भारत सरकार GOVERNMENT OF INDIA रेल मंत्रालय MINISTRY OF RAILWAYS (रेलवे बोर्ड RAILWAY BOARD)

No. 95/M(C)/141/1 Pt.

New Delhi, dated: 14.06.2017

Chief Mechanical Engineers, All Indian Railways

Sub: Maintenance Pattern of Coaching Trains (Mainline and MEMU/DEMU/EMU)

This issues with the approval of Board (MRS).

Encl: As above.

(Brijesh Dixit) Dir. Mech. Engg. (Chg.) Railway Board

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S.No. Category Preventive maintenance schedules at schedules at atom Under maintenance atom Internal cleaning atom External terminating attom Enroute/ terminating terminating Brake system cleaning Remarks 1 Of Train schedules at atom atom attention attention Terminating attom Examination the other end Brake system Remarks 1 Rajdhani / trains At Primary At both the and Aboth the Examination Examination the other end Remarks 1 Rajdhani / trains At Primary At both the ends Examination the other end Complete air conducted for each of the Duronto trains at the every 250 to 350 trains Rolling-in" and "Rolling-out" examination conducted for each of the Duronto trains at the every 250 to 350 trains of terminals 1 Rajdhani / trains At Primary At both the ends Examination the next original factor Repertive operational halts and also at terminals 1 Rajdhani / trains At both the ends Examination trains Complete air trains "Rolling-in" and "Rolling-out" examination trains at the ends 1 Rajdhani / trains At both the ends Examination trains Complete air trains "Rolling-out" examination trains at the ends 1 Rajdhani / trains At both the ends Examination trains Soludouted for each of the Duronto trains at the ends <tr< th=""><th><u> </u></th><th></th><th></th><th></th><th><u>Annexure A</u> Maintenar</th><th><u>to Board's Lei</u> ice Pattern of</th><th>Annexure A to Board's Letter No. No.95/M(C)/141/1 Pt. dated 14.6.17 Maintenance Pattern of Coaching Trains (Mainline) (June 2017)</th><th><u>1/1 Pt. dated 14.f</u> nline) (June 2017</th><th>)</th></tr<>	<u> </u>				<u>Annexure A</u> Maintenar	<u>to Board's Lei</u> ice Pattern of	Annexure A to Board's Letter No. No.95/M(C)/141/1 Pt. dated 14.6.17 Maintenance Pattern of Coaching Trains (Mainline) (June 2017)	<u>1/1 Pt. dated 14.f</u> nline) (June 2017)
Rajdhani / At Primary At both the At both the Enroute Complete air Duronto end At both the At both the Examination After brake testing Duronto end the ends ends ends every 250 to 350 with issue of Kms of run, or at the next nominated the next nominated both ends TXR point at stopping station. Locations to be decided by the Railway for each train. train. train.	S.No.		Preventive maintenance schedules 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	Remarks
	~	Rajdhani / Duronto trains	At Primary end	At both the ends	At both the ends	At both the ends	Enroute Examination After every 250 to 350 Kms of run, or at the next nominated TXR point at stopping station. Locations to be decided by the Railway for each train. Terminating Exam at Terminating	Complete air brake testing with issue of fresh BPC at both ends both ends	"Rolling-in" and "Rolling-out" examination shall be conducted for each of the Duronto trains at the respective operational halts and also at terminals (Board's letter No.2009/M(C)/141/2 dated 25.08.2009) 25.08.2009)

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			1A Shatabdi trains			S.No. Category of Train	
			di At Primary end		pit line	ry Preventive n maintenance schedules at	
		end	At Primary	system mainten ance at pit line		Under gear t examin	
			At both the ends	Watering	amenity attention and	Internal cleaning passenger	<u>Annexure A</u> Maintena
			At Primary end	Iaciilles	nominated line with proper	External cleaning on	<u>to Board's Let</u> nce Pattern of
Terminating Exam at Terminating station	stopping station. Locations to be decided by the Railway for each train.	Every 250 to 350 Kms of run, or at the next nominated TXR point at	Enroute Examination After		Examination	Enroute/ Terminating	Annexure A to Board's Letter No. No.95/M(C)/1 Maintenance Pattern of Coaching Trains (Ma
	check with endorsement on original BPC.	stabled at platform, otherwise, brake power	check if		platform at the other end	Brake system check prior to start at	<u>C)/141/1 Pt. dated 14.6.17</u> (Mainline) (June 2017)
						Remarks	<u>6.17</u> 7)





	Remarks		For the other end maintenance, a minimum of 3 hours halt (except for Intercity Day trains) should be mandatorily provided for carrying out the cleaning and attention to passenger amenities besides Continuity / Brake power check (Board's letter No.95/M(C)/141/1 dated 12.09.2016). CME of the Railway on which the base depot of the train is located will personally satisfy himself that the mandatory conditions applicable to Primary end as well as Other end are fully satisfied (Board's letter No.95/M(C)/ 141/1 dated 31.01.2007).	4411
11/1 Pt. dated 14. inline) (June 201	Brake system check prior to start at platform at the other end	Complete air brake testing with issue of fresh BPC at both ends	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.	
<u>Annexure A to Board's Letter No. No.95/M(C)/141/1 Pt. dated 14.6.17</u> Maintenance Pattern of Coaching Trains (Mainline) (June 2017)	Enroute/ Terminating Examination	Enroute Examination After every 250 to 350 Kms of run, or at the next nominated TXR point at stopping station. Locations to be decided by the Railway for each train. Terminating Exam at Terminating station	Enroute Examination After every 250 to 350 Kms of run, or at the next nominated TXR point at stopping station. Locations to be decided by the Railway for each train. Terminating Examat	
<u>nexure A to Board's Let</u> Maintenance Pattern of	External cleaning on nominated line with proper facilities	At both the ends	At Primary end	
Annexure A I Maintenan	Internal cleaning passenger amenity attention and watering	At both the ends	At both the ends	
	Under gear examin ation and brake system mainten pit line	At both the ends	At Primary end	
	Preventive maintenance schedules at pit line	At Primary end	At Primary end	
	Category of Train	Mail/Exp. Trains Round trip run > 3500 Kms for ICF and > 4000 Kms LHB	Mail/Exp. Trains Round trip run upto 3500 Kms for ICF and upto 4000 Kms for LHB (excluding category 1 trains)	
	S.No.	р	3(a)(i)	

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			3(a)(ii)	S NO
eariier(excl uding Rajdhani, Duronto, Shatabdi trains) trains)	(ICF) or 4000 Kms (LHB) and 96 Hrs., whichever is	that touch the Primary Station more than once within the limit of	of Train Mail/Exp. Trains	
			At Primary At Primary	
	Kms (LHB) / 96 Hrs., whichev er is earlier.	end only once within the limit of 3500 Kms (ICF) or 4000	gear examin ation and brake system mainten ance at pit line At At	
			At both the ends	Annexure A Maintenar
			cleaning on nominated line with proper facilities At Primary end	to Board's Let
	train. <u>Terminating</u> <u>Exam</u> at Terminating station	every 250 to 350 Kms of run, or at the next nominated TXR point at stopping station. Locations to be decided by the Railway for each	Enroute/ Terminating Examination <u>Enroute</u> <u>Examination</u> After	5.95/M Trains
		stabled at platform, otherwise, brake power check with endorsement on original BPC.	brake system check prior to start at platform at the other end Only continuity check if	(C)/141/1 Pt. dated 14.6.17 s (Mainline) (June 2017)
the condonation of time / Kms limit for such trains shall be entertained by Railway Board.(Board's letter No.95/M(C)/141/1 dated 16.01.2017) Other end maintenanceA minimum of 3 hours halt (except for Intercity Day trains) should be mandatorily provided for carrying out the cleaning and attention to passenger amenities besides Continuity / Brake power check (Board's letter No.95/M(C)/141/1 dated 12.09.2016).	taken to pit line for necessary attention. 3. A minimum time of 3 Hrs. is given for carrying out the cleaning, watering, etc. during the intermediate visits of the rake to the Primary Station.4. The decision to provide OBHS in such trains may be taken by CME on a case to case basis, even if these trains do not fall within the extant policy guidelines for OBHS.5. No proposal for	certifying that: 1. The conditions / infrastructure for maintenance and security stipulated for Other end maintenance vide Board's letter dated 31.01.2007 are fulfilled in letter and spirit at the location where the rake will be given maintenance at the Primary Station.2. All necessary steps have been taken for ensuring the positive safety and security of the rake, and in case the security is considered inadequate, the rake should be	Remarks At the Primary End (for non pit line maintenance trips)CME and COM of the Primary Railway jointly	

3(b) 3(b)	Category of Train Interconne cted Mail/Exp. Round Trip run upto 3500 Kms (LHB) or 4000 Kms (LHB)	Preventive maintenance schedules at At Primary end	Under Bear examin ation and brake system and pit line system and to be done within 3500 Kms (LHB) or 96 hours after the issue of original BPC, whichev er is earlier,	Internal cleaning passenger attention watering At Primary end and each terminal	External cleaning on nominated line with proper facilities end end	Enroute/ Brake system Terminating Brake system Termination check prior to start at Termination check prior to start at Examination After Examination Conly continuity Image: Construct on the otherwise, Concerts TXR point at check with Locations to be on original BPC. BPC. Imating station on original Imating station on original Imating station on original BPC. BPC. Imating station After	Brake system check prior to start at platform at the other end check if stabled at platform, otherwise, brake power check with endorsement on original BPC.	Remarks The integrated train rakes should have a standard composition. The original BPC issued by the Primary end should be revalidated at every terminal station in the link, or wherever the train engine is changed (Board's letter No.2003/M(C)/141/19 Pt. dated 28.06.2007). For the other end maintenance, a minimum of 3 hours halt (except for Intercity Day trains) should be mandatorily provided for carrying out the cleaning and attention to passenger amenities besides Continuity / Brake power check (Board's letter No.95/M(C)/141/1 dated 12.09.2016). CME of the Railway on which the base depot of the train is located will personally satisfy himself that the mandatory conditions applicable to Primary end as well as Other end are fully satisfied (Board's letter No.95/M(C)/ 141/1 dated 31.01.2007).
			only at Primary end.					

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	сл	4	S.No.
	Passenger Trains without toilets	Passenger trains with toilets including interconne cted passenger trains / shuttles	Category of Train
	At Primary end	At Primary end	Preventive maintenance schedules at pit line
	To be done within 3500 Kms or 7 Days, Whichev er is earlier, only at Primary end	To be done within 3500 Kms or 96 hours after the issue of original BPC, whichev er is earlier, only at Primary end.	Under gear examin ation and brake system mainten ance at pit line
ŝ	At Primary end and each terminal	At Primary end and each terminal	Internal cleaning passenger amenity attention and watering
	At Primary end	At Primary end	nce Pattern of External cleaning on nominated line with proper facilities
	Once a day at primary end or at a nominated terminal	<u>Enroute</u> <u>Examination</u> After every 250 to 350 Kms of run, or at the next nominated TXR point at stopping station. Locations to be decided by the Railway for each train. <u>Terminating</u> <u>Examat</u> Terminating station	Maintenance Pattern of Coaching Trains (Maintenance Pattern of Coaching Trains (Maintenance) Internal External Enroute/ Iteaning cleaning cleaning nominated Imenity nominated line with proper Ind proper facilities
	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.	Mainline) (June 2017) Brake system check prior to start at platform at the other end
) Remarks

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<u>6.17</u> 7)	Remarks	The Dedicated Parcel Express Trains shall be allotted a Base Depot and will be required to undergo Primary Maintenance in the Pit line for a clear 6 hours slot. If such a base depot / station does not have requisite infrastructure and pit line slot, the rake may be maintained at the nearest coaching depot where such facilities are available. Attaching / Detaching of parcel vans / to from the dedicated parcel express trains at an identified en-route station may be permitted subject to a detailed pit line examination of such coaches before attachment. Amalgamation / disintegration of two / more segments of parcel special rakes may also be permitted. The BPC issued at the primary end shall be valid provided the rake integrity is not broken or changed or the train engine is not chanced , otherwise, the BPC will be revalidated by Engineer (C&W) after ensuring brake continuity, provided that parcel vans being attached, if any, have been subject to pit line examination.For circuits where the total round trip journey is greater than 4500 Kms, the rake shall also be requisite infrastructure is available (Board's letter No. 97/M(C)/202/4 dated 22.11.2010). OCVs that are part of a Mail / Express / Passenger train shall have an examination schedule as applicable for that train (Board's letter No.2003/M(C)/141/19 dated 02.03.2006).	8-711
<u>11/1 Pt. dated 14.</u> inline) (June 201	Brake system check prior to start at platform at the other end	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.	
inexure A to Board's Letter No. No.95/M(C)/141/1 Pt. dated 14.6.17 Maintenance Pattern of Coaching Trains (Mainline) (June 2017)	Enroute/ Terminating Examination	Enroute Examination After every 250 to 350 Kms of run, or at the next nominated TXR point at stopping station. Locations to be decided by the Railway for each train. Terminating Examat Terminating station	
<u>Annexure A to Board's Let</u> Maintenance Pattern of (External cleaning on nominated line with proper facilities		
<u>Annexure A</u> Maintenar	Internal cleaning passenger amenity attention and watering	-	
	Under gear examin ation and brake system mainten ance at pit line	To be done within Kms or which ever is earlier	
	Preventive maintenance schedules at pit line	At Primary end.	
	Category of Train	Dedicated Parcel Trains	
	S.N.O.	۵	-

	-				end			
	••• •	station			Primary			
		at Terminating			earlier,			
		Terminating Exam			er is			
					whichev			
		train.			hours,			
	BPC.	Railway for each			96			
(2001 0 2 1000 100: 2000) III (0)/ 14 // 19 uated	on original	decided by the			(LHB) or			
(Board's letter No. 2003/M/CV/441/49 dated	endorsement	Locations to be			Kms			
destinction is not a first the first of the	check with	stonning station			4000			
and Driver, provided the total distance / time limit from	otherwise,	TYP point at			(ICF) or			
next destination on the BPC available with the Guard	platform,	Kms of run, or at			Kmp			-
fresh examination, the Station Master will endorse the	stabled at	every 250 to 350		each terminal	WITHIN		trains	
destination, if such a train is to re-originate without	check if	Examination After	end	end and	done	end	Special	
The BPC will indicate the first destination. At the first	Only continuity	Enroute	At Primary	At Primary	To be	At Primary	Military /	
					pit line			1
					ance at			
					mainten			
			facilities	watering	system	·	'n	
			proper	and	brake			
	the other end	Examination	line with	attention	and			
	platform at		nominated	amenity	ation	pit line		
	start at	Terminating	on	passenger	examin	schedules at		
	check prior to		cleaning	cleaning	gear	maintenance	or I rain	•
Remarks	Brake system	Enroute/	External	Internal	Under	Preventive	Category	S.No.
				and the second se			>	
7)	ainline) (June 201	Maillellance Fattern of Coaching Trains (Mainline) (June 2017)	ice Pattern of	Maincenar				
.6.17	41/1 Pt. dated 14.	Annexure A to Board's Letter No. No.95/M(C)/141/1 Pt. dated 14.6.17	to Board's Le	Annexure A				
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		<u>Annexure A to Board's Letter No. No.95/M(C)/141/1 Pt. dated 14.6.17</u> Maintenance Pattern of Coaching Trains (Mainline) (June 2017)
	Mandatory conditions	Mandatory conditions for Round Trip Pattern of Maintenance (Board's letter No.95/M(C)/141/1 dated 31.1.07).
	Primary End 1. Clea 2. 100% 3. Brak 4. All m 5. Inter 6. Prov 7. Adec	 Clear maintenance time of 6 hrs should be ensured at the Primary end to enable intensive attention. 100% Brake power shall be ensured. Brake blocks should be changed as bogie sets All missing passenger amenity fitting must be replaced and the rake must be turned out as 'Zero-Missing-Fitting' rake. Intensive cleaning of coach toilets shall be ensured. Provision of proper washing cum maintenance pit line facility with adequate testing equipment and High pressure water cleaning arrangement shall be ensured. Adequate gang strength with proper supervision to ensure intensive attention
1	p	 Whenever the lie-over is more than 2 hours at the platform or the rake is stabled in the yard, the rake should be locked and positive security should be provided. The minimum infrastructure, as prescribed in the letter, shall be provided. The minimum infrastructure as prescribed in the letter, shall be provided.
ი ს	General A joint points Divisio Board's letter No.95/N The maintenance patter	General A joint safety certificate covering each grade of the board of the Board on a case to case basis. points Divisional level. No relaxation will be permissible except with approval of the Board on a case to case basis. Board's letter No.95/M(C)/141/1 dated 18.07.2002 The maintenance pattern on which a particular train is running shall be mentioned on the Upper right hand corner of the BPC.
	Board's letter No.No. 1. For trains starting frintermediate amalgam 2. For trains originating for these parts of the th 3. For the purpose of concomplications and the re- locomotives and the re-	Board's letter No.No. 98/M/C)/137/19 Pt. dated 14.11.2006 1. For trains starting from different stations and amalgamating at an enroute station, the BPCs of individual trains shall be clubbed & revalidated at the intermediate amalgamating point. 2. For trains originating from one station and disintegerating into 2 or more trains at an enroute station, the originating station shall issue separate BPCs for these parts of the train which shall be revalidated at the intermediate station. 3. For the purpose of checking brake continuity and revalidation of BPC, wherever required, it must be ensured that the values of BP, FP in the locomotives and the rearmost brake van are recorded afresh each time whenever the engine is changed or the rake composition is altered.
	Board's letter Nos. 2 1. Introduction of Ne railways, duly consultii 2. Review of Rake Lii in order to see if it is o switch over such train case, Board's approve	Board's letter Nos. 2003/M(C)/141/19 Pt.II dated 23.05.2013 & 95/M(C)/141/1 dated 29.10.01 1. Introduction of New Trains : Before introduction of new trains, compliance with RPC-4 will be certified jointly by CPTMs and CRSEs of the originating railways, duly consulting the terminating railways. 2. Review of Rake Links of Existing Trains : For existing trains, CPTMs and CRSEs of Zonal Railways are required to review the existing coaching links in order to see if it is complying with the provisions of RPC-4. Wherever, there is a deviation/gap from the stipulation, a phased plan should be drawn to witch over such trains to the revised pattern of maintenance progressively. In case, Railways are unable to get over these deviations, in any particular switch over such trains to the revised pattern of maintenance progressively. In case, Railways are unable to get over these deviations, in any particular case, Board's approval should be obtained, duly stating the reasons for seeking exemptions.
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NOTE					
Railways sh	EMU	MEMU	DEMU	Category of Train	
all ensure tha			At the base depot	Preventive maintenance schedules at	
t adequate security i			line At the maintenance shed during every trip Inspection 10 days periodicity for all DEMUs other than 700 HP; 7 days periodicity for 700 HP DEMUs	Under gear examination and brake system maintenance at nit	<u>Ann</u> Maintena
Railways shall ensure that adequate security is provided at the stabling point of the rakes.			At the base depot and at the nominated stations based on the rake link (CME's to decide). Dry Sweeping and attention to passenger amenity, log book items, etc. as required, shall be done at the night stabling point.	Internal cleaning passenger amenity attention and watering	<u>Annexure B to Board's Letter No. No.95/</u> Maintenance Pattern of Self-Propelled Trains
bling point of the			At the base depot	External cleaning on nominated line with proper	<u>s Letter No. Nc</u> lf-Propelled Tr
e rakes.			<u>En-route examination</u> : Rolling-in examination at all locations where facilities exist by train examining staff (CMEs to decide) <u>Terminating examination</u> : Rolling-in examination at nominated stations will be performed by existing train examining staff (CMEs to decide)	Enroute/Terminating Examination	<u>.95/M(C)/141/1 Pt. dated 14.6.17</u> ains (MEMU/DEMU/EMU) (June 2017)
	Brake system check : Brake system check prior to start at platform / stabling line by Motorman & Guard.	Issue of BPC : To be issued at the time of departure of rake from the base depot.	Issue of BPC : The Platform Train Examiner will issue BPC for the train before commencement of the first outward journey as passenger train after maintenance at base depot. Brake system check : Brake system check prior to start at platform / stabling line by Crew & Guard.	Brake system check prior to start at platform	<u>d 14.6.17</u> J) (June 2017)
			The instructions regarding permissible percentage of brake power will be the same as for Main line trains (Board's letter No.95/M(C)/141/1 dated 26.06.2002).	Remarks	•