

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

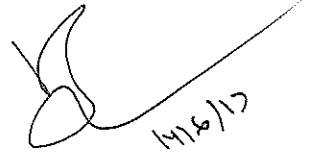
**Chief Mechanical Engineers,  
All Indian Railways**

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

The maintenance pattern of Coaching trains (Revision - 2007) was issued vide Board's letter No. 95/M(C)/141/1 dated 31.01.2007. Subsequently, various instructions have been issued from time to time. There was a need to compile these instructions for both Coaching trains (Mainline) as well as Self-propelled trains (MEMU/DEMU/EMU). Accordingly, the updated instructions for the maintenance pattern of Coaching trains (Mainline) have been compiled and are enclosed as Annexure A. Similarly, the maintenance pattern for Self-propelled trains (MEMU, DEMU and EMU) are enclosed attached as Annexure B. Whenever required, references to the previous instructions of Board have been made. The Railways may ensure the compliance to the provisions of **Annexure A (for Mainline trains)** and **Annexure B (for MEMU/DEMU/EMU trains)**.

This issues with the approval of Board (MRS).

**Encl: As above.**



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

**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)**

S.No.	Category of Train	Preventive maintenance at pit line	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	Remarks
1	Rajdhani / Duronto trains	At Primary end	At both the ends	At both the ends	At both the ends	<u>Enroute 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 Exam</u> at Terminating station	Complete air brake testing with issue of fresh BPC at 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)




**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)**

S.No.	Category of Train	Preventive maintenance schedules at pit line	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	Remarks
1A	Shatabdi trains	At Primary end	At Primary end	At both the ends	At Primary end	<b>Enroute Examination</b> 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.  <b>Terminating Exam</b> at Terminating station	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.	



**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)**

S.No.	Category of Train	Preventive maintenance at pit line	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	Remarks
2	Mail/Exp. Trains Round trip run > 3500 Kms for ICF and > 4000 Kms LHB	At Primary end	At both the ends	At both the ends	At both the ends	<u>Enroute 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.	Complete air brake testing with issue of fresh BPC at both ends	
3(a)(i)	Mail/Exp. Trains Round trip run upto 3500 Kms for ICF and upto 4000 Kms for LHB (excluding category 1 trains)	At Primary end	At Primary end	At both the ends	At Primary end	<u>Enroute 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 Exam</u> at Terminating station	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.	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 ( <b>Board's letter No.95/M(C)/141/1 dated 12.09.2016</b> ). 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 ( <b>Board's letter No.95/M(C)/ 141/1 dated 31.01.2007</b> ).

  
4 of 11

**Annexure A to Board's Letter No. No.95/M(C)/14/1/1 Pt. dated 14.6.17  
Maintenance Pattern of Coaching Trains (Mainline) (June 2017)**

S.No.	Category of Train	Preventive maintenance schedules at pit line	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	Remarks
3(a)(ii)	Mail/Exp. Trains that touch the Primary Station more than once within the limit of 3500 Kms (ICF) or 4000 Kms (LHB) and 96 Hrs., whichever is earlier(excluding Rajdhani, Duronto, Shatabdi trains)	At Primary end	At Primary end only within the limit of 3500 Kms (ICF) or 4000 Kms (LHB) / 96 Hrs., whichever is earlier.	At both the ends	At Primary end	<b>Enroute Examination</b> 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. <b>Terminating Exam</b> Terminating station	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.	<b>At the Primary End (for non pit line maintenance trips)</b> CME and COM of the Primary Railway jointly 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 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 the condonation of time / Kms limit for such trains shall be entertained by Railway Board.(Board's letter No.95/M(C)/14/1/1 dated 16.01.2017) <b>Other end maintenance</b> 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)/14/1/1 dated 12.09.2016).



**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)**

S.No.	Category of Train	Preventive maintenance schedules at pit line	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	Remarks
3(b)	Interconnected Mail/Exp. Round Trip run upto 3500 Kms (ICF) or 4000 Kms (LHB)	At Primary end	To be done within 3500 Kms (ICF) or 4000 Kms (LHB) or 96 hours after the issue of original BPC, whichever is earlier, only at Primary end.	At Primary end and each terminal	At Primary end	<u>Enroute 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 Exam</u> Terminating station	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.	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).



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)

S.No.	Category of Train	Preventive maintenance schedules at pit line	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	Remarks
4	Passenger trains with toilets including interconnected passenger trains / shuttles	At Primary end	To be done within 3500 Kms or 96 hours after the issue of original BPC, whichever is earlier, only at Primary end.	At Primary end and each terminal	At Primary end	<u>Enroute 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 Examat</u> Terminating station	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.	
5	Passenger Trains without toilets	At Primary end	To be done within 3500 Kms or 7 Days, whichever is earlier, only at Primary end	At Primary end and each terminal	At Primary end	Once a day at primary end or at a nominated terminal	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.	



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**Maintenance Pattern of Coaching Trains (Mainline) (June 2017)**

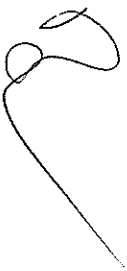
S.No.	Category of Train	Preventive maintenance schedules at pit line	Under gear examination and brake system maintenance at pit line	Internal cleaning passenger amenity attention and watering	External cleaning on nominated line with proper facilities	Enroute/ Terminating Examination	Brake system check prior to start at platform at the other end	Remarks
6	Dedicated Parcel Trains	At Primary end.	To be done within 4500 Kms or 10 days whichever ever is earlier			<p><u>Enroute 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.</p> <p><u>Terminating Exam</u> Terminating station</p>	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.	<p>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&amp;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 required to undergo a detail pit line examination at other end (or at the nearest coaching depot) where requisite infrastructure is available (<b>Board's letter No. 97/M(C)/202/4 dated 22.11.2010</b>). OCVs that are part of a Mail / Express / Passenger train shall have an examination schedule as applicable for that train (<b>Board's letter No.2003/M(C)/141/19 dated 02.03.2006</b>).</p>





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Maintenance Pattern of Coaching Trains (Mainline) (June 2017)**

S.No.	Category of Train	Preventive maintenance schedules at pit line	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	Remarks
7	Military / Election Special trains	At Primary end	To be done within 3500 Kms (ICF) or 4000 Kms (LHB) or 96 hours, whichever is earlier, only at Primary end	At Primary end and each terminal	At Primary end	<b>Enroute Examination</b> 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. <b>Terminating Exam</b> at Terminating station	Only continuity check if stabled at platform, otherwise, brake power check with endorsement on original BPC.	The BPC will indicate the first destination. At the first destination, if such a train is to re-originate without fresh examination, the Station Master will endorse the next destination on the BPC available with the Guard and Driver, provided the total distance / time limit from the point of Primary maintenance till the final destination is not going to exceed the prescribed limit (Board's letter No. 2003/M(C)/14/1/19 dated 02.03.2006).



**Annexure A to Board's Letter No. 95/M(C)/141/1 Pt. dated 14.6.17  
Maintenance Pattern of Coaching Trains (Mainline) (June 2017)**

**Mandatory conditions for Round Trip Pattern of Maintenance (Board's letter No.95/M(C)/141/1 dated 31.1.07).**

8	<b>Primary End</b>	<ol style="list-style-type: none"> <li>1. Clear maintenance time of 6 hrs should be ensured at the Primary end to enable intensive attention.</li> <li>2. 100% Brake power shall be ensured.</li> <li>3. Brake blocks should be changed as bogie sets</li> <li>4. All missing passenger amenity fitting must be replaced and the rake must be turned out as 'Zero-Missing-Fitting' rake.</li> <li>5. Intensive cleaning of coach toilets shall be ensured.</li> <li>6. Provision of proper washing cum maintenance pit line facility with adequate testing equipment and High pressure water cleaning arrangement shall be ensured.</li> <li>7. Adequate gang strength with proper supervision to ensure intensive attention</li> </ol>
B	<b>Other End</b>	<ol style="list-style-type: none"> <li>1. 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.</li> <li>2. The minimum infrastructure, as prescribed in the letter, shall be provided.</li> </ol>
C	<b>General points</b>	A joint safety certificate covering each clause of the mandatory conditions will be issued by Mechanical and Operating branches at Divisional level. No relaxation will be permissible except with approval of the Board on a case to case basis.
9		<p><b>Board's letter No.95/M(C)/141/1 dated 18.07.2002</b> The maintenance pattern on which a particular train is running shall be mentioned on the Upper right hand corner of the BPC.</p> <p><b>Board's letter No.No. 98/M(C)/137/19 Pt. dated 14.11.2006</b></p> <ol style="list-style-type: none"> <li>1. For trains starting from different stations and amalgamating at an enroute station, the BPCs of individual trains shall be clubbed &amp; revalidated at the intermediate amalgamating point.</li> <li>2. For trains originating from one station and disintegrating 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.</li> <li>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.</li> </ol> <p><b>Board's letter Nos. 2003/M(C)/141/19 Pt.II dated 23.05.2013 &amp; 95/M(C)/141/1 dated 29.10.01</b></p> <ol style="list-style-type: none"> <li>1. <b>Introduction of New Trains</b> : 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.</li> <li>2. <b>Review of Rake Links of Existing Trains</b> : 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 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.</li> </ol>



**Annexure B to Board's Letter No. No.95/M(C)/141/1 Pt. dated 14.6.17  
Maintenance Pattern of Self-Propelled Trains (MEMU/DEMU/EMU) (June 2017)**

S.No.	Category of Train	Preventive maintenance schedules at pit line	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	Remarks	
1	DEMU	At the base depot	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	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.	At the base depot	<b>En-route examination :</b> Rolling-in examination at all locations where facilities exist by train examining staff (CMEs to decide) <b>Terminating examination :</b> Rolling-in examination at nominated stations will be performed by existing train examining staff (CMEs to decide)	<b>Issue of BPC :</b> 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. <b>Brake system check :</b> Brake system check prior to start at platform / stabling line by Crew & Guard.	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).	
2	MEMU						<b>Issue of BPC :</b> To be issued at the time of departure of rake from the base depot.		
3	EMU						<b>Brake system check :</b> Brake system check prior to start at platform / stabling line by Motorman & Guard.		
NOTE		Railways shall ensure that adequate security is provided at the stabling point of the rakes.							

