

## MAINTENANCE PRACTICE IN COACHING STOCK

### POH periodicity of coaching vehicle

PCVs and OCVs on Mail and Express rakes	
(a) Coaches earning less than 2.5 lakhs kms. per annum	18 months
(b) Coaches earning more than 2.5 lakhs kms. per annum	18 months with IOH after 9 months
ii) PCVs on other than Mail and Express rakes	18 months.
iii) OCVs on other than Mail and Express rakes	24 months
iv) Rajdhani and Shatabdi Express Coaches	POH in workshops after 4 lakhs kms or 36 months whichever is earlier. IOH in workshops after 2 lakhs kms or 18 months whichever is earlier

### SCHEDULE `A' EXAMINATION

Schedule `A' is required to be given every month  $\pm 3$  days at the nominated primary maintenance depot within the normal primary maintenance time on a washing/pit line in a rake. A coach need not be detached from the rake for Schedule `A' examination unless it requires such repairs which cannot be attended to on the washing line or within the prescribed maintenance time on the washing line.

### SCHEDULE `B' EXAMINATION

Schedule `B' is required to be given every three months  $\pm 7$  days at the nominated primary maintenance depot within the normal time allowed for primary maintenance on a washing line in rake. Coach need not be detached from the rake for purpose of this examination unless it requires such repairs which cannot be attended to on the washing line or within the prescribed maintenance time on the washing line.

### SCHEDULE `C' EXAMINATION

- (i) Schedule `C' is to be given every six months  $\pm 15$  days at the nominated primary depot.
- (ii) Coaches are required to be detached from the rake and taken to the sick line for schedule `C' examination and repairs.

**Note: In place of Schedule "C" examination now Intermediate Overhauling (IOH) of Coaches is carried out**

### Intermediate Overhauling (IOH) of Coaches

- (i) IOH is required to be given every nine months  $\pm 15$  days at the nominated primary depot.
- (ii) Coaches are required to be detached from the rake and taken to the sick line for IOH

### SPECIAL SCHEDULE

For high speed trains and some special coaches like Power Vans, etc., special maintenance schedules by the individual railways may be followed. For maintenance of coaches of Rajdhani/Shatabdi Express Rakes, the instructions given in RDSO Technical Pamphlet No. C-7807 should be followed.

The IOH of Rajdhani/Shatabdi high speed coaches should be carried out in workshops.

**MAINTENANCE PATTERN FOR COACHING TRAINS**  
(Railway Board letter no. 95/M(C)/141/1 dtd. 29.10.01 )

Sr. No.	Category of trains	Preventive maintenance schedules at pitline	Under gear examination and brake system maintenance at pit line	Internal cleaning, passenger amenity attention and watering	External cleaning on nominated line with proper facilities	Enroute/Terminating examination	Brake system check prior to start at platform at the other end
01	Mail/Exp. One-way run>3500 kms	At primary end	At both the ends	At both the ends	At both the ends	<b>Enroute:</b> After every 250 to 350 kms of run at locations to be decided by Railway for each train. <b>Terminating Exam</b> Terminating station	Complete air/vacuum check with fresh BPC.
02	Mail/Exp. One way run<3500 kms but round trip run> 3500 kms	At primary end	At both the ends	At both the ends	At both the ends	- do -	Complete air/vacuum check with fresh BPC.
3 (a)	Mail/Exp. Round Trip run upto 3500 kms	At primary end	At both the ends	At both the ends	At primary ends	- do -	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.

Sr. No.	Category of trains	Preventive maintenance schedules at pitline	Under gear examination and brake system maintenance at pit line	Internal cleaning, passenger amenity attention and watering	External cleaning on nominated line with proper facilities	Enroute/Terminating examination	Brake system check prior to start at platform at the other end
3 (b)	Shuttles/Interconnected Mail/Exp. round trip run upto 3500 kms.	At primary end	To be done after 3500 kms or 4 days whichever is earlier only at Primary end.	At primary end and each terminal or as decided by the CME to ensure proper cleanliness.	At primary end <i>Once a day for shuttles.</i>	<b>Enroute:</b> After every 250 to 350 kms of run at locations to be decided by Railway for each train. <b>Terminating Exam</b> Each Terminating station	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.
4.	Passenger trains with toilets including interconnected passenger trains/Shuttles	At primary end	To be done after 3500 kms or 7 days whichever is earlier at Primary end.	At every terminal or as decided by the CME to ensure proper cleanliness.	At primary end.	<b>Enroute:</b> After every 250 to 350 kms of run at locations to be decided by Railway for each train. <b>Terminating Exam</b> Once a day at nominated Terminating station	
5.	Passenger trains without toilets.	At primary end	To be done after 3500 kms or 7 days whichever is earlier at Primary end.	Once a day	At primary end.	Once a day at primary or a nominated terminal.	Only continuity check if stabled at platform, otherwise brake power check with endorsement on original BPC.

- Internal cleaning, Passenger amenity attention and watering may be done at platform line or nominated stabling line provided stipulated facilities are available at such line.
- Incase the rake stabled in yard for more than 6 hours positive safety arrangement should be made for the rake and in case the security is considered inadequate, the rakes should be taken to pit line for attention to under gear as given under column (4).