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सत्यमेव जयते

भारत सरकार-रेल मंत्रालय
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

REPORT ON SSI/II/III PERIODICITY OF LHB - OCVs COACHES



No IRCAMTECH/M/GWL/LHB & SS-I/II/III/OCV DECEMBER-2022

अमृत RDS रेल अग्रदूत Transforming Railways

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EXCELLENCE IN MAINTENANCE

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Centre for Advanced Maintenance Technology

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1 Introduction

Indian Railways had entered into contracts with M/s. Alstom in 1995 for the transfer of technology for the manufacture of Stainless Steel coaches and LHB Coaches came into existence on IR in 2001.

To upgrade the older design with better features like high speed, better passenger Safety, provision with anti-climbing features & with fire retardant materials, IR adopted the LHB coach with FIAT bogie in the year 2001. There are about 15000 LHB coaches now running in IR. Maintenance schedules of LHB coaches are governed by Maintenance instructions issued by RB, RDSO, PUs, and CAMTECH from time to time.

Railway Board vide letter No. 95/M(C)/141/1(LHB)/Pt. Dated 26.09.2022 advised CAMTECH to review the periodicity of SS-I/SS-II/-III schedules of LHB design OCVs. LHB OCVs run comparatively much lesser than the PCVs which results in comparatively less wear and tear in LHB OCVs. The periodicity of SSI/II/III of the LHB OCVs is to be reviewed.

2 Methodology

The following methodology was adopted to revise the maintenance periodicity of OCVs of LHB design coaches

2.1 Study of Previous Reports of Maintenance Schedules.

- OEMs (ALSTOM) Maintenance Instructions.
- Past instructions on the subject issue by Railway Board,
- CAMTECH Maintenance Manual & publications.

2.2 Feedback and Suggestions from Zonal Railways and Workshops.

Information, feedback, and suggestions were collected from Zonal Railways through, emails and telephonic conversations.

All zonal Railways were requested to submit information and maintenance practices being followed on their Railway vide CAMTECH letter No IRCAMTECH/M/GWL/LHB & SS-I/II /OCV dated 30.09.2022 & 02.11.2022

Suggestions have been received from the following sources.

I. DLI & LKO division of Northern Railway,
II. North Eastern Railway
III. North Western Railway
IV. Southern Railway

3 Maintenance Schedules of LHB Coaches:

OEMs (ALSTOM) Maintenance Instructions

M/s ALSTOM recommended maintenance schedules as under: -

Designation	Type	Km-interval	Time-interval
	T		Trip Schedule
	w	10,000 km	Weekly
	NS	40,000 km	Monthly
No.1 examination	F1	2,50,000 km	6 Monthly
No.2 examination	F2	5,00,000 km	Annually
Overhaul 1	R1	10,00,000 km	Every 2 years
Overhaul 2	R2	20,00,000 km	Every 4 years

M/s ALSTOM had recommended two heavy repair schedules termed as R1 and R2 at the time interval of 2 and 4 years respectively. These two schedules were to be carried out after kilometer earning of 10 lakh and 20 lakh respectively. Besides these, preventive maintenance schedule for FIAT bogies were also given as under:

Time	Km (X 1000)	Type
Daily	-	DA
1 week	8	D1
1 month	33	D2
6 month	200	D3
1 year	400	D4
2 years	1000	W1
4 years	1600	W2
8 years	3200	W3
16 years	6400	R1
24 years	12800	R2

Note: 'D' stands for 'Depot', 'W' for 'Workshop', 'R' for 'Revision Overhaul'.

4 Initial Instructions of Railway Board for LHB Maintenance Schedules

Railway board vide letter no 95/M(C)/141/1 dated 16.05.2001 issued periodicity for maintenance of LHB coaches at the time of its introduction as under.

Schedule	Periodicity
T	Trip Schedule
Q	3 Monthly +/- 15 days
IOH	Yearly +/- 30 days
POH	2 Yearly +/- 60 Days

5 Six Man Committee Report of 2005

A six-man Committee was nominated by Railway Board vide letter no. 95/MCW/ dated 02.03.2005 to review the frequency of IOH and POH for ALSTOM coaches keeping in

view the experience gained by the N.Rly and W.Rly at that time. The committee consisted of following members.

Shri Surbhit Mathur	Dy. CME/RCF/KXH

Shri Shailendra Singh	Director (Stnd)
Shri SourabhEndley	Sr.CDO/BCR/WR
Shri Arvind Nautiyal	Sr.DME (Chg.)/N.Rly.
Shri Suraj Prakash	Dy.CME/JUDW/NR
Shri Amit Srivastava	Dy.CME(R) /WR

The Committee recommended the shop schedules at 18 months or 5 lakh km (SS-I), 36 months or 10 lakh km (SS-II) , and 72 months or 20 lakh km (SS-III) with a tolerance not exceeding 60 days.

Regarding the rubber items, the committee observed that performance of even the best Indian source was not comparable to that of the imported ones. These components being critical bogie items directly affecting the safety of operation, were proposed to be changed after every 18 months as is done in conventional coaches also. The imported rubber components were to be tentatively changed in 6th year only.

These recommendations were later formalized by Railway Board vide 95/M(C)/141/1(LHB) Pt dt 5.9.06. However a year later, Railway Board modified the km earning and the shop schedules were mandated as follows: (RB letter no: 95/ M(C)/141/1(LHB) Pt dt 8.5.08).

Schedule	Periodicity
IOH (Shop schedule-I)	18 months/6 lakh km earned whichever is earlier
POH (Shop schedule-II)	36 months/12 lakh km earned whichever is earlier
POH (Shop schedule-III)	72 months/24 lakh km earned whichever is earlier

6 CAMTECH Maintenance Manual & Publications:

Later on CAMTECH issued comprehensive maintenance instructions in 2013 & 2022 these instructions followed the broad schedules laid down by the six man committee as under.

Coaching Depot Schedule

- Schedule D1: Every Trip/Weekly
- Schedule D2: Monthly ± 3 days
- Schedule D3: Half Yearly ± 15 days

Shop Schedule

- Shop Schedule I: 18 months + 30 days/ 6 lakhs Kms whichever is earlier
- Shop Schedule II: 36 months/ 12 lakhs Kms whichever is earlier
- Shop Schedule III: 72 months/ 24 lakhs Kms whichever is earlier

7 Railway Board's instructions to carry out SS-I schedule in Coaching Depots

Railway Board vide its letter No. 95/M(C)/141/1 (LHB) P7 dated 04.05.17, instructed Zonal Railways to carry out SS-I Schedule of LHB Coaches in Coaching depots. However, these instructions were slightly modified to carry out the SS-I schedule of bogie in workshops. (Rly board letter no. 2007/M(C)/137/16 Vol.XI dt-08.08.2017).

8 IOH /POH Periodicity of ICF Similar OCV Coaches

{Railway Board No. 2007/M(C)/ 141/1 (IOH/POH) New Delhi, Dated-20.04.2021}

Coach Category	Periodicity in (Months)	
	IOH	POH
MAIL/ EXPRESS, GARIB RATH, JAN SHATABDI Coaches & OCVs FORMING PART OF STANDARD RAKE COMPOSITIONOF MAIL / EXPRESS TRAINS	9	18
PASSENGER coaches and OCVs working in these trains	9	18
Other OCVs		
CAMPING COACH ATTACHED TO TRACK MACHINE	**24**	**48**
SLR/GS COACHES, ATTACHED AS WIRE DECK IN RE PROJECTS	**24**	**48**
INSPECTION CARRIAGE, TRANNING & OBSERVATION CARS	**12**	**48**
ART/ARME/ARMV COACHES	**12**	**48**
i. IOH of all types of vehicle to be conducted in open line depot only using workshop overhauled Bogie.		
ii. All mandatory regular examination like pit line examination and BPC issuance/validation/Re-validation should be carried out as per extant guidelines prescribed by Board/RDSO/CAMTECH.		
iii. For RA/CT/Observation Cars and ART/ARME vehicles that shall henceforth go for POH only in 48 months, a coat of paint and touch up for lettering may be resorted to in IOH.		

9 LHB type OCVs Running over IR

SN	Transport code	Name of OCVs
1	LCE	Inspection cum Observation Car
2	LDLSRA	LHB power car with under slung DG set
3	LRA	LHB EOG Inspection Carriage (Administrative)
4	LRAAC	LHB EOG AC Inspection Carriage (Administrative)
5	LVPH	LHB Design High-Capacity Parcel Van
6	LWCBAC	AC HOT BUFFET CAR
8	LWCBACDQ	LHB Pantry cum Dining car for Deccan Queen Exp.
9	LWOGCAR	Observation Car

10 LHB OCVs Data Taken from CMM

10.1 Type wise KM earn by OCVs since Last POH

SN	Rly	Coach No	Type of Coach	Last POH date	Km up to 11.11.2022	Per month Km runs
1	NR	141491	LCE	30.04.2022	1452	223
2	NR	199534	LRA	10.02.2020	3946	116
3	NR	199533	LRA	10.02.2020	984	29
4	CR	221141	LRAAC	31.03.2022	4318	576

5	ER	201851	LRAAC	06.02.2022	3952	494
6	NCR	213336	LRAAC	31.03.2022	2181	291
7	NR	212004	LRAAC	15.07.2021	5638	352
8	NR	201846	LRAAC	03.10.2021	1859	143
9	NR	213335	LRAAC	20.05.2022	9441	1573
10	NR	201847	LRAAC	13.01.2022	7772	777
11	SECR	201845	LRAAC	03.11.2020	2165	90
12	SER	213337	LRAAC	15.04.2022	4768	681
13	SR	221678	LRAAC	10.07.2022	1854	464
14	KR	211023	LDSLRA	10.03.2021	208554	10427
15	KR	211021	LDSLRA	01.09.2021	114688	8822
16	KR	217292	LDSLRA	01.11.2021	138915	11113
17	KR	217293	LDSLRA	10.11.2021	67963	5663
18	KR	211020	LDSLRA	09.07.2021	188079	11,755
19	KR	211022	LDSLRA	01.09.2021	201159	14368
20	KR	217294	LDSLRA	08.12.2021	156275	14207
21	SCR	201840	LDSLRA	07.04.2022	227290	32470
22	SCR	201841	LDSLRA	26.03.2022	211909	24930
23	SR	191844	LDSLRA	23.02.2021	288726	12286
24	SR	181902	LDSLRA	18.01.2022	379026	37902
25	SR	181901	LDSLRA	16.12.2021	122422	11129
26	SWR	196073	LDSLRA	26.10.2019	364873	10135
27	WCR	201125	LDSLRA	30.08.2021	353329	23555
28	NR/ RDSO	07839	LWOGCAR	24.11.2020	5654	246

From the above table average km earn per annum by each type of LHB OCVs

I. LCE - 1452 km per annual
II. LRA - 29 to 116 Km i.e 1392 km per annual
III. LRAAC - 90 to 1573 Km i.e 18876 Km/ annual
IV. LDSLRA -5663 to 37902 Km i.e. 4.5 Lac Km/annual
V. LWOGCAR- 2950 km per annual

Now a day due to fully implementation of CMM actual running data of coaches are available on CMM. Hence KM earning of each coaches can be monitored easily. Therefore running data of LCE, LRA, LRAAC & LWOGCAR from Last POH were observed and found very less utilization i.e around 5km/day to 53km/day. It is suggested to enhance schedule periodicity for these coaches (observation car, inspection carriage etc) .

However Power car are running both passengers coaches as well as OCVs and running km are at par with passenger's coaches' i.e more than 4 Lacs/year. Therefore there is no change in existing schedules.

10.2 Summary of defects found in OCVs during open line maintenance

Rly	Coach no	Type	Reported defect	Sick date
NR	141491	LCE	Leakage in BC SS pipe near Axle no. 3 due to hitting of ballast in coach LCE 141491	15.09.22
			Water leakage through roof and NZM end inspection glass arrested	10.08.22
			Trough leakage and rain water coming inside through roof	21.07.22
			CBC is not working properly at NZM end as couldn't get decoupled easily at TPZ	19.07.22
			D-3 work done. All electrical connection tight and junction box connection tight, (Electric failure)	12.07.21
NR	199534	LRA	Commissioning After Received From Production Unit (Discarded By User)	16.03.22
NR	199533	LRA	Miscellaneous failure (electric failure)	08.04.22
CR	221141	LRAAC	Hand brake arrangement (Handbrake long flex ball cable defective. Make- FTIL) (Warranty failure)	29.08.22
NCR	213336	LRAAC	CAMERA FITMENT & UPPER GEAR WORK(Under Gear Defects)	10.04.22
			SPEED SENSOR (Mechanical Speedo meter defective) (Warranty failure)	26.04.22
NR	212004	LRAAC	Inspection side roof trough leakage & attendant side CBC lock assembly not working properly	17.07.22
			AC trough flour leakage	04.05.22
			UNDER COMMISSION (MECH)	14.07.21
			Both side buffer Rotate Qty 4 (warranty failure)	15.07.21
			Primary spring (inner) for LHB coaches drawing no.1267412 ver. (05) specification no.17.248 100 05 (amndt.-1) south end all primary inner spring weak	15.07.21
			Primary spring (outer) for lhb coaches drawing no. 1267411 (ver. 04) specification no.17.248100 05 (amndt.-1) south end all primary outer spring weak Qty 4nos	15.07.21
			Internal Furnishing defect (Carpet is giving shabby look and foul smell even after dry cleaning of carpet.)	30.08.22
			TV not Provided	19.09.22
NR	201846	LRAAC	Shell assemblies	17.07.22
			Internal furnishing defect (floor tiles are uneven and having uneven slope which causes less drain of water.) (warranty failure)	01.09.22

Rly	Coach no	Type	Reported defect	Sick date
			Crack has been noticed in gallery veneer and gaps have been Noticed in paneling of roof and wall	29.08.22
NR	201847	LRAAC	Miscellaneous Failure (Electric failure)	28.03.22
			Distribution valve c3w (internal leakage from FAIVILY make LHB brake controller pc coaches) (warranty failure)	03.09.22
			Internal Furnishing defect(Carpet is giving shabby look and foul smell even after dry cleaning of carpet.)	29.08.22
SECR	201845	LRAAC	Bogie frame for LHB coaches(web area of bogie found crack during DPT test at MIBW)	17.05.22
			Air Brake (Air reservoir pressure is flowing back to brake pipe line, brakes release in 10 min) (warranty failure)	28.03.22
			Roof Leakage(Rain water leakage in SBC panel from roof)	30.07.22
SER	213337	LRAAC	Air pipe line defect	27.08.22
			Coaching attention	29.05.22
			Coaching attention	21.04.22
			Speed sensor (speedometer unit is not working and multiple crack found on the pg box unit. make-Laxven System Company LTD.) (warranty failure)	18.04.22
			Annunciator System Complete Not working Manufacturer of the Component Data are System Pvt Ltd.	10.09.22
SR	221679	LRAAC	Roof trough is having water leakage and speedometer of coach is not in working condition	29.08.22
			Water purifier is not working properly. (warranty failure)	31.08.22
			Roof trough is having water leakage	31.08.22
			Internal Furnishing defect (Dish Antenna is not provided in LRAAC 221679 due to this TV is not in operational mode.)	19.09.22
SR	221678	LRAAC	Air Brake System (A/Bk Branch Pipe Broken/Ckd/Leaky)	30.03.22
WR	221677	LRAAC	Commode cover gets broken from joint.	29.08.22

From the above table it is observed defect found during open line maintenance for the period 2021-2022 are minor nature. No major sick marking/failures were

reported. Therefore schedule may be enhancing for LCE, LRA, LRAAC & LWOGCAR OCVs.

11 OCVs Data Received from Zonal Railway

11.1 Type wise KM earn by OCVs per annum

SN	Rly/Div	OCVs	2021-22	2022-23 till Oct-22
1	NR/DLI	LRACC -201846	1752	5750
2	NR/DLI	LRAAC-201847	1448	3898
3	NR/DLI	LRAAC-212004	3730	9877
4	NR/DLI	LRAAC-221677	-	4044
5	NR/DLI	LRAAC-221678	-	6194
6	NR/DLI	LRAAC-221679	-	5030
7	NR/DLI	LRA 199533	178	9222
8	NR/DLI	LRA 199534	-	4882
9	NR/DLI	LCE 181692	35758	10590
10	NR/DLI	LCE141491	4527	4743

From the above table average km earn per annum by LRA, LRAAC & LCE of LHB OCVs during year 2021-22 & 2022-23 are vary from LRA - 178 to 9222 km , LRAAC 1448 to 9877 Km & LCE - 4527 to 35758 Km. The utilization of these stock are still less as compare to PCVs . Therefore schedule periodicity may be enhance for these OCVs.

11.2 Summary of defects found in OCVs during open line maintenance

SN	Railway/Division	Defects notice on line or during depot maintenance	Defects notice during SSI/II/III schedule
1	NR/DLI	No any major defects/failure noticed during depot maintenance	Nil
2	NR/LKO	No significant repairs during maintenance	02 buffers was replaced as old once defective during ss-1 of caoch no 07839 LWOGCAR
3	NER/GKP	Wheel shelling, primary inner and outer spring breakage, yaw damper oil leakage, primary vertical damper oil leakage, dump valve defective.	Wheel shelling, primary inner and outer spring breakage, yaw damper oil leakage, primary vertical damper oil leakage, dump valve defective.
4	NWR (LVPH)	Buffer Defects (04 times), Damper bolts worn out (1 time), Wheel Shelling (1 time), WSP of these coaches also found inactive sometimes due to Low voltage.	Nil
5	SR (LVPH)	Buffer defect, Speed sensor cable	Ball joint traction lever, Ball joint

	From 01.04.22 to 30.11.22	defect, Wheel defect, air brake system defect & under gear defect found during depot maintenance.	roll link rubber damage & cracked
			Dampers failure- oil leakage
			Spring failure- broken condition
			Bogie cracks

From the above table, it is observed defects found during depot maintenance & shop schedule maintenance are minor no major sick marking/failure was reported except LVPH.

LVPH defects are reported major sick marking/failure during depot & Schedules maintenance.

12 Suggestion Received from Zonal Railway to Enhance Shop Schedule

SN	Railway/Division	Suggestion to enhance SSI/II/III
1	NR/DLI	Maintenance periodicity for these types of coaches may be extended as per the pattern of ICF inspection carriages keeping in view the condition of external paint, upholstery of sofa, chair & puffy, carpet, internal polish which becomes dull, damage and gives shabby look up to the next POH date (ie. up to 4 years) so intermediate attention required as per ICF pattern
2	NER/GKP	Often OCVs are lying in the yard unused for a long time most of time and are not given any attention during lying over that period. It is only before the movements that OVCs are sent pit attention. It is suggested that the pit attention should be given regularly. Subject to the above condition the periodicity of OCVs may be enhanced.
3	NWR(LVPH)	Periodicity of SS-I/II/III may be kept the same as other LHB coaches. Otherwise unscheduled sick marking will increase.
4	SR (LVPH)	Loco workshop Perambur 77% of the received bogie are having rubber failure and 44.44% damper failures
		Carriage workshop Perambur 58% of the received coaches are having rubber failure and 12.06% damper failures & 1.74% spring failures

13 Recommendations

Based upon suggestions received from Zonal Railways and data available above , the following recommendations are being made to revise the SSI/II/III periodicity of OCVs of LHB design of following (LRA, LRAAC, LCE& LWOGCAR) coaches.

These coaches are used in railway field inspection purpose and data received from fields and CMM were observed and found very less utilization i.e. around 5km/day to

53km/day. Therefore It is suggested to enhance schedule periodicity for these coaches and revised schedule as prescribed below may be adopted for OCVs (i.e observation car, inspection carriage etc).

However Power car are running both passengers coaches as well as OCVs and running km are at par with passengers coaches' i.e more than 4 Lacs/year. Therefore there is no change in schedules of power car (LDSLRA).

LVPH coaches failure rate are very high during depot & schedule maintenance. In view of this enhancing periodicity of shop schedules in LVPH is not advisable. Because of this no change in the LVPH coach schedule.

Inspection carriages, observation cars classified under other OCVs run comparatively much lesser than the PCVs which results in comparatively less wear and tear in these OCVs. LHB PCVs which run about 04 lac Km per annum in comparison to these OCVs.

The summary of recommendations for revision of schedules periodicity of OCVs **(i.e LRA, LRAAC, LCE & LWOGCAR)** coaches of LHB design is given below.

Existing Schedules			**Revised Schedules**		
Type of Coach	**Type of schedule**	**Existing Periodicity**	**Type of schedule**	**Locations**	**Recommended Periodicities**
LHB OCVs (i.e LRA, LRAAC, LCE & LWOGCAR) etc)	D1	Trip	D1	Depot	Weekly
	D2	1 Months ± 3 days	D2	Depot	1Monthly± 3 days
	D3	6 Months ± 15 days	D3	Depot	6 Monthly± 15 days
	SS1	18 Months +30 days/6 Lakh km whichever is earlier	SS1	Depot	2 Year
	SS2	36 Months/12 Lakh km whichever is earlier	SS2	Workshop	4 Year
	SS3	72 Months/24 Lakh km whichever is earlier	SS3	Workshop	8 Year

UST of Axles of FIAT bogie

As per the existing UST testing norms of IR, Camtech Maintenance Manual for LHB coaches prescribed 18-month schedule for UST. (Para 10.5 of chapter-10 of Revised LHB Maintenance Manual of Camtech).

Further increase in existing periodicity from (18M, 36M, 72M to 24M, 48M, 96M) months respectively, will require the revision in periodicity of UST axles by (M&C) directorate of RDSO. M&C Directorate/RDSO should examine periodicity of UST of Axles for revised schedule for recommended OCVs.

14 References:

1) Railway board vide letter no 95/M(C)/141/1 dated 16.05.2001

2) Railway Board vide 95/M(C)/141/1(LHB) Pt dt 5.9.06. (Six men committees)

3) Railway board letter no: 95/ M(C)/141/1(LHB) Pt dt 8.5.08).

4) Report on Review of Maintenance Schedules of LHB coaches on Indian Railways submitted by Camtech/ Gwalior dated 22/10/2019.

5) Railway Board letter No. 2007/M(C)/ 141/1 (IOH/POH) New Delhi, Dated-20.04.2021.

6) Revised LHB Maintenance Manual September 2022.

15 Authority letter

भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड Railway Board

(E-File no. 3220644)

No. 95/M(C)/141/1(LHB)/Pt New Delhi, Date: 26.09.2022

PED/CAMTECH
Gwalior

Sub: SS-I/SS-II periodicities for LHB design OCVs.

Ref: i. Railway Board's letter no. 95/M(C)/141/1(LHB)/Pt dated 08.05.2008.
ii. NR letter no. 802-M/259/10/MC-I dated 12.09.2022.

Vide letter under reference i, NR has submitted that the LHB OCVs are run comparatively much lesser than the PCVs which results in comparatively less wear and tear in LHB OCVs. In this context, NR has requested that the periodicity of SS-I /SS-II of the LHB OCVs to be reviewed.

In this regard, it is advised to examine the matter and submit the recommendations for the further consideration of Board.

For necessary action please.

(सुमन कुमार तांती)
निदेशक / यांत्रिक इंजी. को.
रेलवे बोर्ड

रेल मंत्रालय Ministry of Railways रेलवे बोर्ड/Railway Board अनुलग्नक सहित जारी Issue with Enclosure हस्ताक्षर Signature..... जारी की तिथि Date of Issue 28/09/22