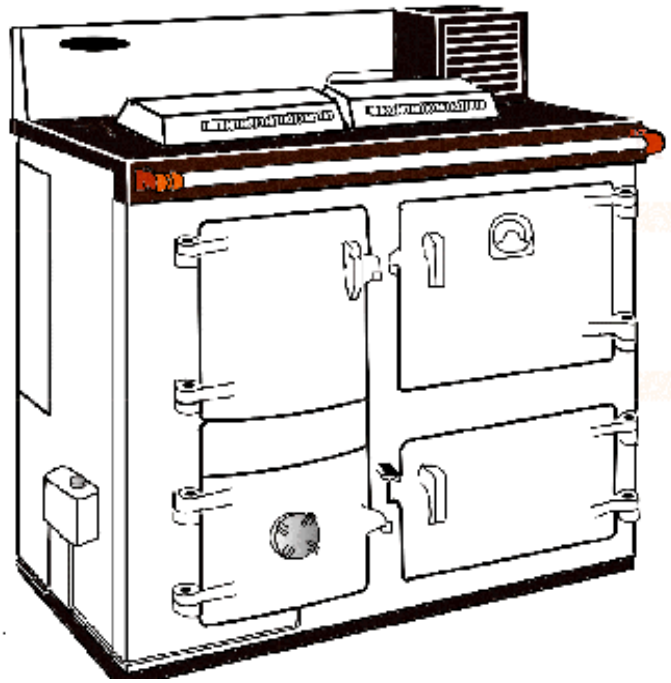
OILWARM
BURNER PRODUCTS

INSTRUCTIONS
for
FITTING,SERVICING, & COMMISSIONING
of
RAYBURN COOKERS
MODELS -1-2-3 - ROYALE - REGENT

Using the K800/1001, No 8 Burner Kit
Version -- 02 Date — 13/07/2010

PLEASE READ CAREFULLY - ADDITIONAL INFORMATION REGARDING THE NEW BUILDING REGULATIONS IS INCLUDED.



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GENERAL INFORMATION

This **Oilwarm Conversion Kit** to the Rayburn Cooker has been manufactured by our Engineers after many year's experience in the Conversion field and incorporates many advances in technology and design than on some other units available, they are generally available as Manual or Thermostatic. It also includes some improvements suggested by installers over the years, so the kits have been found to be easier to install, and giving equal, if not better performance than others available. The kits are manufactured from well -proven materials also equal to or better than other manufacturers.

The Sale of the Conversion is also backed up with an experienced Technical Department that is always willing to give help and advice. This advice is also available on a help line even after normal working hours. It is the Company's policy to give the Customer and Installer the best Product and Service available.

These Instructions cover the Conversion to Oil Firing of the following appliances:

Rayburn No 1.	Rayburn Royal
Rayburn No 2.	Rayburn Regent
Rayburn No 3.	

The Rayburn Supreme, Nouvelle and M.F. Cookers are covered by separate comprehensive conversion instructions supplied with each dedicated kit.

IF IN ANY DOUBT? PLEASE RING FOR ADVICE.

FUEL .

When ordering fuel please specify that you require CLASS C2 Kerosene to BS 2869. Suitable for vaporising burners and appliances.

AIR SUPPLY - See Building Regulations "J". L1 & L2 (1st April 2002).

1. Extractor fans when fitted should be positioned as far away from the flue as possible and should have a sufficient dedicated air supply. To undertake a test the oil fired appliance should be set in operation at maximum setting and the doors and windows closed. The extractor fan should then be run at its maximum setting. The oil fired heating appliance should be observed to operate satisfactorily both before and after the fan is switched on.
2. It is preferable that the air supply for the extractor fan should be located where it can serve the fan without the air stream passing close to the oil fired appliance.
3. Oil fired appliances MUST NOT draw combustion air from a garage.

FLUES & CHIMNEY TERMINATION

Building Regulations "J". L1 & L2

The new approved documents J, and the "Competent Persons legislation both came into force on the 1st April 2002.

All installations, chimneys, flue's , building work etc, must comply with the new legislation.

This appliance has been designed to work on a 5" (125 mm) **CLASS 2** flue.

The designated flue should be:

T250 / N2 / O/D1 Class C2 oil.

Suitable Flues and liners should be used in accordance with Building Regulations Document J pages 18 - 21, and page 52

An Anti Down Draught Cowl (that conforms to British Standards) **SHOULD BE FITTED.**

OIL STORAGE & SUPPLY

For minimum and maximum heights of the oil storage tank (see pages 14,15). The mild steel oil storage tank should be manufactured to BS 799 Part 5. Plastic oil tanks are covered by OFTEC standard OFST100. The minimum recommended oil tank size is 1400 litres (300 gallons). Codes of practice governing installation are covered by BS5410 Part 1.

It is recommended that only bottom outlet oil tanks are used to store oil for consumption using a vaporising burner.

Where the appliance is connected to a top outlet oil tank **then it is necessary to have an oil lifter in the oil supply circuit.** This is to enable the oil to be lifted to the correct height for it to fall by gravity into the oil control. Failure to do this will result in the appliance not functioning correctly. With the new building regulations and current trends in health and safety it is recommended that the oil lifter is mounted external to the building. (see sketch page 15)

1. Oil pipe, fittings, filter etc should comply with the relevant standards.
2. The pipe line MUST be of a suitable size (10 mm diameter is usually sufficient) to ensure that maximum flow can be achieved (any other appliance should be accounted for).
3. A manual isolator valve must be fitted directly on the outlet from the oil tank.
4. 5-10 micron oil filter must be fitted in the pipe line.

Fire valves should also be fitted, one according to the instructions to protect the appliance **and a second mounted external to the building to comply with the new Building Regulations**.

It is recommended that a manual shut off valve be fitted in the same room as the appliance.

On pages 14,15 diagrams of systems are shown which would comply with the new regulations and provide a suitable oil supply to the appliance. These also show diagrammatically positions for the filters, fire valves, sensors and tank levels. It should be noted that unless an existing top outlet tank is already fitted, i.e. to a pressure jet boiler, then it is essential that a lift pump is used to supply the fuel to the vaporising burner as shown.

GENERAL INSTRUCTIONS FOR CONVERSION

1. The chimneys and flues should be swept to remove all deposits of soot and flue dust. Remove the ash pan, fire bars, grate, etc, and thoroughly clean out the appliance. If the chimney is not lined with an appropriate type of liner it **MUST** be, and **MUST** be swept **ONCE** a year by a qualified chimney sweep.

2. On Rayburn No's 1, 2, & 3. Remove the 2 fire-bricks on the oven side of the Fire-box,
   On Rayburn Royal and Regent cookers remove all fire-bricks from the fire-box, remove the rotating grate and carrier from the fire-box, fill up the 10 x 30 cm recess under the boiler with fire-cement or similar fire-proof material and replace the fire-bricks with the exception of those on the oven side of the fire-box.
   The riddling grate carrier on some early models protrudes back under the bottom of the boiler, usually this carrier casting is the original one and in poor condition. It can be struck sharply with a hammer and chisel causing it to break in two. It can then be removed easily from the fore box.
   If the carrier is a fairly new one and there is no deterioration of the casting, a couple of holes will need to be drilled in the centre of the plain casting, then it can be given a sharp blow to break it in two for removal.

3. Mount the lugged burner base onto the burner stand (see pages 10,11), and adjust the height of the burner to suit
   On the three studding legs, the cast burner base should be at the same height as the original rotating grate. The whole assembly should then be moved over into the corner between the boiler and the oven-side, be careful to ensure that the flame ring on top of the outer shell, when installed, will not touch the sides of the fire-box.

4. The burner stand has one fixed foot at the rear and two adjustable feet at the front to enable the

6. The oil control unit is fitted by using the Oilwarm design universal adjustable control Bracket for wall or panel mounting. The control platform is supplied with Stitcher Screws for mounting on the metal side panels, if mounted on the wall it will require 3 x 10 mm holes drilled in the wall, deep enough to take the full depth of the Rawl Plugs. It is usual fix the control as near as possible to the burner and in no case should This exceeds 10 feet. Initially the oil control unit should be installed so that the oil Level line marked on the side of the oil control unit is not more than 10 mm above the Underside of the burner base, Accurate levelling of the oil level is carried out later.

7. The main oil supply line from the tank must now be coupled to the inlet of the oil Control unit via a suitable isolating valve and fire valve (KBB/AEE preferred) (Building Regulations J/1/2/3). The bottom of the oil storage tank should be at least 630 mm above the oil level line on the oil control unit and the top of the oil storage tank should be no more than 3 metres above the line on the control unit. If this 3 meter height is to be exceeded a suitable pressure-reducing valve must be fitted to prevent excessive pressure being applied to the oil control unit.

8. Connect the outlet from the oil control unit using 8 mm copper tube provided, to the Fuel inlet coupling using the U-tube system, i.e. from oil control unit down to a low point and then up to the fuel inlet coupling, this will avoid any chance of airlocks occurring.
   A notch must be cut on the bottom of the fire box door to allow it to close securely over the oil feed pipe.
9. Turn on the oil supply and depress the reset lever on the oil control unit. Turn the control knob on the oil control unit to full on, usually No 6 position and allow the oil to flow to the burner base for at least 15 minutes. After this time the oil should have stopped flowing and, if necessary, the level of the oil control unit can be gradually raised 1 mm at a time until the depth of oil in the annular oil grooves of the burner base is 4 mm – 6 mm and not more. Each adjustment of the height of the oil control unit should be followed by a 5-minute waiting period before taking the depth again, to allow the oil to cease flowing, When the correct depth of oil is obtained, the oil control unit should be firmly locked in position with the lock nuts to prevent any further movement, it should also be checked that the oil control unit is itself level in both planes and rigid.

10. Turn the knob on the oil control unit to the off position and, before completing the installation, if the burner is not going to be lit for some time, the oil should be drained out of the base to prevent the metal being saturated with oil.

11. Place the vaporising chamber lid onto the vaporising chamber in the centre of the burner ensuring that it is fully seated down. Both surfaces are machined and on **no account should any sealing compound or fire cement be used between them.**
    Insert the wicks in the oil grooves in the burner base being careful to see that the notches, which are cut in the wicks, are at the bottom and that they are opposite the ports in the burner base.

12 Place the burner shells in position commencing at the centre with No1 shell and work outwards. As each shell is placed in position make sure that it is correctly seated by slightly turning it on its base.

   When the outer shell is placed in position, the lighting port should be in an accessible place if this is possible. On no account should the level at which the burner base has been installed be altered to make the lighting port more accessible. When all the shells are in position, place a short straight edge across their tops to see that they are of even height. When fitting shells to the base do not put all the spot welded seams in line as this causes a blank spot right across the burner. Arrange them like a clock face with the seam of the No 1 shell at 6 o'clock and ending up with the seam of the No 4 shell at 12 o'clock. Check that all shells are concentric and then place in position the inner and outer parts of the burner lid followed by the flame ring.

13. Before placing the burner baffle in position, in order to obtain correct distribution of heat, the 2 adjacent sides of the burner baffle should be bent upwards at about 45 and the other 2 sides being bent down similarly. The amount of turn-up can be altered later should distribution of heat between water and ovens not be correct.

   Note: With a cooker not fitted with a boiler, the burner baffle should be bent upwards on one side **Only to direct the heat towards the ovens.**

14. The burner is now ready for lighting but before this is done, all oil pipe joints should be checked for tightness as well as leakage, care being taken not to upset the burner level.

15. Lighting the Burner.
Make sure the flue damper is fully open, this will allow the combustion gases warm up the flue and get the chimney pulling.

16 Twist the Lighting Port Cover either to the Left or Right and applying either match or taper to the Wick. When the Wick is alight shut the Lighting Port and turn the control down to the **Low Fire** position. Now shut both the ash pit and charging hole doors. Allow the Burner, Cooker and Flue to get warmed up and pulling.

17 Allow the Burner to burn off any surplus oil and reach vaporising temperature, now turn up the Oil Control to High Fire and let the burner settle. **Some Engineers have made up a false door with a Heat resistant glass panel which fits into the charging hole.** With this the Burner can now be observed. Push the flue damper in so that it leaves a gap of 15 mm to 19 mm (5/8" to ¾"). The Blue envelope of the flame should be steady and just curling over the edge of the baffle. If it is ragged close the spin wheel down until the flame settles, the gap should be 6 mm to 9 mm, and locked. When the Burner is set up not less than 0.02"Wg (0.05 N/M2), if the flue pull is in excess of this it may be necessary to fit some form of stabilizer in the flue to reduce the flue pull.

18. When the burner has reached its full vaporising temperature (approximately 1 hour) on high fire. The flame may develop white to yellow feather flames in the blue flame. This condition is acceptable but on no account should the flame be orange in appearance.. Should the flame turn to **orange** and be sooty after 1 hour the high fire oil rate should be decreased.

19. To extinguish the burner, lift the Trip/Reset Lever until it clicks and rotate the Control Knob to the OFF position (fully clockwise). When leaving the burner turned off for long periods, it is advisable to turn off the fuel supply at the oil storage tank.

SERVICING & COMMISSIONING INSTRUCTIONS

Introduction.

Servicing should be carried out by a Qualified Service Engineer at approximately 6 monthly intervals. If replacement parts are necessary use only genuine **Oilwarm** spare parts. Do not fit damaged or worn components.

Important: The customer should be advised to turn off the oil supply in advance of the arrival of the Service Engineer, so that the burner has time to cool down.

Dismantling and Cleaning:

If the cooker is thermostatically controlled switch off the electrical power supply to the Transformer.

1. Remove the Cooker Hot Plate, open the charging and ash pit doors.
2. Remove the burner baffle, burner lid, the burner shells, the wicks and the vapour chamber lid.
3. Discard the wicks
4. Disconnect the oil feed from the fuel inlet pipe in the burner base. Gently push the copper tube out of the way and slide the Burner Assembly out of the Ash pit
5. Scrape any carbon deposits from the burner base, paying particular attention to the vaporising Chamber, Radial Ports and Annular Rings.
6. Remove any sludge, carbon, etc, from the fuel inlet pipe.
7. Uncouple the oil feed pipe from the Control Valve Outlet.
8. Check that the feed pipe is clean and unblocked.
9. Ensure that the Cooker Flue ways are clean and free from obstruction.

Caution: Hot gases produced during operation tend to loosen old deposits, which can build up to Cause partial or complete blockage resulting in incomplete combustion and possible Damage to the cooker, and could result in loss of life to the Householder.

Re-Assembly:

1. Re-position the burner assembly into the Ash pit.
2. Connect up the oil feed to the fuel inlet into the base.
3. Put a spirit level across the burner and check that the base is level in both planes.
4. Check the oil level, not less than 4mm and not more than 6mm.
5. Re-assemble the burner as detailed in the conversion procedure.
6. Re-assemble the remaining components removed for Servicing.
7. Light up the burner, as described in the Installation Instructions
8. Check the flue draught, it should be between 0.5 – 1mm (0.02— 0.04 “Wg)

Servicing the Oil Control Valve:

1. Close Isolating Valve.
2. Place a receptacle under the Oil Control Valve outlet connection, undo and remove the two Screws securing the filter flange to the OCV. Carefully slide out the filter and neoprene gasket, And allow any water trapped in the float chamber to drain off.
3. Thoroughly clean the filter in kerosene or warm water using a soft bristle brush.
4. Check the filter gasket for any damage and renew if necessary.
5. Re-position the gasket and refit the filter into the Control Valve making sure it is located onto the spigot on the inlet end of the control. Tighten up the retaining screws.
6. If Flex a Temp or Tempo-Mat electric top is fitted, remove it and the nameplate from the Control Valve. Remove the Control Valve Top Section.
7. Carefully lift out the Metering Stem from its guide giving it a quarter turn to free it from the retaining guide and spring.

Wipe the metering stem with a soft lint free cloth and clean the slot with a wooden toothpick or a sharpened matchstick. If neither is available use the corner of a glossy magazine. **Do not wipe the slot with thumb or fingers,** it does not matter how clean they are the natural oils in the skin are enough to clog the slot. **Caution: Never use a metal implement to clean the metering stem, it will damage the orifice.**

1. Refit the Metering Stem, taking special care to ensure it is located correctly and moves freely. Now replace the Control Valve top section.
2. Refit the nameplate and electric top if applicable.

Cleaning the line Filter:

1. Check the filter cartridge in the micron filter in the fuel line between the tank and the Control Valve and renew it if contaminated or if there is any doubt as to its condition.
2. Check that the Oil Control Valve knob is in the **OFF** position and turn on the oil supply at the Isolating valve. If the filter is not the self-bleeding type, bleed the air out of it.
3. Depress the reset lever to allow the oil to enter the Control Valve.
4. Check for leaks at all joints.

Manual Control.

Checking the Low Fire.

1. Turn the control-regulating knob to the Low fire position.
2. Put a suitable receptacle beneath the Oil Control outlet.
3. Turn the oil on at the Isolating Valve and turn the control knob to the high fire position and allow a flow of oil to establish.
4. Then take a measuring glass of at least 20 ml capacity and a stopwatch. Place the measuring glass under the drip of oil pressing the start on the watch at the same time.
5. Time the drips for one minute and remove the glass.
6. Turn the control to off
7. Check that the oil level in the measuring glass is 4ml (4cc).

Checking the High Fire.

Turn the Control regulating knob to the high fire position and proceed as for Low fire except that the level in the measuring glass should now read 13ml (13cc).

Checking the Oil Level:

1. Turn the regulating knob on the Control Valve to the High Fire position and depress the reset/ lever to allow oil to flow into the burner base.
2. Check all joints between the burner base and the oil Control Valve for leaks.
3. Allow 15 min's, for the oil to find it's level in the burner. Then check with a depth gauge or steel rule that the depth of oil in the annular grooves in the bottom of the burner base is between 4mm and 6mm (max). Should the depth of oil be outside these limits, turn the regulating knob valve to the **OFF** position and remove the excess oil from the burner base (a Squeezy washing-up liquid bottle is very good for this).
4. Raise or lower the Oil Control Valve as necessary by adjusting the nuts on the Allthreads as required.
5. Make sure that the Oil Control is level in both plains and remains so. Adjusting the nuts can make adjustments. Allow 15 min's, to pass then recheck the Oil Level in the annular grooves.
6. Turn the regulating knob to the **OFF** position.

Note: If the burner is not going to be used for sometime, remove the oil from the burner base to stop the burner base from becoming saturated.

Re-Assembling the Burner.

1. Insert a new set of wicks (Pt. No. W800/0016) into the grooves of the burner base, with the Cut outs facing downwards and in line with the Radial Ports.
2. Fit the vapour Chamber Lid into it's recess in the vapour chamber and turn it left to right to make sure that it is sealed and making a good seal between the machined surfaces. Should there be any doubt about the sealing faces, a small amount of fine grinding paste will lap the seals in.
   Locate the burner shells making sure that the lighting flap is facing the front, this will locate the seam to the rear. Fit the remaining shells so that the seams are spaced around the diameter of the base at 6.9.3 o'clock. Now fit the burner lid.
3. Position the baffle on top of the burner lid, if the baffle has one side turned up, put the up Turn towards the Oven side. Or if the position of the baffle has been noted before removal, replace it the same way.

Lighting the Burner.

1. Check that the oil supply is turned on.
2. Check that the oil control is turned on, and the knob set to position No 6.
3. Now proceed as detailed on page 4, para.16.

Checking Flue Draught Conditions.

1. Check the flue draught conditions, the flue draught readings should not be less than 0.05N/m2 (0.5 mmWG) (0.02"WG). and not more than 0.1N/m2 (1.0 mmWG) (0.04"WG).
   If the flue draught conditions are outside these limits they can be varied by carrying out more adjustments.

2. If you are in doubt or have a problem don't take a chance. ASK!! Help is only a phone-call away.

General Fault Finding Chart for Vaporising Oil Burners

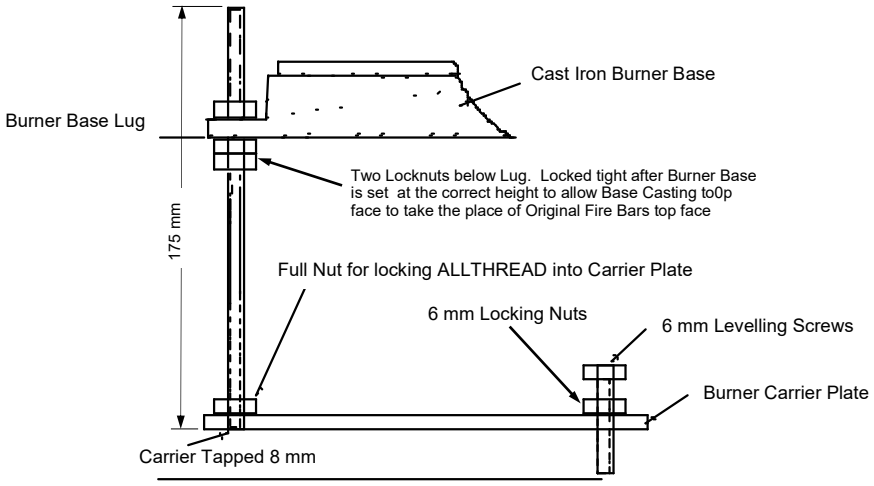
Evidence of Fault	Cause Chart Numbers
Trip/Reset Lever operates repeatedly	28. 29.
Yellow flame on high fire only	11. 26.
Yellow flame on low fire only	12. 26.
Yellow flame on all control knob positions	2. 3. 23. 24. 26.
Yellow flame at one point of burner only	20. 23. 24. 25. 26.
Flame funnelling at centre of burner	20.
Flame appears to leave top of burner	1. 5. 9.
Burner popping	1. 4. 5. 7. 20. 21. 23.
Burner surging	8. 18. 21.
Impossible to set high fire high enough	1. 9. 37.
Impossible to set high fire low enough	2. 37.
Impossible to set low fire high enough	1. 27.
Impossible to set low fire low enough	2. 37.
Oil smell apparent	1. 5. 7. 9. 11. 32.
Black stain around any door	1. 5. 7. 9. 11. 32
Burner carbons up after short period	12. 16. 31.
Unable to light burner	4. 16. 17. 19. 22. 27. 30. 31
Burner goes out after burning 1-2 hours	1. 7. 12. 14. 19. 22. 27. 30. 31
Burner soot's up	1. 5. 7. 23. 24. 31.
Burner goes out for no apparent reason	1. 7. 9. 12. 14. 15. 16. 19. 27. 30. 31.
Boilers	
Water not reaching required heat	1. 6. 10. 32. 33. 34. 36. 37
Water overheating	5. 13. 35. 36. 37
Fluctuating water temperature	8. 17. 36
Cookers	
Not reaching required temperature	1. 6. 9. 10. 32. 34. 37
Overheating	5. 13. 35. 37
Variations in temperature	8.
Heat distribution between ovens and boiler incorrect	6. 32. 34.

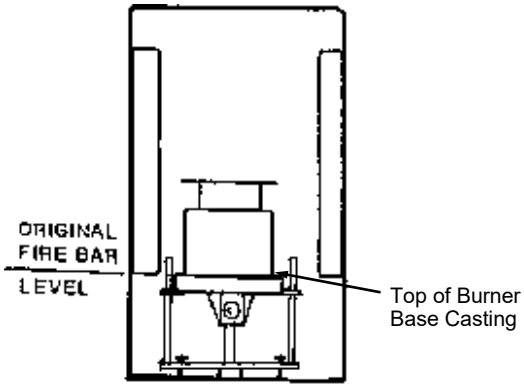
General Fault Finding Cause Chart for Vaporising Oil Burners

1. Too little primary air
2. Too much primary air
3. Too little secondary air
4. Too much secondary air
5. Too low a flue pull
6. Too high a flue pull
7. Downdraught in flue. Fit suitable anti-downdraught cowl
8. Variations in flue draught. Fit suitable stabiliser
9. Flue partly or fully blocked
10. High fire screw set too low
11. High fire screw set too high

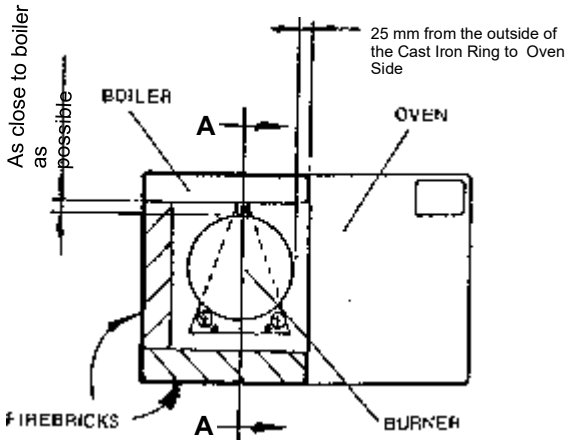
11. High fire screw set too high
12. Low fire screw set too low
13. Low fire screw set too high
14. Control metering stem slot obstructed. To clear, turn control knob from off to full on several times.
15. Trip lever operated
16. Oil control filter blocked. Remove and clean with boiling water and dry thoroughly before replacing
17. Metering stem in oil control sticking. Replace control
18. Carbon leg / fuel inlet pipe overheating. Insulate with fireproof material
19. Carbon leg / fuel inlet pipe blocked. Service
20. Wicks incorrectly positioned or upside down
21. Oil depth in burner base too deep
22. Oil depth in burner base too shallow
23. Vaporising chamber lid not fully seated
24. Shells not correctly seated
25. Lighting flap not correctly seated
26. Burner out of level
27. Oil level in tank too low
28. Oil level in control too high
29. Top of tank over 3 metres above oil control unit
30. Air lock in oil line from tank, - burner, - control
31. Incorrect or contaminated fuel, very little can cause trouble, clean out tank and refill with new fuel
32. Incorrect baffling
33. System overloaded
34. Burner in incorrect position in fire-box
35. Burner too large
36. Thermostat not functioning correctly
37. Incorrectly calibrated control – very unusual, unless tampered with
38. Thermostat adjustment incorrect, advise replacement
39. Cooker thermostat slow to operate or faulty, replace
40. Cooker thermostat capillary tube insulated, picking up heat, insulate
41. Poor contact between boiler and barrel
42. Electrical fault in control electric head, tempo – mat, flex - a – temp

If in any doubt, don't take a chance; call the help line for expert advice.

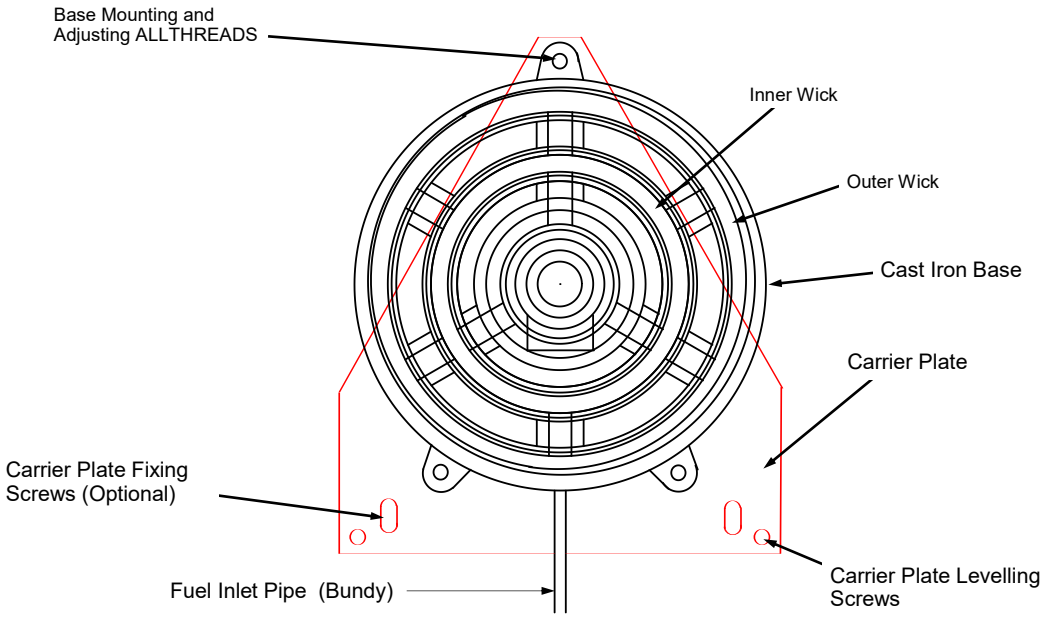




Section through AA

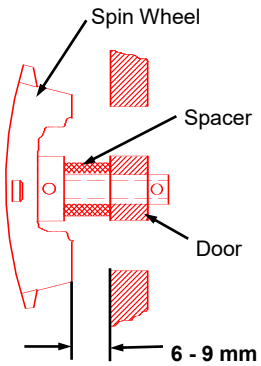


POSITIONING OF BURNER ASSEMBLY

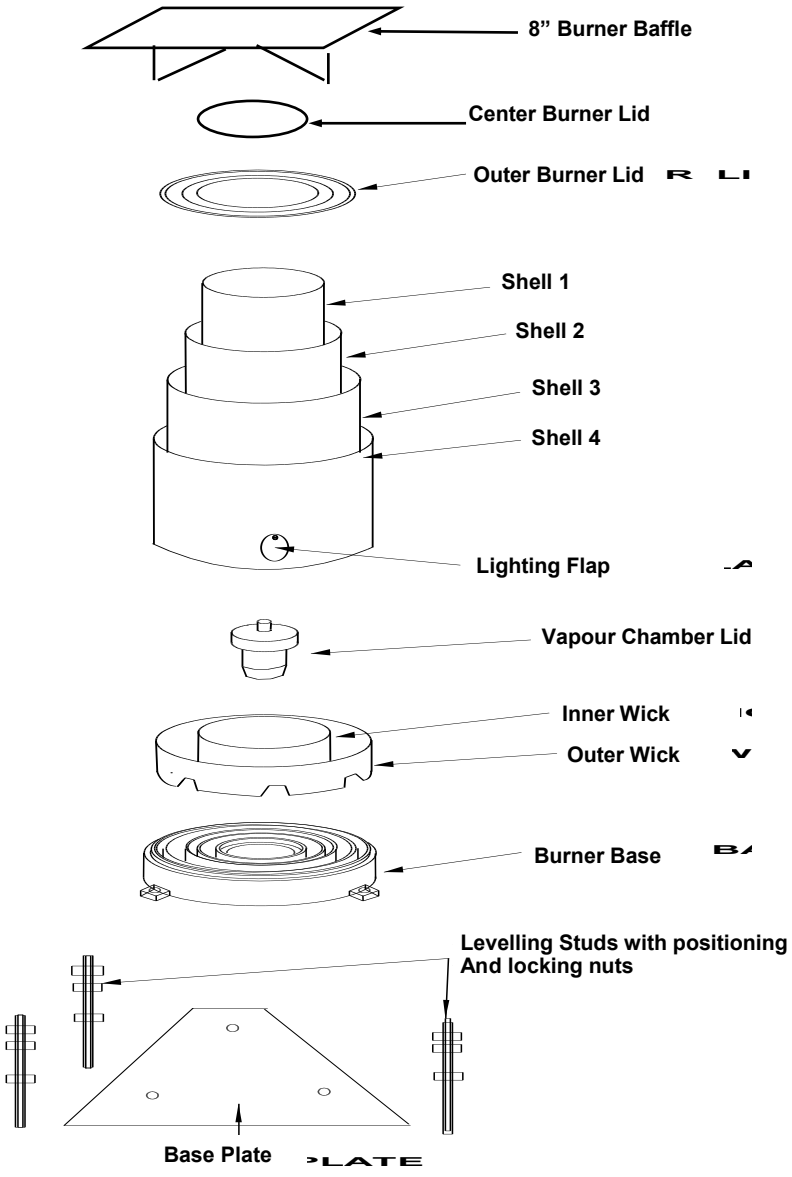


BURNER ASSEMBLY

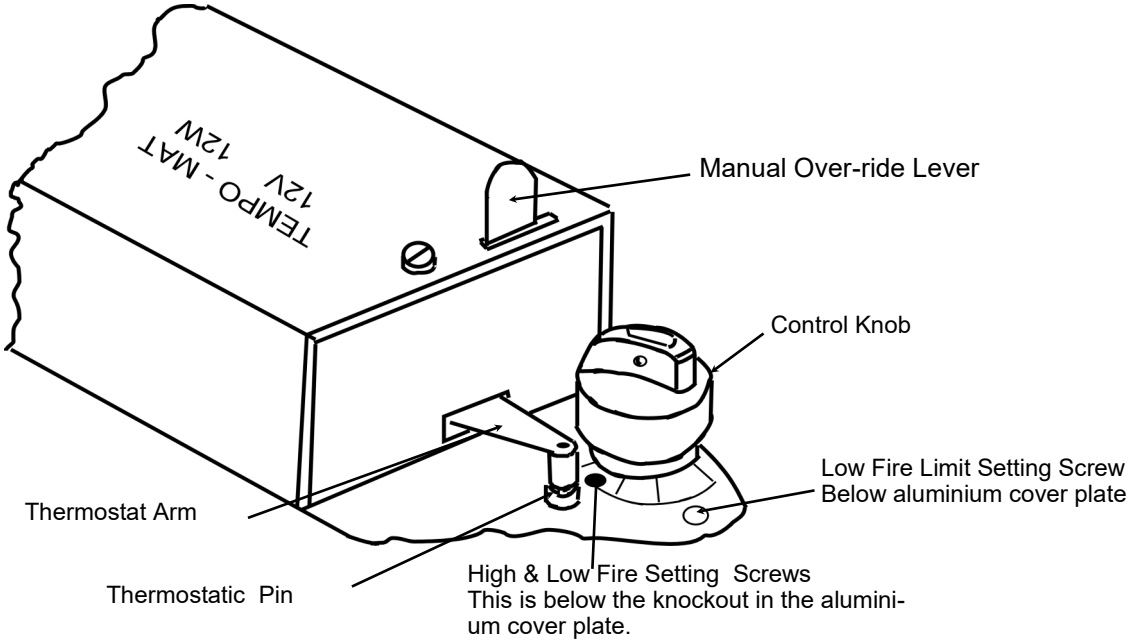
Rayburn Primary Air Inlet

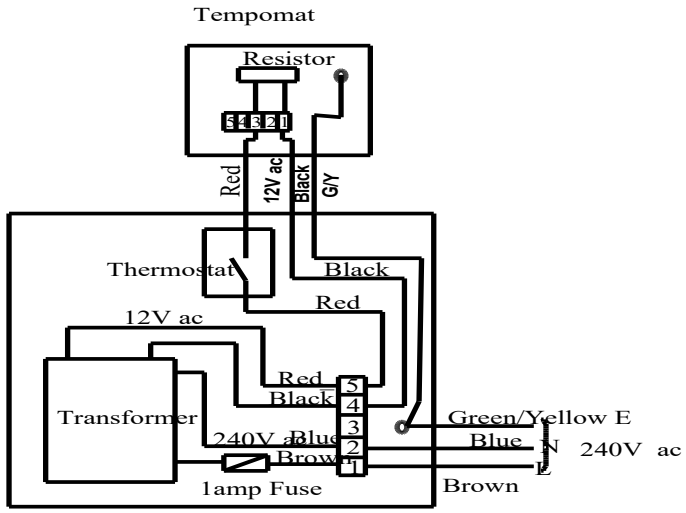


The Spin-wheel Damper in the Fire-Box Door provides the Primary Air Inlet and once

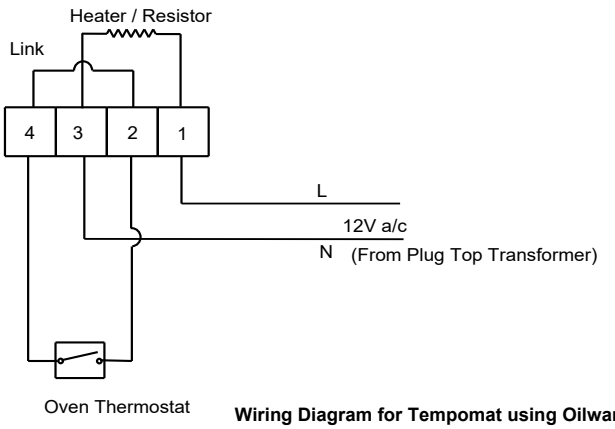


8” Burner Assembly

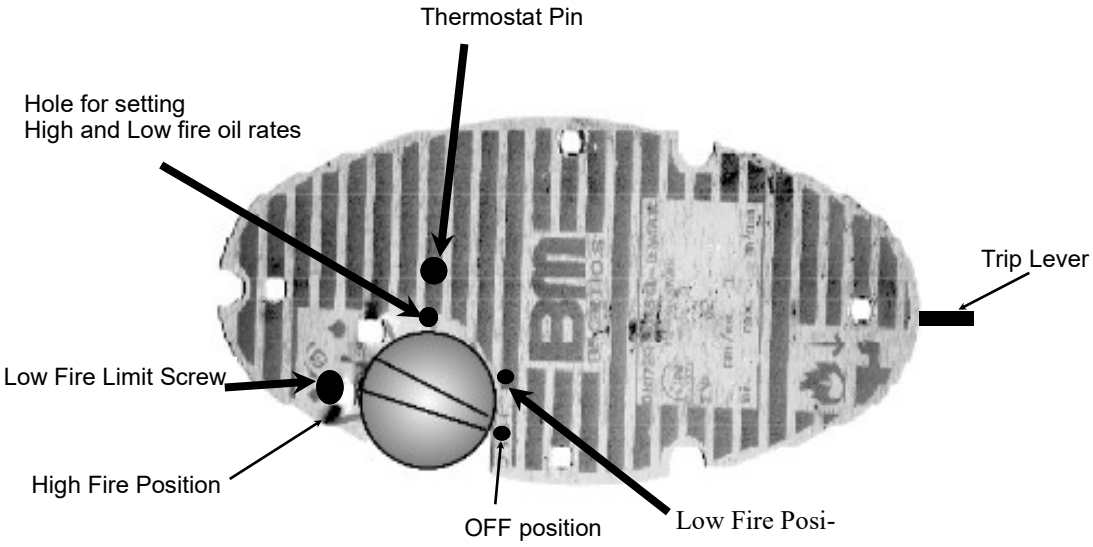




Wiring Diag. Thermosta with built in transformer, fuse and thermostat.



Wiring Diagram for Tempomat using Oilwarm Plug Top Transformer



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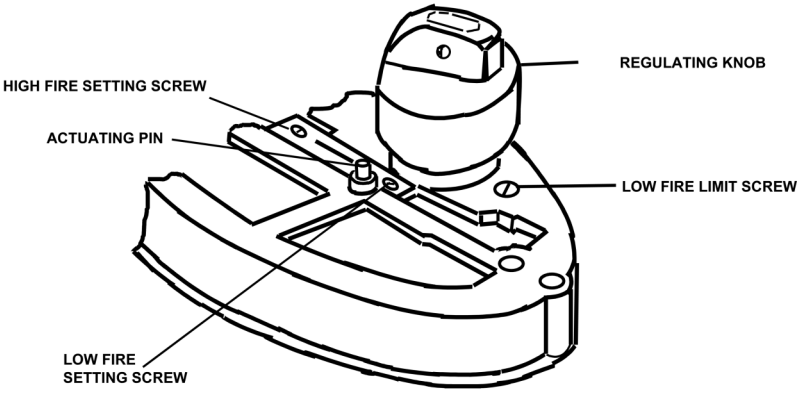


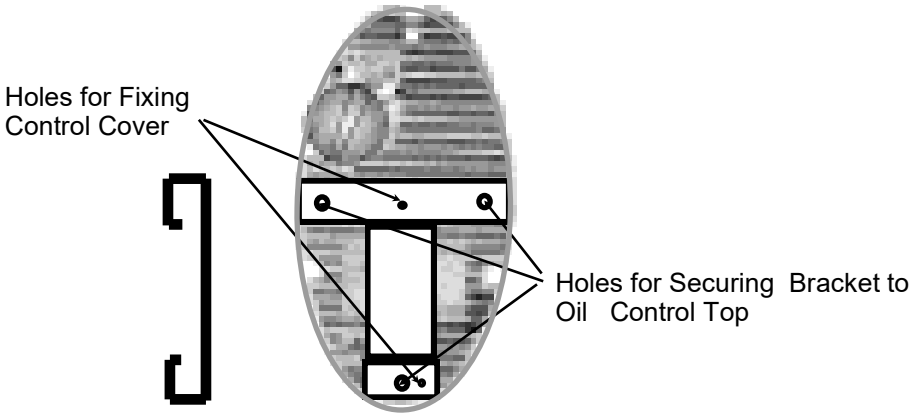
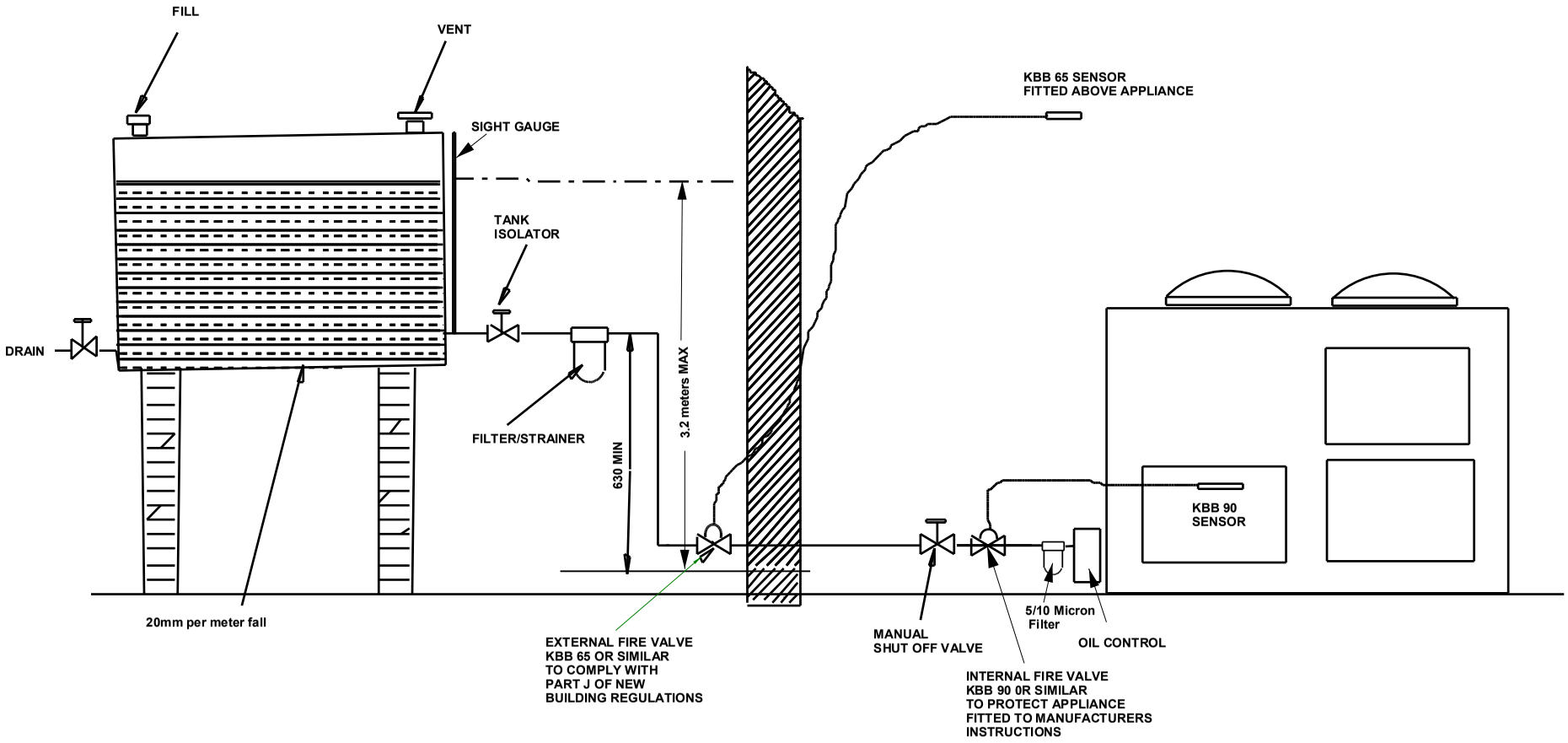


Diagram of Valve Cover
Carrier Assembly

Drg. No. 12

OILWARM --- 01884 35806 --- REVISED RECOMMMENDATIONS FOR APPLIANCE SAFETY.



FILTER:- A strainer/filter should be fitted to the tank. An additional 5/10 micron filter (supplied)is fitted just before the oil control on the appliance.

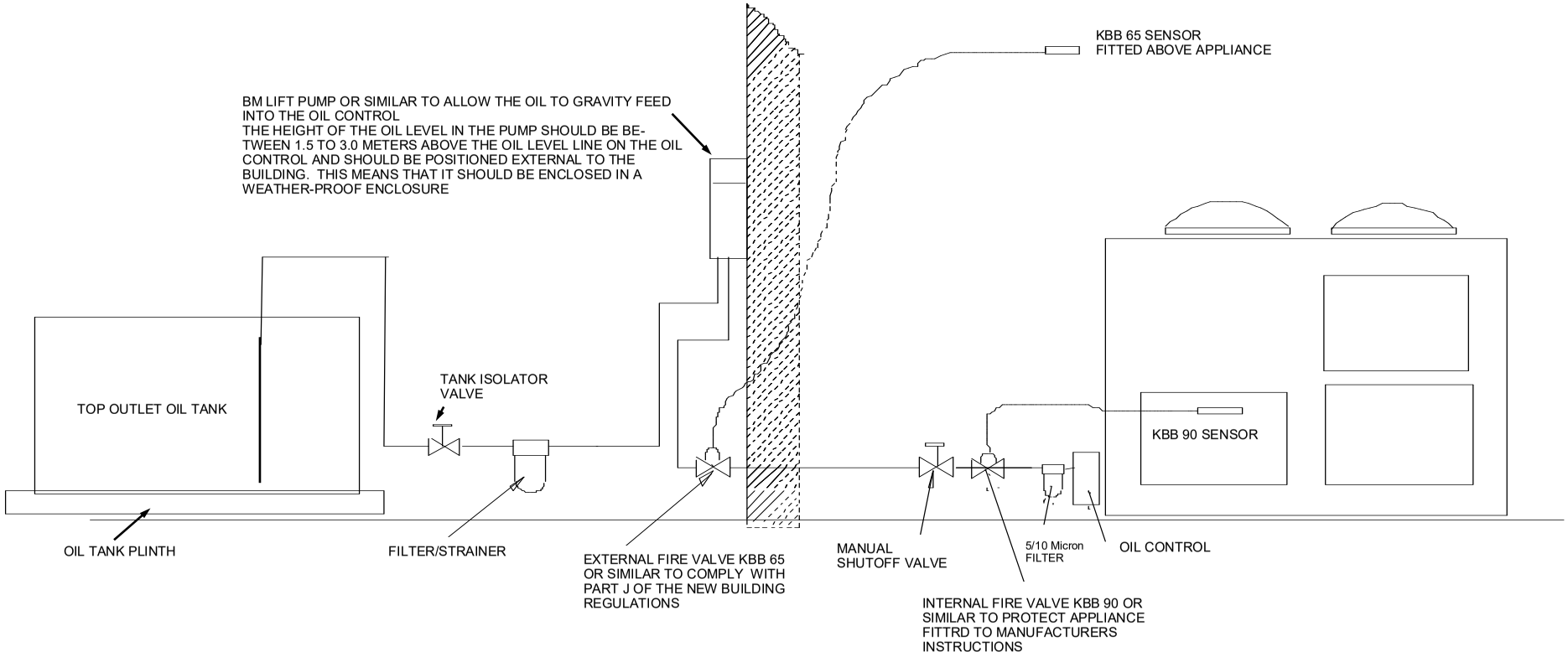
FIRE VALVES:- In order to comply with current legislation a fire valve (KBB65 or similar Type (set at 65*C) available from Oilwarm but not supplied), must be fitted. at the point where the fuel line enters the property, with its sensor inside the property, to isolate the fuel in the event of a property fire. Normally this would be sited above the appliance not at floor level.

Under no circumstances should a KBB/E be used on this type of installation as it is self re-setting.

A second fire valve (KBB90 or similar type (set at 90*C), supplied with the kit, is fitted next to the oil control with its sensor located inside the burner housing (ashpit area), and fitted in accordance with the Oilwarm instructions supplied.

KBB 90's are used to protect the appliance and MUST NOT be used to protect the property, this is carried out by the KBB65's.

DIAGRAM OF OIL LINE REQUIREMENTS IF A TOP OUTLET OIL TANK IS USED.



FILTER:- A strainer/filter should be fitted to the tank. An additional 5/10 micron filter (supplied with kit) is fitted just before the oil control on the appliance.

FIRE VALVES:- In order to comply with current legislation, a fire valve KBB 65 0r similar Type (available from OILWARM but not supplied as part of the kit) ,**must be fitted at the point where the fuel line enters the property.** It's sensor being inside the property to isolate the fuel in the event of a property fire.
Normally this would be situated above the appliance not at floor level.

Under no circumstances should a **KBB/E** be used on this type of installation as it is self re-setting, and can allow oil to run into a hot burner.

A second fire valve, KBB 90 or similar type (set at 90^{o}C) supplied with the kit, is fitted next to the oil control with it's sensor located inside the burner housing (ashpit area), and fitted in accordance with the OILWARM instructions supplied.;

KBB 90s are used to protect the Appliance and **MUST NOT be used to protect the property, this is carried out by the KBB 65s.**