

No. 2006/Elect (G)/138/1pt

New Delhi, Dated 11.01.2023

**Principal Chief Mechanical Engineer,  
All Zonal Railways**

**Sub: Revised guidelines for Maintenance Periodicity and Eligibility condition/criteria for maintenance/repair including escorting duties of power cars.**

- Ref.** (i) Board's letter no. 97/Elect(G)/114/1pt dated 14.01.2021.  
(ii) Board's letter no. 2006/Elect(G)/114/2 dated 25.03.2021.  
(iii) RDSO's letter no. EL/0.6.2/Main file dated 21.11.2022.

In supersession of the instructions issued by Railway Board, vide ref. (i) and (ii) above, and pursuant to the recommendations laid down vide ref. (iii), following has been decided:

**(1) Maintenance periodicity of Power car**

Periodicity of Maintenance Schedules for different makes of the Engines used in Power car is as under:

SN	Make	Periodicity					
		A	B	C	D	E	
1.	M/s Cummins (CPCB-1 & II)	Weekly /12 Hours	12 months & 500 hrs	36 months & 1500 hrs	72 months & 6000 hrs	On condition basis	
2.	M/s Kirloskar Engines Ltd (KOEL)	Weekly /12 Hours	12 months & 600 hrs	36 months & 1200 hrs	72 months & 3600 hrs	On condition basis	
		A	M1	M2	M3	M4	M5
3.	M/S Greaves Cotton	Weekly /12 Hours	12 months & 500 hrs	36 months & 1500 hrs		72 months & 6000 hrs	On condition basis

(Note: Running hours/months/weeks whichever is earlier.)

- Intake/exhaust valve clearance of M/s Kirloskar make engine should be adjusted every 12 months & 600 hrs.
- The schedule of Alternator should also be same as that of Diesel engine.
- This is applicable for all power cars irrespective of their working in HOG or EOG system, since running hours will take care of their working in EOG & periodicity will take care of their working in HOG system.
- Above periodicity is applicable for complete DA sets.

**(2) Eligibility condition/criteria for escorting, operation and 'A'-check of DA set and for maintenance of Diesel engines:**

**a) For escorting, operation of DA set & 'A'-Check:**

The firm should have experience of maintenance (including AMC & CMC) / repair/ rehabilitation/ manufacture of minimum 100 KVA DA sets. The firm should have repaired/ rehabilitated/ manufactured



at least 50 DA sets of minimum 100 KVA capacity or should have successfully executed maintenance work (including AMC & CMC) of DA sets of minimum 100 KVA capacity for minimum 1200 units (calculated as - DA sets X months) during last five years and should have manpower with competency for working on voltages above 750 V.

Generally, the escorting, operation of DA sets should be undertaken along with 'A' checks of DA sets, to ensure proper check of DA sets before starting of train and for its satisfactory operation during journey of the train.

If appropriate/ adequate person is available in TL/AC, then no contract to be done and staff to be retained and deployed.

**b) For Maintenance of Diesel Engines**

(i) The maintenance of DA sets should shift to 'kit based' system for every schedule. These kits should either be procured by Railways or should be supplied and used by the agency undertaking the maintenance work. The kits for individual schedules and make should be standardized.

Apart from the maintenance kits, Railways may keep some major components like engine head, crank shaft, cam shaft, engine block etc. as spares for attending major breakdowns of DA sets. The major parts can also made part of outsourcing contract for their replacement on condition basis only. For above maintenance, all the kits and spares should be procured from the OEM or their authorized dealer.

(ii) The procurement of maintenance kits and spares , should be from OEM/Authorized dealer and if maintenance work (with or without maintenance kit) is to be outsourced the following criteria to be followed:

The firm should have experience of maintenance (including AMC & CMC) / repair/ rehabilitation/ manufacture of minimum 500 KVA DA sets. The firm should have repaired/ rehabilitated/ manufactured at least 50 DA sets of minimum 500 KVA capacity or should have successfully executed maintenance work (including AMC & CMC) of DA sets of minimum 500 KVA capacity for minimum 1200 units (calculated as - DA sets x months) during last five years and should have manpower with competency for working on voltages above 750 V.

This issues with the approval of Board (MTRS).

  
11.01.25

(तेज प्रताप नारायण)

विशेष कार्य अधिकारी बिजली इंजिनियरिंग (सा.)

दूरभाष – 47845420, ई-मेल:tej.pratapnarayan@gov.in

कमरा न:112, पहला तल, रेल भवन, रेलवे बोर्ड,

रायसीना मार्ग, नई दिल्ली – 110001

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2. PED/PS & EMU/RDSO & PED/CAMTECH for kind information please and necessary action
3. CESEs/All Zonal Railways for kind information and necessary action pl.