

**GOVERNMENT OF INDIA/BHARAT SARKAR
MINISTRY OF RAILWAYS/RAIL MANTRALAYA
RAILWAY BOARD**

No.2007/M(C)/137/16 Vol.VII

New Delhi, dated 14.05.2024

**General Manager
Modern Coach Factory
Raibareli.**

Sub:- Quality issues in MCF Coaches.

1. Wheel shelling in LHB coaches is a bane for Indian Railways. While working on the issue, it has been found that WSP malfunctioning is a major contributor to the problem. While everyone has a role to play to solve this problem, PUs have a major role in this.

2. Recently, a few aspects of WSP were audited by RDSO and they are encapsulated below:-

- i) It is reported that CB-12 card configuring is not being done in some of the new coaches, resulting into data not being logged. Configuration of CB-12 card should be incorporated in checklists for installation of brake system by M/s KBI.
 - RDSO has issued letter to PCMEs of ICF, MCF and RCF on 03.05.2024 for ensuring the configuration of CB-12 card by check sheet for WSP test of coaches.
- ii) RDSO has recently audited all Pus and it was found that different arrangements are being practiced in fixing Junction Box. In MCF and RCF, JB's are being punctured with additional holes which forfeits the IP67 protection. RDSO should make effort for standardization of Speed sensor cable length and fixing arrangement of JB including securing arrangement of SS cable urgently. All PUs to follow RDSO layout strictly.
 - Modified Junction Box drawing has been issued to suppliers on 08.05.2024, drawings of cable layout and mounting plate of Junction Box has also been modified, final letter to PUs will be issued after fitment trial by next week end.
- iii) Wire rope modification not being done in some new coaches, RDSO has audited the process in PUs.
 - Audit of all three PUs done and a letter will be issued by 15.05.2024 for use of wire rope for all type of DVs in PUs and Railways.

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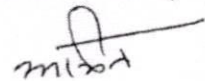
3. The complaints/reports from the field also show that coaches are being allowed in defective condition from MCF. This is an issue of concern. A few examples are given below:-

- i) Coach No.231923/MCF NR LWACCNE WSP make - Escorts
 - Error description - Wheel shelling observed, but system showed "99"; CPU Card not working, so error 7.1 not getting displayed.
 - Cause: Wrong wiring connections found inside the connector. Due to wrong connections, system was not getting any signal from speed sensor, while checking through simulator upon opening the sensor cable, it was found that the connection to Junction Box done wrongly (one-pin shifted).
- ii) Coach No.235616/SER/LWSCN.WSP-JZP card (Escorts make) found defective from PU. (The unit was not working).
- iii) Coach No.223225 LWACCNE (Knorr make) WAGO wiring in WSP was found defective from PU.
- iv) Coach No.235828 LWS (Escorts make) WSP not in working condition from PU. Display not switching ON.

4. In a recent on line failure, NF Railway has reported defective contactors in a recently turned out LSLRD 245559 (manufacturing Date - 30.04.2024). **The report is attached as Annexure 'A'.**

5. Shri Raju Prasad has been posted as ED/Design/RDSO (MCF). He was called to Board with regard to these problems and has been assigned the job of:-

- Taking action on the points highlighted in this letter.
- Screening the warranty complaints and 100 days failure to identify areas which need immediate attention.



(Amit Kumar Agarwal)
Additional Member/
Mechanical Engineering
Railway Board

Encl: Detailed investigation report of train 13484
(includes details of defective LSLRD 245559).

Copy to:-

1. PCME, Modern Coach Factory, Raibareli.
2. PED/RS/RDSO, Lucknow.

Detailed investigation report of train 13484 BTI-BLGT FARAKKA EXPRESS

1.	Incident	On 07-05-2024 & 08-05-2024, Both DG sets of 13484 started malfunctioning, while set A voltage did not Build up over 600V, set-B has fluctuating voltage shooting upto 1000V
2.	Train No. & Name	13484 BTI-BLGT FARAKKA EXPRESS
3.	Primary maintenance	BLGT Coaching Depot
4.	Affected Coach No.	LWLRRM 135852(M/s. Cummins) 245559/ LSLRD
5.	Year of built with name of PU	LWLRRM 135852: 01.05.2014(RCF) LSLRD 245559: 29.02.2024(MCF)
6.	Last POH Date with Shop/Return Date	LWLRRM 135852 Last POH date-18/12/2021 R/D Dec 24 LSLRD 245559 Last Manufacturing date-30.04.2024 R/D : Apr 2027
7.	Last maintenance schedules	LWLRRM 135852 was attached to T/No: 20504 on 16.03.2023 at NDLS before received at KIR Coaching depot. Last B-Check details Set-A: 16/10/2023 at 2399 Hrs. Set-B: 03/01/2024 at 2939 Hrs. Second Last B-Check Set-A: 20/07/23 at 1902 Hrs Set-B: 26/09/23 at 2337 Hrs
8.	Investigation details	Both LWLRRM 135852 & LSLRD 245559 were checked after rake shunted to Gangarampur. The following are the observations. LWLRRM 135852 SET-A 1. Airlock removed. DG started. Stable output of 750V obtained. RPM was 1504. No vibration in DG observed. 2. Ammeter defective 3. Load testing for 2 Hrs was done with 200 Amps (measured with clamp meter) without any problem. 4. Current running Hr-2858. SET-B 1. DG Set-B was started normally. Stable voltage of 750 obtained.RPM was 1510. No vibration in DG observed. 2. AVR and Diesel filter was found bypassed.They were reconnected. 3. Load testing for 2 Hrs was done with 200 Amps without any problem. 4. Current running Hr-3566 LSLRD 245559 1. Converter-A HOG contactor defective (Make: Siemens) 2. Feeder contactor B defective (Make: Siemens) 3. Feeder B contactor auxiliary terminal found loose
9.	Make of equipment /Whether equipment is under warranty or not	LSLRD 245559 covered under warranty with OEM M/s. Amit Engg
10.	Responsibility of failure	M/s. Bharti Engineering. (The agency having A Check and Power car Escorting contract) The staff deputed by M/s. Bharti Engineering had no knowledge of basic functions and terminology. They admitted that they have not received any training of DG maintenance. They did not even fill up the log book...

10.5.24
SSC/K/TL & AC/KIR

10.05.24
Sr.DEE/G&Chg/KIR