

9/11

भारत सरकार GOVERNMENT OF INDIA  
रेल मंत्रालय MINISTRY OF RAILWAYS  
रेलवे बोर्ड (Railway Board)

No.2009/M(C)/137/1 vol.(ii) pt.

New Delhi dated 07.06.2018

Exec. Director Stds./Carriage,  
RDSO,  
Lucknow.

Exec. Director/Research,  
RDSO,  
Lucknow.

Sub: Detachment of coaches due to critical alarm of WILD.

-----

There have been a number of coach detachments on account of critical alarm messages generated by the Wheel Impact Load Detector (WILD) equipment provided at Tatanagar and Adra Stations of South Eastern Railway. 14 such detachments have been reported in 2017-18 and 3 cases so far in the current year. Details of the coaches so detached are enclosed.

2. The detachment of coaches has been both on account of impact load factor being more than 4.5 and the maximum dynamic load exceeding 35t. In most of the cases, no single specific cause could be established for generation of critical alarm by WILD.
3. RDSO should carry out a detailed analysis of each case and try to correlate the factors which lead to generation of critical alarm messages in the coaches. Based on the analysis so carried out, instructions for improvement in the maintenance practices need to be issued by RDSO so that detachment of coaches on account of critical alarm messages being generated by WILD can be substantially reduced, if not eliminated altogether.
4. Executive Director Stds.(Carriage) and Executive Director(Research) should carry out the analysis on priority and advise Board of the outcome along with proposed improvements in the maintenance practices.

Encl.: As above

  
\_\_\_\_\_  
( RAVINDRA GUPTA ) 7/6/18  
Member Rolling Stock  
Railway Board

Enroute Coach Detachment in SER for critical alarming message shown by WILD in 2017-18								
Sr No	Date	Tr.No	PM Depot	Coach No & type	Detached at	Impact Load Factor (ILF)*	Max. Dynamic Load (WA)*	Defect found in culprit axle
1	16.9.17	12151 (LTT-HWH Samarsata Exp)	LTT/CR	CR 13275 WGSCN	ADA	4.721	30.928	Flat tyre - 35mm with skidded mark on trailing trolley outer wheel left side.
2	17.9.17	18029 (LTT-SHM Exp.)	PDPK	SE 138248 WGSCN	TATA	3.546	38.394	Flat tyre - 30mm with slight shellings at 02 places in wheel no.2.
3	21.9.17	08062 (Jaipur-SHM Holiday Spl.)	SHM	SE 168107 ACCN	TATA	3.858	50.977	30 mm flat places at two places and metal shelled out slightly in wheel no.2
4	25.9.17	12859 (CSTM-HWH Geetanjali Exp.)	PUNE/CoR	ECor 15125 ACCN	TATA	3.772	35.076	Wh. 1 & 2 having slight shelling mark, wh. 7 having flat tyre appx 25 mm with shelled trade, wh. 8 having flat places appx 30 mm along with shelled trade & pitting mark.
5	28.9.17	12129 (PUNE-HWH Azad Hind Exp.)	PUNE/CR	CR 13268 WGSCN	TATA	2.378	23.434	Right side axle wheel flat places found about 15 mm.(Wheel no-8)
6	04.10.17	12261 (HWH-CSTM Duronto Exp.)	SRC	SE 148109 LWACCN	TATA	2.599	38.589	Axle no.2 wheel no.7 flat places 32 mm,30 mm,20 mm. Metal shelled out at 03 locations with 120 mm circumferential distance.
7	13.01.18	18029 (LTT-SHM Exp.)	PDPK	SE 998255 GSCN	TATA	4.624	30.017	Axle no.4 wheel no.7 flat places 25 mm,30 mm. Shelled tread.
8	16.01.18	02833 (RJT-SRC SF AC Spl.)	SRC	SE 138130 LWACCN	TATA	2.751	38.086	Axle no.2 flat tyre having two spots about 20-25mm.
9	01.3.18	12101 (LTT-HWH Jnaneswari Exp.)	LTT/CR	CR 10106 LWACCN	TATA	3.396	38.281	Axle no. 4 left side wheel no.4 having shelled tread at 2 places and flat place of 23mm.
10	04.3.18	12101 (LTT-HWH Jnaneswari Exp.)	LTT/CR	CR 17148 LWACCN	TATA	2.41	38.732	Axle no. 1 right side wheel having shelled tread at 2 places and flat places of 17 mm & 19mm in two locations.
11	12.3.18	18029 (LTT-SHM Exp.)	PDPK	SE 138226 GSCN	KGP	4.789	34.17	Axle no. 1 right side wheel no. 8 having shelled tread with dimension 35mm(length)×20mm(width)×3mm(depth)
12	14.3.18	02839 (HAPA-SRC SF AC Spl.)	SRC	SE 108111 LWACCN	TATA	2.692	36.359	Axle no. 2 right side wheel having shelled tread at 2 places and flat places of 25 mm & 23mm in two locations.
13	22.3.18	08262 (JP-SHM Spl.)	SRC	SE 168860 LWLRM	TATA	2.706	37.378	Axle no. 3 right side wheel no. 3 having shelled tread in 2 locations with dimension (i) 35mm(length)×20mm(width)×3mm(depth) & (ii) 35mm(length)×20mm(width)×3mm(depth)
14	31.03.18	12151(LTT-HWH Samarsata Exp)	LTT	CR 16121 LWACCN	ADA	2.913	37.429	Leading trolley trailing wheel left side haVING 2 flat places of length 35 mm & 45 mm and a dent mark of about 10mm dia×4mm depth noticed and its periphery was 45mm×25mm.

N.B. Critical Alarm Level:  $4.5 \leq ILF$  Or  $35T \leq WA$

Enroute Coach Detachment in SER for critical alarming message shown by WILD in 2018-19								
Sr No	Date	Tr.No	PM Depot	Coach No & type	Detached at	Impact Load Factor (ILF)*	Max. Dynamic Load (WA)*	Defect found in culprit axle
1	25.5.18	13287 (DURG-RJPB South Bihar Exp.)	DNR/ECR	EC 97052 WGACCW	TATA	5.904	49.439	Found no any defect in any wheel profile. DV and all brake cylinders were in working condition and brake release times were also within permissible limit.
2	25.5.18	13287 (DURG-RJPB South Bihar Exp.)	DNR/ECR	EC 08707 SLR	TATA	6.307	33.764	
3	06.6.18	12101 (LTT-HWH Jnaneswari Exp.)	CSTM/CR	CR 16414 LS5	TATA	3.057	40.137	Detached for WILD in 3rd from engine axle no.3. Found no any major defect. Only shelled tread in axle no. 1 in two locations with dimension (i) 30mm(length)×20mm(width)×2mm(depth) & (ii) 20mm(length)×20mm(width)×2mm(depth) and in axle no. 3 found small continuous skidded mark of 120 mm length and 5mm×5mm pitting mark in 3 places.