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

No. : 2015/M (N)/951/32

रेल भवन, नई दिल्ली- 110001, तिथि
Rail Bhavan, New Delhi-110001, dated: 04/10/2017

The Chief Mechanical Engineers
All Indian Railways

Sub: Marking of overhauling particulars of CTRB
Ref: This office letter of even number dated 12/01/2017

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For the purpose of ensuring proper inspection and timely withdrawal of due overdue CTRBs from service, instructions have been issued from time to time the latest being through letter under reference. Based on the feedback from ROH depots and POH workshops, it has been noticed that a significant no. of CTRBs are reaching shops with residual service period before next overhauling of 18 months or more. On the other hand, ROH depots are receiving CTRBs, which have no residual service period left. Workshops therefore, are required to undertake additional overhauling of CTRBs and the ROH depots need to make associated logistics arrangements, for replacing the due/overdue CTRBs during ROH.

It is seen that the opportunity for finding out the last overhauling data is available only when end cap has been opened for removal of UST and wheel turning in the ROH depots and once the end cap has been fitted after wheel turning, there is no reliable way to find out the correct last overhauling data.

In order to ensure easy identification of approximate residual service period of the CTRB before the next overhauling, the following methodology needs to be followed:

a) During POH end caps screws are a must change item. The end cap screws fitted by POH workshops should be fitted **without any painting on their heads**. This should ensure that any end cap with unpainted cap screws in service indicates that the CTRB is within the first ROH cycle after its overhauling.
b) During the first ROH, **one of the CTRB end cap screws** head shall be required to be painted with golden yellow colour on its head. This would indicate during the service that the CTRB has crossed one ROH cycle from its last overhauling.
c) Similarly, during the second ROH, **one additional cap screw** will be painted yellow on the head so that it has two cap screws painted yellow. This should indicate that the CTRB has crossed two ROH cycles from its last overhauling.
d) In certain wagon types, where there are 3 ROH schedules prescribed during the first POH cycle. In such wagons, during the third ROH, the 3rd cap screw shall also painted yellow to indicate that the CTRBs have crossed the 3rd ROH. This shall be applicable to new CTRBs fitted in new wheels which are received in new wagons.

e) Since during wheel turning & UST, the wheels are moving on shed floor of ROH depot without end cap, ROH depots would need to make suitable temporary markings on wheels, so as to identify the ROH status of the CTRBs fitted on them.

f) While fitting CTRBs back into a wagon in ROH depots, it must be ensured that **ONLY** CTRB with cap screws having one particular type of painting scheme (One cap screw painted/two cap screw painted/ three cap screw painted) are strictly placed under a wagon undergoing ROH.

g) Wagons undergoing last ROH before their next POH should be fitted with CTRBs with two/three (as the case may be) end cap screws painted yellow.

h) The existing instructions regarding CTRB of BCN and other wagon classes having 2 year ROH and 6 year POH cycle being fitted into the same group during ROH shall continue to be followed.

i) The NTXR concerned shall be making sample checks to ascertain whether the marking on caps screw is strictly being done in terms of above directives and fitment on wagons with different type of CTRB is as per the above scheme.

It is advised that the above instructions be implemented w.e.f. 01.11.2017.

(AJAY NANDAN)
Exec. Director Mech. Engg. (Frt)
Railway Board

Copy:

1. **ED (Wagon), RDSO** : For inclusion of the above in G 81
2. **ED/CAMTECH** : For updating Wagon Maintenance Manual
3. **NCO/IRCA** : For ensuring compliance