b) Reciprocat |          |   | (d) None             |
| 13.12 | The pressure at which (a) Override pressure                              |                                   |          | to open is called its<br>(c) Seating pr           | essure (d) None      |
| 13.13 | A three position, 4-wa<br>(a) cross over valve                           |                                   |          | as a<br>3/2 way valve (d) 2/                      | 2 way valve          |
| 13.14 | are identifi<br>(a) D.C. valve (b) Re                                    | -                                 |          | he no. of piping conne<br>ontrol valve (d) Pressu |                      |
| 13.15 | Double Decker solend<br>(a) Directed Operated<br>(c) Manually Operate    | valve                             |          | ot operated valve                                 |                      |
| 13.16 | allows hydra (a) Check valve   | ulic fluid to flo (b) 4/2way val  |          | e direction<br>(c) 4/3way valve                   | (d) None             |
| 13.17 | Ball or poppet checks (a) Hydraulic force                                | _                                 |          | _   | <br>(d) None         |

| 13.18 | is generally used as a bypass with filter |                |                                      |                        |  |
|-------|---|----------------|--------------------------------------|------------------------|--|
|       | (a) Check valve                           | (b) D.C. valve | (c) Flow control valve               | e (d) None             |  |
| 13.19 | is used as ant (a) Relief valve           |                |                                      | nping Unit<br>(d) None |  |
| 13.20 | The cracking pressure (a) Spring          | •              | strength of thee (c) Mechanical powe |                        |  |

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 13.01  | a    | 13.06  | d    | 13.11  | a    | 13.16  | a    |
| 13.02  | b    | 13.07  | c    | 13.12  | b    | 13.17  | С    |
| 13.03  | a    | 13.08  | b    | 13.13  | a    | 13.18  | a    |
| 13.04  | a    | 13.09  | b    | 13.14  | a    | 13.19  | С    |
| 13.05  | a    | 13.10  | d    | 13.15  | b    | 13.20  | a    |

| 14.01 | is used to hold   | d a load in mid po  | sition-  |   |
|-------|---|---------------------|--|---|
|       | (a) Pilot operated che                                    | ck valve (t         | o) Simple check valve                                    |   |
|       | (c) Pressure control v                                    | alve (c             | d) Flow control valve                                    |   |
| 14.02 |   | ck valve (POC) (l   | ck valve inb) Pilot operated DC vald) None               |   |
| 14.03 | The normal position                                       | of 4/3 way valve    | is generallyprovid                                       | ed with pilot operated check                    |
|       | valve.  |                     |  |   |
|       | (a) Neutral position                                      | (b) Tandem Cen      | tre (c) Opened cond                                      | lition (d) Floating condition                   |
| 14.04 | POC valves are used (a) Tool tilting (c) Work drive of 08 | (b) Tamping uni     | t lateral sliding  |   |
| 14.05 | valve is used in ho                                       | ook lifting-lowerir | ng circuit is Unimat-                                    |   |
|       |   | _                   | _  | d D.C. Valve (d) None                           |
| 14.06 |   | •                   | used to control logic ca<br>(c) A, B $\longrightarrow$ T | lve (Cartridge valve) is<br>(d) Closed position |
| 14.07 | In construction, there (a) 1                              | arepoppet (b) 2     | valves are provided in (c) 3                             | logic valve manifold. (d) 4                     |

| Q. No. | Ans. | Q. No. | Ans. | Q. No. | Ans. |
|--------|------|--------|------|--------|------|
| 14.01  | a    | 14.04  | d    | 14.07  | d    |
| 14.02  | a    | 14.05  | a    |        |      |
| 14.03  | d    | 14.06  | a    |        |      |

| 15.01 | Spool is stuck up in D.C. valve due to (a) Coil ineffective (b) Body parts                          |   | (d) All of these |
|-------|---|---|------------------|
| 15.02 | Spool is not shifting due to-<br>(a) No electric supply (b) Coil burn                               | t (c) Both 'a' & 'b'                        | (d) None         |
| 15.03 | Valve overheating takes place due to<br>(a) System pressure too high<br>(c) Faulty electric circuit | (b) Wrong oil grade<br>(d) All of the above |                  |
| 15.04 | Leakage at D.C. Valve is due to   | <del>-</del>                                |                  |

(c) Defective valves (d) All

#### **Answer Sheet**

| Q. No. | Ans. | Q. No. | Ans. |
|--------|------|--------|------|
| 15.01  | d    | 15.03  | d    |
| 15.02  | c    | 15.04  | d    |
|        |      |        |      |

(a) Connections not sealed (b) Wrong seals

- Q.1 What is the function of a D.C. valve?
- Q.2 Write the types of D.C. valve.
- Q.3 What is the function of a check valve?
- Q.4 Why is pilot operated D.C. valve used?
- Q.5 Explain the working of P.O.C valve.
- Q.6 Name the three ways to operate a four way valve.
- Q.7 Write the reasons of spool sticking in D.C. valve.
- Q.8 What is pilot choke?
- Q.9 What is meant by pilot pressure & pilot drain?

| 16.01 | control (a) Proportional valve         | 2 1  |          | *                 | & deceleration-<br>(d) Flow control valve        |
|-------|--|--|----------|-------------------|--|
| 16.02 | In proportional valve (a) Proportional | output flow is<br>(b) Inversely Propo                | -        | •                 | (d) Quadruple                                    |
| 16.03 | Current range for pro (a) 0-15mA       | portional valve is-<br>(b) 250-750mA                 | (c) 0-65 | 50mA              | (d) 0-600mA                                      |
| 16.04 | In 09-CSM, the curre (a) 0 & 250mA     | nt for tamping unit lo<br>(b) 650mA & 600mA          |          |                   |  |
| 16.05 | decreasing signal.                     | rement, ramp function (b) Smooth & shock             |          |                   | gradually increasing or (d) Slow                 |
| 16.06 | is used (a) D. C. Valve                |  |          | •                 | satellite drive motor-<br>(d) Flow valve control |
| 16.07 | is used to (a) Suction filter          |  |          |                   | ortional valve-<br>(d) Proportional Filter       |
| 16.08 | · · ·                                  | bes not function due to<br>noid defective<br>clogged | (b) Elec | etric circuit fau | ılty   |

| Q. No. | Ans. | Q. No. | Ans. | Q. No. | Ans. |
|--------|------|--------|------|--------|------|
| 16.01  | a    | 16.05  | b    |        |      |
| 16.02  | a    | 16.06  | c    |        |      |
| 16.03  | b    | 16.07  | d    |        |      |
| 16.04  | С    | 16.08  | d    |        |      |

| 17.01                    | O1 In asmall input signal causes a large output (a) Servo valve (b) D.C. valve (c)             | t of hydraulic pow<br>Relief Valve | ver.<br>(d) None                            |
|--------------------------|--|------------------------------------|---|
| 17.02                    |  | of several hundred<br>Servo valve  | horse power in a-<br>(d) Proportional valve |
| 17.03                    | 03 Maximum current is fed in servo valve-<br>(a) 15mA (b) 250mA (c)                            | 650mA                              | (d) 750mA                                   |
| 17.04                    | 04 Servo valves are used for   | ng-lining (c) Rail c               | clamp (d) Work drive                        |
| 17.05                    | tamping machines-  | valves used in<br>Return line      | track lifting-lining in (d) Suction line    |
| 17.06                    | Button type filters are also provided to cater neat  (a) Inside  (b) Out side  (c) Inside      | t & clean oil<br>No filter         | the servo valve-<br>(d) None                |
| 17.07                    | 07 Oil cleanliness class NASshould be maintai<br>(a) 1 (b) 5 (c) 3                             |                                    | e.<br>(d) None                              |
| 17.08                    | 08 Before the fitment of flushing should be do (a) Servo filter (b) Proportional filter (c)    |                                    | (d) None                                    |
| 17.09                    | 09 Spool shifts in servo valve is due to-<br>(a) Mechanical shifting (b) Hydraulic pressure di | ifference (c) Elec                 | tric current (d) None                       |
| 17.10                    | 10 Pressure difference is caused due toin noz<br>(a) Area difference (b) Equal area (c)        |                                    |   |
| 17.11                    | Null is disturbed due to is created in nozzle (a) Area difference (b) Current difference (c)   |                                    | =   |
| Q.1<br>Q.2<br>Q.3<br>Q.4 | Explain 'null adjustment' in servo valve.  Name the parts of a servo valve.                    |                                    |   |

| Q. No. | Ans. | Q. No. | Ans. | Q. No. | Ans. |
|--------|------|--------|------|--------|------|
| 17.01  | a    | 17.05  | a    | 17.09  | b    |
| 17.02  | c    | 17.06  | a    | 17.10  | a    |
| 17.03  | a    | 17.07  | b    | 17.11  | a    |
| 17.04  | b    | 17.08  | a    |        |      |

| 18.01             | Flow control valves a (a) Pressure                              | re used to control the. (b) Direction       | of actuator. (c) Speed                           | (d) None                         |
|-------------------|---|---|--|----------------------------------|
| 18.02             | A flow control valve (a) Meter-in                               | regulates fluid flow by (b) Meter-out       | many ways-<br>(c) Bleed off                      | (d) All of the above             |
| 18.03             | Fluid flow is regulate (a) Meter in                             | ed on the outlet side of (b) Meter-out      | the actuator by<br>(c) Bleed off                 | <br>(d) None                     |
| 18.04             | Fluid flow is regulate (a) Meter in                             | ed on the inlet side of to<br>(b) Meter-out | he actuator by<br>(c) Bleed off                  | (d) None                         |
| 18.05             | is used where (a) Meter in                                      | only a portion of the m (b) Meter-out       | ain flow is required to (c) Bleed off            | control the actuator (d) None    |
| 18.06             | Flow control valves of (a) Fixed orifice                        | controls the flow by (b) Variable orifice   |  | (d) None                         |
| 18.07             | As the area of an orif (a) Increases                            | ice increases, the press (b) Decreases      | sure drop(c) No effect                           | <br>(d) None                     |
| 18.08             | Fluid velocity decrea (a) Increases                             | ses when area of an or<br>(b) Decreases     | ifice(c) No effect                               | (d) None                         |
| 18.09             | One way flow contro (a) Check valve                             | l valve has afo<br>(b) Fixed orifice        | or return flow of an act<br>(c) Variable orifice | uator-<br>(d) None               |
| 18.10             | In Duomaticflow (a) One way                                     | v control valve is used (b) two Way .       | <u> </u>   | (d) None                         |
| 18.11             | flow control va   | -   |  | nomatic & Unimat-3S-<br>(d) None |
| Q.1<br>Q.2<br>Q.3 | Why is flow control what is one way flow What is the difference | valve used?<br>w control valve?             | riable flow control val                          | ve.                              |

| Q. No. | Ans. | Q. No. | Ans. | Q. No. | Ans. |
|--------|------|--------|------|--------|------|
| 18.01  | c    | 18.05  | c    | 18.09  | a    |
| 18.02  | d    | 18.06  | c    | 18.10  | a    |
| 18.03  | a    | 18.07  | b    | 18.11  | a    |
| 18.04  | b    | 18.08  | a    |        |      |

# Hydraulic & Pneumatics Session: 19 (Accumulator)

| 19.01              | Anstore (a) Accumulator   | -  | he system under pressu<br>(c) Relief valve | ure.<br>(d) None                      |
|--------------------|---|--|--|---------------------------------------|
| 19.02              | When charging a black (a) Oil   | lder accumulator charg (b) Gas             | ge theside fi<br>(c) both a&b (d) No       |                                       |
| 19.03              | The type of gas charg (a) Bladder   | ed accumulator used in (b) Diaphragm       | n tamping machine-<br>(c) Both             | (d) None                              |
| 19.04              | Function of an accum<br>(a) To store pressurize<br>(c) Supply fluid on de         | •  | sorb hydraulic shocks                      |                                       |
| 19.05              | Diaphragm accumula (a) Small squeezing c  |  | g circuit(c) Rail clamp                    | o circuit (d) None                    |
| 19.06              | operation-  |  | forbecause the control (c) Low flow T      | diaphragm flexes during (d) None      |
| 19.07              | Gas charged accumul pressure level. (a) Oil                                       | ators depend on the co                     | ompression of a fo                         | or their fluid capacity & (d) None    |
| 19.08              | A gas charged accum (a) Empty   | ulator should be pre-cl<br>(b) Full        | narged while(c) Both                       | of hydraulic oil (d) Same as pressure |
| 19.09              | The gas pressure in ac (a) 1/2  | ecumulator isof in (b) 1/4                 | maximum working pre<br>(c) 2/3             | essure-<br>(d) Same as pressure       |
| 19.10              | In 09-CSM, the N <sub>2</sub> Pr (a) 20bar, 1.6ltrs.                              | ressure & Oil capacity (b) 100bar, 25ltrs. | -  | ed for system circuit-<br>(d) None    |
| 19.11              | may be ins<br>sudden stopping or re<br>(a) Accumulator                            | •  | absorb shock or pres<br>(c) Pump .         | ssure surges due to the (d) None      |
| Q. 1<br>Q.2<br>Q.3 | Name three functions<br>Write types of accum<br>Write the N <sub>2</sub> pressure | ulator.                                    | cumulators used in 09-                     | CSM.                                  |

| Q. No. | Ans. | Q. No. | Ans. | Q. No. | Ans. |
|--------|------|--------|------|--------|------|
| 19.01  | a    | 19.05  | a    | 19.09  | С    |
| 19.02  | b    | 19.06  | b    | 19.10  | С    |
| 19.03  | c    | 19.07  | b    | 19.11  | a    |
| 19.04  | d    | 19.08  | a    |        |      |

# Hydraulic & Pneumatics Session: 20 (Accumulator)

| 20.01 | The device and to convert fluid<br>(a) Cylinder (b) Mot                                     | -            | to straight line m<br>(c) Pump                              | echanical force is-<br>(d) None |          |
|-------|---|--------------|---|---------------------------------|----------|
| 20.02 | A cylinder in which power stro<br>(a) Single acting cylinder<br>(c) Double rod cylinder Gas | (b) D        | ouble acting cylin  |                                 |          |
| 20.03 | Power stroke is in both direction (a) Single acting cylinder (c) Double rod cylinder Gas    | (b) D        | ouble acting cyling   | nder                            |          |
| 20.04 | Double rod cylinder is double (a) 2, 3 (b) 1, 1   | _            | -   | rods-<br>(d) 2, 2               |          |
| 20.05 | Double rod cylinder is also knon both sides of piston.  (a) Different  (b) Equa             |              | differential cylin (c) Both                                 | der because it has .  (d) None  | areas    |
| 20.06 | Cushioning is provided in cylin (a) Decreased the speed of cylin (c) Prevent shock          | nder to      | <br>acrease the speed                                       | . ,                             |          |
| 20.07 | is used in motorized  (a) Double acting cylinder  (c) Ram type cylinder                     | (b) D        | -28 where collaps<br>ouble rod cylinde<br>elescopic cylinde | er                              | horter.  |
| 20.08 | Ram type cylinder used in elev<br>(a) Single Acting cylinder (b) l                          | , 5          |   |                                 |          |
| 20.09 | Ram type cylinder retracts by t<br>(a) Hydraulic (b) Grav                                   |              | on the load. (c) Pneumatic                                  | (d) None                        |          |
| 20.10 | Track lifting cylinder in tampin (a) Single acting cylinder. (c) Double rod cylinder.       |              | ouble acting cylin  | nder.                           |          |
| 20.11 | is used in lining devi<br>(a) Single acting cylinder. (                                     |              |   | am type cylinder.               | (d) None |
| 20.12 | Cylinder mountings are-<br>(a) Trunnion mount (b) Clev                                      | is mount (c) | Square flange m   | ount. (d) all of the            | above    |
| 20.13 | In Tamping Unit lifting lowering (a) Trunnion . (b) Clev                                    |              | mounting (c) Square flan                                    |                                 |          |
| 20.14 | In track lifting cylinder(a) Trunnion. (b) Clev   | mou<br>is.   | _   | ge. (d) None                    |          |
| 20.15 | The formula, speed (inch/min) to get cylinder's-  | O = GPM x    | 231<br>Effective pistor                                     | is appl                         | ied      |

- (a) Speed. (b) Flow (c) Both. (d) None
- Q. 1 What is cylinder?.
- Q.2 How cylinder is tested before providing on machine?
- Q.3 What are the cylinder mountings?
- Q.4 What is the formula for calculating speed of cylinder.
- Q.5 Name kinds of cylinder provided in machine & their uses.

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 20.01  | a    | 20.05  | b    | 20.09  | b    | 20.13  | a    |
| 20.02  | a    | 20.06  | c    | 20.10  | a    | 20.14  | b    |
| 20.03  | b    | 20.07  | d    | 20.11  | b    | 20.15  | c    |
| 20.04  | С    | 20.08  | a    | 20.12  | d    |        |      |

| 21.01 | The torque of a hydra (a) Pressure  | nulic motor in a result of (b) Flow       | of the fluid-<br>(c) Speed                  | (d) None                            |  |  |  |
|-------|---|---|---|-------------------------------------|--|--|--|
| 21.02 | Hydraulic motors cor<br>(a) Mechanical, Hydraulic, Pneum  | ` ′                                       | ydraulic, Mechanical                        |                                     |  |  |  |
| 21.03 |   | the fluid is converted (b) Kinetic energy | into theof the (c) Torque output            | fluid-<br>(d) None                  |  |  |  |
| 21.04 | -   |   | otor determines its<br>(c) Potential energy | -                                   |  |  |  |
| 21.05 | Theof a motor is  | the rotational force th                   | nat it exerts on an object                  | ct, causing the object to           |  |  |  |
|       | rotate. (a) Speed   | (b) Flow                                  | (c) Torque                                  | (d) rpm                             |  |  |  |
| 21.06 | Rotation in gear moto<br>(a) Fluid flow   | or is caused by<br>(b) Fluid speed        | acting on the gear teet (c) Fluid pressure  | h-<br>(d) None                      |  |  |  |
| 21.07 | A vane motor having (a) Balanced  | g two motor chambers<br>(b) Unbalanced    | is-<br>(c) Variable                         | (d) None                            |  |  |  |
| 21.08 | Hydraulic motor need<br>(a) Small   | d a starting torque<br>(b) Large          | enough to start rotat<br>(c) Equal          | ion while fully loaded-<br>(d) None |  |  |  |
| 21.09 | Rotation in vane mo vanes-  | tor is caused by                          | acting on the exposed                       | surfaces of rectangular             |  |  |  |
|       | (a) Fluid flow  | (b) Fluid speed                           | (c) Fluid pressure                          | (d) None                            |  |  |  |
| 21.10 | torque is the (a) Starting.   | turning force the moto (b) Running        | r exerts from a dead sto<br>(c) Stalling.   | op-<br>(d) None                     |  |  |  |
| 21.11 | torque is exerted when the motor is running & changes whenever there is a change in fluid pressure. |   |   |                                     |  |  |  |
|       |   | (b) Running                               | (c) Stalling                                | (d) None                            |  |  |  |
| 21.12 | torque is th  | e force necessary to st<br>(b) Running    | •   | (d) None                            |  |  |  |
| 21.13 | Hydraulic motor is (a) Linear.  |   | (c) Both (a) & (b).                         | (d) None                            |  |  |  |
| 21.14 |   | e rated according to                      |   | , torque capacity and               |  |  |  |
|       | (a) Flow  |   | (c) Speed .                                 | (d) None                            |  |  |  |
| 21.15 | is the am   |   | e motor will accept in t (c) Torque         | turning one revolution-<br>(d) None |  |  |  |

| 21.16 | •  | setting, the effect on to (b) Decreases | orque available on mot<br>(c) Increases | or shaft<br>(d) None                              |
|-------|--|---|---|---|
|       | (a) 140 chect                              | (b) Decreases                           | (c) mercases                            | (d) None  |
| 21.17 |  | -                                       | e on motor shaft                        |   |
|       | (a) No effect                              | (b) Increases                           | (c) Decreases                           | (d) None  |
| 21.18 | High pressure at the shaft & gears in gear | -                                       | at the outlet result in                 | side loading on the                               |
|       | (a) High                                   | (b) Low                                 | (c) Equal                               | (d) None  |
| 21.19 | Hydraulic motor may                        | be                                      |   |   |
|       | -  | (b) Bidirectional                       | (c) Variable                            | (d) All of the above                              |
| 21.20 | motor                                      | is used for vibration ir                | n tamping unit-                         |   |
|       |  | (b) Bidirectional                       | 1 0                                     | (d) None  |
| 21.21 | motor                                      | is used on work drive                   | motor in 09-CSM & D                     | UO  |
|       |  |   | (c) Variable                            |   |
| 21.22 |  | bers within the motor                   |   | ort is directed to two<br>ny side loads which are |
|       |  |   | (c) Both 'a' & 'b'                      | (d) None  |
| 21.23 | Theis provided its outer surface in a      | _                                       | unit (rotor) tightly seal               | ed through pressure on                            |
|       |  |   | (c) Rotor                               | (d) None  |

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 21.01  | a    | 21.07  | a    | 21.13  | b    | 21.19  | d    |
| 21.02  | b    | 21.08  | b    | 21.14  | b    | 21.20  | a    |
| 21.03  | b    | 21.09  | c    | 21.15  | a    | 21.21  | b    |
| 21.04  | b    | 21.10  | a    | 21.16  | c    | 21.22  | a    |
| 21.05  | С    | 21.11  | b    | 21.17  | a    | 21.23  | b    |
| 21.06  | c    | 21.12  | c    | 21.18  | a    |        |      |

| 22.01                           | generate torque through pressure on the ends of reciprocating pistons operating in a cylinder block-   |  |   |                                  |  |  |
|---------------------------------|--|--|---|----------------------------------|--|--|
|                                 | •  | (b) Vane Motor                                 | (c) Piston Motor                              | (d) None                         |  |  |
| 22.02                           | In axial piston motor (a) Cylinder block   |  | andare centered of (c) Swash plate            | on the same axis-<br>(d) None    |  |  |
| 22.03                           |  | the cylinder block & m                         | -   | es a reaction against a (d) None |  |  |
| 22.04                           | Oil under pressure at. (a) Inlet   | exerts force on pis (b) Outlet                 | stons, forcing them out<br>(c) Both 'a' & 'b' | •                                |  |  |
| 22.05                           | the swash pl speed.  | ate angle increases the                        | e torque capability but                       | reduces the drive shaft          |  |  |
|                                 | (a) Increasing   | (b) Decreasing                                 | (c) No angle                                  | (d) None                         |  |  |
| 22.06                           | Variable displacement (a) RM-80  | t axial piston motor is<br>(b) FRM-80          | provided in driving cir<br>(c) Kershaw BRM    |                                  |  |  |
| 22.07                           |  | nder block & drive sha<br>(b) Bent axis piston | aft are not in true align: (c) Vane           | ment to each other-<br>(d) None  |  |  |
| 22.08                           | thrust on drive shaft f  | lange results inc                              | on shaft                                      | kis piston motor. Piston         |  |  |
|                                 | (a) Torque   | (b) Speed                                      | (c) Both 'a' & 'b'                            | (d) None                         |  |  |
| 22.09                           | Universal link mainta piston motor   | ins alignment so shaft                         | andalways tu                                  | rn together in bent axis         |  |  |
|                                 | (a) Pistons  | (b) Drive shaft flange                         | e (c) Cylinder block                          | (d) None                         |  |  |
| 22.10                           | is used for vi<br>(a) Axial piston moto  | bration in screen in RI r (b) Vane motor       | M-80-<br>(c) Gear Motor                       | (d) Bent axis motor              |  |  |
| Q.1<br>Q.2<br>Q.3<br>Q.4<br>Q.5 | Name type of hydraulic motors used in track machines.  Define displacement & torque of a hydraulic motor.  Why is bidirectional hydraulic motor externally drained?  Name three kinds of motor torque.  What is the reason of slow operation of a hydraulic motor? |  |   |                                  |  |  |
|                                 |  |  |   |                                  |  |  |

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 22.01  | c    | 22.04  | a    | 22.07  | b    | 22.10  | d    |
| 22.02  | a    | 22.05  | a    | 22.08  | a    |        |      |
| 22.03  | b    | 22.06  | d    | 22.09  | c    |        |      |

23.01 Less input pressure in motor results in.....vibration pressure in Tamping Unit-

(a) Less . (b) High (c) Moderate (d) None

23.02 Speed loss on motor output shaft is due to-

(a) Less pressure difference (b) High pressure difference

(c) Less incoming pressure (d) Both 'a' & 'c'

| Q. No. | Ans. | Q. No. | Ans. |
|--------|------|--------|------|
| 23.01  | a    | 23.02  | d    |

| 24.01                           | may either (a) Cooler                     | heat or cool the hydrau (b) Heater  |   | (d) None                          |
|---------------------------------|---|---|---|-----------------------------------|
| 24.02                           | Heat exchanger is cal (a) Heater          | led as(b) Water cooler  |   | (d) All of above                  |
| 24.03                           |   | is used to (b) Water cooler   |   | (d) None                          |
| 24.04                           | Theis pumped the (a) Air                  | nrough tubes that boun (b) Fluid  | ded to fins made of a (c) Either 'a' or 'b' | aluminium or other metal (d) None |
| 24.05                           | Thecooler h                               | nas a blower to increas (b) Air (c) No                                      |   | None                              |
| 24.06                           | water-                                    | id is circulated throug  (b) Air cooler                                     |   | I the tubes containing the None   |
| 24.07                           | Thermostat or thermo                      | ometer are used to chec<br>(b) Flow   | ck the operating-<br>(c) Temperature (c     | i) None                           |
| 24.08                           | In Kershaw BRM, the                       | ermostat valve opens a  (b) Water cooler                                    |   | oes tofor cooling-<br>(d) None    |
| 24.09                           | •   | rovided with<br>(b) 4/2 way valve   |   |                                   |
| 24.10                           | Cooler fins should be (a)Compressed Air   | cleaned by-<br>(b) Diesel oil   | (c) Water                                   | (d) None                          |
| 24.11                           | These arehyd (a) 2                        | l. oil coolers provided (b) 3   |   | -3S, 08 DUO-<br>none              |
| 24.12                           |   | rgy losses when the uses the hydraulic fluid (b) Heat up                    | •   | ws through the lines & (d) None   |
| Q.1<br>Q.2<br>Q.3<br>Q.4<br>Q.5 | Define thermostat. What is the pressure s | er. of cleaning of air cool setting to run a cooler; slow operation of a hy | from motor?.                                |                                   |

| 51101  |      |        |      |        |      |        |      |
|--------|------|--------|------|--------|------|--------|------|
| Q. No. | Ans. |
| 24.01  | c    | 24.04  | b    | 24.07  | c    | 24.10  | a    |
| 24.02  | d    | 24.05  | b    | 24.08  | a    | 24.11  | a    |
| 24.03  | a    | 24.06  | a    | 24.09  | c    | 24.12  | b    |

### Pneumatics Session: 01

| 01.02 A system that uses a gas for transmitting force is called asystem- (a) Hydraulic (b) Pneumatic (c) Either 'a' or 'b' (d) Both '  01.03 Work is performed byunder pressure in the pneumatic system- (a) Hydraulic fluid (b) Compressed air (c) Mechanical Power (d) None  01.04 The wordis derived from the Greek word for unseen gas- (a) Pneumatic (b) Hydraulic (c) Either 'a' or 'b' (d) None |                    |
|--|--------------------|
| (a) Hydraulic fluid (b) Compressed air (c) Mechanical Power (d) None  01.04 The wordis derived from the Greek word for unseen gas-   |                    |
| <u> </u>   |                    |
| (a) Pneumatic (b) Hydraulic (c) Either 'a' or 'b' (d) None   |                    |
| 01.05 In a pneumatic system, force must be present at all times for the system to further force is   | unction. This      |
| (a) Compressed air (b) Hydraulic fluid (c) (d) Both 'a' & 'b' (d) None   | ;                  |
| O1.06 The pneumatic energy in compressed air system is produced by the   |                    |
| O1.07 The rapid intermingling of the molecules of onewith another is called (a) Gas (b) Oil (c) Either 'a' or 'b' (d) None   | diffusion-         |
| 01.08 To preventfrom rapid diffusing into surrounding air, they must closed containers  (a) Compressed gases (air) (b) Hydraulic fluid (c) both a& b (d)   | be stored in  None |
| O1.09 The property of athat allows it to be stored in small spaces is its comp (a) Gas (b) Oil (c) Either 'a' or 'b' (d) None  | oressibility       |
| 01.10 The pressure of a confined gas acting on the container wall isin all directions of the pressure of a confined gas acting on the container wall isin all directions of the pressure of a confined gas acting on the container wall is   | ections-           |
| <ul> <li>(a) Different</li> <li>(b) Equal</li> <li>(c) Both 'a' &amp; 'b'</li> <li>(d) Either 'a' or 'b'</li> <li>Unlike liquids which are virtually incompressible air is readily&amp; can large quantities in relatively small containers-</li> <li>(a) Compressible.</li> <li>(b) Incompressible</li> <li>(c) Either 'a' or 'b'</li> <li>(d) None</li> </ul>  | n be stored in     |
|  |                    |
| O1.12 The more the air is compressed, the high itsbecomes- (a) Pressure (b) Temperature (c) Both 'a' & 'b' (d) None  |                    |
| 01.13law states that the absolute pressure of a confined quantity of inversely as its volume, if its temp does not change  | f gas varies       |
| (a) Gas law (b) Charle's law (c) Boyle's law (d) None  |                    |
| 01.14 $P_1V_1 = P_2V_2$ shows that even though the pressure and volume of a gas chang product is always  | ge, their total    |
| (a) Equal or same (b) Different (c) Higher (d) None  |                    |
| 01.15law states that if the volume of a confined quantity of gas same, the change in pressure of the gas varies with the charge in temperature (a) Boyle's (b) Charle's (c) Gas (d) None   |                    |

| 01.16 | Theof air is (a) Viscosity                                    |                              |          |  | (d) None                                  |
|-------|---|------------------------------|----------|--|---|
| 01.17 | In a compressed air sy (a) Different                          |                              |          | (Kinetic and potential (c) Either 'a' or 'b' |   |
| 01.18 | The amount of work when operated at 4kg. (a) 6000Kg m         | /cm <sup>2</sup> equals      |          |  | area & a 30cm stroke (d) None             |
| 01.19 | The amount of force in (a) Friction                           | required to more (b) Weight  | e an obj | ect is determined by t (c) Inertia           | he objects                                |
| 01.20 | is defined a  |                              |          | done in a given length (c) Potential energy  |   |
| 01.21 | energy is p (a) Electrical                                    | roduced by an a (b) Kinetic  | nir comp | oressor-<br>(c) Pneumatic                    | (d) Dynamic                               |
| 01.22 | Which of the follow cylinder?- (a) Cylinder stroke            |                              |          |  | done by a pneumation (d) All of the above |
| 01.23 | What happens when h   | neat is applied to           | o gas co | ontained in a cylinder?                      | ) <u>-</u>                                |
| 01.24 | The ideal air flow in a (a) Laminar flow                      |                              |          |  | (d) None                                  |
| 01.25 | The force that permits (a) Power differential                 |                              | -        |  | •   |
| 01.26 | Symbol shows the (a) Circle                                   | e compressor-<br>(b) Square  |          | (c) Either 'a' or 'b'                        | (d) None                                  |
| 01.27 | Following component (a) Water separator                       |                              |          |  | (d) All of the above                      |
| 01.28 | 4/3 way valve has (a) 1                                       | (b) 2                        | .positio | on-<br>(c) 3                                 | (d) 4                                     |
| 01.29 | 4/2 way valve has (a) 1                                       | (b) 2                        | .positio | on-<br>(c) 3                                 | (d) 4                                     |
| 01.30 | D.C. valve symbols a (a) Square                               | re made in<br>(b) Circle     |          |  | (d) None                                  |
| 01.31 | Pneumatic power is u (a) Chord tension (c) Application of bra |                              | (b) App  | plication of datum of the above              |   |
| 01.32 | Satellite pinion is eng (a) Hydraulic                         | aged with gear (b) Pneumatic |          | power in 09-CS                               | SM & 09-3x-<br>(d) None                   |

| 01.33 | Engine rpm is raised (a) Pneumatic   | - | (c) Electrical                            | (d) None  |  |  |  |
|-------|--|---|---|-----------|--|--|--|
| 01.34 |  | _ | ked bypower-<br>ectrical (d) Mo           | echanical |  |  |  |
| 01.35 | <u> </u>   |   | cked & lifted/lowered b<br>(c) Mechanical | -         |  |  |  |
| 01.36 |  |   | in 09-CSM, 09-3X, U                       | _         |  |  |  |
| 01.37 |  |   | one byoperated p                          |           |  |  |  |
| 01.38 | Pneumatic power is used for application of  (a) Horn (b) Clapper cylinder (c) Either 'a' or 'b' (d) None |   |   |           |  |  |  |
| 01.39 | The word pneumatic (a) Oil   | , | <br>(c) Either 'a' or 'b'                 | (d) None  |  |  |  |
| Q.1   | Define Boyle's law & Charle's law.   |   |   |           |  |  |  |
| Q.2   | Define 'diffusion'.  |   |   |           |  |  |  |
| Q.3   | Define gas law.  |   |   |           |  |  |  |
| Q.4   | What does the pneumatic mean?.   |   |   |           |  |  |  |
| Q.5   | What are the uses of air in track machine?   |   |   |           |  |  |  |

Q.6

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 01.01  | a    | 01.11  | a    | 01.21  | c    | 01.31  | d    |
| 01.02  | b    | 01.12  | c    | 01.22  | d    | 01.32  | b    |
| 01.03  | b    | 01.13  | c    | 01.23  | a    | 01.33  | a    |
| 01.04  | a    | 01.14  | a    | 01.24  | a    | 01.34  | b    |
| 01.05  | a    | 01.15  | b    | 01.25  | c    | 01.35  | a    |
| 01.06  | b    | 01.16  | a    | 01.26  | a    | 01.36  | b    |
| 01.07  | a    | 01.17  | b    | 01.27  | d    | 01.37  | c    |
| 01.08  | a    | 01.18  | b    | 01.28  | c    | 01.38  | c    |
| 01.09  | a    | 01.19  | c    | 01.29  | b    | 01.39  | b    |
| 01.10  | b    | 01.20  | d    | 01.30  | a    |        |      |

Make the symbol of water separator, air oiler, air dryer, air compressor, cooling coil.

### Pneumatics Session: 02

| 02.01 | As a compressor incr (a) Volume       | eases the air pressure, (b) Temperature           | it also reduces the air (c) Speed               | (d) None of the above                |
|-------|---------------------------------------|---|---|--------------------------------------|
| 02.02 | The cooling of compa                  | ressor is done by the us<br>(b) Water             | se of<br>(c) Both 'a' or 'b'                    | (d) None                             |
| 02.03 | -                                     | rs are commonly used a<br>nent (b) Non positive   | -   | ner 'a' or 'b' (d) None              |
| 02.04 | pressure in one stroke                | e, is called acon                                 |   | mpresses it to its final (d) None    |
| 02.05 | Acompressor comp                      | presses air in more that (b) Multi Stage          | n one step.                                     | (d) None                             |
| 02.06 | Acompre (a) Single stage              | ssor compresses air in (b) Multi stage            | <u> </u>  | (d) None                             |
| 02.07 | compressors (a) Single stage          |   | For pressures higher that (c) Either 'a' or 'b' |                                      |
| 02.08 | -                                     | the compressor is<br>(b) Electrical motor         |   | (d) None                             |
| 02.09 | -                                     | re used for pneumatic p (b) Rotary                | power system in track in (c) Both 'a' or 'b'    |                                      |
| 02.10 |                                       | ciency of an air compre<br>(b) Heating            |   | vlinders that have fins-<br>(d) None |
| 02.11 | -                                     | ors are usually construct. (b) Large oil reserve  |   | (d) Positive fan cooling             |
| 02.12 |                                       | l to lubricate a compre<br>(b) Pressurized lubric | ssor-<br>cation(c) Both 'a' & 'b                | ' (d) None                           |
| 02.13 |                                       | ol down the compresse<br>(b) Air dryer            | ed air-<br>(c) Cooling coil                     | (d) None                             |
| 02.14 | Cooling coil is a helic<br>(a) Copper |   | (c) Brass                                       | (d) None                             |
| 02.15 |                                       | to atmosphere when a valve (b) Safety val         | ir pressure is exceeded lve (c) Brake valve     | the setting value of - (d) None      |
| 02.16 | Air pressure is set (a) 3.8           | bar at safety valve-<br>(b) 7-8                   | (c) 20  | (d) 100                              |
| 02.17 | enters into the a                     | ir network through the (b) Lub. Oil               | air intake of the comp                          | ressor-<br>(d) None                  |

| 02.18 |   | condensate (water) dep  (b) Relative air humi      |  |                                 |
|-------|---|--|--|---------------------------------|
| 02.19 |   | endent on the air tempe<br>y (b) Relative air humi |  |                                 |
| 02.20 |   | nass of water vapour, a (b) Relative air humi      | 2  |                                 |
| 02.21 | temperature-                              | of water vapour, which                             |  | osorb at the respective         |
| 02.22 | Say about the formula                     | a- Relative humidity =                             | absolute humidity X Saturation quantity        | 100%                            |
|       | (a) Correct                               | (b) Incorrect                                      | (c) Cannot say                                 | (d) None                        |
| 02.23 | The dew point temper (a) 0%               | rature is the temperature (b) 50%                  | re at which relative hun<br>(c) 100%           | midity is-<br>(d) 200%          |
| 02.24 | Thethe de entrapped in the air-           | ew point the more w                                | rater will condense a                          | nd reduce the amount            |
|       | (a) Lower                                 | (b) Higher   | (c) Either 'a' or 'b'                          | (d) None                        |
| 02.25 |   | pneumatic system is r system to the compor         | •  | excessive moisture is           |
|       | (a) Increased                             | (b) Reduced  | (c) No effect                                  | (d) None                        |
| 02.26 | dehumidific                               | -  | f a granulate material                         | (gel) consisting almost         |
|       | (a) Silicon dioxide                       | (b) Clay   | (c) Calcium oxide                              | (d) None                        |
| 02.27 | The drying agent in a (a) Silicon dioxide | ir dryer is a granular m<br>(b) Clay               | naterial (gel) consisting<br>(c) Calcium oxide | almost entirely of-<br>(d) None |

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 02.01  | a    | 02.08  | c    | 02.15  | b    | 02.22  | a    |
| 02.02  | c    | 02.09  | a    | 02.16  | b    | 02.23  | c    |
| 02.03  | a    | 02.10  | a    | 02.17  | a    | 02.24  | a    |
| 02.04  | a    | 02.11  | c    | 02.18  | b    | 02.25  | b    |
| 02.05  | b    | 02.12  | c    | 02.19  | b    | 02.26  | b    |
| 02.06  | a    | 02.13  | c    | 02.20  | a    | 02.27  | a    |
| 02.07  | b    | 02.14  | a    | 02.21  | c    |        |      |

| 03.01 | Moisture and iron fro<br>(a) Chemical   | om rust because of a<br>(b) Physical                              | reaction-<br>(c) No reaction           | (d) None   |
|-------|---|---|--|--|
| 03.02 |   | nethod used to remove. (b) Water vapour                           | <del>-</del>                           | l air is by condensation-<br>(d) None                        |
| 03.03 | Condensed moisture (a) Air dryer        | is usually removed from (b) Water separator                       | m the system by a (c) Air oiler        |  |
| 03.04 | cause the a                             |   | rp changes in the direc                | ction of flow to separate                                    |
|       | (a) Water separator                     | (b) Air dryer   | (c) ) Air dryer                        | (d) None   |
| 03.05 | wall. The particles th                  | eauses the heavier mois<br>en flow down into the<br>(b) Air dryer |  | be deposited on outside attom of the                         |
| 03.06 | temperature remains                     | constant -  |  | retain moistureif  |
|       | (a) Increases                           | (b) Decreases   | (c) No effect                          | (d) None   |
| 03.07 | air to hold moisture a                  | also  |  | pility of the compressed                                     |
|       | (a) Increases                           | (b) Decreases   | (c) Either 'a' or 'b'                  | (d) None   |
| 03.08 | corrosion-                              | •   |  | air to reduce wear &   |
|       | (a) Dry                                 | (b) Lubricated  | (c) Either 'a' or 'b'                  | (d) None   |
| 03.09 | The dry air is lubrica (a) Air oiler    | ted through(b) Air dryer  | (c) Water separator                    | (d) None   |
| 03.10 |   | oricate pneumatic equip   | pments must be free of                 | contaminants i.e. dirt                                       |
|       | & moisture (a) Air                      | (b) Oil   | (c) Either 'a' & 'b'                   | (d) None   |
| 03.11 | stop or reverse the di                  | pneumatic system direction of motion of processure control        | neumatic cylinders & c                 | oressed air lines to start,<br>other equipment -<br>(d) None |
| 03.12 | D. C. valves can be of (a) Mechanically | operated manually or au<br>(b) Electrical signals                 | itomatically by-<br>(c) Compressed air | (d) All of the above   |
| 03.13 |   | connecting ports in pne<br>Way (c) 4 Way                          | •                                      | of the above   |
| 03.14 | D.C. valves have (a) Poppet             | type of control element<br>(b) Spool                              | t -<br>(c) Rotary                      | (d) all of the above   |
| 03.15 |   | ls, poppets etc. & are u (b) Both                                 |  | indirection - (d) None                                       |

| 03.16 | force of the spring-  |                                       | re (c)Excess pressure  | & is determined by the (d) None       |
|-------|---|---------------------------------------|--|---------------------------------------|
| 03.17 | Avalve is used quickly-   | where cylinder make                   | es short, quick strokes  | & has to be returned                  |
|       | (a) Safety valve  | (b) Check valve                       | (c) Quick release valv   | ve (d) None                           |
| 03.18 | Pneumaticcon mech. Force & motion                                     | -                                     | movement of compress   | sed air ito straight line             |
|       | (a) Cylinders   | (b) Motors                            | (c) D.C. Valve   | (d) None                              |
| 03.19 | Thethe air pressur (a) Higher   | e on the piston, the hig<br>(b) Lower | gher the output mechar<br>(c) Either 'a' or 'b'                        | nical force-<br>(d) None              |
| 03.20 | The pneumatic cylind (a) Single acting                                |                                       | nines are mostly-<br>(c) Both 'a' & 'b'                                | (d) None                              |
| 03.21 | Thecylinder (a) Single acting   | *                                     | •  | (d) None                              |
| 03.22 |   |                                       | ould be installed in the e to fill the space as the (c) Both 'a' & 'b' |                                       |
| 03.23 | Small air vent, provid<br>drying out and also pr<br>(a) Single acting | revents an air lock from              | n occurring-   | seals & packings from (d) None        |
| 03.24 | =   | track machine is (b) Double Acting    | acting cylinder w (c) Double rod                                       | vith spring-<br>(d) None              |
| 03.25 | thecyli   | nder                                  | ome internal friction and acting (c) Double ro                         | nd exhaust the air from d (d) None    |
| 03.26 | The speed of the cylin (a) Air pressure                               |                                       | thein pressur<br>(c) Air temperature                                   | · · · · · · · · · · · · · · · · · · · |
| 03.27 | Pneumatic cylinders r<br>(a) Inlet                                    | esemble hydraulic cyl<br>(b) Return   | inders but do not requi<br>(c) Pilot                                   | relines-<br>(d) None                  |
| 03.28 | Air should flow throu<br>(a) Laminar                                  |                                       | flow-<br>(c) Both 'a' & 'b'  | (d) None                              |
| 03.29 | The size of an air line (a) Pressure                                  |                                       | only a small(c) Velocity   |                                       |
| 03.30 | affect the property (a) Volume of air (d) No. of fittings             | (b) Air pressure                      | (c) Length of pipe   |                                       |
| 03.31 |   |                                       | rideconnection   | s between equipment-                  |

- 03.32 The...... used in pneumatic system are of 6.3 & 12.6 mm dia-
  - (a) Hoses
- (b) Steel pipe
- (c) Either 'a' or 'b'
- (d) None

- 03.33 The pneumatic hoses are reinforced with-

  - (a) Steel wire braids (b) Synthetic yarn
- (c) Spiral wire wrapped (d) None

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 03.01  | a    | 03.10  | b    | 03.19  | a    | 03.28  | a    |
| 03.02  | b    | 03.11  | a    | 03.20  | c    | 03.29  | a    |
| 03.03  | b    | 03.12  | d    | 03.21  | a    | 03.30  | e    |
| 03.04  | a    | 03.13  | e    | 03.22  | b    | 03.31  | a    |
| 03.05  | a    | 03.14  | d    | 03.23  | a    | 03.32  | a    |
| 03.06  | b    | 03.15  | a    | 03.24  | a    | 03.33  | b    |
| 03.07  | a    | 03.16  | b    | 03.25  | a    |        |      |
| 03.08  | b    | 03.17  | c    | 03.26  | b    |        |      |
| 03.09  | a    | 03.18  | a    | 03.27  | b    |        |      |

| 04.01 |   | sed in pneumatic system<br>(b) Compressed    |   | (d) None                      |
|-------|---|--|---|-------------------------------|
| 04.02 |   | ox 4 bar) is set at<br>(b) Pressure reducing | value (c) Air compre                            | essor (d) None                |
| 04.03 | The circuits used in b (a) Series circuit |  | (c) Both 'a' & 'b'                              | (d) None                      |
| 04.04 | In normal condition b (a) Applied         |  | (c) ) Either 'a' or 'b'                         | (d) None                      |
| 04.05 |   | rake is applied by (b) Manually              | (c) ) Hydraulic power                           | (d) None                      |
| 04.06 | Brake cylinders are o<br>(a) Pneumatic    |  | ower in running mode i  (c) Hydraulic           | n tamping machines - (d) None |
| 04.07 | valve is p (a) Quick release              | rovided for quick retur<br>(b) Safety valve  | n of brake cylinder. (c) Pressure reducing      | valve (d) None                |
| 04.08 | The pointer shows the (a) Red             | e brake pressure in dua<br>(b) White         | l pressure gauge-<br>(c) Either 'a' or 'b'      | (d) Both 'a' or 'b'           |
| 04.09 | Brakes can be applied (a) Pneumatic power | =  | (c) ) Hydraulic power                           | (d) All of the above          |
| 04.10 | The gap between brak<br>(a) 10-12mm       | ce shoe and wheel tread<br>(b) 13mm          | d shall be maintained<br>(c) 3-5mm              |                               |
| 04.11 | Brake linings are char(a) 10mm            | nged when their thickn (b) 5mm               | ess of 35mm (new) has (c) 2mm                   | s diminished tomm. (d) None   |
| 04.12 | Change worn brake sl<br>(a) 5mm           | hoe at any points for m (b) 10mm             | inimum thickness of (c) 13mm                    | (d) None                      |
| 04.13 | Brake valve should be (a) Leakages        | e checked regularly for<br>(b) Spring        | its-<br>(c) Back pressure disc                  | c(d) All of the above         |
| 04.14 | 0 11                                      |  | 09-CSM & the brake pr<br>.5 (c) manual, 35, 110 | ressure is &bar.<br>(d) None  |

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 04.01  | b    | 04.05  | b    | 04.09  | d    | 04.13  | d    |
| 04.02  | b    | 04.06  | a    | 04.10  | c    | 04.14  | b    |
| 04.03  | c    | 04.07  | a    | 04.11  | b    |        |      |
| 04.04  | a    | 04.08  | a    | 04.12  | c    |        |      |

| 05.01 | The circuits used in p | oneumatic working sys   | stem are                |                       |
|-------|------------------------|-------------------------|-------------------------|-----------------------|
|       | (a) Series Circuit     | (b) Parallel circuit    | (c) Both 'a' & 'b'      | (d) None              |
| 05.02 | The normal condition   | n of D.C. Valve used to | o blow horn is-         |                       |
|       | (a) closed (b) op      | ened (c) Both 'a' &     | & 'b'(d) None           |                       |
| 05.03 | The valve is operated  | lto blow pne            | umatic horn-            |                       |
|       | (a) Manually           | (b) By solenoid         | (c) By pneumatic pow    | ver (d) None          |
| 05.04 | Pneumatic power is     | applied for differen    | nt uses such as chord   | l tension, engine rpm |
|       | acceleration/decelera  | tion etc through        |                         |                       |
|       | (a) D.C. Valve         | (b) Direct              | (c) ) Either 'a' or 'b' | (d) None              |

| Ī | Q. No. | Ans. |
|---|--------|------|--------|------|--------|------|--------|------|
|   | 05.01  | b    | 05.02  | b    | 05.03  | a    | 05.04  | a    |

| 06.01 |   | cient air volume are-<br>excessive (b) Compres<br>lters (d) All of the |  |   |
|-------|---|--|--|---|
| 06.02 | Low air pressure is ca<br>(a) System leakage ex<br>(c) Both 'a' & 'b' | aused due to-<br>xcessive (b) Compress<br>(d) None                     | sor discharge pressu                             | re is low                                     |
| 06.03 | A planned maintena abasis-  | nce programme ensu   | res that equipment                               | checks are carried out on                     |
|       | (a) Regular   | (b) Need   | (c) Frequently                                   | (d) None                                      |
| 06.04 | Early failure of pneur<br>(a) Less air pressure                       | -  |  | sisture (d) Both 'a' & 'b'                    |
| 06.05 | The component in a the  | reciprocating compre   | essor which require                              | the most maintenance are                      |
|       |   | (b) Discharge valve  | (c) ) Crank shaft                                | (d) Both 'a' & 'b'                            |
| 06.06 | Intake air filter shoul<br>(a) Daily                                  | d be checked for block<br>(b) 50hrs                                    | kage at-<br>(c) 100hrs                           | (d) 200hrs                                    |
| 06.07 | Check the oil level in (a) Daily                                      | the compressor at (b) 50hrs  | (c) 100hrs                                       | (d) 200hrs                                    |
| 06.08 | Check lubricating oil (a) Daily                                       | level in the air oiler a (b) 50hrs                                     | t-<br>(c) 100hrs                                 | (d) 200hrs                                    |
| 06.09 |   | oil in the pneumatic s<br>air compressor (b) M<br>(d) N                | lalfunctioning air lub                           | oricator                                      |
| 06.10 | Reasons of moistures  (a) Defective moisture  (c) Defective Air dry   | re separator (b) D   | tem are-<br>efective drip cup<br>ll of the above |   |
| 06.11 | The methods are used (a) Lubrication (c) Incoming air                 |  | onduction through c                              | ylinder walls & fins                          |
| 06.12 | Burnedin a rec carbon deposits- (a) Intake valve                      | iprocating compressor (b) Discharge valve                              |  | at and the accumulation of None of the above. |
| 06.13 | If a D.C.valve is not at  | _  |  | l hose (d) All of the above                   |
| 06.14 | The reasons for stick: (a) Inoperative soleno                         | y & inoperative control oid (b) Contamir                               |  | per lubrication (d) All                       |

| 06.15 | The types of misalign (a) External           | ment occur in pneumat (b) Internal            | ic cylinder are-<br>(c) Both 'a' & 'b'      | (d) None                  |
|-------|--|---|---|---------------------------|
| 06.16 | The part which is repl<br>(a) Seal           | laced most frequently in (b) Gland bush       | n a cylinder is-<br>(c) Piston              | (d) None                  |
| 06.17 |  | g the inside of cylinder<br>life (b) Reduce c | tubes are-<br>orrosion (c) Both 'a'         | & 'b' (d) None            |
| 06.18 | •  | g a cylinder for externation (b) Piston rod   | l misalignment, first dis<br>(c) Air supply | sconnect the-<br>(d) None |
| 06.19 | Good cylinder perform<br>(a) Air pressure    | -   | rate mounting and (c) Lubrication           | •                         |
| 06.20 | Pneumatic pipes get of (a) Excessive moistur | lamaged easily due to-<br>e (b) Twisting      | (c) Faulty connection                       | (d) All of the above      |

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 06.01  | d    | 06.06  | a    | 06.11  | d    | 06.16  | a    |
| 06.02  | С    | 06.07  | a    | 04.12  | b    | 06.17  | С    |
| 06.03  | a    | 04.08  | a    | 06.13  | d    | 06.18  | a    |
| 04.04  | d    | 06.09  | c    | 06.14  | d    | 06.19  | d    |
| 06.05  | d    | 06.10  | d    | 06.15  | С    | 06.20  | d    |

# Track Machines & Working Principle (B.R.M. Kershaw Make)

Session: 33

| 33.01 | makes ballas   | -   | pallast from one end o                                    | f the track to the other |
|-------|--|---|---|--------------------------|
|       | (a) BRM  | (b) BCM                                       | (c) SBCM  | (d) UTV                  |
| 33.02 | collects the ba  | allast towards sleeper e<br>(b) Centre Plough |   | (d) None                 |
| 33.03 | Transfers (a) Wings  | ballast from one end to<br>(b) Centre plough  |   | (d) None                 |
| 33.04 | (a) Wings  | ps the excess ballast from (b) Centre plough  | om fastenings & crib-<br>(c) Broom                        | (d) None                 |
| 33.05 | (a) BCM  | can work in both direct<br>(b) SBCM           | tions-<br>(c) ) BRM                                       | (d) None                 |
| 33.06 | The wings template $c$ (a) $30^0$                              | an be turned by extend (b) $45^0$             | ling & retracting the cy (c) $60^0$                       | linder at-<br>(d) None   |
| 33.07 | The broom is rotated (a) Hydraulic motor, (c) Hydraulic motor, | bygivin<br>45GPM<br>21 GPM                    | g hydraulic energy by.<br>(b) Cylinder, 45GPM<br>(d) None |                          |
| 33.08 | The RPM of broom n (a) 1000                                    | notor is-<br>(b) 550                          | (c) 244   | (d) None                 |
| 33.09 | The length of solid cy (a) 256mm                               | vlindrical rubber pieces (b) 356mm            | of broom is (c) 456mm                                     | (d) None                 |
| 33.10 | Wing angle can vary (a) $70^0$ to $0^0$                        | from-<br>(b) $35^0$ to $0^0$                  | (c) $180^0$ to $0^0$                                      | (d) None                 |
| 33.11 | Centre plough templa (a) Motor                                 | ites are operated indepe<br>(b) Cylinder      | endently by-<br>(c) Either 'a' & 'b'                      | (d) None                 |
| 33.12 | The engine provided (a) KT1150                                 | on Kershaw BRM is<br>(b) NTA855L              | (c) NT743   | (d) HA694                |
| 33.13 | The rated HP @1800 (a) 265                                     | rpm is(b) 273                                 | <br>(c) 453   | (d) None                 |
| 33.14 | The length of Kersha (a) 13313                                 | w BRM over buffers is (b) 10389               | mm. (c) 15000   | (d) None                 |
| 33.15 | Double vane pump's (a) 45 & 21                                 | flow rate is(b) 38 & 17                       |   | naw BRM<br>(d) None      |
| 33.16 |  | provided forgs (b) To run broom               |   | (d) None                 |

| 33.17 | Broom drive pressure (a) 379                        | e is set atbar-<br>(b) 138               | (c) 172   |                   | (d) None                          |
|-------|---|--|---|-------------------|-----------------------------------|
| 33.18 | Wings & centre plous (a) 379                        | gh pressure is set at (b) 138            | bar-(c) 172                                       | -                 | (d) None                          |
| 33.19 | Driving pressure is set ((a) 379                    | et atbar<br>(b) 138                      | (c) 172   |                   | (d) None                          |
| 33.20 | The capacity of hydra (a) 511                       | aulic tanks isltrs (b) 617               | s. (c) 1000                                       |                   | (d) None                          |
| 33.21 | The capacity of HSD (a) 511                         | oil tank islt<br>(b) 617                 | rs<br>(c) 1000                                    |                   | (d) 1200                          |
| 33.22 | The capacity of pump (a) 4.2                        | drive gear box is(b) 5.2                 | ltrs. (c) 11.3                                    |                   | (d) None                          |
| 33.23 | The capacity of transf(a) 4.2                       | mission gear box is (b) 5.2              | ltrs. (c) 19                                      | (d) No            | ne                                |
| 33.24 | The capacity of engine (a) 4.2                      | te sump isltrs. (b) 42                   | (c) 19  | (d) No            | ne                                |
| 33.25 | 2 Nos. batteries of 20 (a) Series                   | 5A.H. connected in<br>(b) Parallel       | (c) both 'a' &                                    | 'b'               | (d) None                          |
| 33.26 | Alternator (01 No.) o<br>(a) 10                     | fampere (b) 30                           | e is provided in (c) 50                           | Kersha            | w BRM.<br>(d) None                |
| 33.27 | cylinder air c (a) Single                           | ompressor is provided<br>(b) Double      | in BRM which (c) Tripple                          | capacit<br>(d) No |                                   |
| 33.28 | The wing can be adjute (a) 1:1 to $2\frac{1}{2}$ :1 | sted for making slope<br>(b) 1:1 to 4:1  |   |                   | (d) None                          |
| 33.29 | The displacement of (a) 822                         | engine model No. NTA<br>(b) 743          | A 743 provided<br>(c) 1150                        | in BRM            | 1 iscubic inch-<br>(d) None       |
| 33.30 | of tie-   |  | -   | rial upto         | 203mm below bottom                |
| 33.31 |   | (b) Centre plough centre of track & oute | er edge of  | is 31             |                                   |
|       | (a) Wing  | (b) Centre plough                        | (c) Broom   |                   | (d) None                          |
| 33.32 |   | templates extended (b) Wing              | out of 45 <sup>0</sup> is 365<br>(c) either 'a' & |                   | rom the centre of track. (d) None |
| 33.33 | The volume of                                       | is 01 cubic metre. (b) Centre Plough     | (c) Wing  |                   | (d) None                          |
| 33.34 | Lowertemplates                                      | s to within 6.4mm of th                  | ne top of the rail                                | ls.               |                                   |

| 33.35 | (a) Wing The clear distance bet (a) Wing                            | (b) Centre Plough<br>tween top of the rail &<br>(b) Centre Plough | should remain 5                               | 5mm.                         |
|-------|---|---|---|------------------------------|
| 33.36 | engine's bord   | e dia is 130mm & stro   | ke length is 152mm                            | n provided in Kershaw        |
|       | (a) NT 743  | (b) NTA855L   | (c) KT1150                                    | (d) None                     |
| 33.37 |   | f BRM is 3617mm abov<br>(b) Width                                 |   | (d) None                     |
| 33.38 | The totalo (a) Length   | f machine is 3200mm-<br>(b) Width                                 | (c) Height                                    | (d) None                     |
| 33.39 | The totalo<br>(a) Length  | f Plasser BRM is 11020<br>(b) Width                               | 0mm-<br>(c) Height                            | (d) None                     |
| 33.40 |   | f Plasser BRM with AC<br>(b) Width                                |   | ut AC is 3220mm<br>(d) None  |
| 33.41 | Theof Pla<br>(a) Length   | asser BRM with AC is 3 (b) Width                                  |   | (d) None                     |
| 33.42 | The wheel dia of Plas (a) 838                                       | ser BRM is  | nm<br>(c) 1230                                | (d) None                     |
| 33.43 | The engine model No (a) NT743                                       | o. of Plasser BRM is<br>(b) NTA855                                |   | (d) 6CTA 8.3.L               |
| 33.44 | engine's l  | oore dia is 114mm and le<br>(b) NT743                             | ength of stroke is 135<br>(c) NTA855          | 5mm<br>(d) None              |
| 33.45 | The displacement of (a) NT743                                       | engine model Nois 8<br>(b) NTA855                                 | 3.27 ltr i.e. 504.7 cub<br>(c) KT1150L        | ic inch. `-<br>(d) 6CTA8.3-L |
| 33.46 | The H.P of Engine M (a) 6CTA8.3-L                                   | odel Nois 194KW (<br>(b) MWMTBD232                                | _ 1   | (d) NT743                    |
| 33.47 | The cooling system o (a) Air cooled                                 | f engine 6CTA8.3L is (b) Water cooled                             | <br>(c) either 'a' & 'b'                      | (d) None                     |
| 33.48 | The pumps provided (a) Tipple pump 20, 1 (c) Double pump 45 d       | 4 & 10GPM (b) Vari  | able displacement pu                          | mp 125c.c/rev.               |
| 33.49 | Variable displacement<br>(a) Driving Motor                          | nt pump is provided in P<br>(b) Cooler fan motor (c               | -   |                              |
| 33.50 | 10 GPM pump in Pla<br>(a) Shoulder Plough U<br>(c) Brush unit UP/DN |   | o operate-<br>at plough UP/DN<br>of the above |                              |
| 33.51 | GPM pump is production (a) 20 GPM                                   | rovided to run rotary bru (b) 14 GPM                              | sh unit motor-<br>(c) 10 GPM                  | (d) 125cc/rev.               |

| 1110 19111 0111111111000  | of its 500 iii i iussei Die  | .V1  |   |  |  |  |
|---|--|--|---|--|--|--|
| (a) Cooler fan  | (b) Cross conveyor be  | elt (c) Brush unit   | (d) None  |  |  |  |
| The capacity of both.   | tanks is 450 ltr. In Pl  | asser BRM-   |   |  |  |  |
| (a) Fuel  | (b) Hydraulic oil  | (c) Engine Pump  | (d) Both 'a' & 'b'  |  |  |  |
| The capacity of   | is 4.0ltr in Plasser B   | RM-  |   |  |  |  |
| (a) Pump drive gear b   | oox (b) Engine sump  | (c) Engine radiator  | (d) Axle gear box   |  |  |  |
| The capacity of   | is 25ltr in Plasser BF   | RM-  |   |  |  |  |
| (a) Engine radiator   | (b) Engine sump  | (c) Both 'a' & 'b'   | (d) Axle gear box   |  |  |  |
| The capacity of   | is 5.5ltr in Plasser B   | RM-  |   |  |  |  |
| (a) Engine sump   | (b) Engine radiator  | (c) Each axle gear box   | x d) None   |  |  |  |
| The alternator rating i   | isamp. in Pla  | sser BRM-  |   |  |  |  |
| (a) 30  | (b) 55   | (c) 75   | (d) None  |  |  |  |
| The batteries rating provided in Plasser BRM isconnected in series- |  |  |   |  |  |  |
| (a) 120AH   | (b) 180AH  | (c) 205AH  | (d) None  |  |  |  |
|   | (a) Cooler fan The capacity of both. (a) Fuel The capacity of (a) Pump drive gear both The capacity of (a) Engine radiator The capacity of (a) Engine sump The alternator rating (a) 30 The batteries rating p | (a) Cooler fan  The capacity of bothtanks is 450 ltr. In Place (a) Fuel  (b) Hydraulic oil  The capacity of is 4.0ltr in Plasser Br. (a) Pump drive gear box  (b) Engine sump  The capacity of is 25ltr in Plasser Br. (a) Engine radiator  (b) Engine sump  The capacity of is 5.5ltr in Plasser Br. (a) Engine sump  The capacity of is 5.5ltr in Plasser Br. (a) Engine sump  (b) Engine radiator  The alternator rating is | The capacity of bothtanks is 450 ltr. In Plasser BRM-  (a) Fuel (b) Hydraulic oil (c) Engine Pump  The capacity of is 4.0ltr in Plasser BRM-  (a) Pump drive gear box (b) Engine sump (c) Engine radiator  The capacity of is 25ltr in Plasser BRM-  (a) Engine radiator (b) Engine sump (c) Both 'a' & 'b'  The capacity of is 5.5ltr in Plasser BRM-  (a) Engine sump (b) Engine radiator (c) Each axle gear both  The alternator rating is |  |  |  |

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 33.01  | a    | 33.16  | c    | 33.31  | a    | 33.46  | a    |
| 33.02  | a    | 33.17  | b    | 33.32  | b    | 33.47  | b    |
| 33.03  | b    | 33.18  | c    | 33.33  | c    | 33.48  | d    |
| 33.04  | c    | 33.19  | a    | 33.34  | b    | 33.49  | a    |
| 33.05  | c    | 33.20  | a    | 33.35  | c    | 33.50  | d    |
| 33.06  | b    | 33.21  | b    | 33.36  | a    | 33.51  | a    |
| 33.07  | a    | 33.22  | a    | 33.37  | c    | 33.52  | С    |
| 33.08  | c    | 33.23  | b    | 33.38  | b    | 33.53  | d    |
| 33.09  | b    | 33.24  | b    | 33.39  | a    | 33.54  | a    |
| 33.10  | a    | 33.25  | a    | 33.40  | c    | 33.55  | b    |
| 33.11  | b    | 33.26  | b    | 33.41  | b    | 33.56  | c    |
| 33.12  | c    | 33.27  | a    | 33.42  | b    | 33.57  | b    |
| 33.13  | a    | 33.28  | a    | 33.43  | d    | 33.58  | b    |
| 33.14  | b    | 33.29  | b    | 33.44  | a    |        |      |
| 33.15  | a    | 33.30  | a    | 33.45  | d    |        | ·    |

# Track Machines & Working Principle (B.R.M.)

## Session: 34

| 34.01 | AA4V is the model no. ofin Kershaw BRM- (a) Hydrostatic pump (b) Hydrostatic Motor (c) Fixed displacement pump (d) None |   |                    |  |  |  |
|-------|---|---|--------------------|--|--|--|
| 34.02 | AA6VM is the model no. of (a) Hydrostatic pump (b) Hydros   |   | (d) None           |  |  |  |
| 34.03 | drive is used in Kers (a) Mechanical (b) Hydrost  |   | (d) None           |  |  |  |
| 34.04 | (a) Variable displacement pump  | rive gear box in Kershaw BRM-<br>(b) Variable displacement pr<br>(d) Both 'a' & 'b'             | ropelling motor    |  |  |  |
| 34.05 |   | wo speed transmission gear box (b) Variable displacement production (d) Fixed displacement pump | opelling motor     |  |  |  |
| 34.06 | The hydrostatic propelling system (a) Open (b) Closed   | is aloop system in Kers<br>(c) Either 'a' & 'b'   |                    |  |  |  |
| 34.07 | pump, which is mounted oil to the hydrostatic loop to keep (a) Charge (b) Vane pu                                       |   | 1 1, 11            |  |  |  |
| 34.08 | In hydrostatic propelling system,<br>the case drains of the hydrostatic<br>(a) Pump (b) Motor                           |   | ····· <del>-</del> |  |  |  |
| 34.09 | Thehas a pressure codisplacement when pressure in the (a) Variable displacement pump (c) Variable displacement motor    | e system increases or decreases i<br>(b) Fixed displacement pump                                | n Kershaw BRM      |  |  |  |
| 34.10 | The system pressure at which the motor threshold pressure.  (a) Increase (b) Decrease                                   | •   |                    |  |  |  |
| 34.11 | Pressure above the motor thres displacement which will give the (a) Min (b) Max.  |   | -                  |  |  |  |
| 34.12 | Max. Torque control valve is sw<br>the machine max. tractive effort in<br>(a) Hydrostatic motor (b) Variab              | n Kershaw BRM-  |                    |  |  |  |
| 34.13 |   | <u> </u>  | ·                  |  |  |  |

- 34.14 .....is provided one on each axle in Plasser BRM-.

  (a) Variable pump (b) Drive Motor (c) Broom Motor (d) None
- **Answer Sheet**

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 34.01  | a    | 34.05  | b    | 34.09  | c    | 34.13  | c    |
| 34.02  | b    | 34.06  | b    | 34.10  | a    | 34.14  | b    |
| 34.03  | b    | 34.07  | a    | 34.11  | b    |        |      |
| 34.04  | d    | 34.08  | c    | 34.12  | a    |        |      |

#### Hydraulic & Pneumatics Session: 35-40

|       |  | Session: 3  | 35-40  |  |
|-------|--|---|--|--|
| 35.01 | When some hydraulic parallel circuit as wel  |   | main pressure line in                        | parallel, they are called                      |
|       | (a) Constant pressure                        | e (b) Series  | (c) Open loop                                | (d) None                                       |
| 35.02 |  | 9-3X. They are provid   |  | e drive, lifting-lining of                     |
|       | (a) Series                                   | (b) Parallel  | (c) Either 'a' & 'b'                         | (d) None                                       |
| 35.03 | Satellite lateral slidin 3X, is also part of |   | pport/wheel support cir                      | reuits in 09-CSM & 09-                         |
|       | (a) Constant pressure                        | (b) Closed loop   | (c) Series                                   | (d) None                                       |
| 36.04 |  | ateral displacement, ax   |  | lining, work drive, rail alledcircuit (d) None |
| 36.05 |  | ircuit consisting of Tar<br>Unit lateral displaceme<br>(b) Parallel |  |  |
| 36.06 | The screen drive, cha<br>(a) Closed loop     | in guide UP/DN circui<br>(b) Constant Pressure                      | t is a part ofcirc<br>c (c) Either 'a' & 'b' |  |
| 37.07 | Incircuit, exhau (a) Open loop               | st oil from the motor is (b) Closed loop                            | _  |  |
| 37.08 | actuator & discharged                        | d from the actuator bac   | k into the tank-                             | output is directed to a                        |
|       | (a) Open loop                                | (b) Closed loop   | (c) Either 'a' & 'b'                         | (d) None                                       |
| 37.09 | On 09-CSM & 09-3X<br>(a) Open loop           | K, the work drive circuit (b) Closed loop                           | it is an-example of(c) Either 'a' & 'b'      |  |
| 37.10 | Variable displaceme circuit of 09-CSM &      |   | displacement motor                           | is used in workdrive                           |
|       | (a) Variable                                 | (b) Fixed   | (c) Either 'a' & 'b'                         | (d) None                                       |
| 37.11 | On 09-CSM & 09-3X<br>(a) Electronically      | * *   | livery is controlled (c) By pilot pressure   | in work drive circuit-<br>(d) None             |

| 37.12          | Cross relief valve is u (a) Squeezing   | sed incii<br>(b) Work drive                | cuit<br>(c) Lining                         | (d) N    | Vone                       |  |
|----------------|---|--|--|----------|----------------------------|--|
| 38.13          | The driving circuit in (a) Open loop  | BCM, SBCM & BR                             | M iscircuit-<br>(c) Either 'a' & 'b        | ' (d) N  | one                        |  |
| 38.14          |   | CM, the variable pum<br>(b) Pilot pressure | o (driving pump) vol<br>(c) Electronic pow |          | •                          |  |
| 38.15<br>38.16 | On Kershaw BRM, the (a) Manual power Maximum torque valuduring working drive. | (b) Pilot pressure ve is switched-on in    | (c) Electronic po                          | ower     | (d) None                   |  |
|                | (a) Increase  | (b) Decrease                               | (c) Either '                               | a' & 'b' | (d) None                   |  |
| 39.17          | Incircuit oil End to increase speed (a) Open loop                             | <b></b>                                    | od end of the cylindo<br>oop (c) Regene    |          | eted into the cap (d) None |  |
| 39.18          | Squeezing circuit in ta<br>(a) Regenerating                                   | amping machine is<br>(b) Open loo          |  | loop     | (d) None                   |  |
| Q.1            | Which hydraulic circu   | uits are used in 09-CS                     | SM & 09-3X ?                               |          |                            |  |
| Q.2            | What is closed loop c   | ircuit?                                    |  |          |                            |  |
| Q.3            | What is regenerating  | circuit & where is it                      | used in tampers?                           |          |                            |  |
| Q.4            | Define open loop circuit?   |  |  |          |                            |  |
| Q.5            | Define series & parall  | lel circuit?                               |  |          |                            |  |
| Q.6            | What is maximum to  | eque valve in BRM?                         |  |          |                            |  |
| Q.7            | What does flushing va   | alve do used in drivir                     | g circuit of BCM?                          |          |                            |  |

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|--------|------|
| 35.01  | a    | 36.05  | d    | 37.09  | b    | 38.13  | b    | 39.17  | c    |
| 35.02  | b    | 36.06  | b    | 37.10  | b    | 38.14  | c    | 39.18  | a    |
| 35.03  | a    | 37.07  | b    | 37.11  | a    | 38.15  | a    |        |      |
| 36.04  | c    | 37.08  | a    | 37.12  | b    | 38.16  | a    |        |      |

# Track Machines & Working Principle Session: 41 & 42 (T-28)

| 41.01 | T-28 is deployed for to (a) Points & Crossing |  | (c) Either 'a' or 'b'                                       | d) None                        |
|-------|---|--|---|--------------------------------|
| 41.02 | can move on (a) PQRS                          | rail as well as on grou<br>(b) T-28    | and surface. (c) TRT  | (d) None                       |
| 41.03 | T-28 has                                      | cross cylinders for (b) 2              | or lateral shifting. (c) 3                                  | (d) None                       |
| 41.04 |   | vertical cylinders for (b) 2           | lifting of complete brid<br>(c) 3                           | lge as well as crawlers. (d) 4 |
| 41.05 | T-28 has w<br>(a) 1                           | heels/wheel cylinders. (b) 2           | (c) 3   | (d) 4                          |
| 41.06 | Wheels are ru (a) 2                           | n by hydraulic motor (b) 3             | in T-28-<br>(c) 4   | (d) None                       |
| 41.07 | The maximum speed (a) 10                      | of T-28 on rail is<br>(b) 40           | kmph  | (d) 80                         |
| 41.08 | The lifting capacity of (a) 05T               | each portal crane (T-(b) 15T           | 28) is<br>(c) 30T   | (d) None                       |
| 41.09 | •   |  | (c) Hydraulic Motor   | (d) None                       |
| 41.10 | The no. of crawlers pro(a) 1                  | eovided in T-28-<br>(b) 2              | (c) 3   | (d) None                       |
| 41.11 |   | of T-28 on crawler is .<br>(b) 3 KMPH  | <br>(c) 10 KMPH   | (d) None                       |
| 41.12 | drive is pro                                  | ovided in T-28-<br>(b) Mechanical      | (c) Cannot be drivers                                       | (d) None                       |
| 41.13 | The models no. of 6 c<br>(a) SUN 6105 I       | ylinder 172H.P. air co<br>(b) NTA 855I | oled engine in T-28 is.<br>(c) HA 694                       |                                |
| 41.14 | The wheel dia of T-28 (a) 200mm               | s portal crane is<br>(b) 400mm         | (c) 700mm   | (d) None                       |
| 41.15 |   |  | els & crawlers in T-28<br>ement (c) Both 'a' & 't           |                                |
| 41.16 | lifting-lowering, craw                        | ler lateral shifting etc.              | such as crawlers lifting in T-28 areement (c) Both 'a' & 't |                                |
| 41.17 | is provided to                                | -                                      | rs from wagons and t  | o keep the sleepers at         |

|       | (a) T-28   | (b) Trolley                                    | (c) Jib Crane                                  | (d) None                   |
|-------|--|--|--|----------------------------|
| 41.18 | The assembled turn ou (a) Trolley                                  |  | for transportation<br>(c) T-28 portal crane    | (d) None                   |
| 41.19 | crawler on ground sur  | face   | -  | facilitating passage of    |
|       | (a) 10   | (b) 30   | (c) 60   | (d) None                   |
| 41.20 | 4 Nos. of rail pieces ea<br>(a) 10                                 | achcm. long i (b) 20                           | s provided for lowering<br>(c) 40              | g of rail wheels<br>(d) 70 |
| 41.21 | The lateral shift of tro<br>(a) ±100mm                             | •  | 400mm (d) ± 500mm                              |                            |
| 41.22 | The trolley table can be (a) 200mm                                 | be lifted upto (b) 300mm                       | (c) ± 300mm (d) No                             | one                        |
| 41.23 | The angular rotation of (a) $\pm 5^{\circ}$                        | f trolley table is (b) $\pm 10^0$              | (c) $\pm 15^{0}$                               | (d) $\pm 20^{0}$           |
| 41.24 | The capacity of non-m (a) 15                                       | notorized trolley is (b) 20                    | tonnes (c) 25                                  | (d) 35                     |
| 41.25 | The capacity of motor (a) 15                                       | ized trolley is                                | tonnes<br>(c) 25                               | (d) 35                     |
| 41.26 | The engine provided of (a) HA 694 diesel eng (c) Lombardini petrol | ine (b) N                                      | Γ 743 Cummins engine                           |                            |
| 41.27 | The engine (93 Kw) p (a) HA 694 (b)                                | rovided on jib crane of<br>Diesel Engine DIN 6 |  | (d) None                   |
| 41.28 | The trolley table is late (a) Hydraulic Power                      |  | d by<br>er (c) Mechanical Pov                  | wer (d) None               |
| 41.29 | The capacity of hydra<br>(a) 400 Liter                             | ulic tank on T-28 petro<br>(b) 1000 Liter      | ol crane is<br>(c) 1700 Liter                  | (d) None                   |
| 41.30 | The capacity of diesel (a) 70 Liter                                | tank on T-28 is<br>(b) 120 Liter               | (c) 400 Liter                                  | (d) None                   |
| 41.31 | The rail wheel is (a) Removed                                      | for maintenance (b) Overturned                 | e of rail wheel cylinder<br>(c) Both 'a' & 'b' |                            |
| 41.32 | When engine is 'off' t<br>(a) Applied                              |  | automatically (c) Either 'a' & 'b'             | (d) None                   |
| 41.33 | For replacement of wh  | neel bearing, the motor                        | r pinion iswith                                | n wheel pinion             |
|       | (a) engaged  | (b) disengaged                                 | (c) either 'a' & 'b'                           | <u> </u>                   |
| 41.34 | Extra lifting cylinder i<br>(a) turnout (b) cra                    | s provided to lift the<br>awler (c) rail wheel |  |                            |

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 41.01  | a    | 41.10  | b    | 41.19  | c    | 41.28  | a    |
| 41.02  | b    | 41.11  | b    | 41.20  | d    | 41.29  | a    |
| 41.03  | b    | 41.12  | a    | 41.21  | c    | 41.30  | b    |
| 41.04  | b    | 41.13  | a    | 41.22  | b    | 41.31  | b    |
| 41.05  | d    | 41.14  | b    | 41.23  | b    | 41.32  | a    |
| 41.06  | a    | 41.15  | b    | 41.24  | c    | 41.33  | b    |
| 41.07  | a    | 41.16  | a    | 41.25  | d    | 41.34  | a    |
| 41.08  | c    | 41.17  | c    | 41.26  | С    |        |      |
| 41.09  | С    | 41.18  | a    | 41.27  | b    |        |      |

#### **Track Machines & Working Principle Session: 42 (T-28)**

| 42.01 |  | drive                 |                                       | al (c) Electr          | omechanical              | d) None                        |          |
|-------|--|-----------------------|---------------------------------------|------------------------|--------------------------|--------------------------------|----------|
| 42.02 | .02 The crawler drive motor and rail wheel drive motor are driven by |                       |                                       |                        |                          |                                |          |
| 42.03 | Can craw (a) Yes   | ler & rail w          | heel run altogeth<br>(b) No           |                        | Either 'a' & 'b'         | (d) None                       |          |
| 42.04 | Crawler (a) Altog  | & rail wheel<br>ether | move -<br>(b) Alternately             | (c) E                  | Either 'a' & 'b'         | (d) None                       |          |
| 42.05 | During w (a) 0.8   | orking drive          | e, the speed of cr<br>(b) 3           | rawler with l<br>(c) 1 |                          | MPH-<br>(d) None               |          |
| Answ  | er Sheet   |                       |                                       |                        |                          |                                |          |
|       | Q. No.   | Ans.                  | Q. No.                                | Ans.                   | Q. No.                   | Ans.                           |          |
|       | 42.01  | a                     | 42.03                                 | b                      | 42.05                    | a                              |          |
|       | 42.02  | b                     | 42.04                                 | b                      |                          |                                |          |
| 33.01 | ,  |                       | Se                                    | Kershaw Mession: 33    | Make)                    | <b>e</b> I of the track to the | ne other |
| 33.01 |  | ntre of the ti        | •                                     |                        | BCM                      | (d) UTV                        | ic other |
| 33.02 |  | ollect the bas        | llast towards slea<br>(b) Centre Plou | -                      | Broom                    | (d) None                       |          |
| 33.03 | (a) Wings  |                       | ballast from one                      |                        | 1 0 1                    |                                |          |
|       | (a) ** 111g  | S                     | (b) Centre plou                       |                        | r end of track-<br>Broom | (d) None                       |          |

33.06 The wings template makes angle of ......when the cylinder is fully extended & retracted. (a)  $30^0$  (b)  $45^0$  (c)  $60^0$  (d) None

(a) BCM

(a) Wings

(b) SBCM

33.05 ......can work in both directions-

(b) Centre plough

(c) Broom

(c) BRM

(d) None

(d) None

| 33.07 |                                    | byby<br>45GPM<br>21 GPM                 |                         |                  |                    |
|-------|------------------------------------|---|-------------------------|------------------|--------------------|
| 33.08 | The RPM of broom is (a) 1000       | keptin Kershaw (b) 2100                 | BRM.<br>(c) 244         |                  | (d) None           |
| 33.09 | The length of solid cy (a) 256mm   | rlindrical rubber pieces (b) 356mm      |                         |                  | (d) None           |
| 33.10 | Centre plough templa (a) Motor     | tes are operated indepe<br>(b) Cylinder |                         | ʻb'              | (d) None           |
| 33.11 | • 1                                | on Kershaw BRM is<br>(b) NTA855L        |                         |                  | (d) HA694          |
| 33.12 | The rated HP @1800r<br>(a) 265     | rpm is(b) 273                           |                         |                  | (d) None           |
| 33.13 | The length of Kershav (a) 13313    | w BRM over buffers is (b) 10389         |                         | nm.              | (d) None           |
| 33.14 |                                    | flow rate is(b) 38 & 17                 |                         |                  | aw BRM<br>(d) None |
| 33.15 | Broom drive pressure (a) 379       | is set atbar-<br>(b) 138                | (c) 172                 |                  | (d) None           |
| 33.16 | Wings & centre ploug (a) 379       | gh pressure is set at<br>(b) 138        |                         |                  | (d) None           |
| 33.17 | Driving pressure is se<br>(a) 379  | t atbar<br>(b) 138                      | (c) 172                 |                  | (d) None           |
| 33.18 | The capacity of hydra (a) 511      | ulic tank in Kershaw I<br>(b) 617       | BRM is                  | ltrs.<br>(d) Noi | ne                 |
| 33.19 | The capacity of HSD (a) 511        | oil tank in Kershaw Bl<br>(b) 617       | RM is<br>(c) 1000       | ltrs             | (d) 1200           |
| 33.20 | The capacity of pump (a) 4.2       | drive gear box is<br>(b) 5.2            | ltrs. (c) 11.3          |                  | (d) None           |
| 33.21 | The capacity of transr (a) 4.2     | mission gear box is<br>(b) 11.3         | ltrs.                   |                  | (d) None           |
| 33.22 | The capacity of engin (a) 4.2      | e sump isltrs. (b) 42                   | (c) 19                  | (d) Nor          | ne                 |
| 33.23 | 2 Nos. batteries of 20. (a) Series | 5A.H. connected in (b) Parallel         | (c) both 'a' &          | 'b'              | (d) None           |
| 33.24 | Alternator (01 No.) of (a) 10      | fampere (b) 30                          | e is provided in (c) 50 | Kershav          | w BRM. (d) None    |

| 33.25 | $0.38 \text{m}^3/\text{min}$ .                              | compressor is provi                       |                                       | RM which capacity is           |
|-------|---|---|---------------------------------------|--------------------------------|
|       | (a) Single  | (b) Double                                | (c) Tripple (d) No                    | one.                           |
| 33.26 |   | sted for making slope<br>(b) 1:1 to 4:1   |                                       |                                |
| 33.27 | cubic inch-   | f engine model No. (c) 11:                | -                                     | in Kershaw BRM is              |
| 33.28 | has a volum (a) Broom                                       | e of 01 cubic metre. (b) Centre Plough    | (c) Each Wing                         | (d) None                       |
| 33.29 | BRM -   | e dia is 130mm & str<br>(b) NTA855L       |                                       | n provided in Kershaw (d) None |
| 33.30 |   | f Kershaw BRM is 36.<br>(b) Width         |                                       | (d) None                       |
| 33.31 |   | f Kershaw BRM macl<br>(b) Width           |                                       | (d) None                       |
| 33.32 |   | f Plasser BRM is 1102<br>(b) Width        |                                       | (d) None                       |
| 33.33 |   | f Plasser BRM with A<br>(b) Width         |                                       |                                |
| 33.34 |   | esser BRM with AC is (b) Width            |                                       | (d) None                       |
| 33.35 | The wheel dia of Plas (a) 838                               | ser BRM is(b) 730                         | .mm<br>(c) 1230                       | (d) None                       |
| 33.36 | The engine model No (a) NT743                               | o. of Plasser BRM is . (b) NTA855         | (c) KT1150                            | (d) 6CTA 8.3.L                 |
| 33.37 | engine's (a) 6CTA8.3-L                                      | oore dia is 114mm and (b) NT743           | length of stroke is 133<br>(c) NTA855 | 5mm<br>(d) None                |
| 33.38 | The displacement of (a) NT743                               | engine model No<br>(b) NTA855             |                                       |                                |
| 33.39 | The H.P of Engine M (a) 6CTA8.3-L                           | odel Nois 194KW<br>(b) MWMTBD232          | U 1                                   | (d) NT743                      |
| 33.40 | The cooling system of (a) Air cooled                        | f engine 6CTA8.3L is.<br>(b) Water cooled |                                       | (d) None                       |
| 33.41 | The pumps provided (a) Tipple pump 20, 1 (c) Double pump 45 | 4 & 10GPM (b) Va                          | riable displacement puth 'a' & 'b'    | ump 125c.c/rev.                |

| 33.42 |   |                                     | in Plasser BRM to opera<br>or (c) Brush unit motor       |                     |
|-------|---|-------------------------------------|--|---------------------|
| 33.43 | 10 GPM pump in Pla<br>(a) Shoulder Plough U<br>(c) Brush unit UP/DN | UP/DN (b)                           | ed to operate-<br>Front plough UP/DN<br>All of the above |                     |
| 33.44 | GPM pump is production (a) 20 GPM                                   | rovided to run rotary<br>(b) 14 GPM | brush unit motor-<br>(c) 10 GPM                          | (d) 125cc/rev.      |
| 33.45 | The rpm ofmoto<br>(a) Cooler fan                                    |                                     | BRM-<br>belt (c) Brush unit                              | (d) None            |
| 33.46 | The capacity of both. (a) Fuel                                      |                                     | Plasser BRM-<br>(c) Engine Sump                          | (d) Both 'a' & 'b'  |
| 33.47 | 1 2   |                                     | r BRM-<br>np (c) Engine radiator                         | (d) Axle gear box   |
| 33.48 | The capacity of (a) Engine radiator                                 |                                     | BRM-<br>(c) Both 'a' & 'b'                               | (d) Axle gear box   |
| 33.49 | The capacity of (a) Engine sump                                     |                                     | r BRM-<br>(c) Each axle gear bo                          | ox d) None          |
| 33.50 | The alternator rating is (a) 30                                     | samp. in P<br>(b) 55                | Plasser BRM-<br>(c) 75                                   | (d) None            |
| 33.51 | The batteries rating p<br>(a) 120AH                                 | rovided in Plasser B<br>(b) 180AH   | RM isconnected in (c) 205AH                              | series-<br>(d) None |

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 33.01  | a    | 33.16  | c    | 33.31  | b    | 33.46  | d    |
| 33.02  | a    | 33.17  | a    | 33.32  | a    | 33.47  | a    |
| 33.03  | b    | 33.18  | a    | 33.33  | c    | 33.48  | b    |
| 33.04  | c    | 33.19  | b    | 33.34  | b    | 33.49  | c    |
| 33.05  | c    | 33.20  | a    | 33.35  | b    | 33.50  | b    |
| 33.06  | b    | 33.21  | b    | 33.36  | d    | 33.51  | b    |
| 33.07  | a    | 33.22  | b    | 33.37  | a    |        |      |
| 33.08  | c    | 33.23  | a    | 33.38  | d    |        |      |
| 33.09  | b    | 33.24  | b    | 33.39  | a    |        |      |
| 33.10  | b    | 33.25  | a    | 33.40  | b    |        |      |
| 33.11  | С    | 33.26  | a    | 33.41  | d    |        |      |
| 33.12  | a    | 33.27  | b    | 33.42  | a    |        |      |
| 33.13  | b    | 33.28  | c    | 33.43  | d    |        |      |
| 33.14  | a    | 33.29  | a    | 33.44  | a    |        | •    |
| 33.15  | b    | 33.30  | c    | 33.45  | c    |        | •    |

# Track Machines & Working Principle (B.R.M.) Session: 34

| 34.01 | .01 AA4V is the model no. ofin Kershaw BRM-<br>(a) variable pump (b) Hydrostatic Motor (c) Fixe  | ed displaceme  | ent pump (d) None |     |
|-------|--|----------------|-------------------|-----|
| 34.02 | .02 AA6VM is the model no. ofin Kershaw BRM (a)variable pump (b) Hydrostatic Motor (c) Broom M   |                | one               |     |
| 34.03 | .03drive is used in Kershaw BRM (a) Mechanical (b) Hydrostatic (c) Electronical  | romech         | (d) None          |     |
| 34.04 | .04 Theis mounted on pump drive gear box in Kers (a) Variable displacement pump (b) Variable displacement pump (c) Fixed displacement pump (d) Both 'a' & 'o'          | placement pr   | ropelling motor   |     |
| 34.05 | .05 Theis mounted on two speed transmission (a) Variable displacement pump (b) Variable displacement (c) Broom motor (d) Fixed displacement (d) Fixed displacement (d) | placement pr   | opelling motor    |     |
| 34.06 | .06 The hydrostatic propelling system is aloop system (a) Open (b) Closed (c) both   |                |                   |     |
| 34.07 | .07 which is mounted on the rear of the variable dis hydrostatic loop  (a) Charge pump (b) Vane pump (c) Variable d  | -              |                   | he  |
| 34.08 | .08 In hydrostatic propelling system, the oil leakage from the case drains of the hydrostatic pump & motor back (a) Pump (b) Motor (c) Reservable.                     | to the         | -                 | by  |
| 34.09 | .09 Pressure above the motor threshold pressure caus displacement which will give the machinetr (a) Min (b) Max. (c) both  | active effort- | _                 | ıll |
| 34.10 | <ul><li>.10can be held at max. displacement by switchin in Kershaw BRM.</li><li>(a) Hydrostatic motor (b) Variable displacement pun</li></ul>                          |                | _                 | ve  |
| 34.11 | .11 Hydraulic power fromis required to operate the during towing of Kershaw BRM  (a) Emergency pump  (b) Hydrostatic transmis (c) Either 'a' & 'b'  (d) None           |                | •                 | er  |
| 34.12 | .12is provided one on each axle in Plasser BRM- (a) Variable pump (b) Driving Motor (c)  |                | otor (d) None     |     |

| Q. No. | Ans. | Q. No. | Ans. | Q. No. | Ans. |
|--------|------|--------|------|--------|------|
| 34.01  | a    | 34.05  | b    | 34.09  | b    |
| 34.02  | b    | 34.06  | b    | 34.10  | a    |
| 34.03  | b    | 34.07  | a    | 34.11  | c    |
| 34.04  | d    | 34.08  | c    | 34.12  | b    |

# Track Machines & Working Principle Session: 41 & 42 (T-28)

| 41.01 | T-28 is designed gene<br>(a) Points & Crossing | erally for the renewal of (b) Plain Track |                                       | d) None                      |
|-------|--|---|---------------------------------------|------------------------------|
| 41.02 | can move on (a) PQRS                           | rail as well as on grou<br>(b) T-28       | and surface. (c) TRT                  | (d) None                     |
| 41.03 | T-28 has                                       | cross cylinders for (b) 2                 | or lateral shifting. (c) 3            | (d) None                     |
| 41.04 | T-28 hasvertical c                             | ylinders for lifting-low (b) 2            | vering of complete brid<br>(c) 3      | ge as well as crawlers (d) 4 |
| 41.05 | T-28 has w (a) 1                               | wheels/wheel cylinders. (b) 2             | (c) 3                                 | (d) 4                        |
| 41.06 | Wheels are ru<br>(a) 2                         | un by hydraulic motor (b) 3               | in T-28-<br>(c) 4                     | (d) None                     |
| 41.07 | The maximum speed (a) 10                       | of T-28 on rail is<br>(b) 40              | kmph (c) 60                           | (d) 80                       |
| 41.08 | The lifting capacity o (a) 25T                 | f each portal crane (T-(b) 35T            | 28) is<br>(c) 30T                     | (d) None                     |
| 41.09 | •  |   | (c) Hydraulic Motor                   | (d) None                     |
| 41.10 | The no. of crawlers p (a) 1                    | rovided in T-28-<br>(b) 2                 | (c) 3                                 | (d) 4                        |
| 41.11 | The maximum speed (a) 0.8 KMPH                 |   | (c) 10 KMPH                           | (d) None                     |
| 41.12 | drive is pr (a) Hydraulic                      |   | (c) Both 'a' & 'b'                    | (d) None                     |
| 41.13 | The models no. of 6 ca) SUN 6105 I             | cylinder 172H.P. air co<br>(b) NTA 855I   | oled engine in T-28 is.<br>(c) HA 694 | (d) None                     |
| 41.14 | The wheel dia of T-23 (a) 200mm                | 8 portal crane is<br>(b) 400mm            | (c) 700mm                             | (d) None                     |

| 41.15 |   | _   | els & crawlers in T-28<br>ement (c) Both 'a' & 'l                  |                                  |
|-------|---|---|--|----------------------------------|
| 41.16 | lifting-lowering, craw  | ler lateral shifting etc.                   | g such as crawlers lifti<br>in T-28 are<br>ement (c) Both 'a' & 'l |                                  |
| 41.17 | is provided proper space for asser (a) T-28                     | -   | rs from wagons and t   | o keep the sleepers at (d) None  |
| 41.18 | The assembled turn of (a) Trolley                               |   | .for transportation<br>(c) T-28 portal crane                       | (d) None                         |
| 41.19 | The wooden sleeper crawler on ground sur (a) 10                 | _   | m. are provided for (c) 60   | facilitating passage of (d) None |
| 41.20 | 4 Nos. of rail pieces e (a) 10                                  | achcm. long (b) 20                          | is provided for lowerin<br>(c) 40                                  | g of rail wheels<br>(d) 70       |
| 41.21 | The lateral shift of tro  | •   | 300mm (d) ± 500mm  |                                  |
| 41.22 | The trolley table can be (a) 200mm                              | be lifted upto (b) 300mm                    | (c) 500mm (d) No   | one                              |
| 41.23 | The angular rotation $a$ (a) $\pm 5^0$                          | of trolley table is (b) $\pm 10^0$          | (c) $\pm 15^0$   | (d) $\pm 20^{0}$                 |
| 41.24 | The capacity of non-non-non-non-non-non-non-non-non-non         | notorized trolley is (b) 20                 | tonnes (c) 25  | (d) 35                           |
| 41.25 | The capacity of motor (a) 15                                    | rized trolley is(b) 20                      | .tonnes<br>(c) 25  | (d) 35                           |
| 41.26 | The engine provided (a) HA 694 diesel eng (c) Lombardini petrol | gine (b) N                                  | T 743 Cummins engine   | 2                                |
| 41.27 | The engine (93 Kw) p<br>(a) HA 694 (b)                          | orovided on jib crane or<br>DIN 6271 (c) NT |  |                                  |
| 41.28 | The trolley table is lat (a) Hydraulic Power                    | <u> </u>                                    | ed by<br>er (c) Mechanical Po                                      | wer (d) None                     |
| 41.29 | The capacity of hydra (a) 400 Liter                             | ulic tank on T-28 petr<br>(b) 1000 Liter    | ol crane is<br>(c) 1700 Liter                                      | (d) None                         |
| 41.30 | The capacity of diesel (a) 70 Liter                             | tank on T-28 is<br>(b) 120 Liter            | (c) 400 Liter  | (d) None                         |
| 41.31 |   |   | e of rail wheel cylinder (c) Both 'a' & 'b'                        |                                  |

- 41.32 When engine is 'off' the brakes are.....automatically-.
  - (a) Applied
- (b) Released
- (c) both 'a' & 'b'
- (d) None
- 41.33 For replacement of wheel bearing, the motor pinion is ......with wheel pinion-.
  - (a) Engaged
- (b) disengaged
- (c) both 'a' & 'b'
- (d) None

- 41.34 Extra lifting cylinder is provided to lift the-.
  - (a) Turnout
- (b) crawler (c) rail wheel (d) None

| Q. No. | Ans. |
|--------|------|--------|------|--------|------|--------|------|
| 41.01  | a    | 41.10  | b    | 41.19  | c    | 41.28  | a    |
| 41.02  | b    | 41.11  | b    | 41.20  | d    | 41.29  | a    |
| 41.03  | b    | 41.12  | a    | 41.21  | c    | 41.30  | b    |
| 41.04  | b    | 41.13  | a    | 41.22  | b    | 41.31  | b    |
| 41.05  | d    | 41.14  | b    | 41.23  | b    | 41.32  | a    |
| 41.06  | a    | 41.15  | b    | 41.24  | c    | 41.33  | b    |
| 41.07  | a    | 41.16  | a    | 41.25  | d    | 41.34  | a    |
| 41.08  | c    | 41.17  | c    | 41.26  | c    |        |      |
| 41.09  | c    | 41.18  | a    | 41.27  | b    |        |      |

#### **Track Machines & Working Principle Session: 42 (T-28)**

- 42.01 The crawler drive motor and rail wheel drive motor are driven by ........... (a) fixed displacement pump (b) variable displacement pump (c) both 'a' & 'b' (d) None
- 42.02 Can crawler & rail wheel run altogether?
  - (a) Yes
- (b) No
- (c) both 'a' & 'b'
- (d) None

- 42.03 Crawler & rail wheel move -
  - (a) Altogether
- (b) Alternately
- (c) both 'a' & 'b'
- (d) None

| Q. No. | Ans. | Q. No. | Ans. |
|--------|------|--------|------|
| 42.01  | b    | 42.03  | b    |
| 42.02  | b    |        |      |