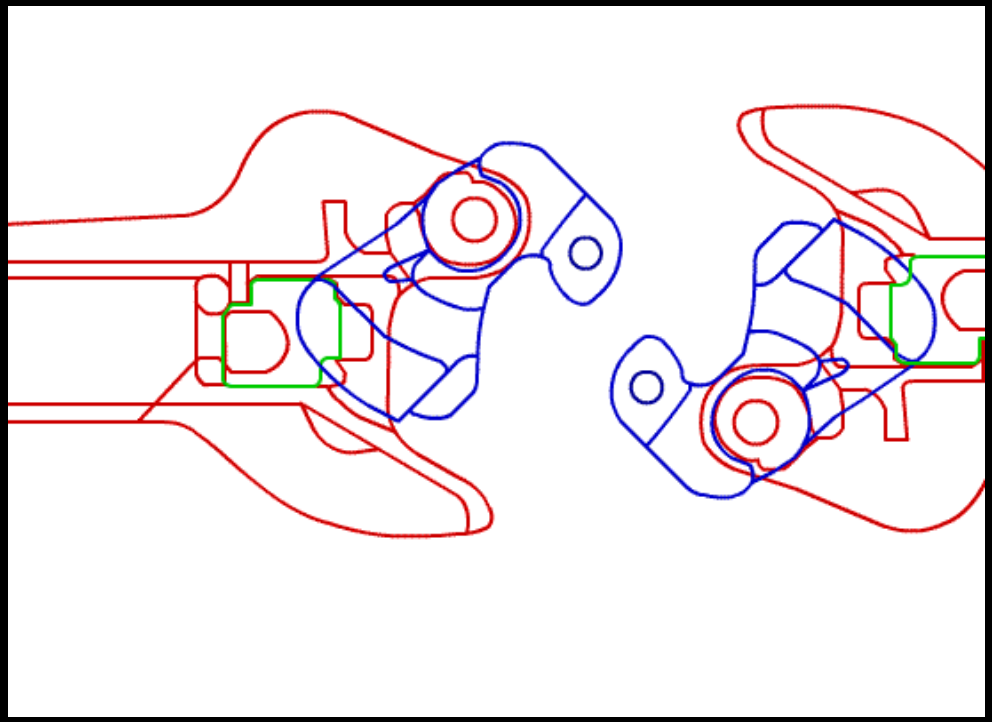


TRAIN PARTING

STC/SBC



COUPLER

IS A MECHANICAL DEVICE USED TO INTERCONNECT ROLLING STOCK TO FORM A TRAIN AND TO TRANSMIT DRAFT AND BUFFING FORCES

TYPES OF COUPLING

SCREW COUPLING

IRS SCREW COUPLING → FOUR WHEELER TANK ONLY

ENHANCED SCREW COUPLING → ALL COACHING STOCK

CBC COUPLERS

AAR (NHT) → BOX, BCX (ALL BOGIE WAGONS VACUUM STOCK)

AAR (HT) → BOXN, BCN (ALL BOGIE WAGONS AIR BRAKE STOCK)

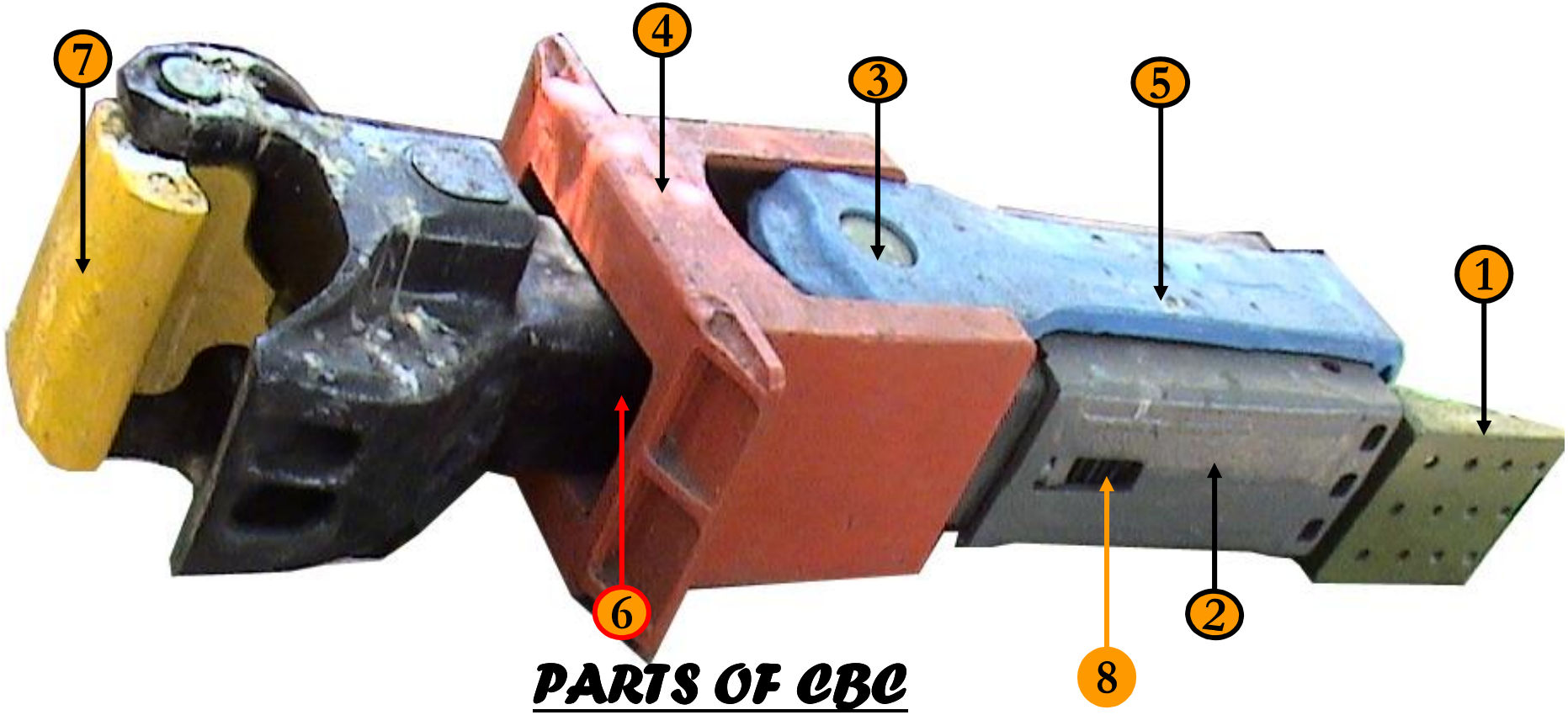
CBC COUPLERS

ALLIANCE II CBC	→	FOUR WHEELER GOODS STOCK (NOW REPLACED WITH AAR)
ABC COUPLER	→	ALL MG STOCK
SCHAKU COUPLER	→	DEMU
AAR MODIFIED COUPLER	→	LHB COACHES & ICF COACHES



PARTS & FUNCTIONS OF CBC

CBC ASSEMBLY



PARTS OF CBC

1. REAR STOPPER
2. DRAFT GEAR
3. YOKE PIN
4. STRIKER CASTING
5. YOKE
6. COUPLER BODY
7. KNUCKLE
8. DRAFT GEAR PADS

CBC PARTS



COUPLER BODY WITH SHANK



KNUCKLE



KNUCKLE PIN



KNUCKLE THROWER



LOCK



TOGGLE



LOCK LIFT LEVER



HOOK



LOCK LIFTING MECHANISM



YOKE PIN



YOKE

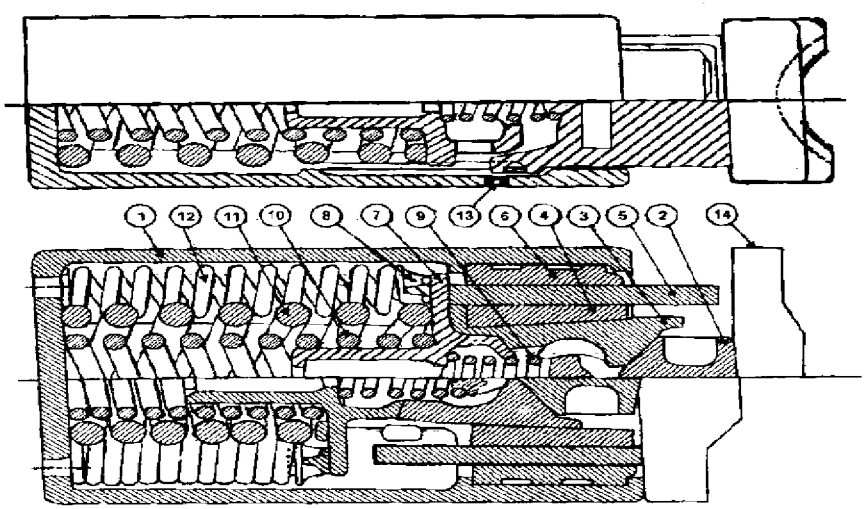


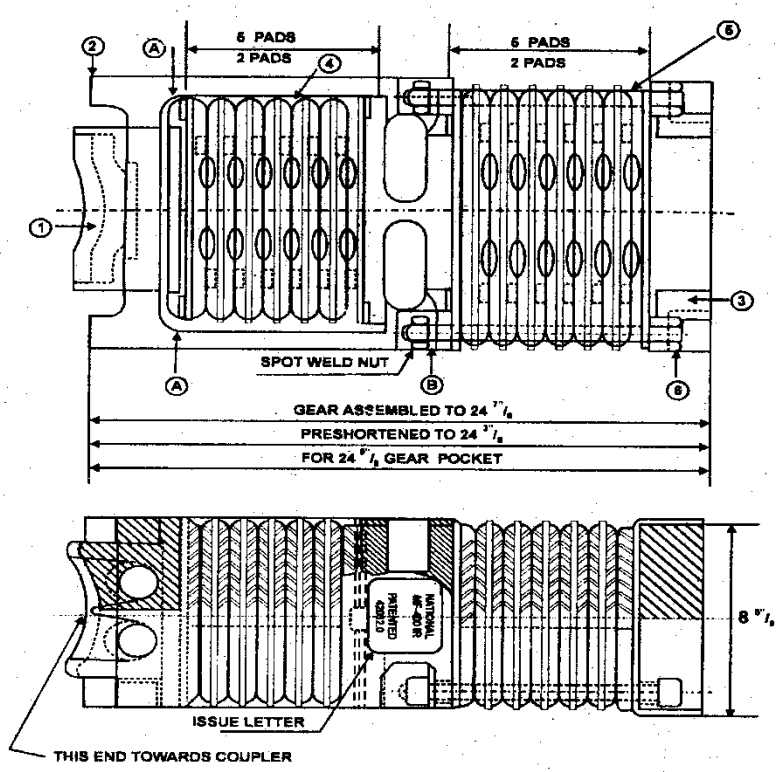
Fig. 9.7: RELEASED DRAFT GEAR

1. HOUSING
2. CENTRE WEDGE COMPLETE
3. WEDGE SHOE COMPLETE
4. TAPERED STATIONARY PLATE
5. MOVABLE PLATE
6. OUTER STATIONARY PLATE
7. SPRING SEAT
8. CORNER SPRING SEAT
9. RELEASE SPRING
10. INNER COIL SPRING
11. OUTER COIL SPRING
12. CORNER COIL SPRING
13. SHORTING DEVICE
14. FOLLWER

HIGH CAPACITY DRAFT GEAR
MARK -50

1.HOUSING
2.CENTER WEDGE COMPLETE
3.WEDGE SHOE COMPLETE
4.TAPERD STATIONARY PLATE
5.MOVABLE PLATE
6.OUTER STATIONARY PLATE
7.SPRING SEAT
8.CORNER SPRING SEAT
9.RELEASE SPRING
10.INNER COIL SPRING
11.OUTER COIL SPRING
12.CORNER COIL SPRING
13.SHORTING DIVICE
14.FOLLWER

DRAFT GEAR



TYPE - MF-400-I-HR

1. FRONT FOLLOWER
2. INTERMEDIATE FOLLOWER
3. REAR FOLLOER
4. FRONT COVER
5. REAR UNIT
6. RETAINING BOLTS

DRAFT GEAR



TYPE – MF – 400 - I – IR

DRAFT GEAR



TYPE – HR - 40

DRAFT GEAR



DRAFT GEAR

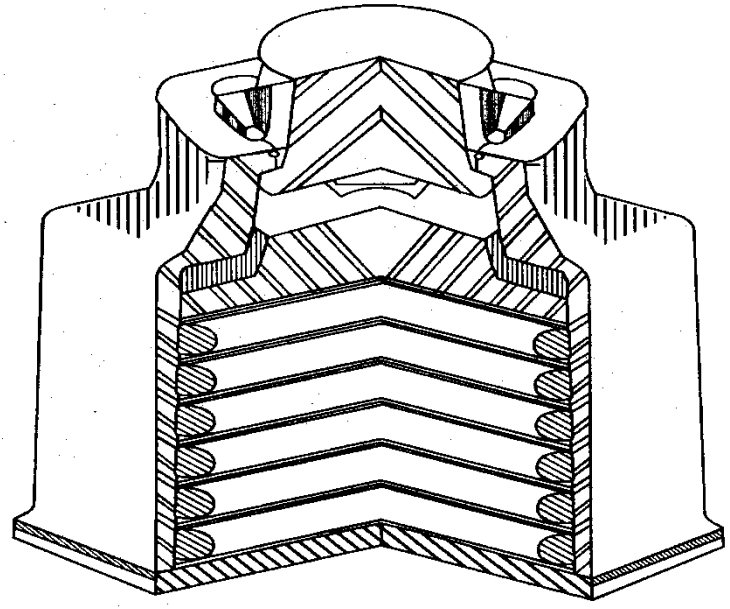
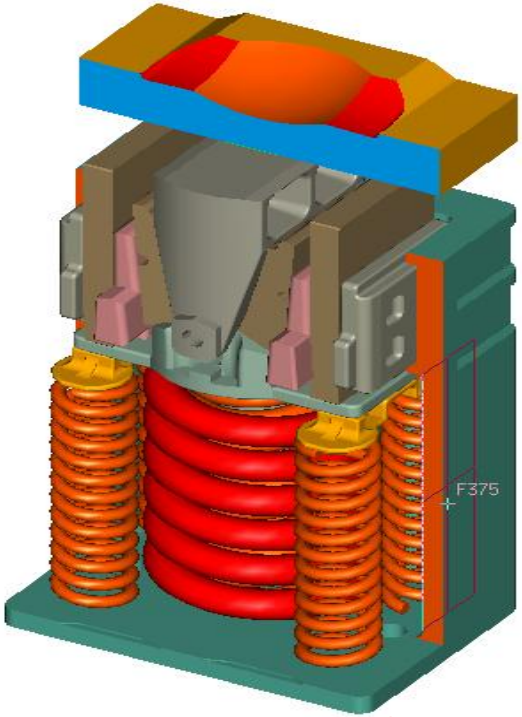


Fig. 9.6 : RF - 361 DRAFT GEAR

HIGH CAPACITY DRAFT GEAR RF-361

1.HOUSING
2.WEDGE
3.SHOES 3 NO'S
4.BORE INSERTS
5.TOP FOLLOWER
6.RUBBER PADS(ELASTOMER UNIT)
7.REAR WELL PLATE

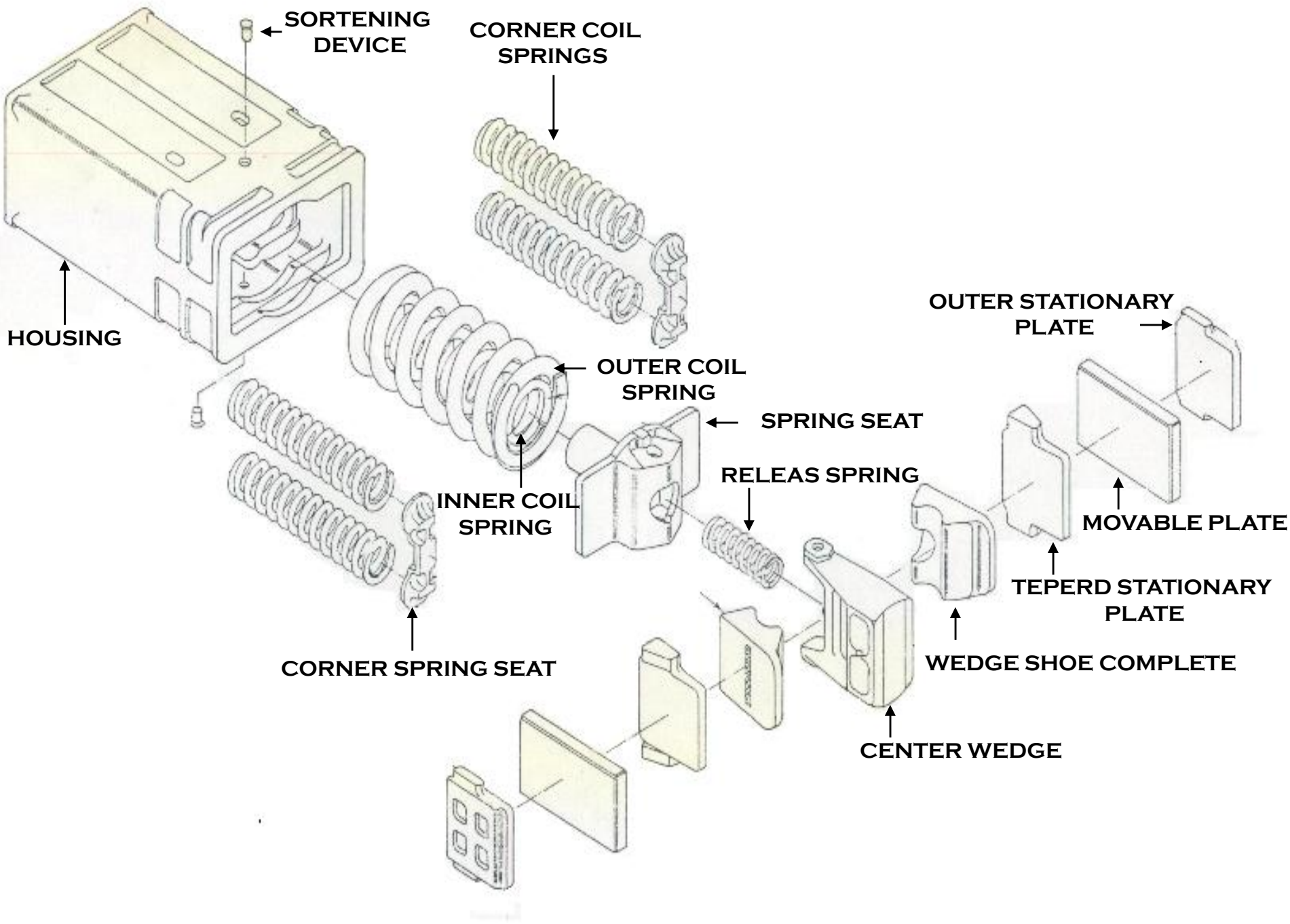
DRAFT GEAR

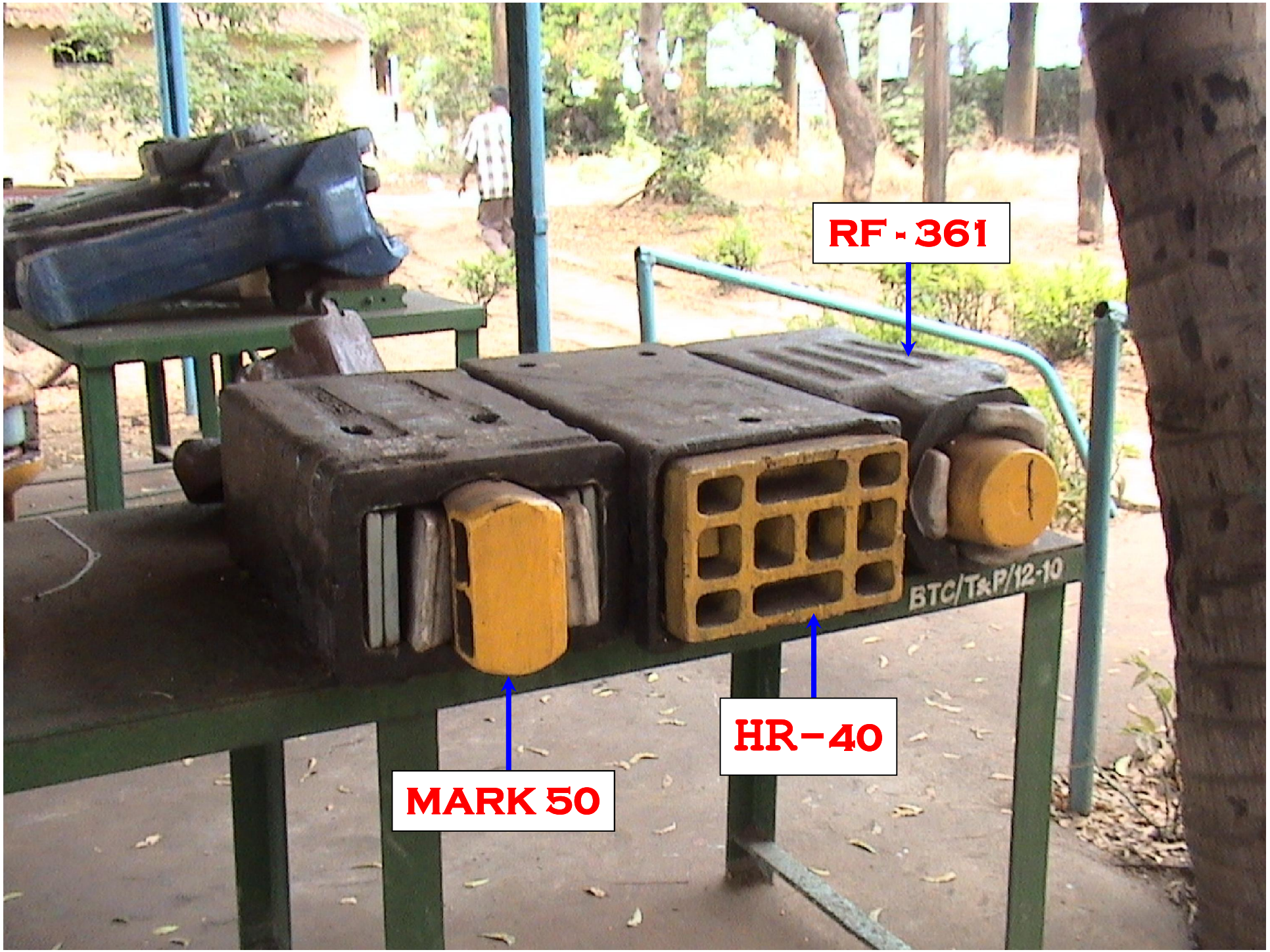


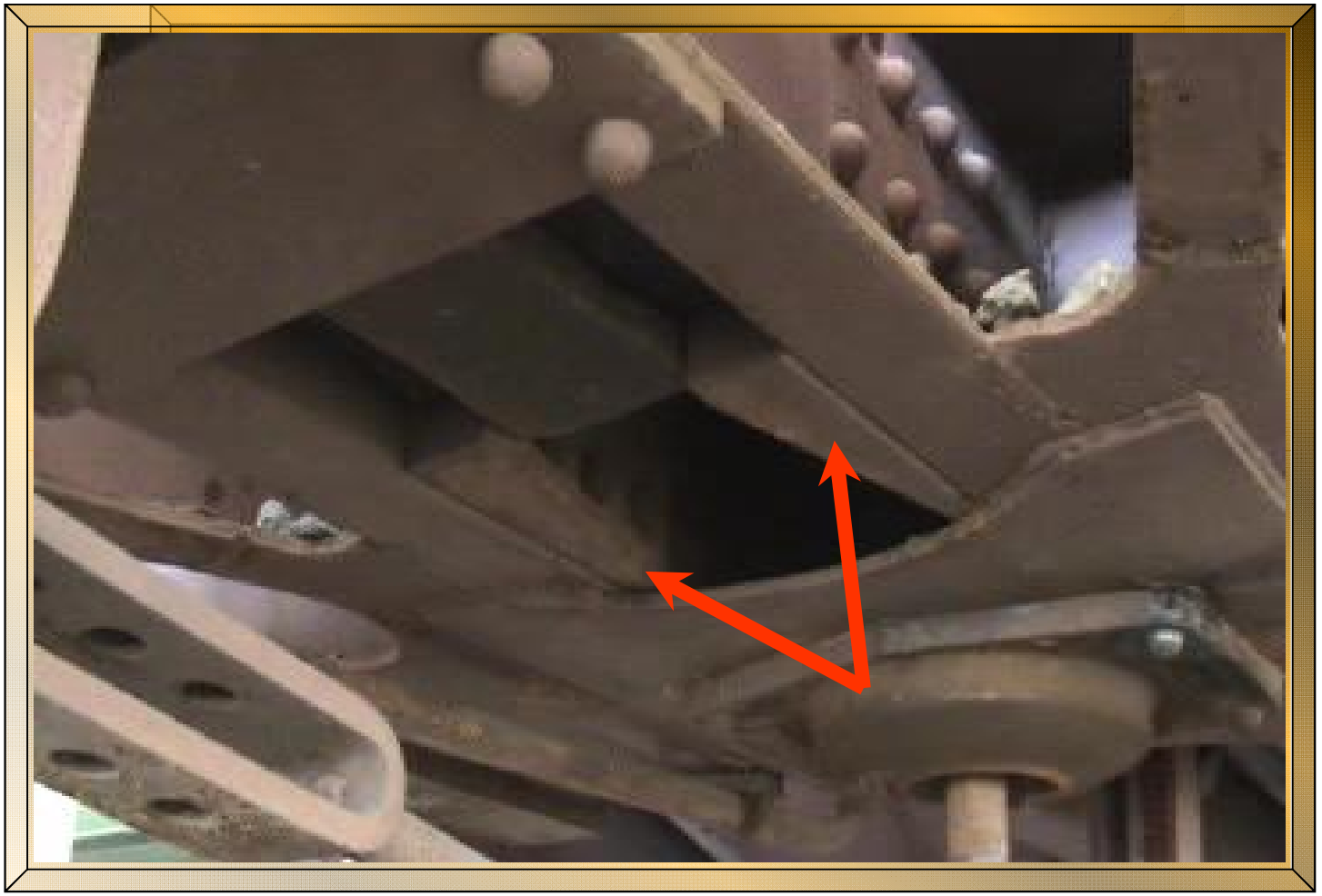
MARK -50



DRAFT GEAR


SORTENING DEVICE
CORNER COIL SPRINGS
HOUSING
OUTER COIL SPRING
SPRING SEAT
OUTER STATIONARY PLATE
RELEAS SPRING
INNER COIL SPRING
MOVABLE PLATE
TEPERD STATIONARY PLATE
CORNER SPRING SEAT
WEDGE SHOE COMPLETE
CENTER WEDGE


RF - 361
HR-40
MARK 50
BTC/T&P/12-10



REAR STOPPER



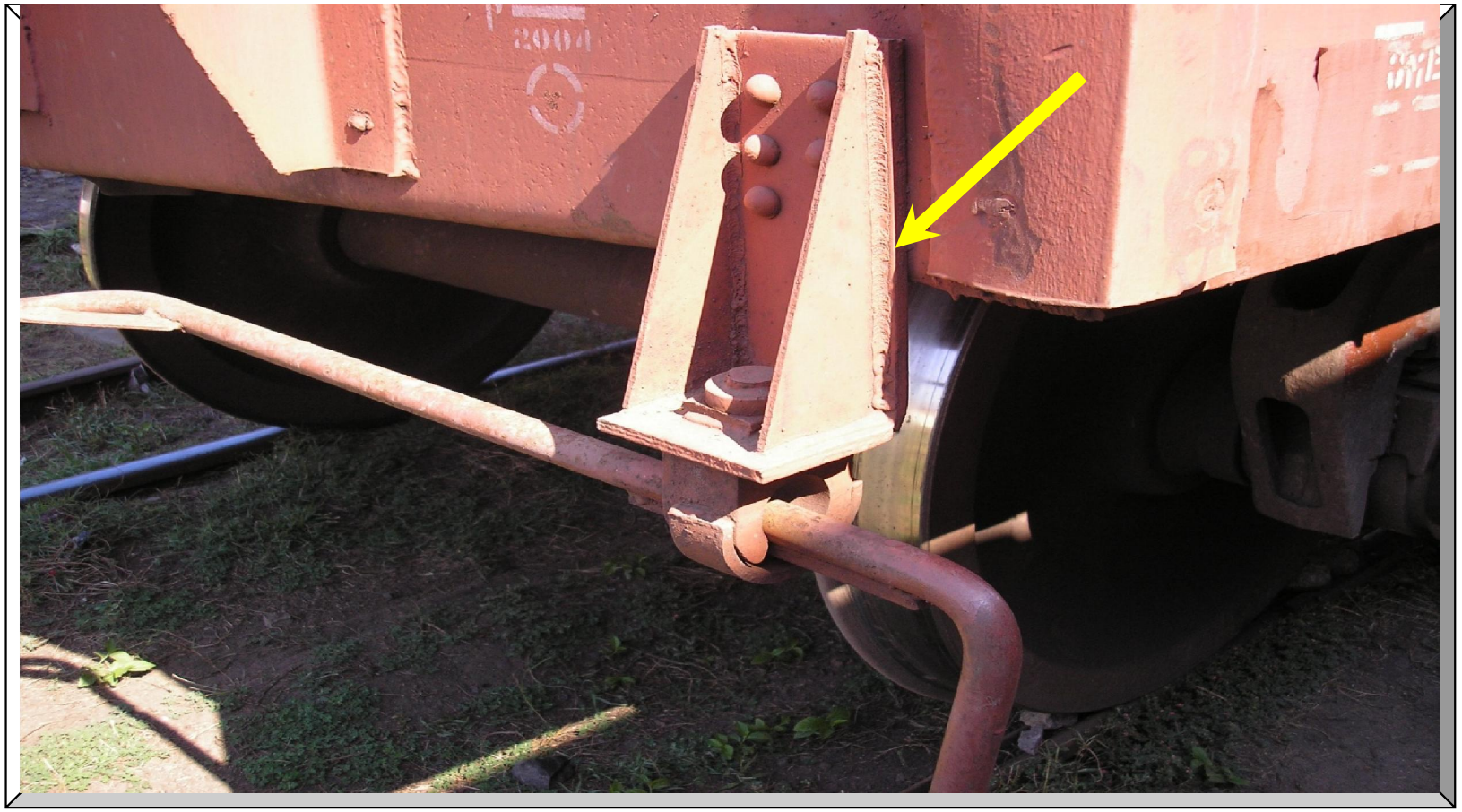
STRIKER CASTING



STRIKER CASTING WEAR PLATE
&
SHANK WEAR PLATE



OPERATING LEVER



OPERATING LEVER SUPPORT BRACKET



YOKE SUPPORT PLATE



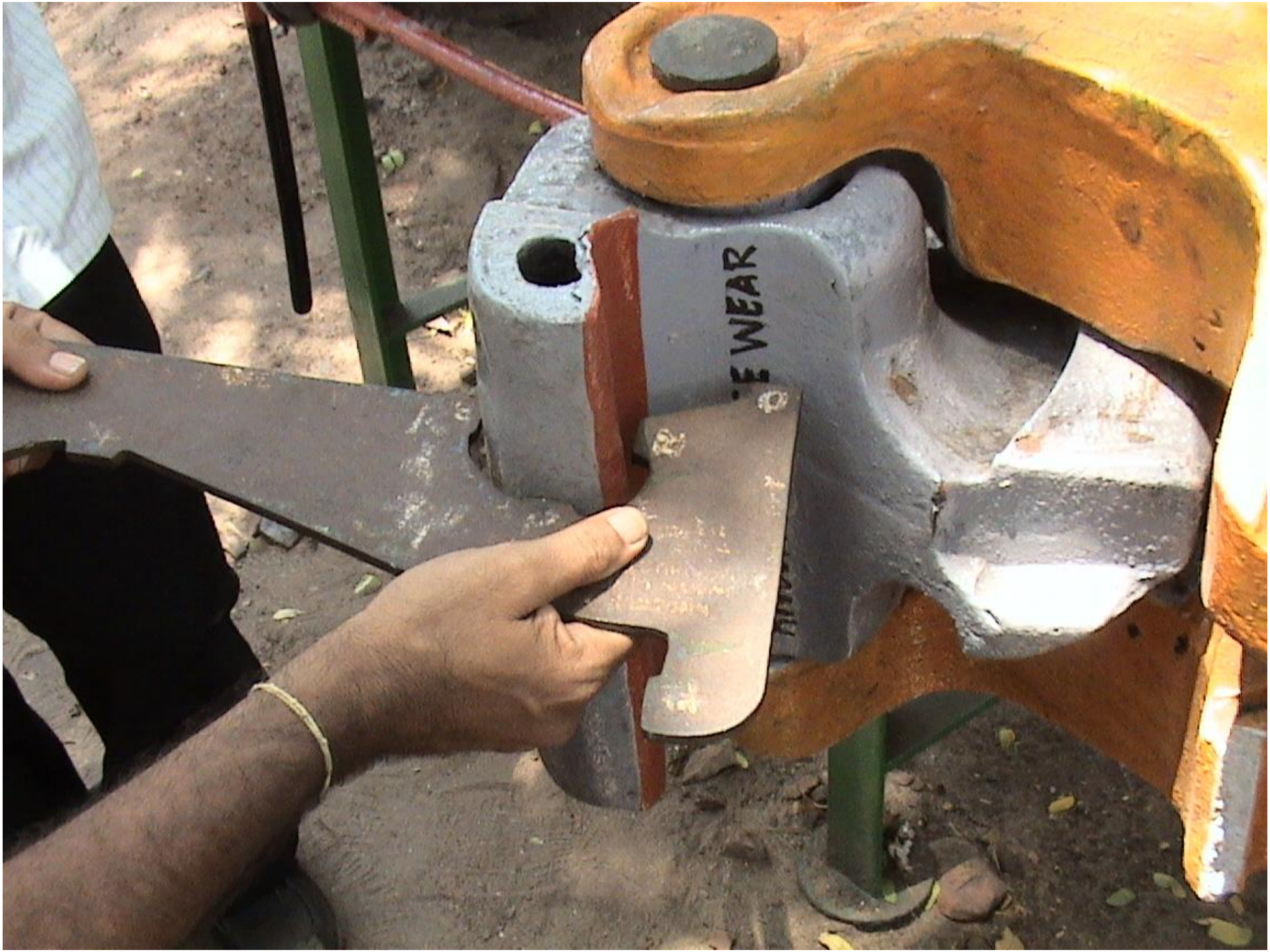
YOKE PIN SUPPORT PLATE

DEFECTS IN CBC

DEFECTS IN CBC_

1. EXCESSIVE WEAR OF KNUCKLE NOSE

- Constant rubbing of locked knuckles.
- Breakage of knuckle nose on run.
- Check nose wear in sickline and Renew knuckle if necessary.

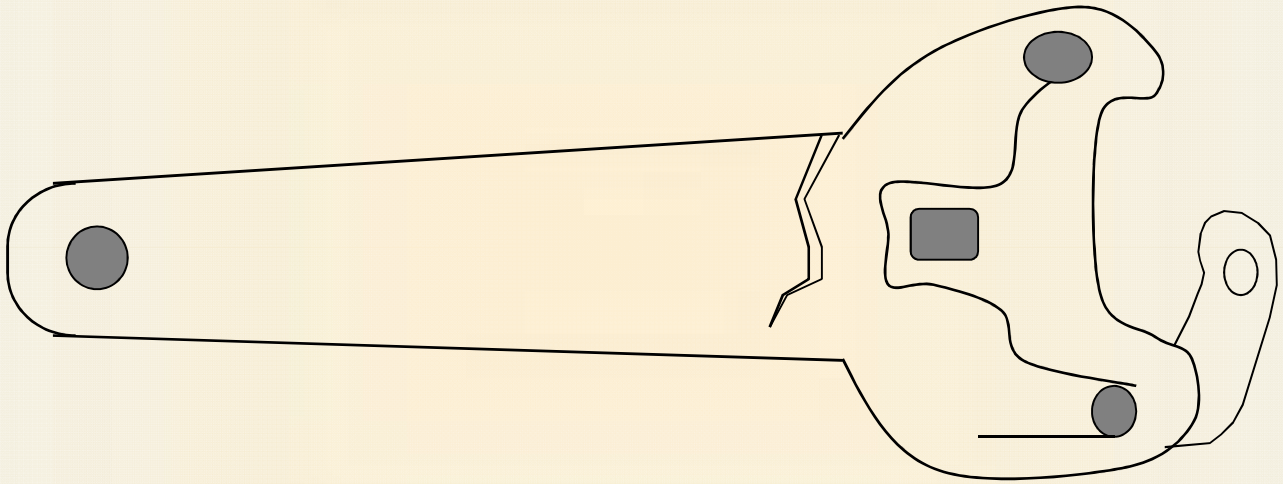

E WEAR



2. CRACKS ON COUPLER BODY

- Shunting of wagons with closed knuckles.
- Breakage of coupler body on run.
- Check for cracks and breakage.

CRACKS ON COUPLER BODY





SE127370
RS16C HOM


ER BOXN 66405
HT
ER BOXN 66405


1105


E R
66405

3. EXPANSION OF GUARD ARM

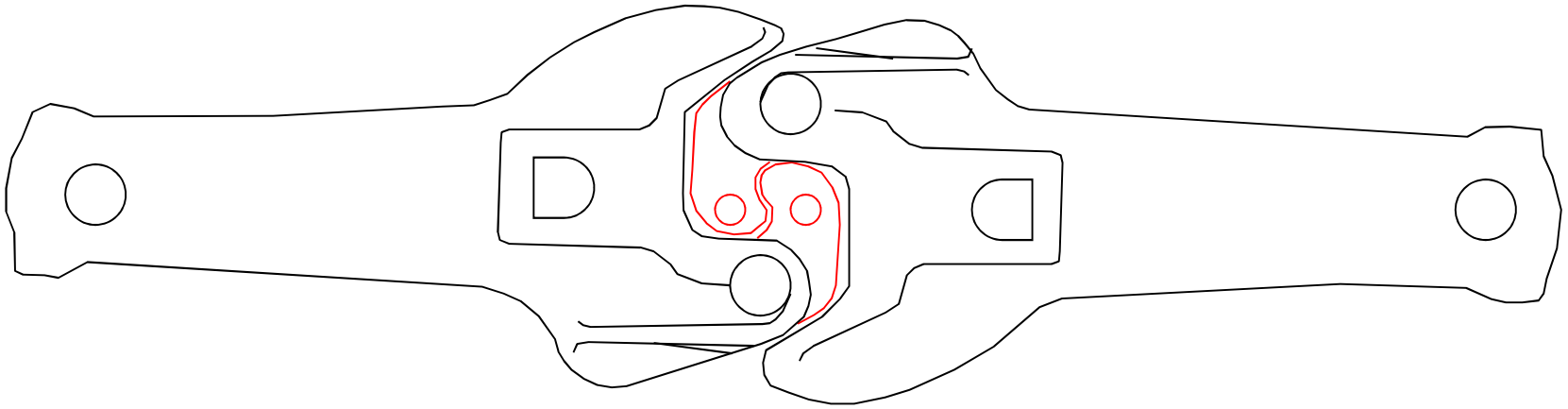
- Shunting of wagons with closed Knuckles.
- Disengagement of locked Knuckles on run, mainly on curves.
- Check after applying gauge.



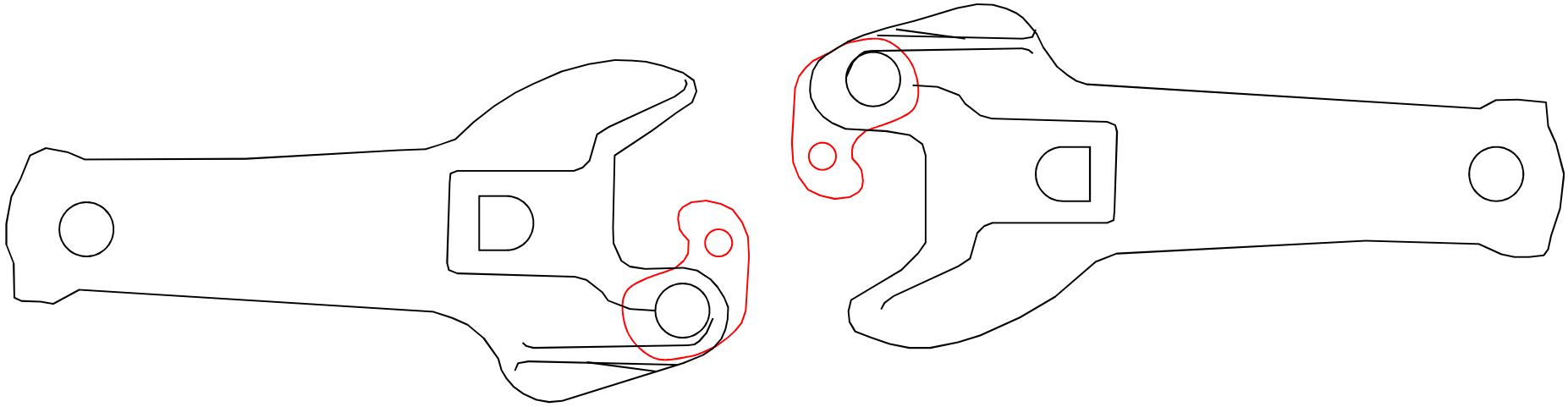


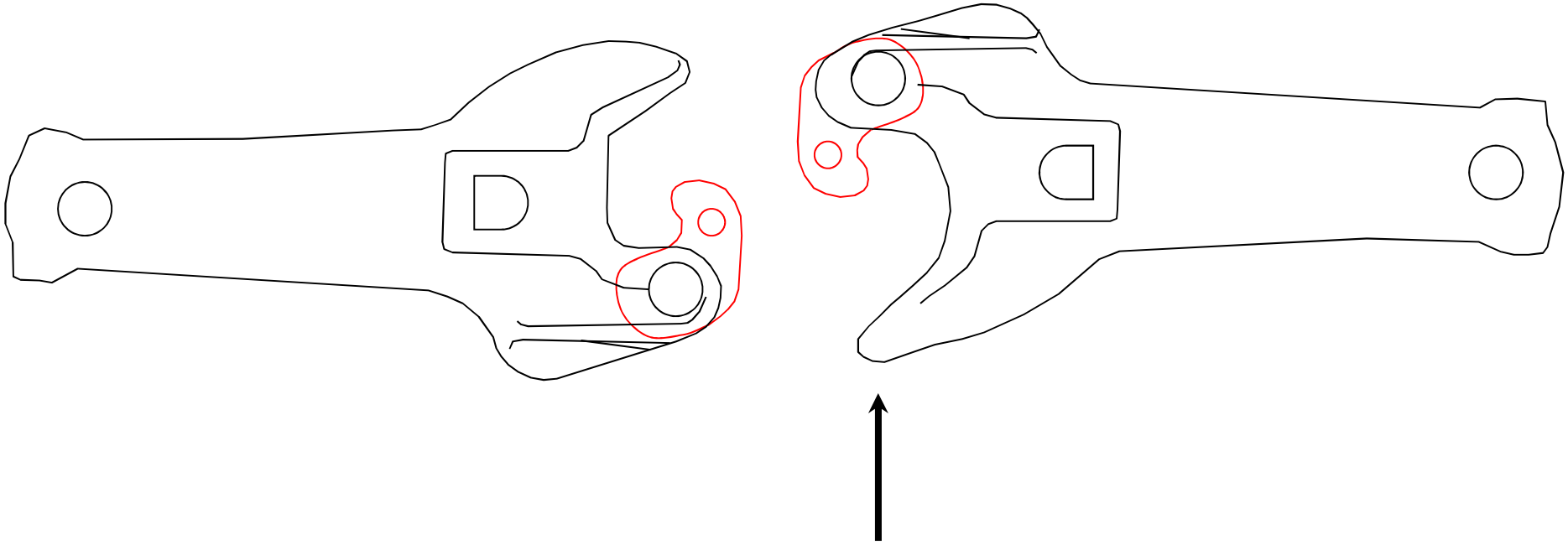

CBC
GUARD ARM
EXPANSION
Basic Training Centre
Koyapuram

WHEN GUARD ARM IS IN GOOD CONDITION



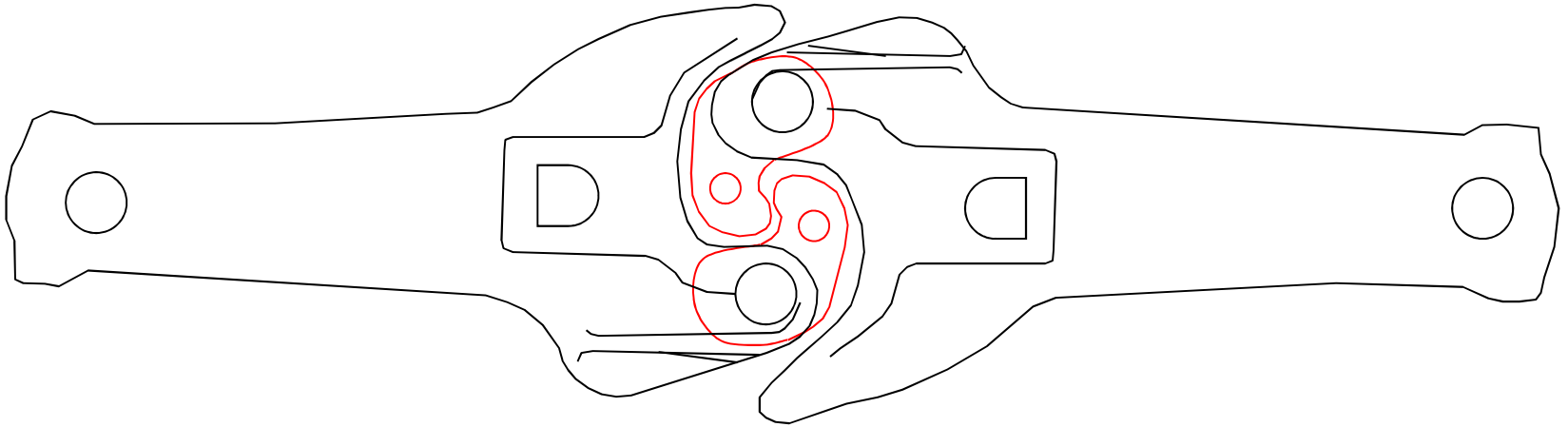
GUARD ARM EXPANSION





GUARD ARM EXPANDED

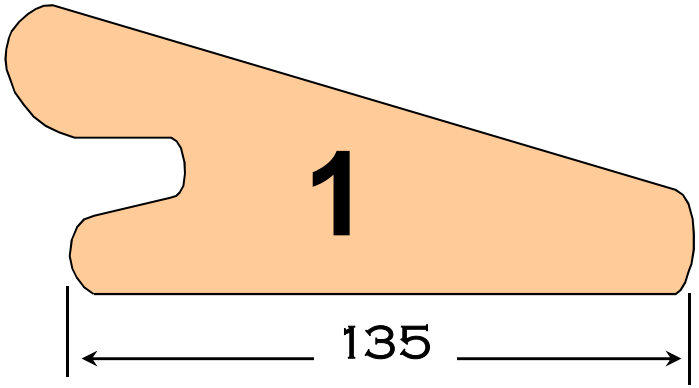
DISENGAGEMENT OF LOCKED KNUCKLES



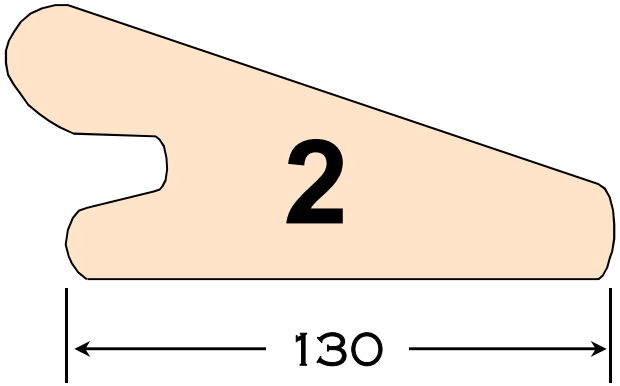
GUARD ARM EXPANSION TO BE CHECKED

USING

CONTOUR WEAR LIMIT GAUGE

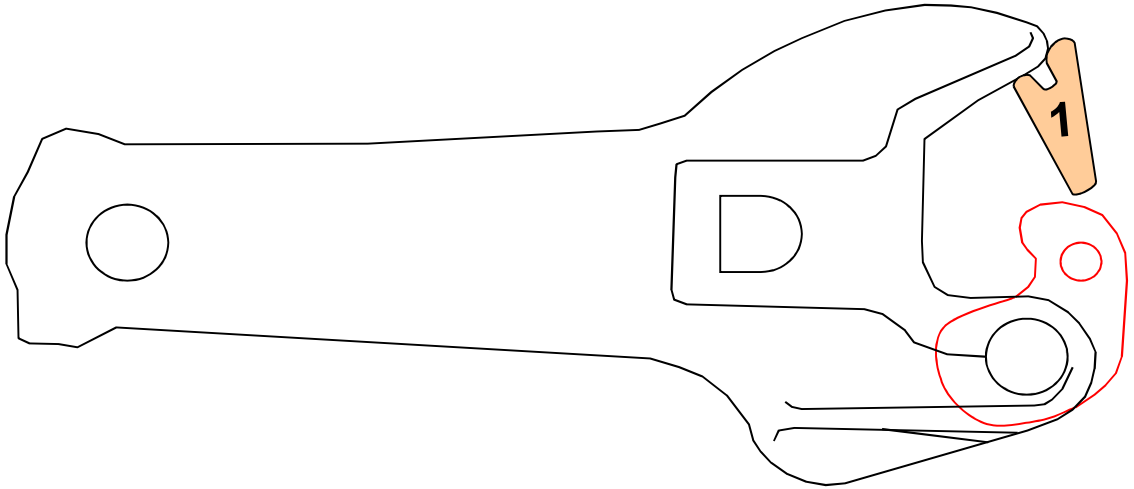


GAUGE NO 1

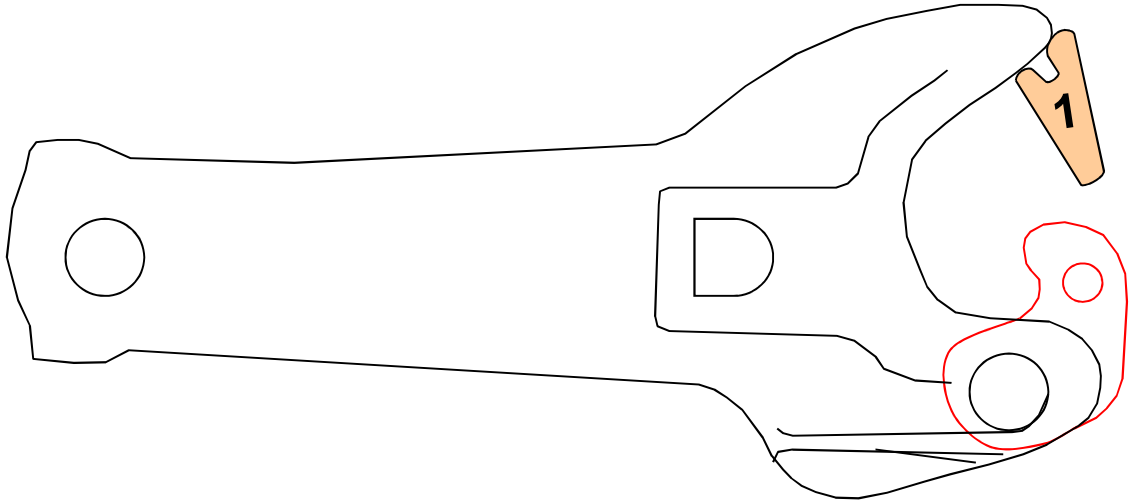


GAUGE NO 2

METHOD OF GAUGE APPLICATION



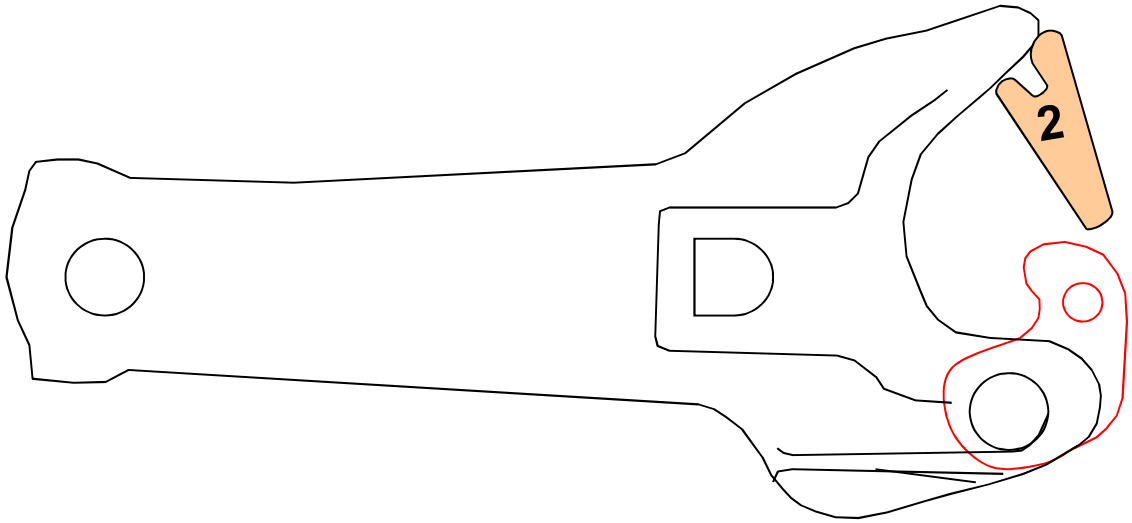
APPLY GAUGE NO 1



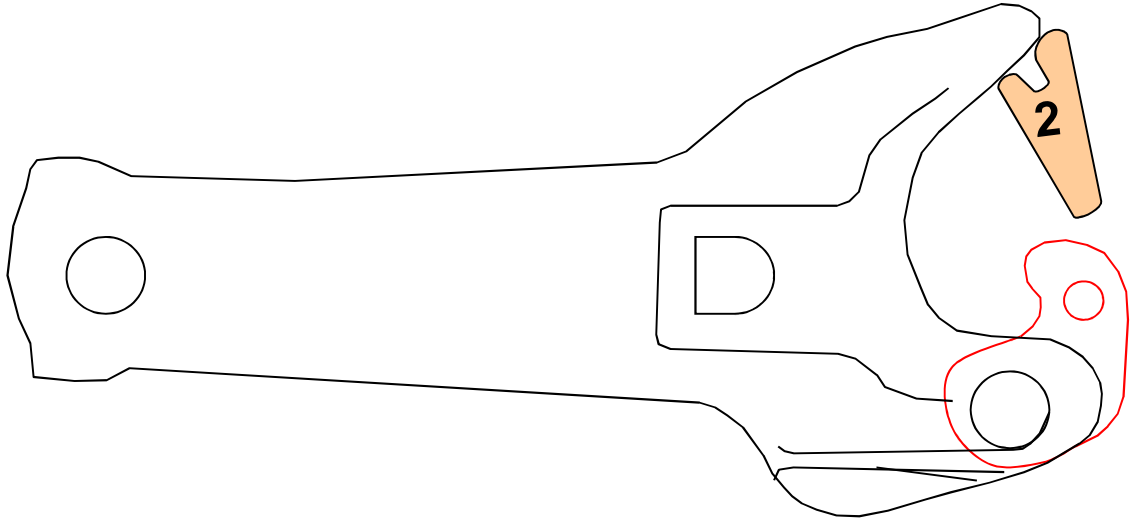
IF IT PASSES

RENEW

- ✓ KNUCKLE
- ✓ KNUCKLE PIN
- ✓ LOCK



APPLY GAUGE NO 2



IF IT PASSES

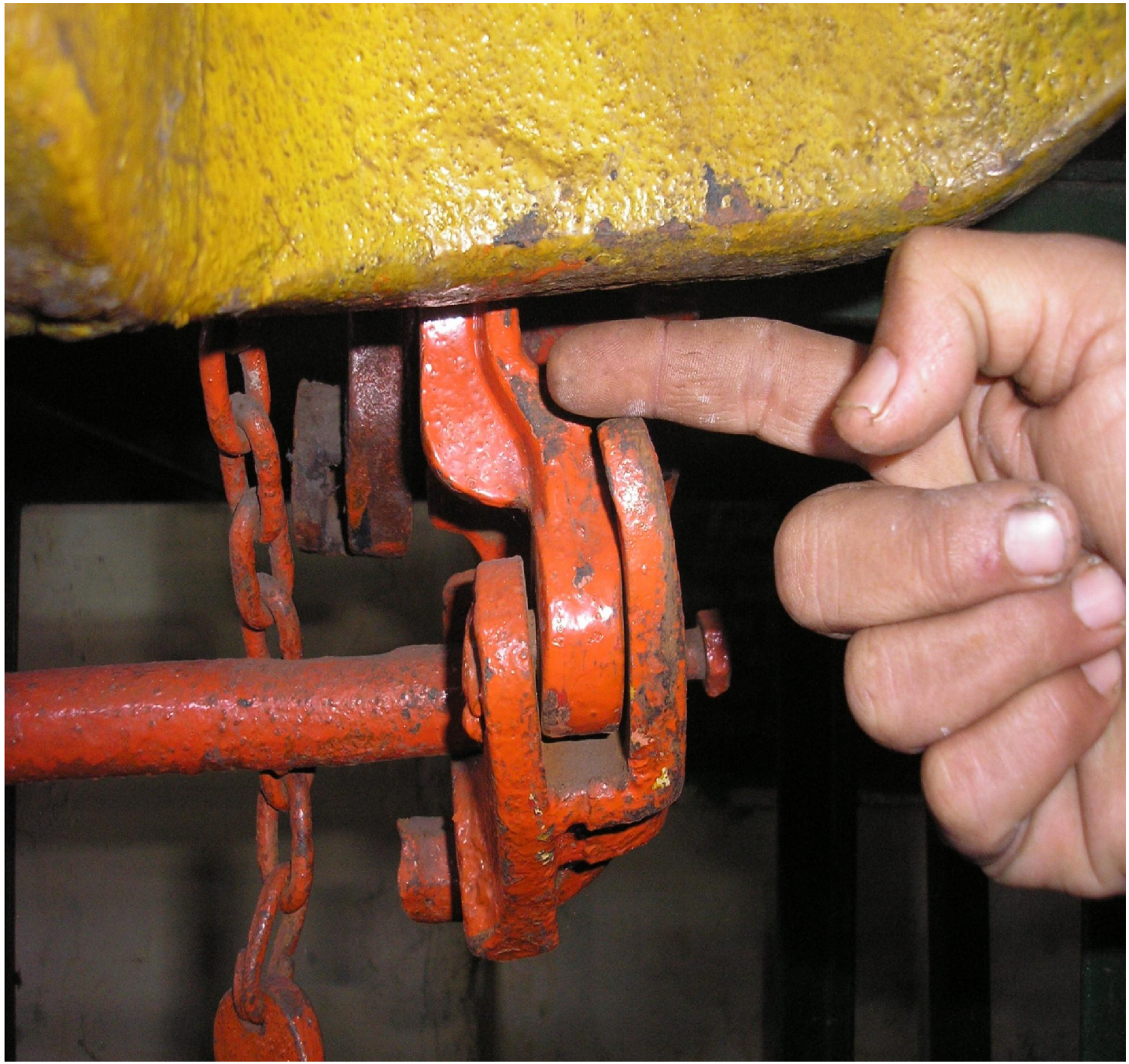
INDICATES EXPANSION OF THE GUARD ARM. REPLACE THE CBC

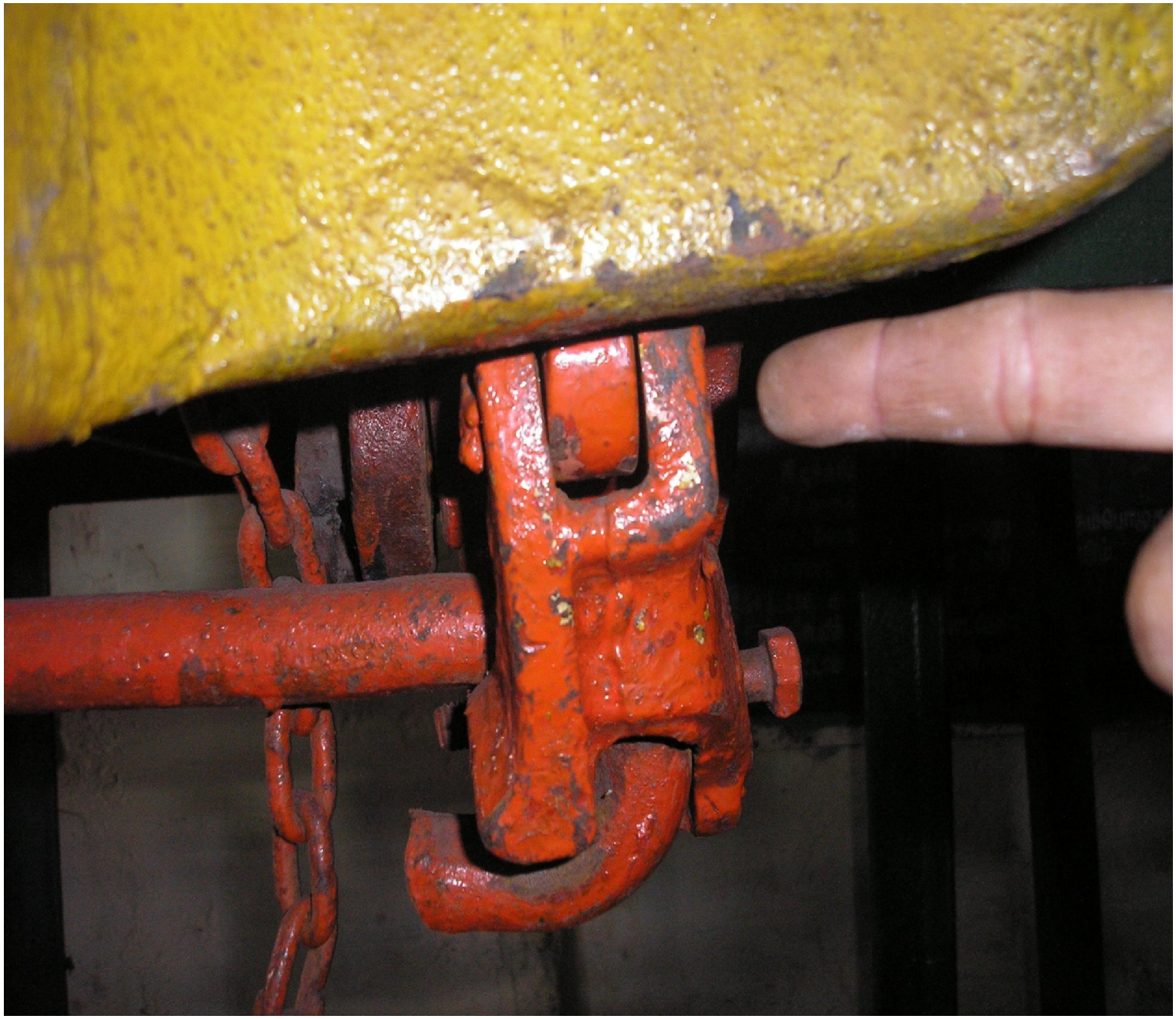
4. IMPROPER LOCKING OR PARTIAL LOCKING

- Improper coupling
- Defective lock
- Defective lock lifting mechanism
- Twisting of lock
- Causes Lifting of lock automatically on run.

4. IMPROPER LOCKING OR PARTIAL LOCKING OF KNUCKLES

- Couple wagon with light bump.
- Push back formation for half a wagon Length.
- pull the formation.





5. EXCESSIVE BUFFER DROOPING

- Excessive wear on
  - coupler shank
  - Shank wear plate
  - Striker casting wear plate
  - Yoke pin
  - Yoke pin holes
  - Breakage of striker casting bottom piece.

5. EXCESSIVE BUFFER DROOPING

- Excessive variation in buffer heights mainly between loaded & empty wagon.
- Renew the wear plate.



6. EXCESSIVE WEAR OF YOKE PIN SUPPORT PLATE

- Constant rubbing of yoke pin
- Causes dropping of yoke pin through the Worn holes.



YOKE PIN SUPPORT PLATE



7. DROPPING OF YOKE PIN SUPPORT PLATE

- Breakage of rivets.
- Working out of nuts.
- Dropping of yoke pin on run.
- Tighten the nuts and tack weld.




24. 6:46AM


24 6:45AM

8. BREAKAGE OF REAR STOPPER

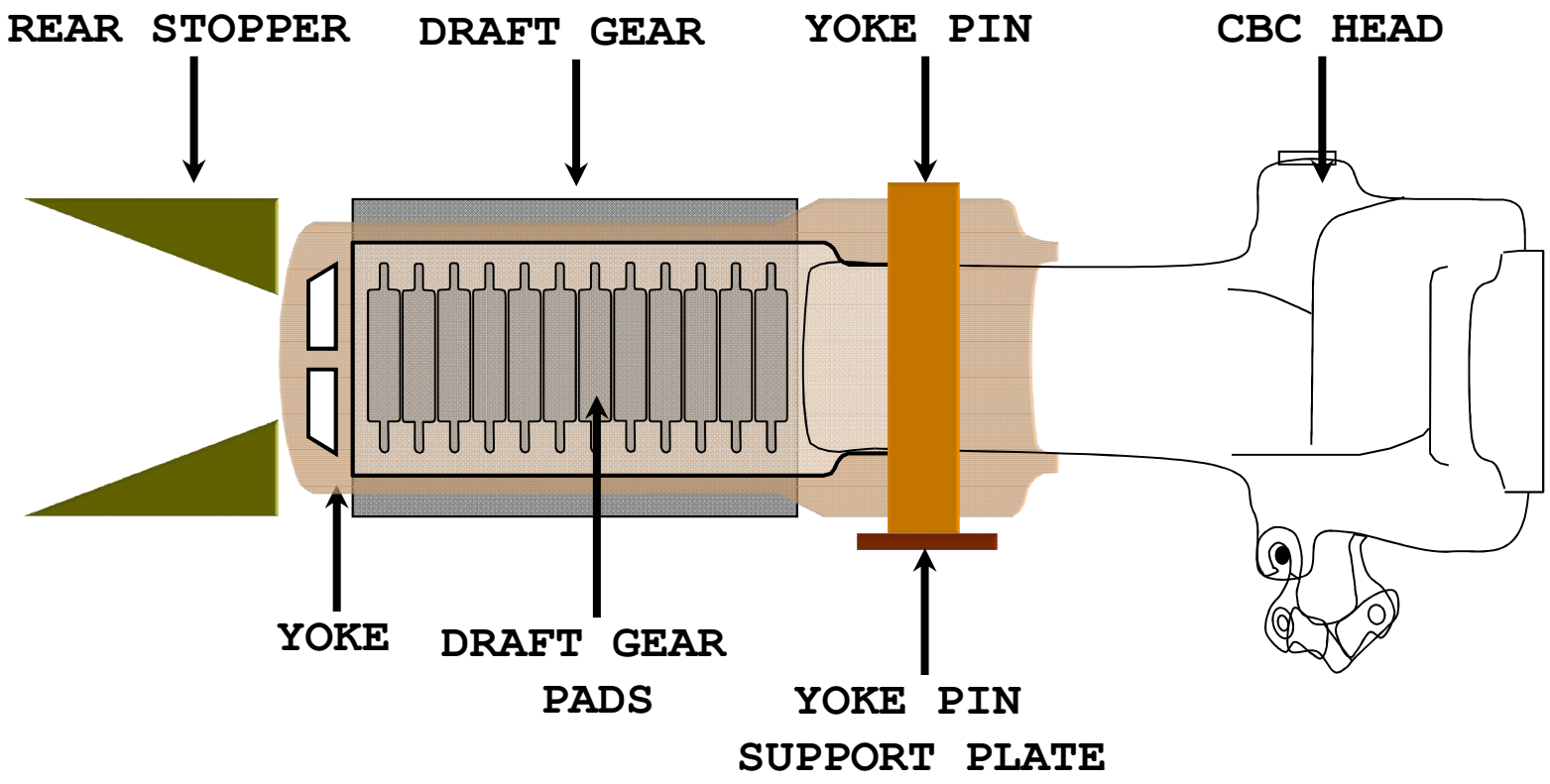
- Heavy shunting impact
- Dropping of yoke pin

  (yoke pin coming out of support plate on run)

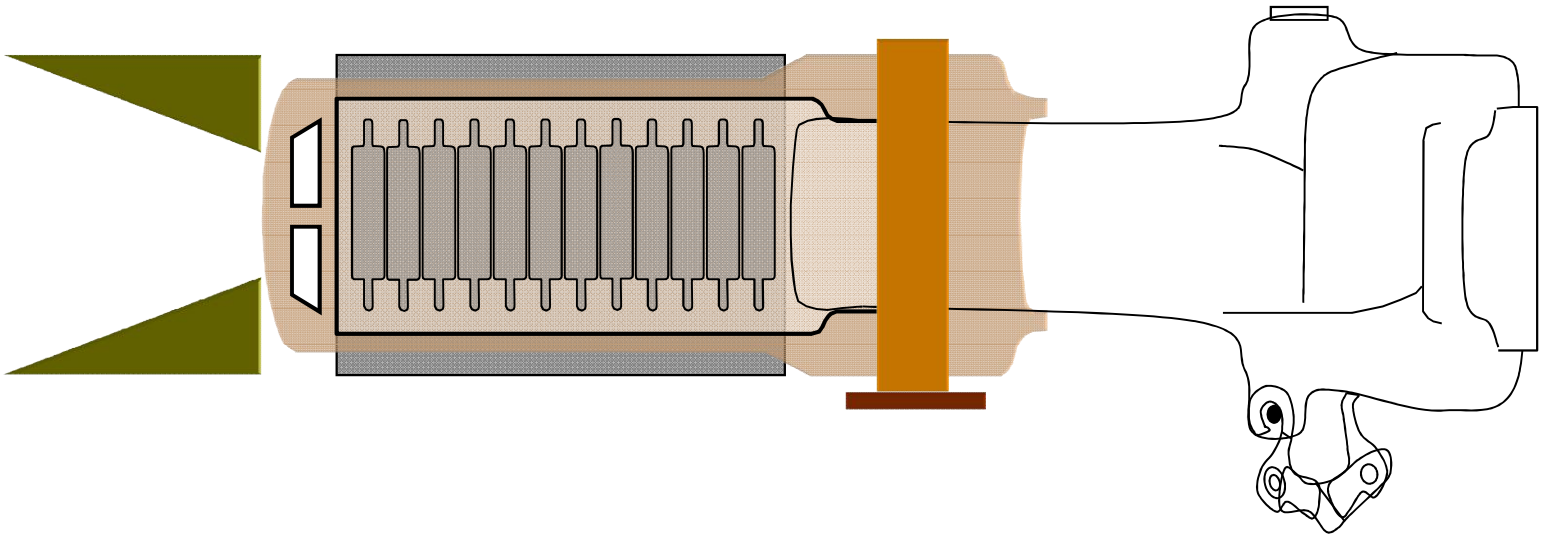
8. BREAKAGE OF REAR STOPPER

Check for

- **Damages, missing or broken**
- **Renew or replace if necessary check for excessive free slack.**


REAR STOPPER
DRAFT GEAR
YOKE PIN
CBC HEAD
YOKE
DRAFT GEAR PADS
YOKE PIN SUPPORT PLATE

REAR STOPPER BREAKAGE





CBC WITH REAR STOPPER



RIVETS SHEARED - OFF & REAR STOPPER MISSING

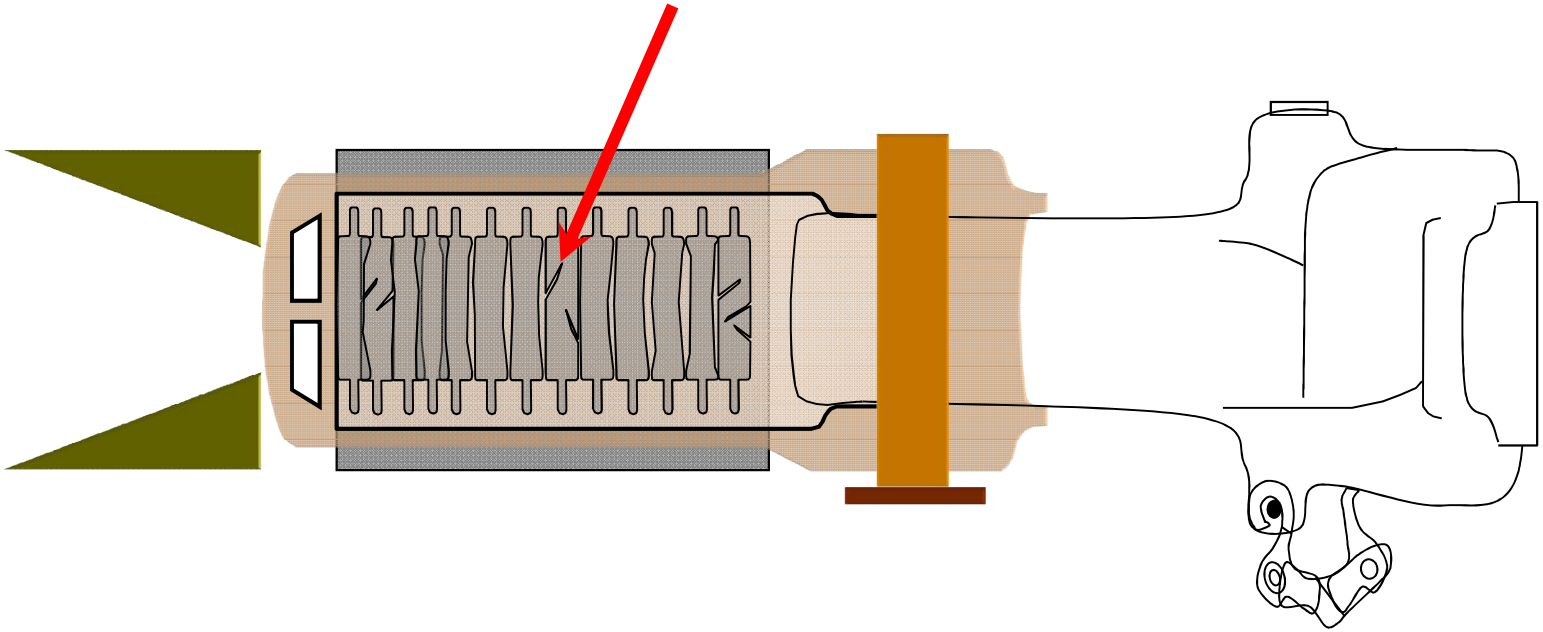
9. BREAKAGE OF RUBBER DRAFT GEAR COMPONENTS

- Heavy shunting impact
- Dropping of yoke pin
  (yoke pin comes out of support plate on run)

<u>Check for</u>

- Damaged pads
- Broken draft gear components

DRAFT GEAR PADS DAMAGED








DRAFT
GEAR BODY
BROKEN

10. BREAKAGE OF YOKE

- Excessive wear on yoke.
- Heavy draft on pulling forces.
- Causes dropping of yoke pin.

Check for

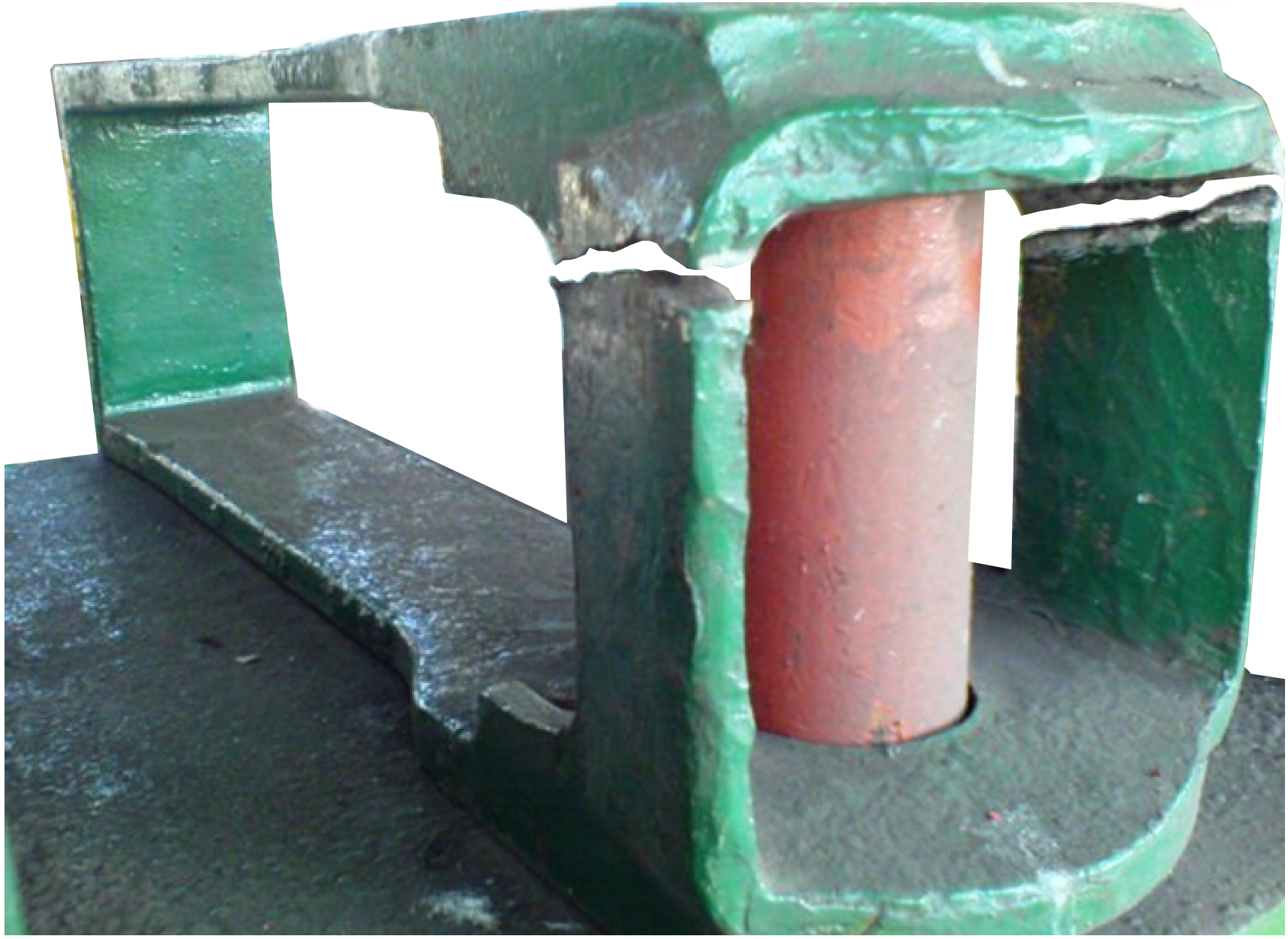
- Cracks or breakage mainly during ROH/POH.

Yoke Broken

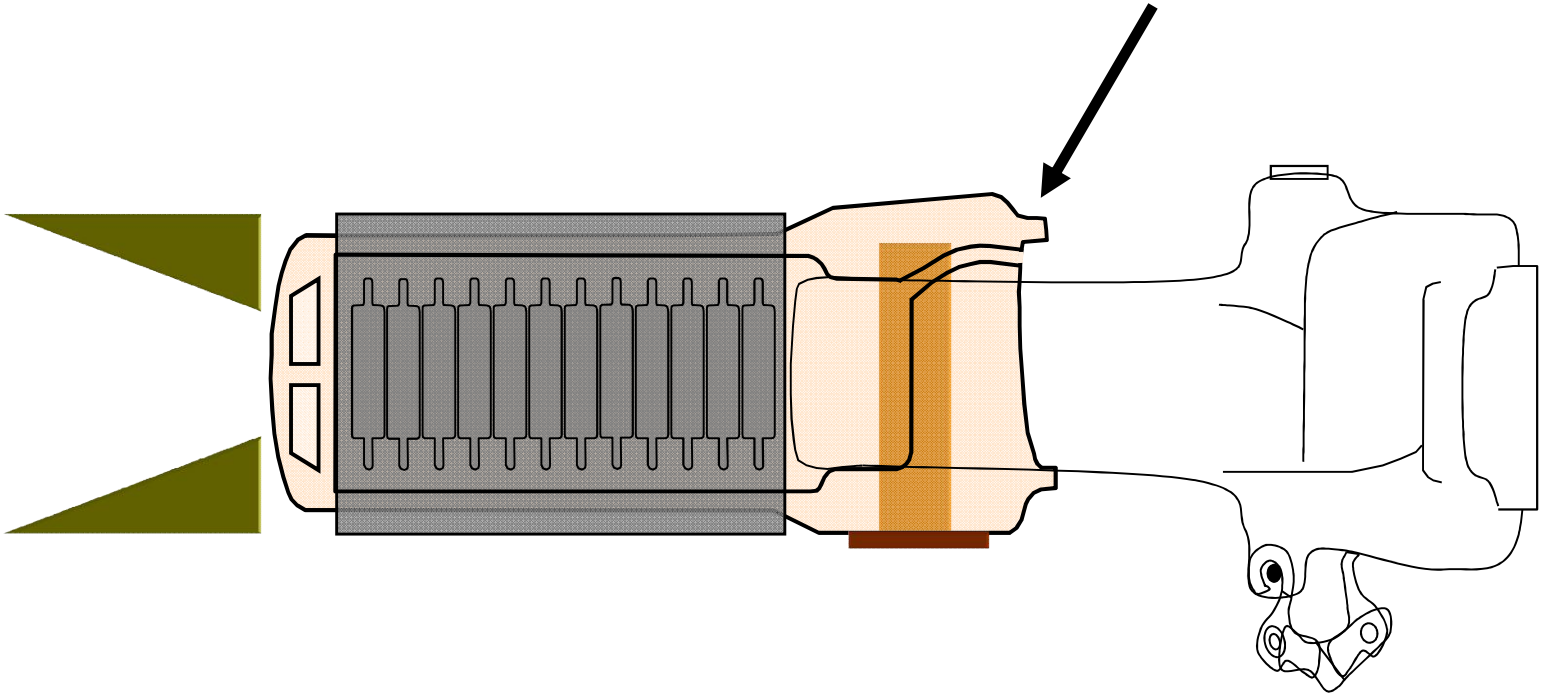


BROKEN YOKE





YOKE BROKEN



11. DEFICIENCY OF LOCK LIFTING COMPONENTS

- Breakage of components.
- Deliberate removal.
- Lifting of lock on run due to sudden jerks.
- Never allow the wagon with lock lifting assembly missing.

12. EXCESSIVE WEAR ON LOCK SIDES OR LOCK FACE OF KNUCKLE

12. EXCESSIVE WEAR ON LOCK SIDES OR LOCK FACE OF KNUCKLE

- Ensure proper checking of lock
- knuckle for wear and replace if necessary during ROH/ POH.



13. ELONGATION OF KNUCKLE ON NOSE END

- Constant draft forces acting on knuckle.
- Disengagement of locked knuckles.
- Check for elongation of knuckle nose using gauge during ROH.


KNUCKLE STRETCH GAUGES
NOSE WEAR GAUGE

HNUCKLE STRETCH GAUGE &
NOSE WEAR GAUGE

14. ANTI CREEP MECHANISM

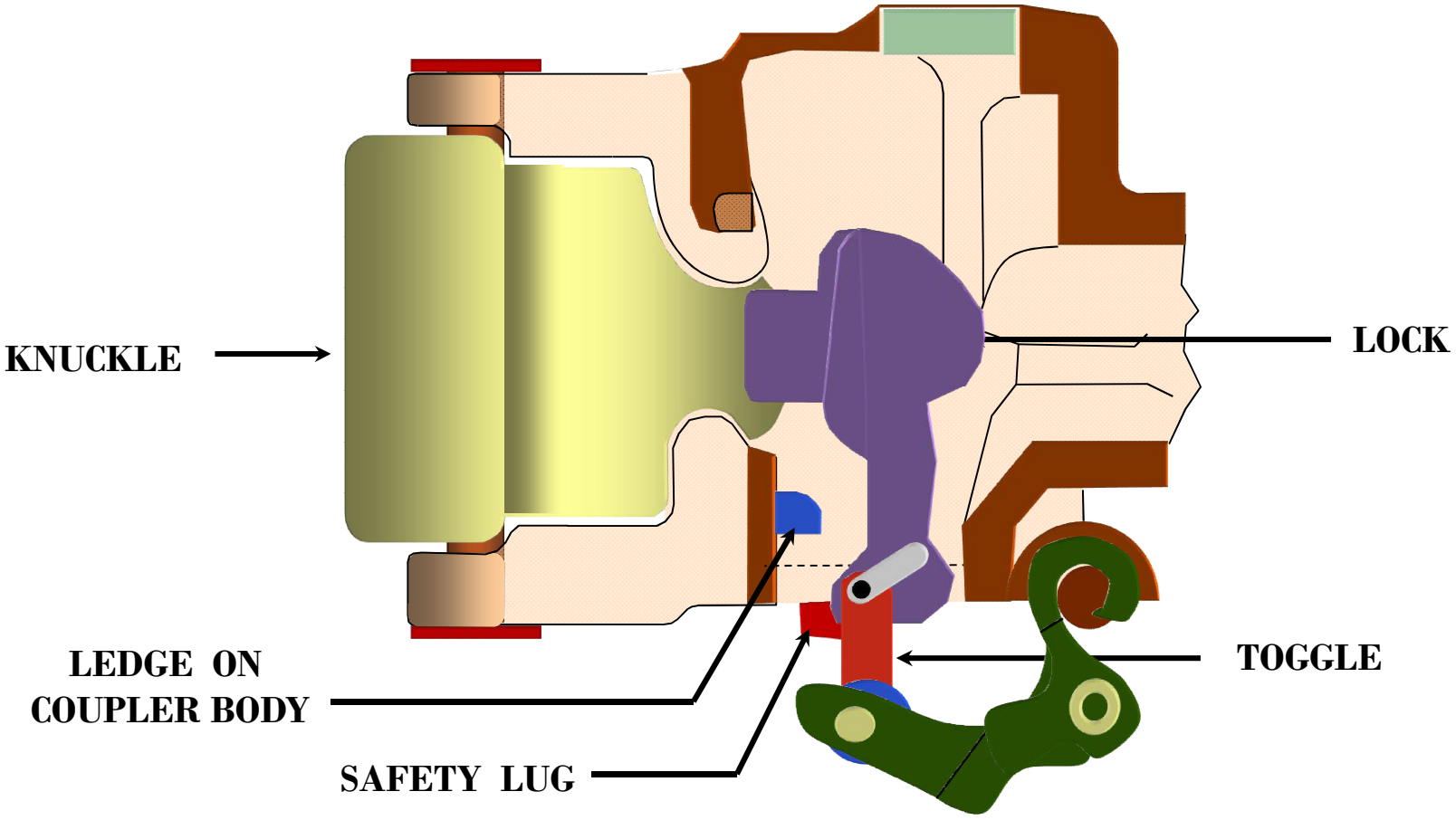
Even if all the CBC in good condition, due to oscillation the lock along with lifting assembly may get lifted automatically on run.

The anticreep mechanism consists of Anticreep lug in side the coupler head And the toggle.

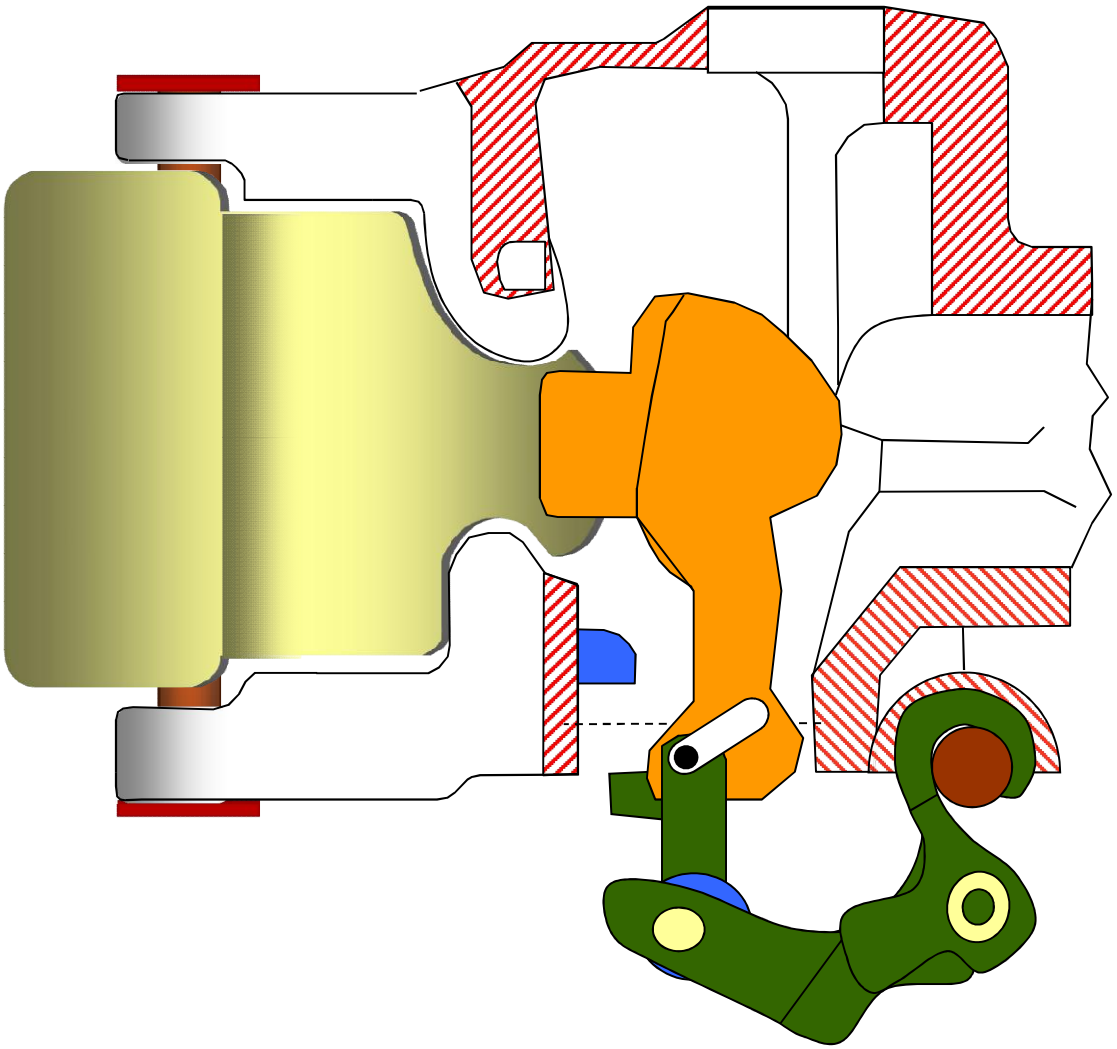
MAIN REASON FOR IN EFFECTIVE ANTICREEP

1. BROKEN OR WORN OUT ANTICREEP LUG.
2. BROKEN OR WORN OUT SAFETY LUG OF TOGGLE.

PARTS OF ANTICREEP MACHANISM

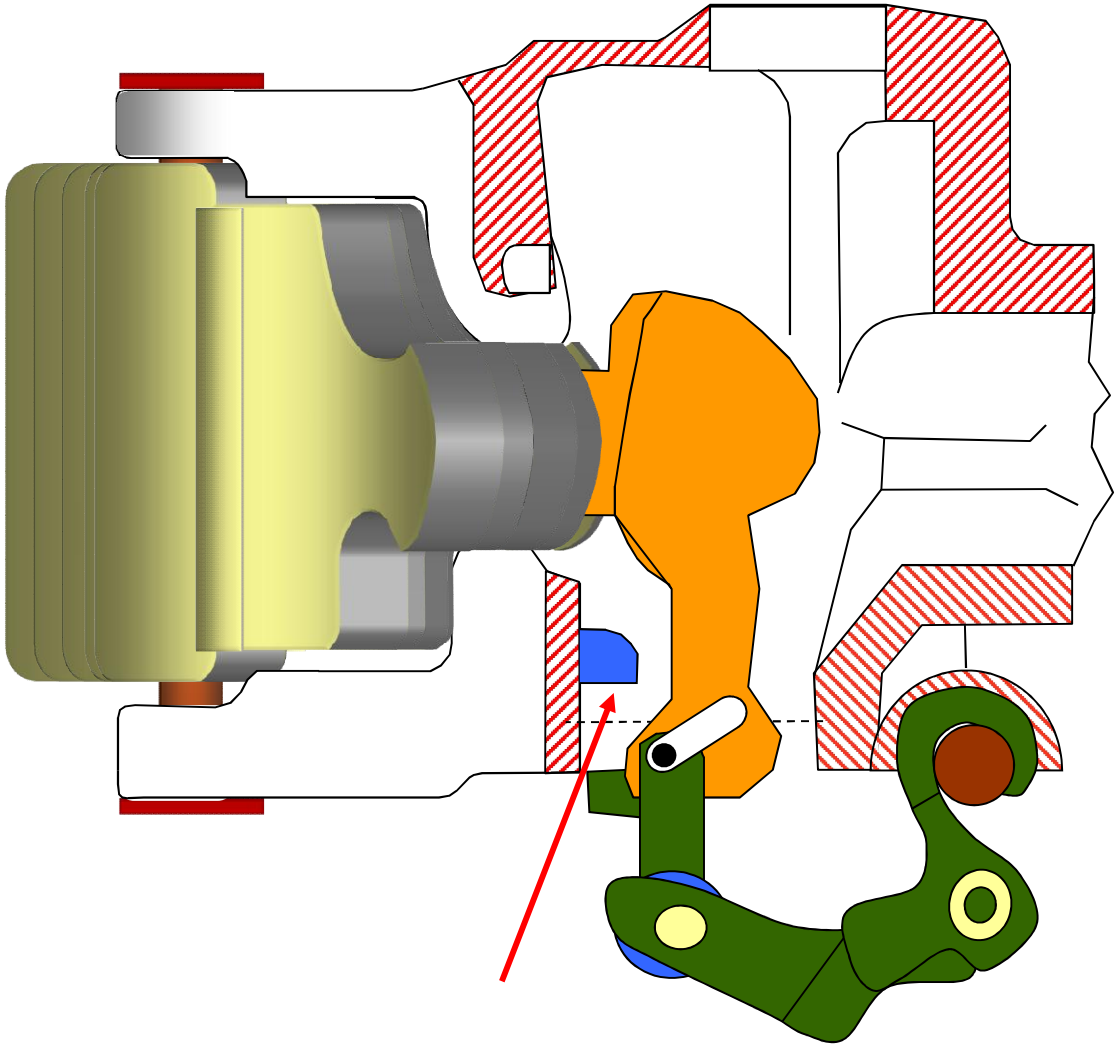


FUNCTIONING OF ANTI CREEP MECHANISM



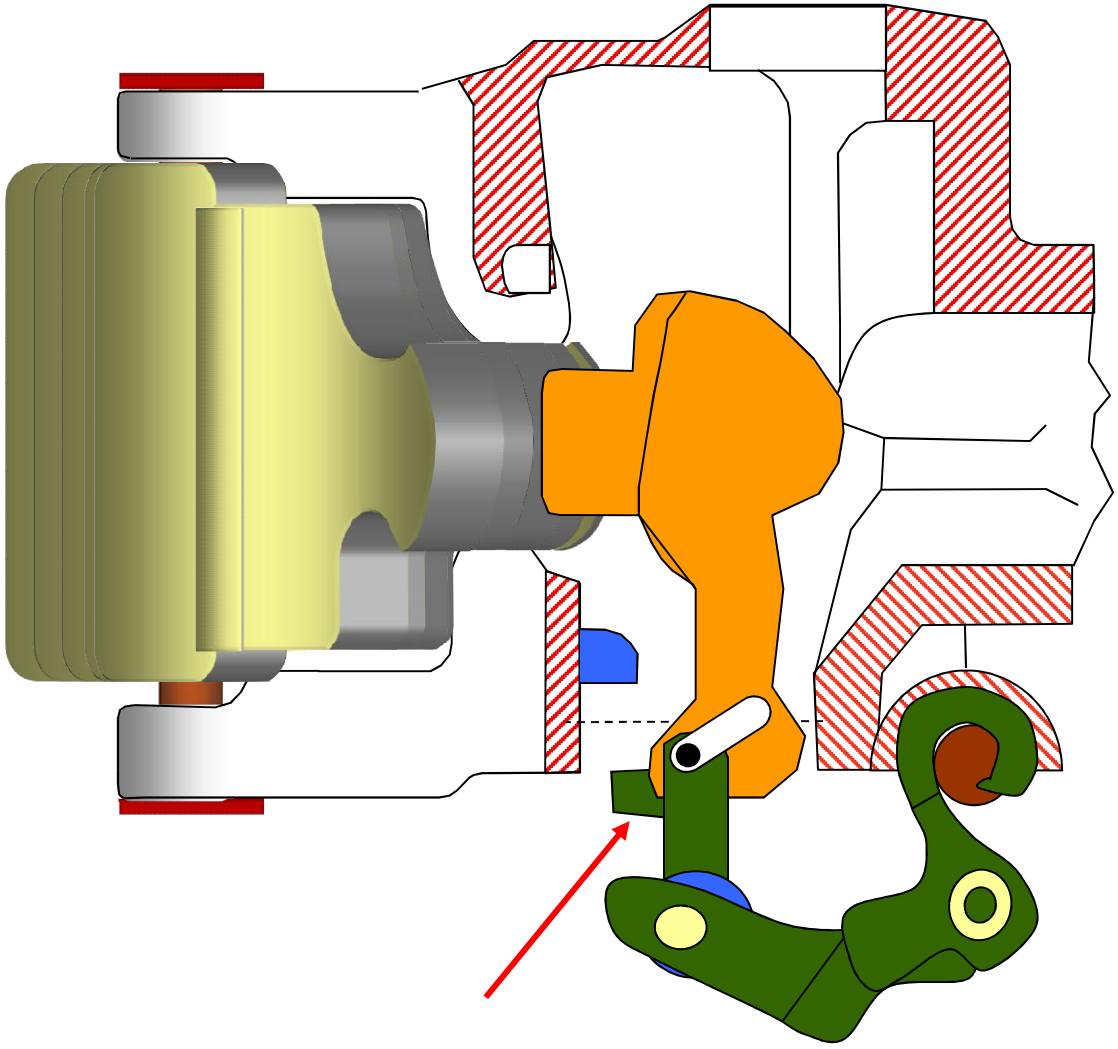
FAILURE OF ANTI CREEP MECHANISM

(LEDGE ON COUPLER BODY)

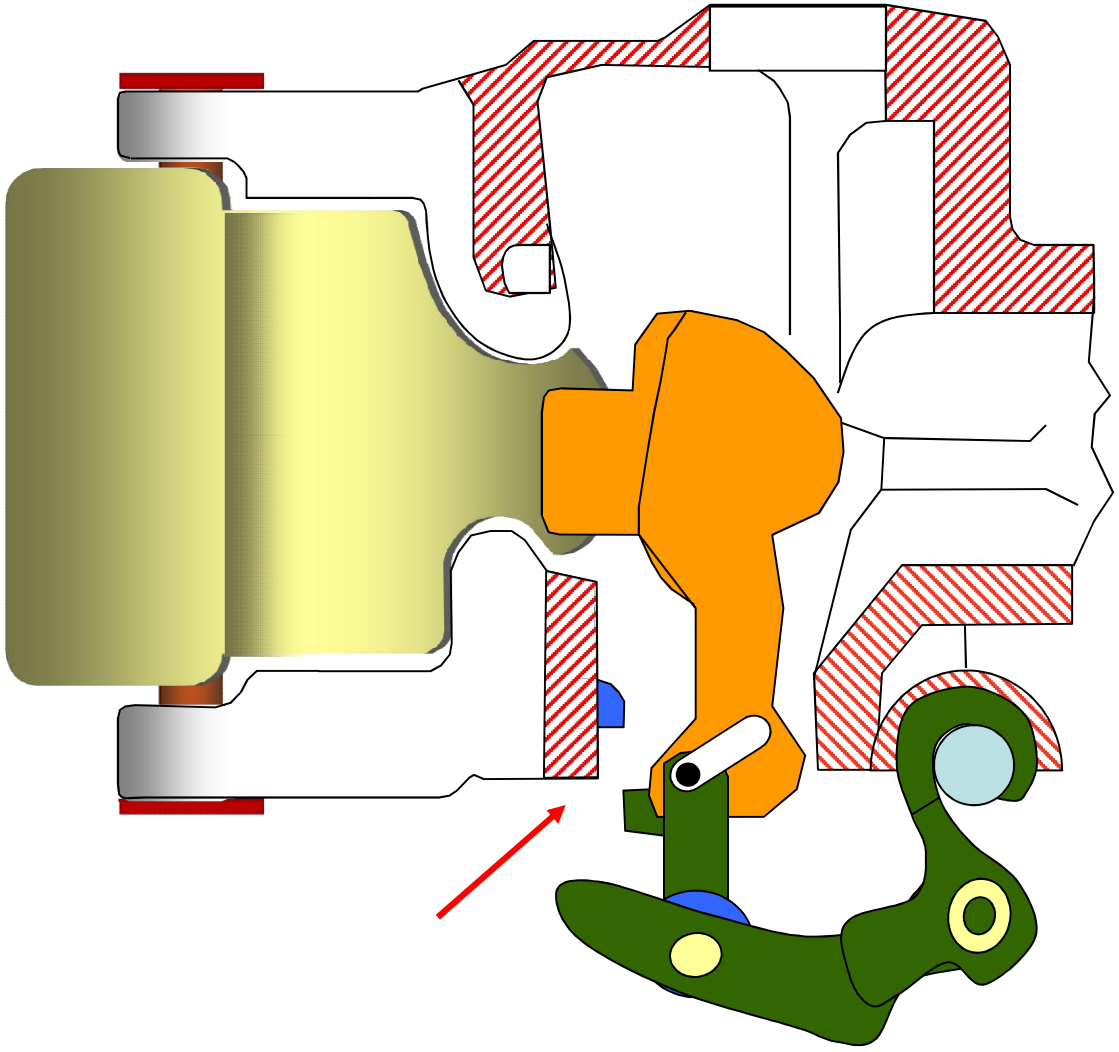


FAILURE OF ANTI CREEP MECHANISM

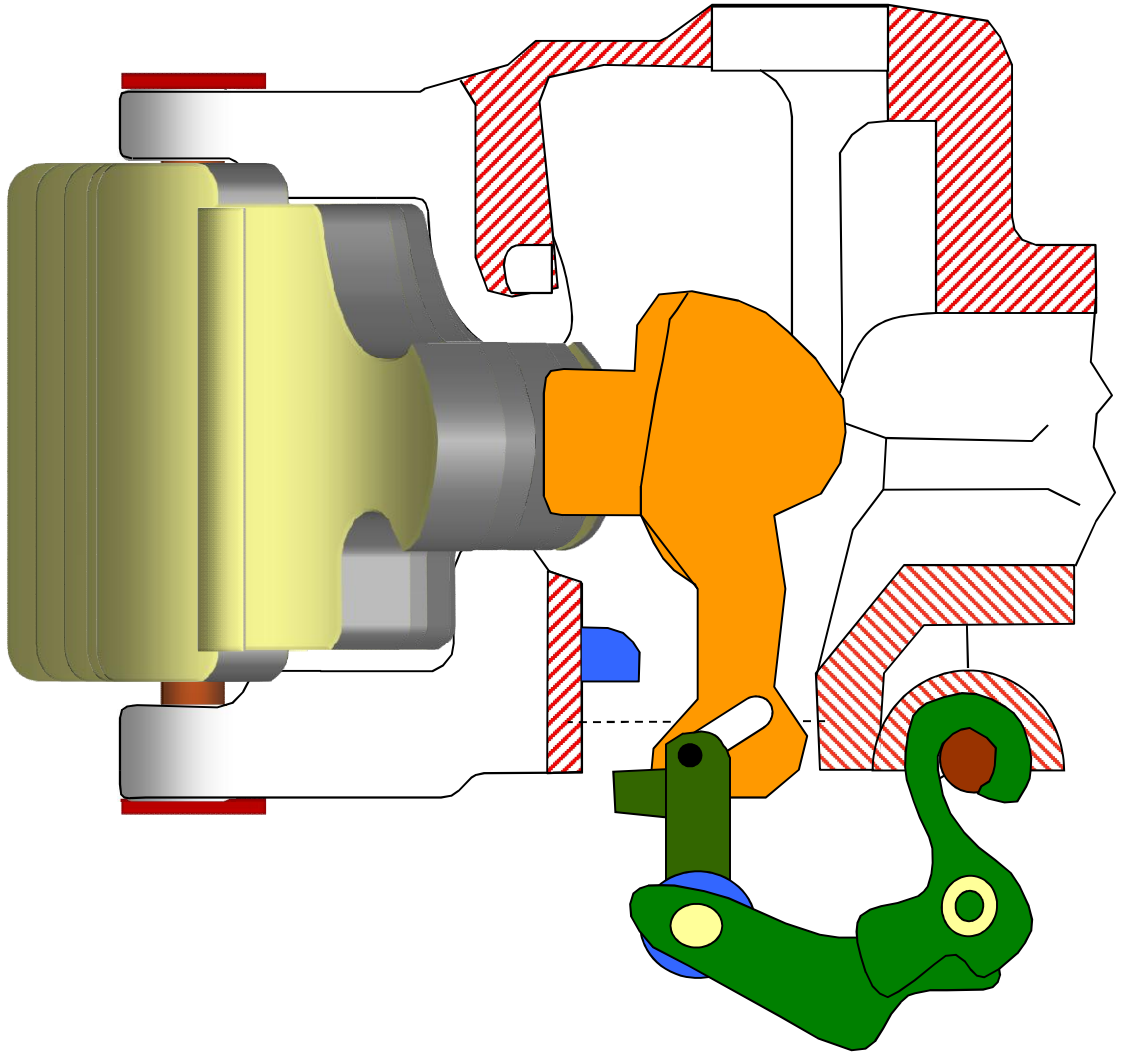
(SAFETY LUG ON TOGGLE)



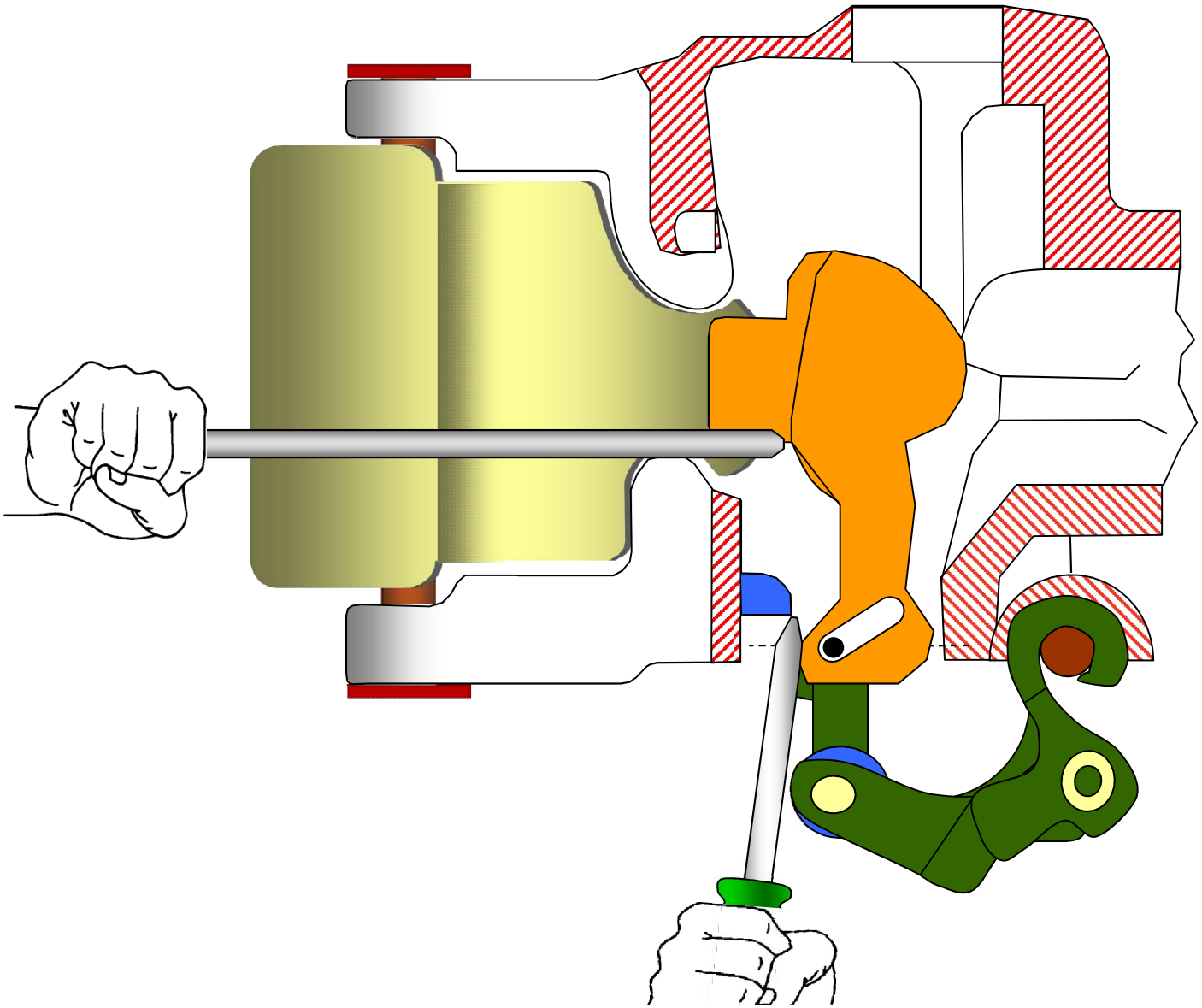
ADDITIONAL OR AUXILIARY ANTICREEP MECHANISM



RELEASE OF ANTI CREEP MECHANISM WHILE OPERATING LEVER IS MANUALLY OPERATED TO OPEN THE CBC



CHECKING OF ANTI CREEP MECHANISM



15. DROPPING OF OPERATING LEVER ON RUN

- Widening of gap in bearing piece.
- Safety strap missing.
- Lifting of lock and opening of knuckle.





16. BREAKAGE OF OPERATING LEVER SUPPORT BRACKET

- Breakage or corrosion of rivets.
- Damage to bracket due to shunting of CBC wagon with IRS wagon.
- Bracket with Operating lever falls down on run.
- Causing lifting Of lock.

16. BREAKAGE OF OPERATING LEVER SUPPORT BRACKET

Check for

- **Corrosion of rivets.**
- **Never shunt CBC wagons with IRS wagons.**


2004

17. BENT OPERATING LEVER

- Mishandling of lever.
- Shunting of CBC with IRS wagons.
- Causes release of anti-creep mechanism under sudden jerks.
- Replace or rectify the bent or damaged operating lever.



OTHER CAUSES OF TRAIN PARTING

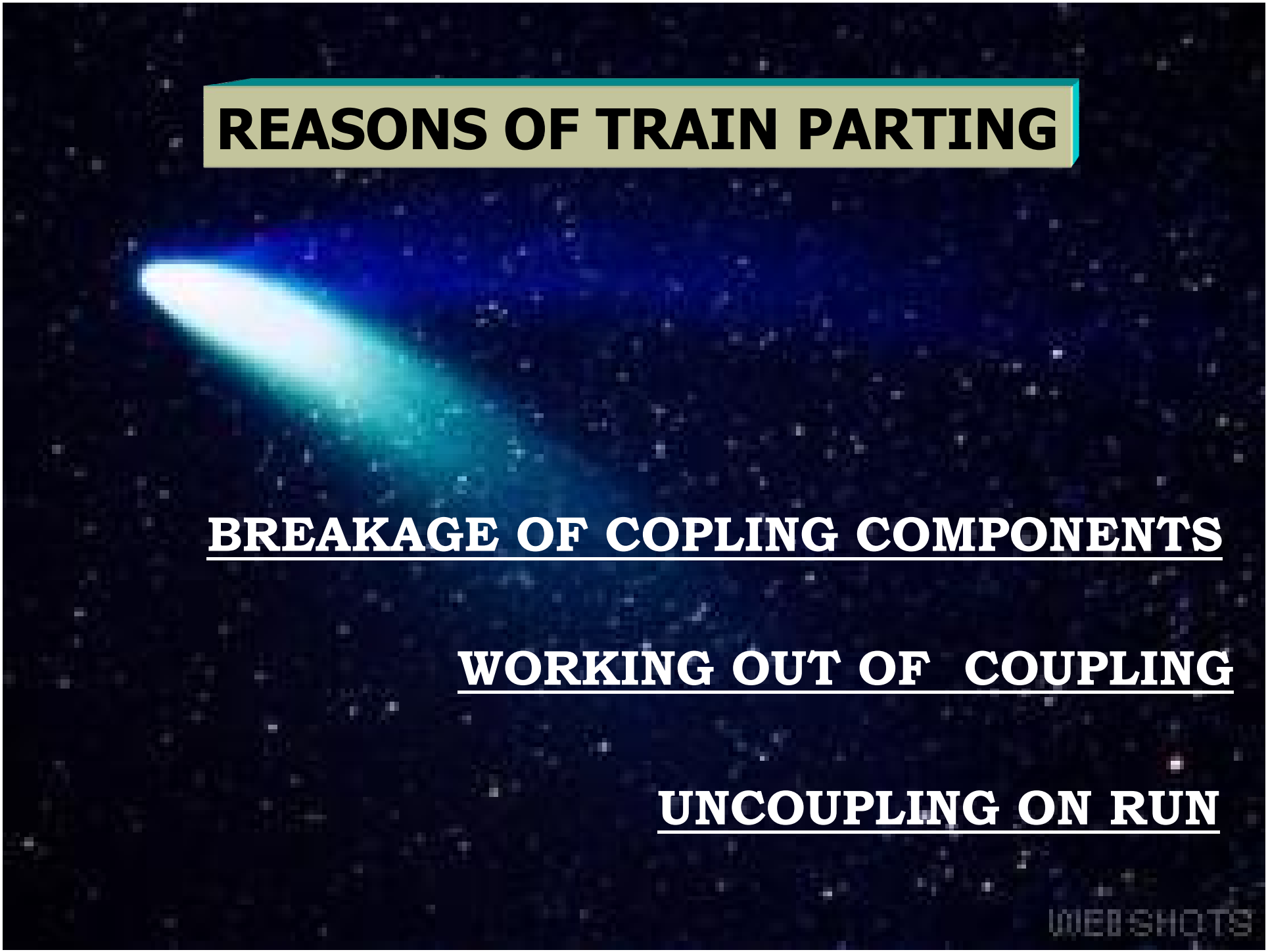




TRAIN PARTING

Unforeseen dividing of a train into two or more portions, While the train is on run or just on the move

REASONS OF TRAIN PARTING



BREAKAGE OF COPLING COMPONENTS

WORKING OUT OF COUPLING

UNCOUPLING ON RUN

BREAKAGE OF COUPLING COMPONENTS

- **Fatigue Failure.**
- **Defective Material.**
- **Shock Loads.**
- **Imoproper Heat Treatment.**
- **Blow Holes Or Air Inclusions In Castings.**
- **Excessive Wear And Tear.**

WORKING OUT OF COUPLING

- **Dropping of Yoke Pin on Run.**

UNCOUPLING ON RUN

- Improper locking of knuckles.
- Ineffective anti-creep mechanism.
- Operating lever dropping on run.
- Excessive expansion of the guard arm.
- Vertical displacement of the locked knuckles.

REPERCUSSIONS OF TRAIN PARTING

- **Safety hazard**
- **Detention to the affected train in the section and at station for clearing and attending or detaching the affected wagon for repairs.**

REPERCUSSIONS OF TRAIN PARTING

- **Detention to the other trains, due to blockage of the section.**
- **Loss of section capacity.**
- **Detention to wagons for repairs at the stations or for despatching to the nearest sick line for repairs.**

REPERCUSSIONS OF TRAIN PARTING

- Loss of revenue to the railways due to the wagon days lost.
- Loss of power due to out of course stoppage of train.
- Increase in work load for running and maintenance staff.

REPERCUSSIONS OF TRAIN PARTING

- Additional cost of labour & materials for repairing the affected wagons.
- Inconvenience to the passengers, due to detention and late running of trains.
- Loss of customers on account of delay and non-punctual transit of goods.

TRAIN PARTING – ATTENTION AT SITE

UNCOUPLING ON RUN :- CHECK

- BOTH THE KNUCKLES ARE OPEN (or) CLOSED.
- CHECK FOR ANTI - CREEP MECHANISM.
- POSITION OF OPERATING LEVER.
- EXPANSION OF GUARD ARM.
- CHANGE ANY PART REQUIRED.
- COUPLE THE WAGON.
- ENSURE CORRECT LOCKING.
- GIVE MEMO TO SM.

WORKING OUT OF THE COUPLING

- CHECK YOKE PIN,YOKE PIN SUPPORT PLATE.
- YOKE AND DRAFT GEAR CONDITION.
- NOTE THE DEFECTS.
- DETACH THE WAGON INTO LOOP LINE.
- ATTACH THE REST OF THE FORMATION.
- ENSURE PROPER LOCKING.
- GIVE MEMO TO SM.

BREAKAGE OF COMPONENTS

- WHICH PART OF CBC IS BROKEN
  FRESH CRACK or OLD CRACK.

- COLLECT THE BROKEN PARTS.

- HAND OVER TO DEPOT.

- IF KNUCKLE, LOCK,
- LOCK LIFTING ASSEMBLY
  IS BROKEN, REPLACE from REAR CBC OF BRAKE VAN.

BREAKAGE OF COMPONENTS

- If other parts are broken. Detach the wagon.
  connect remaining portion of formation.
  Ensure proper locking.

- Check the condition of yoke/draft gear etc.

- Give memo to sm
- contact C&W controller and ask for any Assistance.
  Give all particulars to control.

TRAIN PARTING – ATTENTION AT SITE

COLLECT THE FOLLOWING PARTICULARS

1. **TRAIN NUMBER.**

2. **LOCO NUMBER.**

3. **BPC PARTICULARS.**

- BPC NUMBER
- ISSUED STATION, DATE, RLY
  LOAD AS PER BPC, IOC / IOP PARTICULARS.

4. **LOAD OF THE TRAIN.**



TRAIN PARTING – ATTENTION AT SITE

COLLECT THE FOLLOWING PARTICULARS

5. WAGON PARTICULARS.

- WAGON NUMBER WITH RLY & TYPE
  PRO PARTICULARS, RETURN DATE
  ROH DETAILS.

6. POSITION OF WAGON FROM LOCO/BV.

7. LOAD PARTICULARS (AS PER SEAL CARD).

- STATION FROM, TO
  CONTENTS/ COMMODITY
  NUMBER OF BAGGAGES ETC.

TRAIN PARTING – ATTENTION AT SITE

COLLECT THE FOLLOWING PARTICULARS

8. **NAME OF THE DRIVER AND GUARD.**

9. **AVALABILITY OF LC GATE, SIGNAL POST ETC.**

10. **KM WHERE PARTING HAS TAKEN PLACE.**

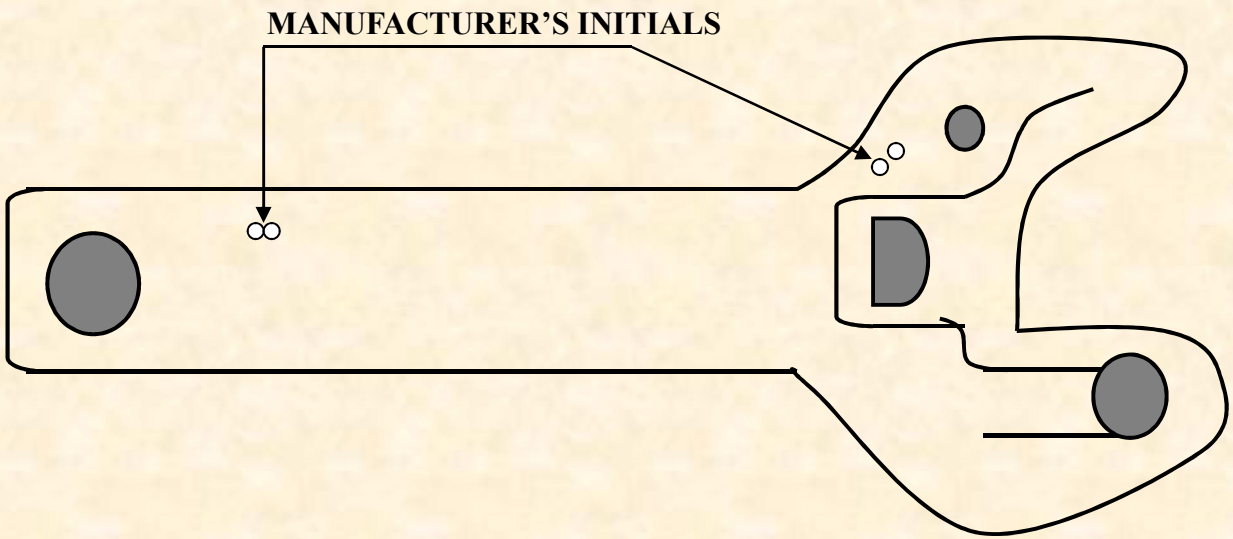
TRAIN PARTING – ATTENTION AT SITE

COLLECT THE FOLLOWING PARTICULARS

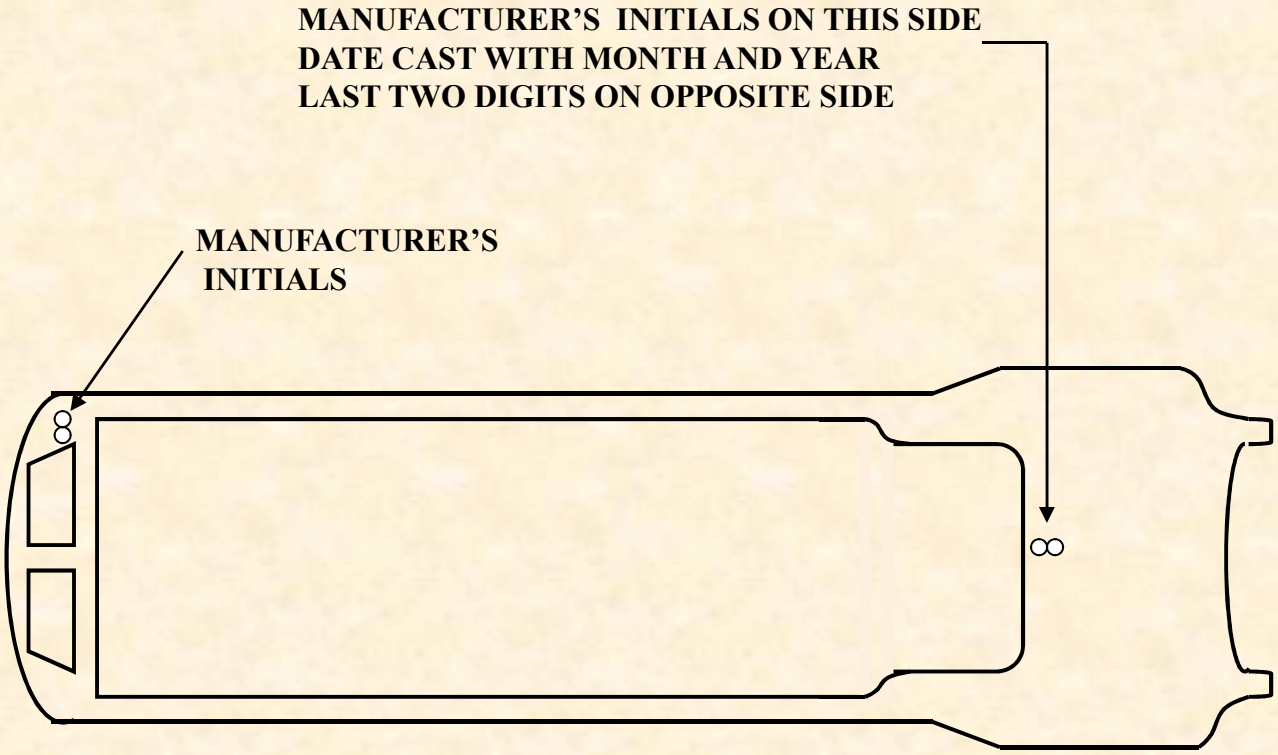
11. WHETHER TRAIN IS ON RUN, STARTING FROM HALT OR BRAKING ETC.

12. DETAILS OF MANUFACTURER OF FAILED COMPONENT AS AVAILABLE IN THE COMPONENT.

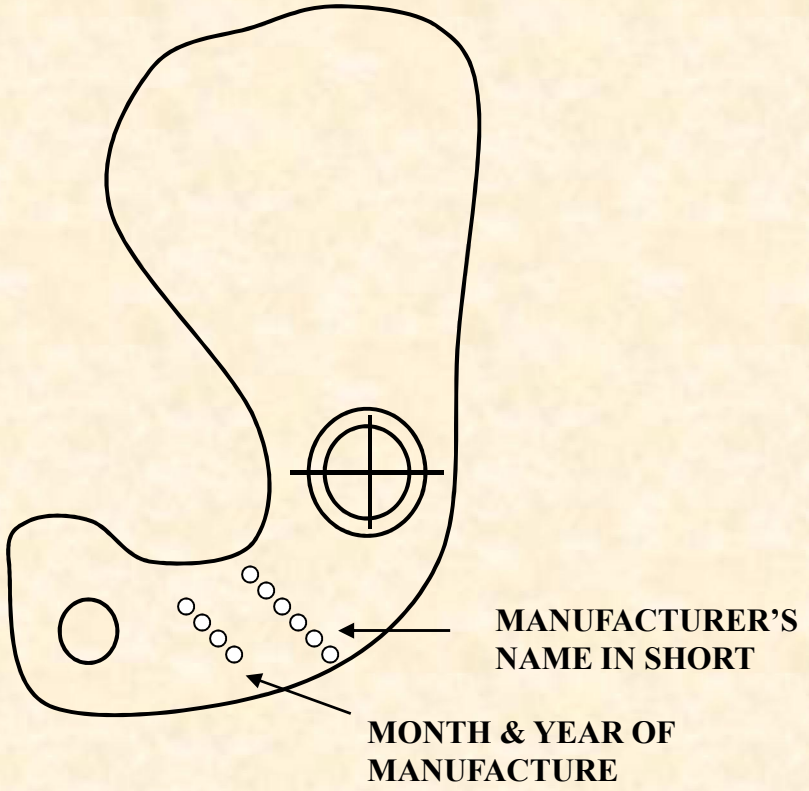
CBC



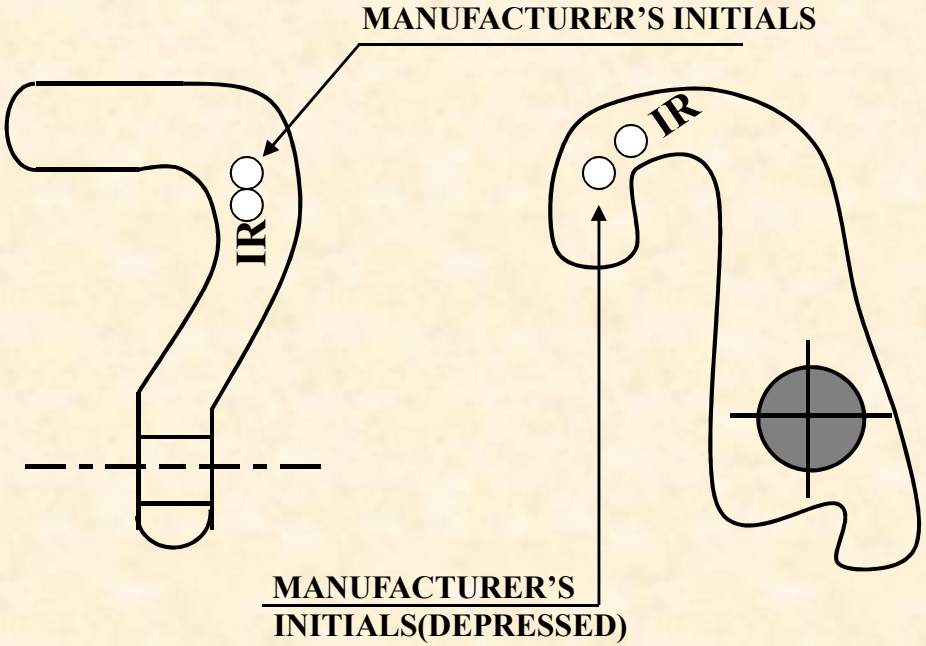
YOKE


MANUFACTURER'S INITIALS ON THIS SIDE
DATE CAST WITH MONTH AND YEAR
LAST TWO DIGITS ON OPPOSITE SIDE
MANUFACTURER'S
INITIALS

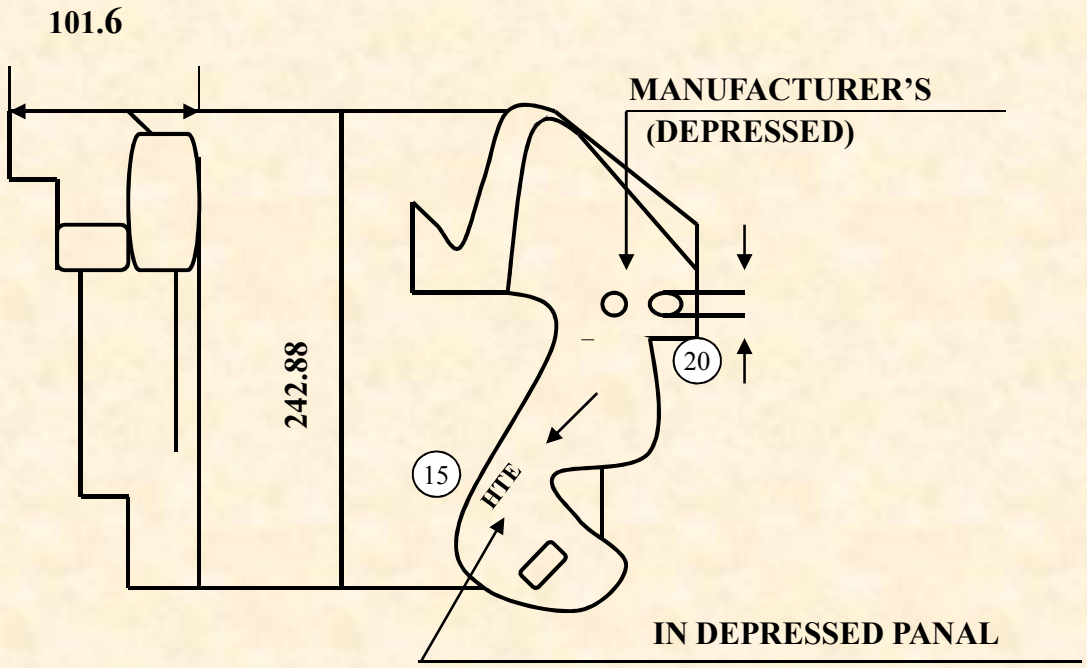
KNUCKLE



LOCK LIFTER


MANUFACTURER'S INITIALS
IR
IR
MANUFACTURER'S
INITIALS(DEPRESSED)

LOCK PIECE


101.6
MANUFACTURER'S
(DEPRESSED)
242.88
20
15
HITE
IN DEPRESSED PANAL

POINTS TO BE CHECKED IN YARD TO AVOID TRAIN PARTING

Knuckle nose wear & guard arm expansion	→	Visually check gap between knuckles, coupler body & knuckle. if more check after uncoupling
Cracks in coupler body & shank	→	If found mark sick Critical area Near knuckle pin, guard arm shank near stiriker casting

POINTS TO BE CHECKED IN YARD TO AVOID TRAIN PARTING

More gap between coupler body & Stiriker casting	→	Check draft gear, yoke & yoke pin for Wear & breakage
Stiriker casting cracked more than 25mm	→	Mark the wagon sick for replacing the stiriker casting
CBC drooping	→	Worn out of Shank, Shank wear plate, Stiriker casting wear plate, yoke pin

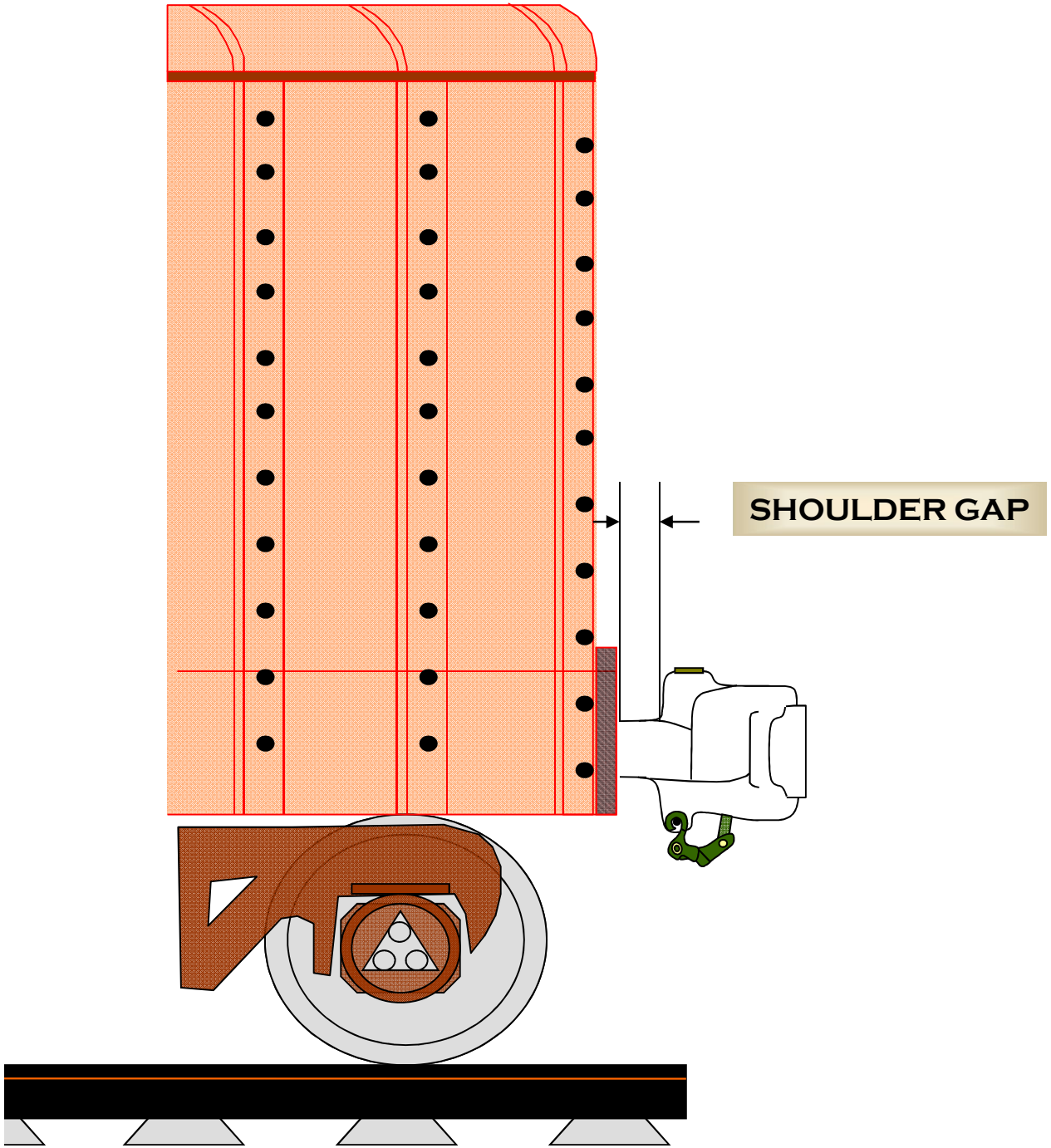
Do not permit buffer height difference Is more than 63.5mm

POINTS TO BE CHECKED IN YARD TO AVOID TRAIN PARTING

Yoke pin support plate	Check for Correct rivets & wear
Improper locking	Ensure 25 to 30mm gap between lock lift lever & bottom of CBC.
Wear & tear of components	If worn out badly. Replace at yard if possible, Or Mark the wagon sick.

POINTS TO BE CHECKED IN YARD TO AVOID TRAIN PARTING

Lock lift assembly missing	Never allow the wagon with missing part. Replace.
Operating lever dropped/missing/ bend	Check the operating lever support bracket. Never allow bent or incorrect operating lever.
	Widening of gap in Bearing piece or Safety strap missing
	Corrosion of rivets or Body.


SHOULDER GAP

FREE SLACK

THIS IS THE AMOUNT BY WHICH THE CBC CAN BE MOVED FORWARD AND BACKWARD WITHOUT APPLYING ANY DRAFT AND BUFFING FORCE

THE PERMISSIBLE LIMIT OF FREE SLACK IS 25 MM



Reasons For Free Slack

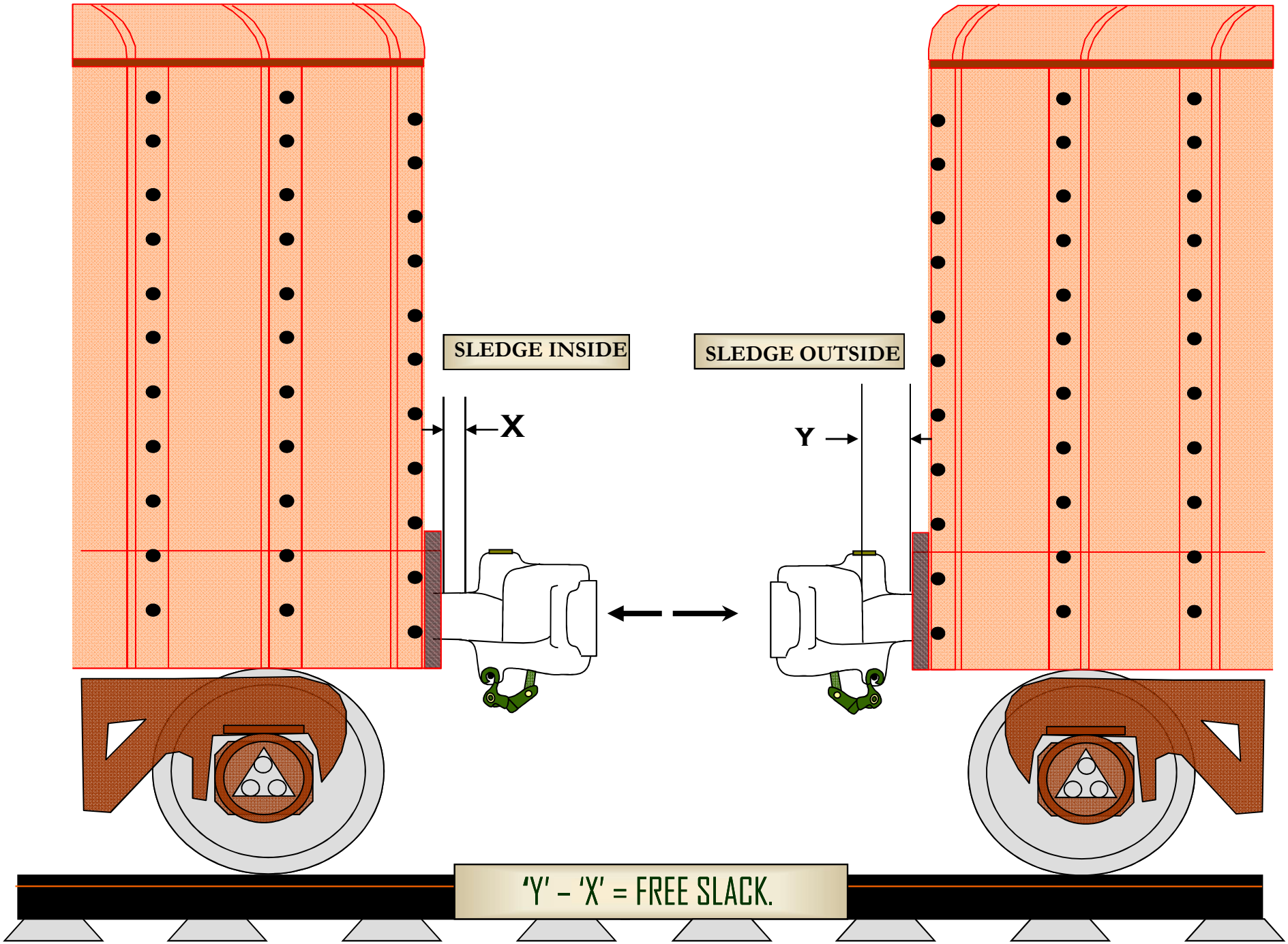
- ✓ Excessive wear on the coupler shank hole.
- ✓ Excessive wear on the yoke hole.
- ✓ Excessive wear on the yoke pin.
- ✓ Weak draft gear.
- ✓ Excessive wear on the front and rear stoppers.

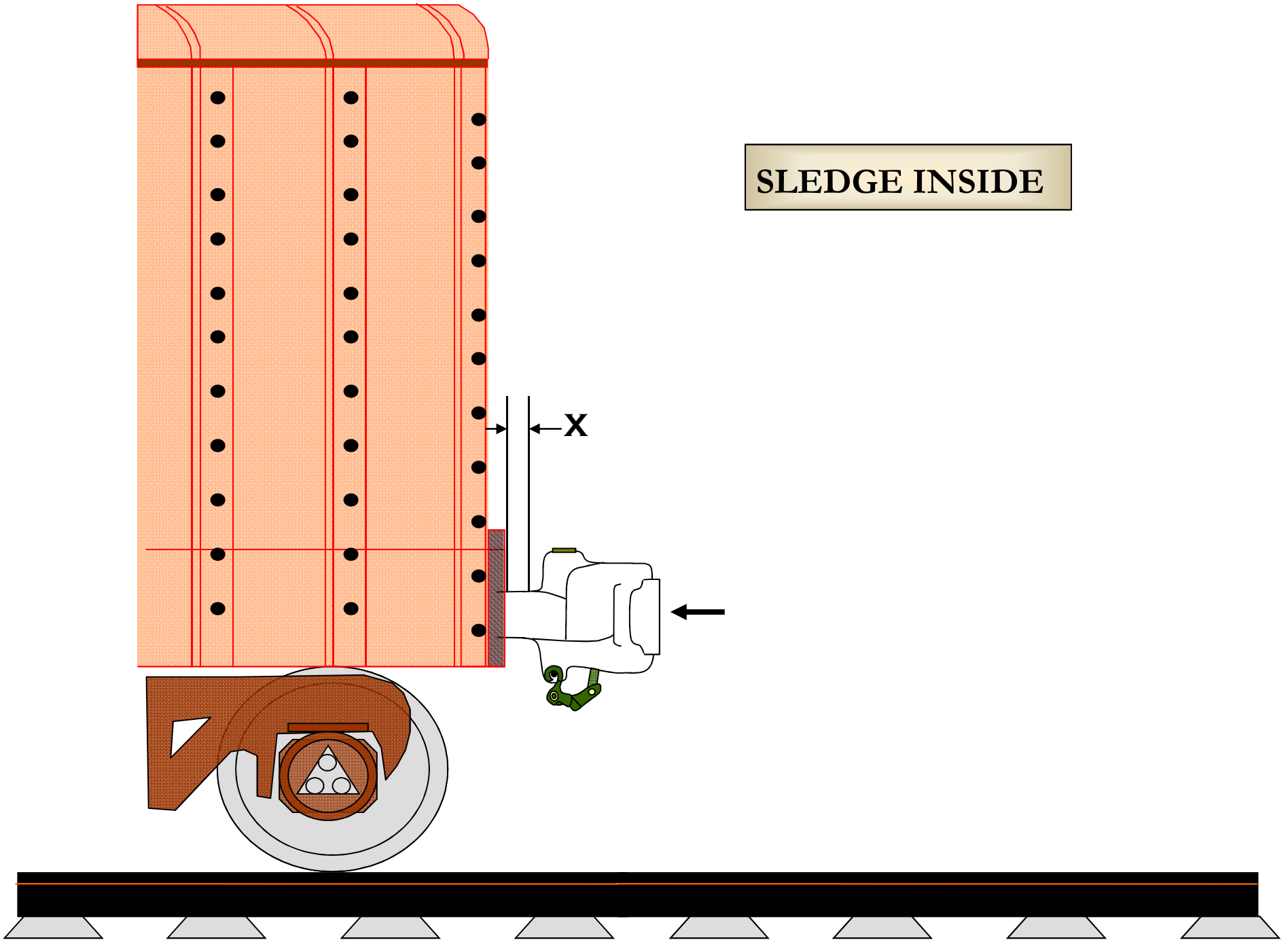
METHOD OF CHECKING FREE SLACK

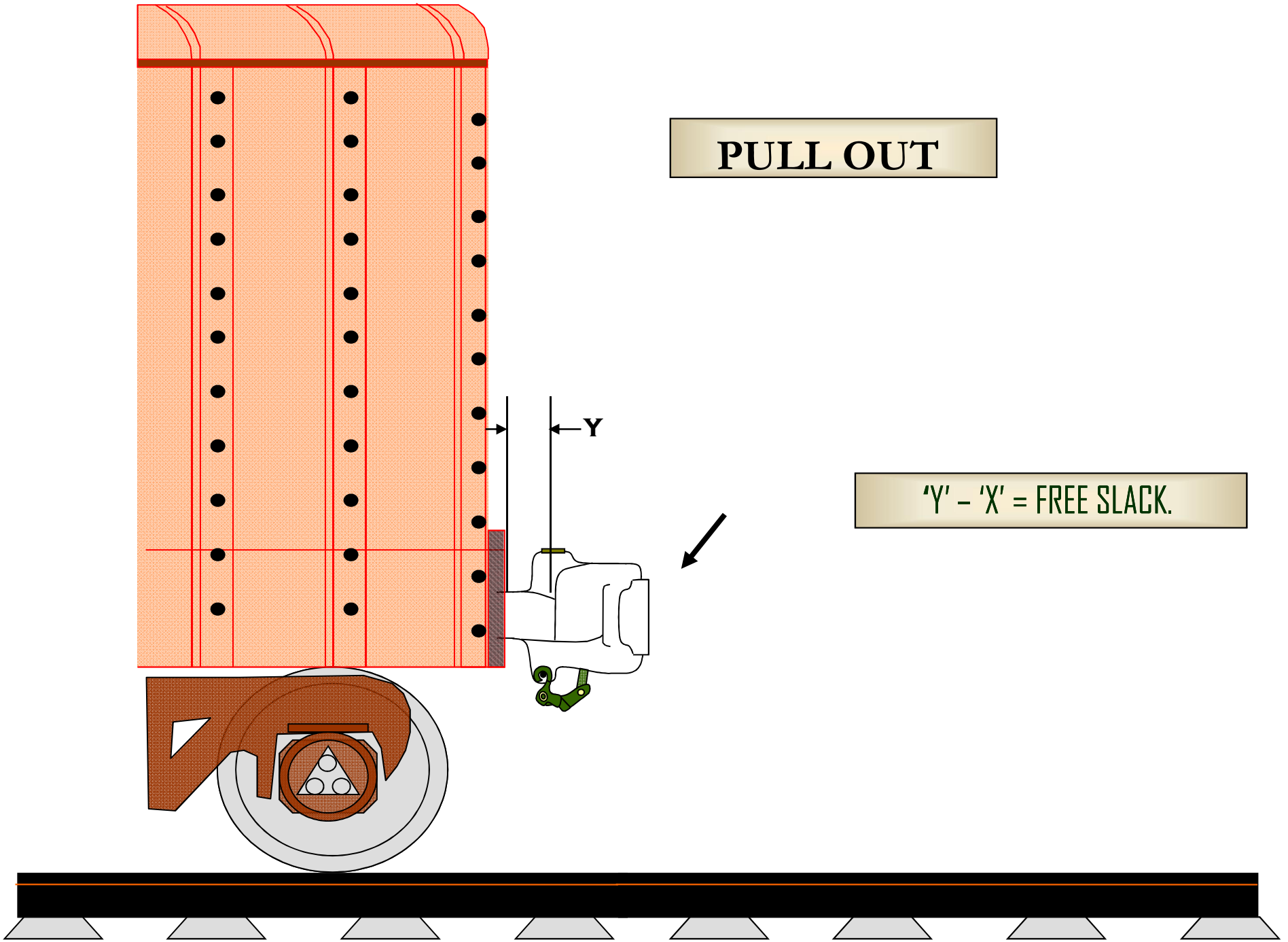
- First sledge / push the coupler body towards the striker casting.
- Measure the clearance between the coupler horn& the striker casting let the measurement be 'X'.

METHOD OF CHECKING FREE SLACK

- Next pull the coupler body away from the striker casting by inserting a long bar between the horn and the striker casting face.
- Measure the clearance between coupler horn & the striker casting face. let the measurement be 'Y'.
- The difference between these two measurements (Y-X) gives the amount of free slack and it should not be more than 25mm.


SLEDGE INSIDE
SLEDGE OUTSIDE
X
Y
'Y' – 'X' = FREE SLACK.


SLEDGE INSIDE
X


PULL OUT
Y
'Y' – 'X' = FREE SLACK.

TRAIN EXAMINING STAFF

1. DO NOT ALLOW LOOSE COUPLING ON OUT GOING TRAINS.
2. CORRECT UNEVEN THREADED SCREW OF SCREW COUPLING.
3. ENSURE END WASHER OF SCREW, TRUNNION NUTS & SHACKLE PINS ARE INTACT.
4. DO NOT ALLOW DEAD BUFFERS.

TRAIN EXAMINING STAFF

4. CHECK FOR LOOSE OR BROKEN DRAW BAR SPRINGS OR PERISHED PADS.
5. DO NOT WELD COUPLING HANDLE WITH THE SCREW, CHANGE IT OR RIVET IT TIGHTLY.
6. CHECK FOR SHACKLE EXPANSION IN ICF COUPLING.
7. ENSURE SPARE COUPLINGS ARE PUT ON TO SUSPENSION HOOKS.

TRAIN EXAMINING STAFF

9. NEVER ALLOW JAMMED PISTONS OR BRAKE BINDING ATTEND IT BEFORE DESPATCH.
10. ENSURE THAT HAND BRAKES ARE RELEASED
11. CHECK FOR DRAW BAR SPINDLE NUTS, ENSURE THEY ARE TIGHT.
12. ENSURE DRAFT KEY COTTERS ARE INTACT.

TRAIN EXAMINING STAFF

1. Ensure proper locking of knuckles on cbc.

2. Check for cracks on the coupler body and knuckle.

3. Excess wear of knuckles to be checked.

TRAIN EXAMINING STAFF

4. ENSURE ALL COMPONENTS OF LOCK LIFT ASSEMBLY ARE INTACT.
5. DAMAGE OR BENT OPERATING LEVER SHOULD NOT BE ALLOWED ON WAGONS.
6. CHECK OPERATING LEVER AND ITS BEARING PIECE FOR DAMAGES.

TRAIN EXAMINING STAFF

7. DO NOT ALLOW WAGONS WITH EXCESS BUFFER DROPPING.
8. ENSURE THAT YOKE PIN SUPPORT PLATE ARE INTACT.
9. CHECK FOR EXCESS WEAR OR BREAKAGE OF YOKE PIN SUPPORT PLATE.

TRAIN EXAMINING STAFF

10. NEVER LUBRICATE ANY PART OF CBC COMPONENTS.

12. CHECK FOR DAMAGES OF REAR STOPPER, DRAFT GEAR.

13. BROKEN YOKE PIN TO BE EXAMINED.

INSTRUCTION FOR MAINTENANCE OF CENTER BUFFER COUPLER IN YARD DURING INTENSIVE EXAMINATION OF GOODS TRAIN

1. THE LOCK MUST BE IN LOCKED POSITION. THE LOCK POSITION IS INDICATED BY THE TOGGLE WHICH SHOULD CLEARLY VISIBLE BELOW THE COUPLER HEAD.

   THIS ASPECT ALSO BE CHECKED BY GUARD AND DRIVER WHILE CLEARING STABLED LOAD FROM ROAD SIDE STATION.

2. THE OPERATING ROD SHOULD NOT BE BENT AND ANTI ROTATION LUG OF HANDLE PROPERLY HOUSED IN SLOT OF CENTER BEARING OF SUSPENSION BRACKET OF CBC OPERATING HANDLE TO AVOID ROTATION ON RUN.

3. THE SAFETY STRAP OF SUSPENSION BRACKET OF CENTER BEARIING SHOULD INTACT TO AVOID DROPPING OF HANDLE ON RUN.

4. EYE BOLT OF CENTER BEARING CARRIER OF HANDLE SHOULD HAVE PROPER SECURING.

5. ADDITIONAL SAFETY BRACKET IS AVAILABLE FOR ADDITIONAL SAFETY TO PREVENT FALLING OF COUPLER ROD DURING RUN.

6. THERE SHOULD NOT BE ANY DEFICIENCY OF ANY ITEM IN CBC OPERATING MECHANISM.

   ie. TOGGLE, ROTARY LEVER , RIVETS CONNECTING THESE ITEM, AND CBC OPERATING HANDLE.

7. NO EXCESSIVE DROPPING OF COUPLER BE ALLOWED ON ANY WAGON DURING EXAMINATION TO AVOID VERTICAL “SLIDE OFF “ COUPLERS.

8. THE EXCESSIVE WORN OUT KNUCKLE ie. WEAR MORE THAN 9.5 MM ON NOSE BE REPLACED OR WAGON BE MARKED SICK FOR REPAIR.

9. ENSURE THERE SHOULD BE NO PHYSICAL DAMAGE TO ARTICULATED ROTARY LOCK LIFT MECHANISM.

10. ON OPEN WAGONS, ROPES OF TARPOLIN COVER SHOULD NOT BE ALLOWED TO TIE WITH OPERATING HANDLE.

11. LENGTH OF THE CBC OPERATING PROJECTION DOWNWARDS SHOULD NOT MORE THAN 305 mm


Thank you
THANK U