GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2014/M(N)/951/6 Pt.I Rail Bhawan, New Delhi, **Dated: 10.09.2020**

General Managers
All Indian Railways

Sub: Procedure order for tackling the cases of failures of EM pads enroute
Ref: Board's letter of even number dt.17.7.20 to PCMEs Zonal Rlys

The enroute failure of EM pads of freight stock has become a matter of concern on zones particularly those engaged in loading covered stock due to higher propensity of the covered stock having such failures. Various railways have been trying to tackle the issue through various local initiatives. It has been decided to formulate a standard procedure for all railways to tackle such cases of failure.

1) After detection, change of EM pads on non-TXR locations leads to higher detention of rakes. The detention is higher in case EM pads are changed in loaded wagons, which can often lead to sick marking and detachment of wagons. It is therefore, imperative that detection of perished EM pads, if any, should be ensured when the wagons are empty.
2) Empty rakes particularly, all BCN types while being sent towards loading railways/location should be offered for TXR checks, (safe to run) at enroute TXR points on the movement of route of such empties. The purpose of the examination should be to identify and replace all EM pads, which are found to be either perished or expected to be failing in the near future, based on their condition. For this purpose, arrangement of stocking of EM pads, at such identified points, should be made by the Zonal Railway concerned.
3) In all cases of planned examination of CC/premium/E2E examination as well as ROH and POH, proper examination and attention to EM pads must be ensured.
4) In order to properly identify and detect burnt and perished EM pads during GDR checks necessary sensitization of crew deputed for drawing out loaded rakes from the loading location should be ensured through notices served at the crew booking points.
5) To attend to any burnt/perished EM pads, divisions may be asked to create mobile TXR gangs who can be deputed to give necessary attention. The divisions should be advised to make arrangements for suitable transport facilities for such C&W Mobile TXR Gangs on round the clock basis or as per requirement of the division.
6) At selected loading locations the crew and guard or station master/yard master (in case crew/guard are not in a position to carry out checks) should be nominated to carry out specific check on the empty rake before handing it over for loading. If any wagons, requiring EM pad changing, are detected the loading agency should be advised to wait for the replacement of EM pads before such wagons are loaded. In such cases the commercial

placement time of these wagons should be reckoned from the time the wagons have been made fit by the mobile TXR gang.

7) It is understood as part of austerity measures many railways have decided to reduce the EAC of EM pads for the period 20-21.. PCMEs should revisit the requirement of EM pads for replacing during POH, ROH as well as for meeting the requirement of enroute change of EM Pads. In no case there should be a situation that non-availability of EM pads at POH shops, ROH depots and other maintenance depot/TXR point leads to detention of wagons enroute.
8) PCMEs may get it ensured that all cases of warranty failures get uploaded to RDSO warranty portal so that the warranty replacements can be expedited through RDSO.
9) PCMMs may be asked to ensure adequate supply of EM pads..

The above systems (paras 1 to 6 above) should be in place for next three months. After completion of the 3-month period, Zonal Railways may take decision for extending such systems depending upon the experience and requirement of the local conditions.

Necessary action to implement the above procedure may please be taken.

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Copy: **AM/TTM & AM/ME**, Railway Board: For kind information please
PCMEs, PCOMs & PCMMs: All Indian Railways for information and necessary action
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