

07/18

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

No.2011/M(C)/137/4

New Delhi dated 25.06.2018

Principal Chief Mechanical Engineers,
All Zonal Railways.

Sub: Breakage of solid forged wheel disc of LHB coaches.

In a recent incident of wheel breakage, it was found that there was excessive wheel shelling and instructions issued by RDSO regarding permissible wheel shelling limits had not been followed. Detailed investigation into the failure established that maintenance of air brake system was rather poor and all the WSP cables were cut and non functional. Instructions exist that all coaches from primary maintenance have to have functional WSP systems.

2. Maintenance of LHB brake system including the WSP system to keep them in proper fettle is of utmost importance. RDSO has time and again circulated instructions to be followed for maintenance of LHB air brake systems. Improper/inadequate maintenance of air brake system is leading to higher shelling which in extreme cases results in breakage of wheel disc.

3. Instructions regarding removal of coach from service once wheel shelling limits are crossed have been circulated by RDSO vide their letter no.MC/WH/SHL dated 23.09.2009 and reiterated vide letters dated 03.01.2011, 01.11.2011 and 04.05.2018. Board has also advised the Zonal Railways of the protocol to be followed for proper examination of wheels and brake systems during maintenance vide letter no.2007/M(C)/137/16 Vol(xii) dated 30.05.2018.

4. As has been observed during the various audits of depots and in the instant case, maintenance of air brake and WSP systems is far from satisfactory and requires considerable inputs to improve the situation. Non-functional WSPs are a major cause of wheel shelling. Staff and officers need to be sensitised and trained properly for adequate maintenance of the systems. The coach maintenance schedule and periodicity as specified in CAMTECH Maintenance Manual for LHB coaches needs to be strictly adhered to.

5. Intervention at the level of PCMEs is required in order to ensure that proper and adequate maintenance is given to LHB coaches for safe operation of trains. PCMEs may ensure that maintenance is carried out as per laid down instructions without any deviations. A confirmation to this effect may be sent to Board.



(RAVINDRA GUPTA) 25/6/18
Member Rolling Stock
Railway Board