



भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
रेलवे बोर्ड Railway Board



No. 2021/M(C)/141/2Pt2

(E-File No. 3377119)  
New Delhi, Dated-27.01.2022

ED/Carriage  
RDSO, Lucknow

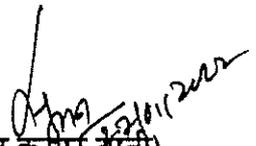
Sub: Implementation of WISE in workshops.  
Ref: Railway Board's letter no. 2015/Dev Cell/IMMI/4 Pt.4 dated 04.01.2022.

Vide Para-4 of the MOM issued vide reference for the meeting held on 03.01.2022 in the matter of "Implementation of WISE in workshops" the issue of lack of interchanging ability of brake system has been raised.

It has been mentioned that the lack of interchangeability is causing increase in POH/SS-II maintenance cycle time.

In this matter it is advised to examine the issue and to take action on priority under intimation to this office.

DA: As above.

  
(सुमन कुमार तैती)  
निदेशक / यांत्रिक इंजी. कोचिंग  
रेलवे बोर्ड

C/-All PCMEs Zonal Railways, ICF, RCF and MCF for information and necessary action please.



भारत सरकार GOVERNMENT OF INDIA  
रेल मंत्रालय MINISTRY OF RAILWAYS  
(रेलवे बोर्ड RAILWAY BOARD)

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No.2015/Dev Cell/IMM1/4 Pt.4

New Delhi, Date 04.01.2022

Minutes of meeting regarding "Implementation of WISE in workshops" held on  
03.01.2022

A VC meeting was held on 03.01.2022 between Railway Board, Zonal Railways (represented by CWEs) and CRIS to review the progress of implementation of WISE in workshops. The meeting was chaired by AM(PU).

Based on the discussion/deliberation and directions, the following issues along with respective action points have been formulated:-

SN	Action Point	by
1.	Workshops should work towards reducing the cycle time. AM(PU) appreciated the workshops having less cycle time. Further, it was suggested that Workshops having higher cycle time should study the systems in workshops which have lower cycle time and make action plan to reduce the same.	PCMEs/ZRs
2.	Some workshops highlighted that Cycle time is calculated from Shop In to Shop Out. The time of the stock lying in the yard after POH (traffic related issues) is considered for calculation of Cycle time. It was decided that specific workshops having this issue may highlight the matter and it will be resolved in coordination with CRIS on case to case basis.	PCMEs/ZRs GM/WISE/CRIS
3.	Workshops pointed out that apart from POH, number of special repairs, RSPs and RS conversion work is being carried out in workshops so the current system does not truly reflect the cycle time. It was informed that CRIS has already been advised to bifurcate cycle time into 3 categories viz POH, POH+ spl works and POH+ conversion work.	PCMEs/ZRs GM/WISE/CRIS
4.	It was highlighted by shops that POH of power car is equivalent to overhauling of engine and it should be considered separately for calculation of cycle time. Further, lack of interchange ability of brake system is leading to increase in POH cycle time. It was suggested that same may be reviewed by RDSO.	PEDME/W&T EDME/Coaching
5.	Workshops should ensure that the NTXR fitness to be given through WISE software only. Railways pointed out that EMU/MEMU and NPOH of Rolling Stock is not covered under NTXR fitness. It was decided that CRIS will make necessary changes in WISE software.	PCMEs/ZRs GM/WISE/CRIS
6.	Workshops with large number of Rolling stock lying for more than 30 days should identify the reasons and liquidate them immediately. Railways pointed out that this is mainly due to conversion work of Rolling stock carried out in workshops. It was decided that Rolling Stock lying for more than 30 days should also be bifurcated in same 3 subgroups of activities as done for cycle time. CRIS to make necessary changes in software. Further CRIS informed that Rolling Stock flagged for condemnation on portal do not appear in the above	PCMEs/ZRs GM/WISE/CRIS

4/1/2022

  
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PL/wise  
 04/01/2022

ASO/Dev:  
 To be issued  
 on per circular  
 11/1/2022

	list.	
7.	There is wide variation in Man hours data on WISE portal. Zonal Railways were advised to ensure proper entry of data in manpower module of WISE. Further issues were raised with regard to manhour calculation in non incentive shops. Railways were advised to sort out the issue in consultation with CRIS. Additionally CRIS would work out with zonal railways to come out with a uniform system for allocation of contractual manhours.	PCMEs/ZRs PEDME/W&T GM/WISE/CRIS
8.	The figures of Failure vs Outturn of some workshops particularly for coaches are very high. Railways informed that placement in sickline even not on account of workshop was being shown in failure. Apart from it, one failure on ICMS is reflected multiple times on WISE portal. It was decided that CRIS may make necessary modifications in CMM and FMM so that only Rolling Stock flagged on account of workshops by concerned depot shall be included in workshop failure figures. Further details of depot, date and reason of failure should be made available on WISE portal to workshops.	PCMEs/ZRs GM/WISE/CRIS
9.	It was also highlighted that there is no system of rectification of wrong entry done inadvertently by workshops. CRIS may look into possibility of giving wrong entry rectification rights to HQ after due approval of PCME/CWE concerned.	GM/WISE/CRIS
10.	It was decided that next meeting on implementation of WISE will be held after 15 days. The meeting ended with a vote of thanks to the chair	PCMEs/ZRs GM/WISE/CRIS

This issues with the approval of AM(PU)/Rly.Bd..

AHMED  
WASI  
KHAN

Ahmed Wasi Khan  
Director ME (P)-I  
Railway Board

Digitally signed by Ahmed Wasi Khan  
DN: cn=AHMED WASI KHAN, o=RAILWAY BOARD, ou=ME (P)-I, email=ahmed.wasi.khan@railway.gov.in, c=IN

Distribution- PCMEs/all ZRs, GM/WISE/CRIS

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O/c  
Pl issues  
07/10/2022

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