Sub: ‘Must Change Items’ of LHB coaches for SS-II Schedule Maintenance Availability reg.

1. One of the Zonal Railways has brought out to the notice of Railway Board that as per specification, the service life of 10 items of LHB Coaches is 10 years each but all of these 10 items have been included in the list of ‘Must Change Items’ during Schedule Maintenance SS-II having periodicity of 36 months only. In addition, another 4 LHB items having service life (as per specification) as 4 years and one item with service life of 5.5 years are also included in the list of ‘Must change Item’ during this scheduled maintenance. This has serious financial implications for Indian Railways and thus requires immediate review.

2. Therefore, all Zonal Railways should immediately undertake a review of the must change items during maintenance schedules and reconcile the necessity for keeping such items in the ‘Must Change Items’ in view of their service life, and take corrective action as required so that specified life of items corresponds to the prescribed periodicity of its change or its multiples.

3. All Zonal Railways etc. may take urgent action in the matter and convey feedback to the Railway Board of the review undertaken by them.

(Praveen Kumar)
Jt. Dir. Rly. Stores(G)
Railway Board
e. Indian Railways Institute of Traffic Management, Lucknow
5. Sr. Prof. (Materials Management), NAIR, Vadodara
6. MD, CRIS, Chanakya Puri, New Delhi
7. MD, RITES, RITES Bhawan, Sector – 29, Gurugram
8. Director, Iron & Steel, 3, Koila Chat Street, Kolkata
9. Executive Director (Stores), RDSO, Manak Nagar, Lucknow
10. Chief Commissioner of Railway Safety, Lucknow
11. Zonal Railway Training Institute, Sukadia Circle, Udaipur

(Praveen Kumar)
Jt. Dir. Rly. Stores(G)
Railway Board

Copy to:- PSO/Sr. PPS/PPS/PS to

1. MR, MoS(S), MoS(G), ED/Co-ordination/MoS(G)
2. CRB, FC, ME, MTR, MRS, MS, MT, Secretary, DG(RS), DG(S&T), DG(Personnel),
   DG(RHS), DG(RPF)
3. All AMs and PEDs & All Executive Directors of Railway Board.

*****
N.P. Pandey  
Principal Financial Adviser  

D.O. No. WA/A/XP/2018/1100  

Dated 05-07-2018  

Dear Shri Prasad,  

Sub.: ‘Must Change items’ of LHB Coaches for SS-II Schedule Maintenance- Availability regarding  

Ref.: CMM/G/NER/GKP’s letter No. S/22/LHB/CMM(G)/Misc.  
Dated 04-06-2018  

On the above subject, vide his letter referred above CMM/G/GKP has communicated that as per specification of LHB coaches, the service life of 10 items are 10 years each but all of these 10 items have been included in the list of ‘Must Change Items’ during Schedule Maintenance SS-II having periodicity of 36 months only. In addition, 4 other items having service life (as per specification) as 4 years and one item with service life of 5.5 years are also included in the list of ‘Must Change Item’ during this schedule maintenance.  

This has serious financial implication for Indian Railways and thus require immediate review of the whole system. This issue was flagged by Addl. Member/Finance during PFA Conference held on 28-6-2018. As desired a copy of the above referred letter no. S/22/LHB/CMM(G)/Misc. dated 04-06-2018 is being enclosed for information & necessary action please.  

DA/As above  

With regards,  

Yours sincerely,  

Shri A. K. Prasad  
Financial Commissioner/Railways  
Railway Board  

( N. P. Pandey )
No. 5/22/LHB/CMM (G)/Misc

Date: 4.6.2018

CWM/6KP

Sub: "Must Change" items of LHB Coaches for SS-II Schedule Maintenance - Availability regarding.

Ref: 1. Your letter No. 301/IV/132 (Critical items) dated 12.04.2018
2. Your Letter No. M/277/IV/4/1(LHB) dated 18.05.2018

Vide above referred letters, 2 lists of almost identical items of LHB Coaches have been sent. It is also mentioned therein that these items are 'Must Change Items' for Schedule Maintenance: SS-II having periodicity of 36 Months. In this connection, it is stated that these are critical high end products of complex nature. As a matter of fact, prior to 2015, all these items were being imported. However, now Indian firms have also developed these items, and 2017 onward, we have almost achieved 100% import substitution. Thus, while taking decision to "Must Change" these items within 36 months, it is considered necessary to invite your kind attention towards their service life mentioned in their specification, which are as follows:

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>1</td>
<td>Axel Box Pivot Bush</td>
<td>1247488</td>
<td>33500060</td>
<td>T.S 17.359 100 03, T.S 17.617 100 02, MDTS-122 Rev.03, MDTS-148 Rev.01</td>
<td>10 Years</td>
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<tr>
<td>2</td>
<td>Ball Joint Traction Lever</td>
<td>C53973 REF BRED 8403 Rev02</td>
<td>33500010</td>
<td>T.S 17.532 100 00, T.S 17.617 100 02, MDTS-122 Rev.03, MDTS-148 Rev.01</td>
<td>10 Years</td>
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<tr>
<td>3</td>
<td>Ball Joint Roller Link</td>
<td>C53973 REF BRED 8416 Rev02</td>
<td>33500022</td>
<td>T.S 17.531 100 03, T.S 17.617 100 02, MDTS-122 Rev.03, MDTS-148 Rev.01</td>
<td>10 Years</td>
</tr>
<tr>
<td>No.</td>
<td>Description</td>
<td>Part Number</td>
<td>Order Code</td>
<td>Service</td>
<td>Lifespan</td>
</tr>
<tr>
<td>-----</td>
<td>-------------------------------------------------------</td>
<td>--------------------</td>
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</tr>
<tr>
<td>4</td>
<td>Traction Center Elastic</td>
<td>C53973</td>
<td>33500034</td>
<td>T.S 17.533 100 03, T.S 17.617 100 02, MDT5-122 Rev.03, MDT5-148 Rev.01</td>
<td>10 Years</td>
</tr>
<tr>
<td>5</td>
<td>Lateral Bump Stop</td>
<td>C53973</td>
<td>33500046</td>
<td>T.S 17.531 100 03, T.S 17.617 100 02, MDT5-122 Rev.03, MDT5-148 Rev.01</td>
<td>10 Years</td>
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<tr>
<td>6</td>
<td>Rubber Spring</td>
<td>1268685</td>
<td>33503000</td>
<td>T.S 17.531 100 03, T.S 17.617 100 02, MDT5-122 Rev.03, MDT5-148 Rev.01</td>
<td>10 Years</td>
</tr>
<tr>
<td>7</td>
<td>Primary Bump Stop</td>
<td>1227081</td>
<td>33503813</td>
<td>T.S 17.531 100 03, T.S 17.617 100 02, MDT5-122 Rev.03, MDT5-148 Rev.01</td>
<td>10 Years</td>
</tr>
<tr>
<td>8</td>
<td>Rubber Pad for Primary Suspension</td>
<td>1901097</td>
<td>33503801</td>
<td>T.S 17.531 100 03, T.S 17.617 100 02, MDT5-122 Rev.03, MDT5-148 Rev.01</td>
<td>10 Years</td>
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<tr>
<td>9</td>
<td>Rubber pad for Longitudinal Bump Stop</td>
<td>C53973</td>
<td>33503795</td>
<td>T.S 17.531 100 03, T.S 17.617 100 02, MDT5-122 Rev.03, MDT5-148 Rev.01</td>
<td>10 Years</td>
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<tr>
<td>10</td>
<td>Primary Vertical Damper</td>
<td>LW05102</td>
<td>33501002</td>
<td>T.S 17.560 100 03</td>
<td>4 Years</td>
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<tr>
<td>11</td>
<td>Secondary Vertical Damper</td>
<td>LW05101</td>
<td>33509001</td>
<td>T.S 17.560 100 03</td>
<td>4 Years</td>
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<tr>
<td>12</td>
<td>Secondary Lateral Damper</td>
<td>LW05100</td>
<td>33500459</td>
<td>T.S 17.560 100 03</td>
<td>4 Years</td>
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<td>13</td>
<td>Yaw Damper</td>
<td>LW05103</td>
<td>33500447</td>
<td>T.S 17.560 100 03</td>
<td>4 Years</td>
</tr>
<tr>
<td>14</td>
<td>Pad for Secondary Suspension (Miner Pad)</td>
<td>1903149</td>
<td>33503023</td>
<td>T.S 17.477 100 02</td>
<td>4 Years</td>
</tr>
</tbody>
</table>
| 15  | UEC Taper roller bearing                            | SKF Drawing 1639433 | 30973600    | RDSO/2014/CG-O2 | 3 Million KMs. Even if we consider average daily run of 1500 KMs, life works out to be 5.5
In view of the above mentioned facts, it is needless to mention that decision of 'Must Change' doesn't reconcile with the Service Life mentioned in the specifications of the items. Either the aforesaid decision or the specification calls for review as both cannot run together for obvious reason. In either case, review is considered inescapable else possibility of throwing away such high value critical spares as scrap despite its usability can't be ruled out. Further, in order to ensure that guarantee covers the complete POH period of 36 months, special Guarantee/Warranty of 36/48 months was incorporated in the tender conditions in 2014 onward for procurement of these items, which includes Dampers (of 6 types), Springs (of 10 types), Rubber Metal Bonded items (9 items) and Pads for Secondary Suspension. Since then, procurement is being made accordingly.

Hence, you are requested to review the decision at the earliest lest Railway suffer financial losses for unintended reasons besides posing threats of recycling of these items.

(D. K. Srivastava) 4/6
CMM/G

Copy to:

1- CWE/NER-GKP: On identical scale, it is mentioned that AAC of CTRB for Freight Stock to PL No 38037350 at IZNW was increased from 265 to 900 Nos last year. In this connection, it is mentioned that as per Specification, Service life of CTRB is 1.6 Million KMs. Even considering average daily Wagon run of 500 KMs, the Service life works out to be 8 years. In addition, it is also mentioned that Specification specifically stipulates Warrantee/Guaranty clause of 36/48 months as against normal Warrantee/Guaranty of 24/30 months mentioned in the IRS Conditions of Contract. Similarly, Grease Seal for CTRB is also tagged as 'Must Change' item. However, the Service Life mentioned in the specification is for Grease Seal is 8 Lakh KMs with Guarantee of 36 Months. You are requested to have a look on these aspects, too.

2- CDE/RCF: Being Custodian of Specification and Nodal agency of LHB Stocks, you are requested to issue suitable instructions to Zonal Railways.

3- EDME (Coaching) Railway Board, Rail Bhawan, New Delhi- For kind information & necessary action.

4- PCME/NER-GKP: For kind information