

15-2020

पूर्व तट रेलवे
EAST COAST RAILWAY

कार्यालय महाप्रबंधक (सतर्कता)
रेल सदन भुवनेश्वर-17
Office of the General Manager(VIG.)
Rail Sadan, Bhubaneswar-17

No: GM/Vig/V4/MECH/CRW-MCS

Dated 07.08.2020.

To
The Principal Chief Mechanical Engineer
East Coast Railway
Bhubaneswar

Sub: Maintenance of Air Brake System in LHB Coaches
Ref: (i)RB's Lr. No. 2003/M(C)/143/19 Vol. II dtd. 15.11.2010
(ii) RB's Lr. No. 95/M(C)/141/1(LHB) Pt. dtd. 22.12.2014
(iii) RB's Lr. No. 2007/M(C)/137/16 Vol.XI dtd. 08.08.2017
(iv) RB's Lr. No. 2007/M(C)/137/16 Vol.XII dtd. 19.04.2018

It is learnt that there is a continuous practice adopted regarding maintenance of Air brake System in LHB coaches through single tender by OEMs in East Coast Railway despite completion of approx. 10 years of primary maintenance of first LHB train in the railway i.e. Rajdhani Exp. Since then, a number of other mail/Exp. trains are also converted to LHB coaches & ICF coaches are to be phased out in a planned manner. Now, due to increasing no. of LHB coaches, a large amount of revenue is being utilized in out-sourced maintenance work of Air Brake System being carried out by OEMs i.e. M/s Knorr Bremse & M/s Faively Transport on single tender basis.

In view of the above, it is advised to take suitable action for development of in-house maintenance facilities at CRW/MCS & coaching depots under jurisdiction of this Railway. To start with at least one rake at each coaching depot should be maintained in-house to gain necessary confidence and in a year's time all rakes should be free from OEM maintenance. Similarly CRW/MCS should take up overhauling of LHB braking systems of POH coaches in a graduated & time bound manner. Initiatives taken by Jagadhari Workshop/NR by setting up of Centre of Excellence for Maintenance of Air Brake System of LHB Coaches may be utilized for development of in-house facilities of maintenance in East Coast Railway also.

Action taken in this regard may be intimated to this office.


(H.K. Dutta)

SDGM/ECOR