Principal Chief Mechanical Engineers  
All Indian Railways  

Sub: Report of RDSO on analysis of axle rejection data  

The report of RDSO on analysis of rejection of axles during UST and inspection for mechanical defects for the calendar year 2015 is enclosed. RDSO’s recommendations vide Para 6 of report along with the detailed analysis bring out the following issues:

a) Data of rejection of axles on mechanical defects account has been sent to RDSO only by five railways over the period. Since majority of the rejections are taking place of mechanical defect account railways must ensure that detailed data on rejection of axles on mechanical defect account, is sent to RDSO.

b) ECR and SECR have not been sending data of rejection of axles on UST as well as mechanical defect accounts. This need to be ensured by the two railways.

c) Railway must ensure that all the data in required format for calendar year 2016 is sent to RDSO latest by 30.10.2017.

d) Of the total rejections at 3286 during the year, 2714 (82.6%) axles are rejections on account of mechanical defect in workshops. This is indicative of same issues with the handling practices of wheels and axles in the workshop concerned. Railways need to review the practices on their own.

e) Out of the 2714 cases of rejection on mechanical defect account, 1768 (64.8%) have taken place on ER and 669 (24.7%) on NER. ED(Carriage), RDSO may conduct an audit of wheel handling practices at the two coaching workshop LLH & GKP. Based on the audit, suitable advisory/instruction as required may be issued, which should cover the issues detected during such audit.

f) ED (Wagon) may arrange for similar quality audit of wheel handling practices at JMP/ER and AI/NWR for handling wheels and axles of wagons.

g) Amongst the UST accounts failures, defects in journal and journal fillet are indicative of improper bearing withdrawal as well as improper storage of axles during handling in workshops as well as open line depots. This needs to be further analysed and M&C Dte may issue detailed instructions for proper handling and storage in both open line and workshops.

Action taken in this regard may be advised for information of Board (MRS).

(AJAY NANDAN)  
Exec. Director Mech. Enng. (Fr)  
Railway Board  

Copy to:  
ED/Wagon/Carriage & M&C, RDSO, Lucknow – for information and necessary action w.r.t. item (e), (f) and (g) above.