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No.MC/LHB/Brake

Date: 20.04.2018

**Principal Chief Mechanical Engineers
All Zonal Railways and Production Units**

Sub:- Variations in Brake Cylinder Pressures in LHB Coaches.

Ref:- PCME CR's letter No.M.102.C&W.LHB dated 10.04.2018.

It has come to the notice that various Zonal Railways / PUs have resorted to reduction in brake cylinder pressure of LHB coaches from the specified value of 3.0 ± 0.1 kg/cm² in an effort to address the problem of wheel shelling.

Alterations of BC pressure will have implications on Emergency Braking Distance (EBD). It is reiterated that EBD calculations for LHB coaches have been carried out at brake cylinder pressure of 3.0 kg/cm². It is also pertinent to mention that, in RDSO speed certificates for LHB Coaches it is clearly mentioned that "*On the sections where EBD more than one kilometer is to be catered for, second distant signaling or automatic signaling should be available, failing which suitable speed restriction is to be imposed*".

As reduction in Brake Cylinder pressure may affect the speed potential of LHB rakes, no such alteration in brake cylinder pressure should be carried out by Zonal Railways / Production Units unilaterally unless specifically authorized by RDSO / Railway Board. **Any alterations without prior approval & issue of trial scheme by RDSO may be reverted back immediately.**

(Samir Lohani)

Executive Director/Std./Carriage

Copy to: EDME / Coaching, Railway Board, Rail Bhawan, New Delhi.