

**MAINTENANCE PATTERN
OF
COACHING TRAINS
(Mainline &
MEMU/DEMU/EMU)
June-2017
STC/SBC**

MAINTENANCE PATTERN OF COACHING TRAINS

(REVISION – JUN 2017)

1. CATEGORY OF TRAIN – Rajdhani / Durgam trains

1	Preventive maintenance schedules at pitline.	At primary end.
2	Under gear examination and brake system maintenance at pit line.	At both the ends.
3	Internal cleaning, passenger amenity attention and watering.	At both the ends.
4	External cleaning on nominated line with proper facilities.	At both the ends.
5	Enroute / Terminating Examination	<u>Enroute:</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 Examination:</u> Terminating station
6	Brake system check prior to start at platform at the other end.	Complete air brake testing with issue of fresh BPC at both ends.

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1. (A)CATEGORY OF TRAIN – Shatabdi Trains

1	Preventive maintenance schedules at pitline.	At primary end.
2	Under gear examination and brake system maintenance at pit line.	At primary end.
3	Internal cleaning, passenger amenity attention and watering.	At both the ends.
4	External cleaning on nominated line with proper facilities.	At primary end.
5	Enroute / Terminating Examination	<u>Enroute:</u> after every 250 to 350 kms of run, or at, the next nominated TXR point at stopping station, Locations to be decided by Railway for each train. <u>Terminating Examination:</u> Terminating station
6	Brake system check prior to start at platform at the other end.	Only continuity check if stabled at PF, otherwise brake power check with endorsement on original BPC
7	Remarks	

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2. CATEGORY OF TRAIN – MAIL/EXP Round trip run > 3500 Kms for ICF and >4000 Kms LHB

1	Preventive maintenance schedules at pitline.	At primary end.
2	Under gear examination and brake system maintenance at pit line.	At both the ends.
3	Internal cleaning, passenger amenity attention and watering.	At both the ends.
4	External cleaning on nominated line with proper facilities.	At both the ends.
5	Enroute / Terminating Examination	<u>Enroute:</u> after every 250 to 350 kms of run at locations to be decided by Railway for each train. <u>Terminating Examination:</u> Terminating station
6	Brake system check prior to start at platform at the other end.	Complete air brake testing with issue of fresh BPC at both ends.
7	Brake system check prior to start at platform at the other end.	

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3(a)(i). CATEGORY OF TRAIN – MAIL/EXP ROUND TRIP RUN UPTO 3500 kms. for ICF and up to 4000 Kms LHB (excluding category 1 trains)

1	Preventive maintenance schedules at pitline.	At primary end.
2	Under gear examination and brake system maintenance at pit line.	At primary end.
3	Internal cleaning, passenger amenity attention and watering.	At both the ends.
4	External cleaning on nominated line with proper facilities.	At primary end.
5	Enroute / Terminating Examination	<u>Enroute:</u> after every 250 to 350 kms of run at locations to be decided by Railway for each train. <u>Terminating Examination:</u> Terminating station
6	Brake system check prior to start at platform at the other end.	Only continuity check if stabled at platform. Otherwise, brake power check with endorsement on original BPC.

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3(a)(ii). CATEGORY OF TRAIN – 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)

1	Preventive maintenance schedules at pitline.	At primary end.
2	Under gear examination and brake system maintenance at pit line.	At primary end only once within the limit of 3500 Kms (ICF) or 4000 Kms (LHB)/ 96 Hrs, whichever is earlier.
3	Internal cleaning, passenger amenity attention and watering.	At both the ends.
4	External cleaning on nominated line with proper facilities.	At primary end.
5	Enroute / Terminating Examination	<u>Enroute:</u> after every 250 to 350 kms of run at locations to be decided by Railway for each train. <u>Terminating Examination:</u> Terminating station
6	Brake system check prior to start at platform at the other	Only continuity check if stabled at platform. Otherwise, brake power check with

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3(b). CATEGORY OF TRAIN – INTER CONNECTED MAIL/EXP. ROUND TRIP RUN UPTO 3500 Kms (ICF) or 4000 Kms (LHB)

1	Preventive maintenance schedules at pitline.	At primary end.
2	Under gear examination and brake system maintenance at pit line.	To be done within 3500 Kms. (ICF) or 4000 Kms (LHB) or 96 hours after the issue of original BPC which ever is earlier. Only at Primary end.
3	Internal cleaning, passenger amenity attention and watering.	At primary end and each terminal.
4	External cleaning on nominated line with proper facilities.	At primary end.
5	Enroute / Terminating Examination	<u>Enroute:</u> after every 250 to 350 kms of run at locations to be decided by Railway for each train. <u>Terminating Examination:</u> Each.Terminating station
6	Brake system check prior to start at platform at the other end.	Only continuity check if stabled at platform. Otherwise, brake power check with endorsement on original BPC.

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4. CATEGORY OF TRAIN – PASSENGER TRAINS WITH TOILETS INCLUDING INTERCONNECTED PASSENGER TRAINS, SHUTTLES.

1	Preventive maintenance schedules at pitline.	At primary end.
2	Under gear examination and brake system maintenance at pit line.	To be done within 3500 Kms. Or 96 hours after the issue of original BPC which ever is earlier. Only at Primary end.
3	Internal cleaning, passenger amenity attention and watering.	At primary end and each terminal.
4	External cleaning on nominated line with proper facilities.	At primary end.
5	Enroute / Terminating Examination	<u>Enroute:</u> after every 250 to 350 kms of run at locations to be decided by Railway for each train. <u>Terminating Examination:</u> Terminating station
6	Brake system check prior to start at platform at the other end.	Only continuity check if stabled at platform. Otherwise, brake power check with endorsement on original BPC.

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5. CATEGORY OF TRAIN – PASSENGER TRAINS WITHOUT TOILETS.

1	Preventive maintenance schedules at pitline.	At primary end.
2	Under gear examination and brake system maintenance at pit line.	To be done within 3500 Kms Or 7 days whichever is earlier. Only at Primary end.
3	Internal cleaning, passenger amenity attention and watering.	At primary end and each terminal.
4	External cleaning on nominated line with proper facilities.	At primary end.
5	Enroute / Terminating Examination	Once a day at primary end or at nominated terminal.
6	Brake system check prior to start at platform at the other end.	Only continuity check if stabled at platform. Otherwise, brake power check with endorsement on original BPC.

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6. CATEGORY OF TRAIN – Dedicated Parcel Trains

1	Preventive maintenance schedules at pitline.	At primary end.
2	Under gear examination and brake system maintenance at pit line.	To be done within 4500 Kms or 10 days whichever is earlier.
3	Internal cleaning, passenger amenity attention and watering.	
4	External cleaning on nominated line with proper facilities.	
5	Enroute / Terminating Examination	After every 250 to 350 Kms of run, or at the next nominated TXR point at stopping station, Location to be decided by the Rly for each train. Terminating Exam. Terminating Station.
6	Brake system check prior to start at platform at the other	Only continuity check if stabled at platform. Otherwise, brake power check with

7. CATEGORY OF TRAIN – Military / Election Special trains
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1	Preventive maintenance schedules at pitline.	At primary end.
2	Under gear examination and brake system maintenance at pit line.	To be done within 3500 Kms (ICF) or 4000 Kms (LHB) or 96 hrs, whichever is earlier, only at Primary end.
3	Internal cleaning, passenger amenity attention and watering.	At Primary end and each terminal
4	External cleaning on nominated line with proper facilities.	At Primary end
5	Enroute / Terminating Examination	After every 250 to 350 Kms of run, or at the next nominated TXR point at stopping station, Location to be decided by the Rly for each train. Terminating Exam. Terminating Station.
6	Brake system check prior to start at platform at the other end.	Only continuity check if stabled at platform. Otherwise, brake power check with endorsement on original BPC.
7	Remarks	Bd's Lr.No,2003/M(C)/141/19 dt 02.03.2006.

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1. CATEGORY OF TRAIN – DEMU

1	Preventive maintenance schedules at pitline.	At the base depot
2	Under gear examination and brake system maintenance at pit line.	At the maintenance shed during every trip inspection. 10 days periodicity for all DEMUs other than 700 HP.
3	Internal cleaning, passenger amenity attention and watering.	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.
4	External cleaning on nominated line with proper facilities.	At the base end
5	Enroute / Terminating Examination	<u>En-route examination:</u> Rolling in examination at all locations where facilities exist by train examining staff (CME's to decide)

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2. CATEGORY OF TRAIN – MEMU

1	Preventive maintenance schedules at pitline.	At the base depot
2	Under gear examination and brake system maintenance at pit line.	At the maintenance shed during every trip inspection. 10 days periodicity for all DEMUs other than 700 HP.
3	Internal cleaning, passenger amenity attention and watering.	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.
4	External cleaning on nominated line with proper facilities.	At the base end
5	Enroute / Terminating Examination	
6	Brake system check prior to	<u>Issue of BPC:</u>

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3. CATEGORY OF TRAIN – EMU

1	Preventive maintenance schedules at pitline.	At the base depot
2	Under gear examination and brake system maintenance at pit line.	At the maintenance shed during every trip inspection. 10 days periodicity for all DEMUs other than 700 HP.
3	Internal cleaning, passenger amenity attention and watering.	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.
4	External cleaning on nominated line with proper facilities.	At the base end
5	Enroute / Terminating Examination	
6	Brake system check prior to	<u>Issue of BPC:</u>

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A Primary End:

- 1. Clear maintenance time of 6 hrs should be ensured at the Primary end to enable intensive attention.**
- 2. 100 % Brake power shall be ensured**
- 3. Brake blocks should be changed as bogie sets**
- 4. All missing passenger amenity fitting must be replaced and the rake must be turned out as “Zero-Missing-Fitting” rake.**
- 5. Intensive cleaning of coach toilets shall be ensured**
- 6. Provision of proper washing cum maintenance pit line facility with adequate testing equipment and High pressure water cleaning arrangement shall be ensured.**
- 7. Adequate gang strength with proper supervision to ensure intensive attention.**

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B Other End:

- 1. Whenever the lie-over is more than 2 hrs at the PF or the rake is stabled in the yard, the rake should be locked and positive security should be provided.**
- 2. The minimum infrastructure , as prescribed in the letter, shall be provided.**

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C GENERAL POINTS:

- **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.**

THANK you....