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No.MC/LHB/Brake

Date: 10.11.2016

### महाप्रबन्धक (यांत्रिक )

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| 1. मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई- 400 001.  | 12. उत्तर मध्य रेलवे, हास्टिंग रोड, इलाहाबाद -211 001.                     |
| 2. पूर्व रेलवे, फेयरली प्लेस, कोलकाता - 700 001.   | 13. उत्तर पश्चिम रेलवे, जयपुर - 302 006.                                   |
| 3. उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली - 110 001.  | 14. दक्षिण पश्चिम रेलवे, हुबली - 580 023.                                  |
| 4. दक्षिण रेलवे, पार्क टाउन, चेन्नई - 600 003.   | 15. पश्चिम मध्य रेलवे, जबलपुर - 482 001.                                   |
| 5. दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद-500 071.   | 16. दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्प्लेक्स,<br>बिलासपुर - 495 004. |
| 6. दक्षिण पूर्व रेलवे, गार्डन रीच, कोलकाता - 700 043.  |  |
| 7. पूर्वोत्तर रेलवे, गोरखपुर - 273 012.  |  |
| 8. पूर्वोत्तर सीमान्त रेलवे, मालीगँव, गुवाहाटी - 781 011.  |  |
| 9. पश्चिम रेलवे, चर्चगेट, मुम्बई - 400 020.  |  |
| 10. पूर्व मध्य रेलवे, हाजीपुर - 844 101.   |  |
| 11. पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्प्लेक्स,<br>चन्द्रशेखरपुरा, भुवनेश्वर, उड़ीसा - 751 016. |  |

### Sub: Wheel shelling on LHB coaches.

In order to address the problem of wheel shelling in LHB coaches the maximum brake cylinder pressure of the LHB Rajdhani coaches have been reduced to 3.0 Kg/cm<sup>2</sup> from 3.8 Kg/cm<sup>2</sup> as a result wheel shelling has been reduced to a great extent and average kilometer earning per tyre turning has been increased from 1.5 to 2.0 lakh kilometers. However, some cases of wheel shelling are still being reported by the Railways. Therefore, following action is required to be taken.

- BC pressure of particular coaches is to be measured wherein shelling is being experienced. It should also be ensured that WSP of that particular coach is working.
- In case wheel shelling is still observed at BC pressure of 3.0 Kg/cm<sup>2</sup> with WSP in working condition, further trial with reduced BC pressure of 2.5 Kg/cm<sup>2</sup> should be carried out in 1 or 2 coaches wherein maximum shelling is being experienced.
- There are coaches where repeated wheel shelling is being noted and on the other hand there are cases where there is no shelling at all. In order to assess whether it is bogie specific or coach specific, the bogies to be interchanged between the which has wheel shelling and the one which does not have wheel shelling.

Monthly performance feedback on above may please be submitted to this office.

Encl.: Nil.

*(Signature)*  
11-11-16  
(Indrajit Singh)

Executive Director(Stds.)/Carriage

Copy to: EDME (Coaching), Railway Board, Rail Bhawan, New Delhi