GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2012/M(N)/951/5 Dt. 16/7/12

The Chief Mechanical Engineers
All Zonal Railways.

Sub: Defects observed on air brake stock marked sick within 90 days of POH/ROH
Ref: Railway Board's letter No. 99/M(N)/509/1 dt. 23/7/1999 (copy enclosed)

During the meeting held in Railway Board on 28/3/2012 with CWMs of wagon workshops, few CWMs informed that in some wagon depots, even cases of sick marking within 90 days which were not on workshop account like damages during loading/unloading as well as pilferage/cannibalisation of materials was being included in sick marking within 90 days on workshop account. This was inflating the figure of sick marking on workshop account and giving a wrong picture of quality of workshop repairs.

2. During the meeting it was decided that sick marking within 90 days not on workshop account may be booked under a separate code. Accordingly, in continuation with Railway Board's letter No.99/M(N)/509/1 dt. 23/7/99, a new category of defects observed on air brake wagons will be introduced as H-Miscellaneous defects. This will have 2 sub categories – H-1 : for sick marking due to damages caused during loading/unloading and H-2: for sick marking due to missing fittings on account of theft and cannibalisation.

3. The NCO has informed that NTXRs posted in sick lines/ROH depots will not be able to segregate wagons whether marked sick on workshop account or otherwise. Therefore, it is decided that one SSE in every wagon Depot from where this data is collected by NTXRs will be nominated by the Sr.DME of the Division to monitor sick marking within 90 days on POH/ROH account. This SSE will be responsible to advise the NTXR the wagons which have been marked sick on account of H-1 & H-2 for incorporating the same in NCO's reports of sick marking within 90 days on POH account as well as sick marking within 90 days on ROH account.

(Ashesh Agrawal)
Executive Director Mech.Engineer(Fr.)
Railway Board

c/- EDME/W for information

c/- GS/IRCA with reference to IRCAs' letter No.ICN.760/POH/XXIV dt. 26/6/12

Government of India
Ministry of Railways
(Railway Board)

No. 99/M(N)/509/1. New Delhi, Dt. 13.7.1999.

Neutral Control Officer,
I.R.C.A.,
New Delhi.

Sub: Defects noticed on Air brake/Vacuum Brake stock marked sick within 90 days of POH/ROH.

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Information regarding wagons marked sick within 90 days of POH/ROH should now be submitted as per new proforma attached.

These informations are required mutatis mutandis for Air brake and Vacuum brake stock. Please arrange your staff accordingly.

(S. C. Gadkari)
Director, Mech. Engg. (Fr.)
Railway Board.

DA/As above.

Defects noticed on Air Brake wagons marked sick within 90 days of POH/ROH

A. Wheel defects:
- A1. Sharp flange.
- A2. Thin flange.
- A3. Skidded wheel.
- A4. Deep flange
- A5. Radius less at root.
- A6. Hollow tyre.
- A7 Disc crack/loose, flange broken, bent axle, etc.
- A8. Other specific defects.

B. Suspension
- B1. Axle guards crack/broken (for BVZC)
- B2. Bridle bar crack/loose/ broken (for BVZC)
- B3. Pivot top/bottom broken.
- B4. Wedge block broken.
- B5. Side bearer rubber pads perished.
- B6. Elastomeric pad perished /Adopter canted.
- B7. Wear liner worn/cracked.
- B8. Bolster pocket liner/column liner deficient/cracked
- B9. Other specific defects.

C. Spring gear
- C1. LB spring broken/any plate broken (BVZC)
- C2. LB spring buckle broken/cracked (BVZC)
- C3. Helical spring/snubber spring deficient/broken/dead.
- C4. Other specific defects.

D. Cartridge bearing
- D1. Hot BOX.
- D2. Cartridge bearing grease oozing.
- D3. Cartridge bearing outer case cracked/broken.
- D4. Other specific defects.

E. CBC draft gear defects
- E1. CBC draft gear broken/dead.
- E2. CBC shank striker casting liner worn/deficient.
- E3. CBC support plate rivets loose/bolted.
- E4. CBC yoke broken/cracked.
- E5. CBC knuckle worn out/knuckle pin bent/broken/API defective
- E6. CBC back stopper rivets loose/rivets sheared.
- E7. CBC operating rod deficient/defective/assembly defect.
- E8. Other specific defects.

F. Brake gear and Air brake system.

F1. Slack adjuster defective/deficient.
F2. Bk. Cylinder defective/deft.
F3. Bk. Shoe/deficient/worn.
F4. Distributor valves deficient/defective.
F5. Load/empty device deficient/defective.
F6. Angle cock broken/leakage.
F7. Leakage in drain plug of auxiliary / control reservoir and dirt collector.
F8. Leakage in brake pipe system.
F9. Safety strap broken/deficient (Brake beam/pull rod)
F10. Any Brake Gear pin deficient.
F11. Pull rod worn/bent.
F12. Control rod disconnected/bent.
F13. Other specific defects.

G. Body defects.

G1. Head stock defects.
G2. Sole bar defects.
G3. Roof/body floor repairs.
G4. Door defects.
G5. Body transom corroded/broken.
G6. Man hole cover deficient.
G7. Shell crack/other barrel repairs.
G8. Master valve deficient/defective/leaky.
G9. Filling pipe deficient.
G10. Safety valve deficient/defective.
G11. Centre sill repairs.
G12. Bottom discharge valve deficient/defective/leaky.
G13. Blank flange deficient/wrong size.
G14. Ladder missing/bent/broken.
G15. Vapour extractor cock deficient.
G16. Master valve operating wheel deficient.
G17. Other specific defects.

Defects noticed on Vacuum Brake wagons marked sick within 90 days of POH/IOH 192

A. Wheel defects:
- A1. Sharp flange.
- A2. Thin flange.
- A3. Skidded wheel.
- A4. Deep flange
- A5. Radius less at root.
- A6. Hollow tyre.
- A7.Disc crack/loose, flange broken, bent axle, etc.
- A8. Other specific defects.

B. Suspension
- B1. Axle guards crack/broken/bent.
- B2. Bridle bar crack/loose/ broken.
- B3. Centre pivot top/bottom broken.
- B4. Trolley frame broken/cracked.
- B5. Trolley head stock bent/cracked.
- B6. Side bearer deficient/worn out.
- B7. Horn cheek rivets loose/deficient.
- B8. Other specific defects.

C. Spring gear
- C1. LB spring broken/any plate broken
- C2. LB spring buckle broken/cracked
- C3. Helical spring deficient/broken/dead.
- C4. Bearing Spring shackle/pin broken/deficient.
- C5. Scroll iron/bolted/broken/rivet loose.
- C6. Other specific defects.

D. Roller/plain bearing
- D1. Hot BOX / Warm BOX.
- D2. Plain bearing improper packing.
- D3. Dry packing.
- D4. Front cover broken/deficient
- D5. Bearing brass mounting over journal cup
- D6. Roller bearing failure.
- D7. Locking studs loose/deficient
- D8. Grease inadequate/contaminated
- D9. Locking stud lips not properly bent
- D10.Bearing rusty/corrosion/fretting corrosion
- D11 Cage damaged.
- D12 Other specific defects.

E. CBC / draft gear defects.
- E1. CBC draft gear broken/dead.
- E2. CBC shank striker casting liner worn/deficient.
- E3. CBC support plate rivets loose/bolted.
- E4. CBC yoke broken/cracked.
- E5. CBC knuckle worn out/coupler pin bent/broken/CBC
- E6. CBC back stopper rivets loose.
- E7. CBC operating rod deficient/defective/assembly defe
- E8. SC deficient/broken.
- E9. Buffer defects
- E10.Other specific defects.

F. Brake gear and Vac. brake system.
- F1. Slack adjuster defective/deficient.
- F2. Vacuum Brake Cylinder defective/deficient.
- F3. Brake block deficient/ Brake Shoe worn out.
- F4. Safety strap broken/deficient (Brake beam/pull rod)
- F5. Any brake gear pin deficient.
- F6. Brake rake bent broken/deficient.
- F7. Train pipe broken/badly leaky.
- F8. Brake shaft defects.
- F9. Other specific defects.

G. Body defects.
- G1. Head stock defects.
- G2. Sole bar defects.
- G3. Roof/body repairs.
- G4. Door defects.
- G5. Body transom corroded/broken.
- G6. Man hole cover deficient.
- G7. Shell crack/other barrel repairs.
- G8. Filling pipe deficient.
- G9. Safety valve deficient/defective.
- G10. Centre sill repairs.
- G11. Master valve deficient/defective/leaky.
- G12. Bottom discharge valve deficient/defective/leaky
- G13. Blank flange deficient/wrong size
- G14. Ladder missing/bent/broken
- G15. Vapour extractor cock deficient.
- G16. Master valve operating wheel deficient.
- G17. Other specific defects.