

(E-File No. 3325465)

No. 2017/M(C)/138/2

New Delhi, Dated 04.09.2023

PCMEs

All Zonal Railways

**Sub: Investigation of high value OMRS alert and Brake Binding cases of coaches.**

**Ref: i. RDSO letter no. SV.FIAT Spring dated 07.07.2023.**

**ii. ED (Stds.)/Carriage/ RDSO letter No. MC/LHB/Brake dated 18.08.23**

Increasing number of Primary Spring failure and brake binding in coaches are a cause of serious concern.

RDSO has issued a proforma for analysis of high OMRS alert and brake binding cases. All Zonal Railways are advised to ensure that the RDSO instructions are followed completely and proforma is invariably filled at the primary/secondary location in the case of OMRS alert. Similarly, in case of brake binding, the proforma should be filled by the Railway where the incidence has occurred besides the primary and secondary maintenance depot. Provision is also being made in CMMS to get the proforma filled at the time of generation of BPC.

While analyzing failure reports of high OMRS alert value (> 350KN) of coaches, it is seen that some of the Railways report "no defect found". Similarly, in brake binding cases also, remarks of nothing found wrong is frequently observed.

All coaching depots should be advised to do a proper and extensive investigation of high OMRS alert and brake binding case. It is also desired that in case no defect has been observed at the primary/secondary depot in either OMRS alert or brake binding case, the coach should be inspected by the concerned CDO personally to satisfy that complete investigation as per RDSO proforma has been carried out. Detailed report of each case should be submitted to Board and RDSO at the earliest.

These instructions may be circulated to all concerned and CRSE/Coaching be advised to monitor the same.

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4/9/23

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कार्य. निदेशक / यांत्रिक इंजी. को.  
रेलवे बोर्ड