

**Amendment No. 2 of December, 2017 applicable to Check sheet of BTPGLN wagon No. WD-CS-01-BTPGLN (VARIANT-'A') 2011 for Bogie LPG Tank Wagon type BTPGLN**

Page No. 12 & 13 i.e. "CHECK SHEET FOR MARKING, COUPLER, HAND BRAKE and AIR BRAKE" to be read as:

**CHECK SHEET FOR MARKING, COUPLER, HAND BRAKE and AIR BRAKE**

Wagon No.:		U/F No.:	Date:	
S. No.	ATTRIBUTES	ACCEPTANCE LIMIT	WORKS INSPN.	RDSO INSPN.
1.	Check for paint, thickness & finish	<b>Underframe:</b> Total min. thickness of primer and finishing paint shall be 120 micron as per G-72 (latest Rev. & amendment) i.e. min. 40 micron of primer and min. 80 micron of finishing paint. <b>Barrel:</b> Total min. thickness of primer and finishing paint shall be 140 micron as per relevant RDSO's Spec. i.e. min. 70 micron of primer and min. 70 micron of finishing paint. Paint surface shall be free from blistering brush marks & peeling.		
2.	Lettering & marking for size, location & punch mark.	As per Drg. No.WD-93047-S-60 (latest Alteration).		
<b>3.</b>	<b>COUPLER</b>			
3.1	Height from Rail Level	1105 +0 & -5		
3.2	Operation of knuckle with operating handle	Full knuckle throw lock to lock.		
3.3	Articulation of coupler body	Free movement.		
<b>4.</b>	<b>HAND BRAKE</b>			
4.1	Apply hand brake (by one person only) and striking all wheels with a Hammer.	There should not be ringing sound.		
4.2	Release the hand brake and apply crow bar on one end of brake block to take up all slack.	All brake blocks must be released. Gap between the brake block and wheel tread not to be less than 23.6 mm (5.9 x 4)		
<b>5.</b>	<b>AIR BRAKE &amp; SLACK ADJUSTER</b>			
5.1	Distance between the control rod head and adjuster barrel (A)	Must be 70 +2 - 0		
5.2	Dimension (E) i.e. the distance between the end of protection tube and a fixed mark on the slack adjuster pull rod.	575 ±10		
5.3	Apply air brake and then release the same. Apply crow bar on one end of brake block to take up all slack	Gap should not be less than 23.6 mm. (5.9 x4 )		
5.4	Rotate the brake slack adjuster in clock-wise direction (looking from control rod end) to decrease the slack. Apply and release the air brake twice.	Gap between the brake block and wheel tread as measured should be 23.6 +1 & -0		
5.5	Now rotate the barrel in anticlockwise direction. Apply and release the air brake once	Gap between the brake block and wheel tread as measured should be 23.6 +1 & -0		

**NOTE:** These check sheets do not detail all the dimensions or technical requirements of respective wagon assemblies/ components. These check sheets are issued only for General Guidance & assistance of inspecting officials. Notwithstanding the above, the inspecting officials are advised to refer the relevant drawings and/ or relevant specifications to confirm conformity to the specified dimensions and technical details.

6.	<b>AIR BRAKE EQUIPMENT</b>		
	<b>Full service application</b>		
6.1	Pressure in BP	5.0±0.1 Kg/ cm <sup>2</sup>	
6.2	Pressure in FP	Not Applicable (For single pipe) 6.0±0.1 Kg/ cm <sup>2</sup> (For twin pipe)	
6.3	Pressure in AR	5.0±0.1 Kg/ cm <sup>2</sup> (For single pipe) 6.0±0.1 Kg/ cm <sup>2</sup> (For twin pipe)	
6.4	Leakage from the system	0.1 Kg/cm <sup>2</sup> in 1 minute	
6.5	<b>Brake cylinder filling time</b>		
	a) Empty (pressure rise from 0 to 2.1 Kg/ cm <sup>2</sup> )	Empty 18 to 30 Sec.	
	b) Loaded (pressure rise from 0 to 3.6 Kg/ cm <sup>2</sup> )	Loaded 18 to 30 Sec.	
6.6	Maximum B.C. pressure in Kg/ cm <sup>2</sup>	Empty 3.8 ± 0.1 Kg/ cm <sup>2</sup> Loaded 3.8 ± 0.1 Kg/ cm <sup>2</sup>	
6.7	Reduction in B.P. pressure required for full service application.	1.3 to 1.6 Kg/ cm <sup>2</sup>	
7.	<b>RELEASE AFTER FULL SERVICE APPLICATION</b>		
7.1	Draining time: B.C pressure to fall from 2.8 ± 0.1 to 0.4 Kg/cm <sup>2</sup> .	a) Empty 45 to 60 sec. b) Loaded 45 to 60 sec.	
7.2	Piston stroke in mm	a) Empty 85 ± 10 b) Loaded 130 ± 10	
8.	<b>EMERGENCY APPLICATION</b>		
8.1	Brake cylinder filling time (pressure rise from 0 to 3.6 Kg/ cm <sup>2</sup> ).	a) Empty 18 to 30 sec. b) Loaded 18 to 30 sec.	
8.2	Maximum B.C pressure in Kg/cm <sup>2</sup> .	a) Empty 3.8 ± 0.1 Kg/cm <sup>2</sup> b) Loaded 3.8 ± 0.1 Kg/cm <sup>2</sup>	
9.	Leakage from Brake Cylinder after Emergency application.	0.1 Kg/cm <sup>2</sup> within 5 minutes.	
10.	<b>SENSITIVITY OF BRAKES</b>		
10.1	Isolate brake pipe from mainline, Check the response of brakes when brake pipe pressure is reduced at the most equal to 0.6 Kg/cm <sup>2</sup> in 6 seconds	Brake should apply within 6 seconds.	
11.	<b>INSENSITIVITY OF BRAKES</b>		
11.1	Isolate brake pipe from main line, Check the response of brakes when brake pipe pressure is reduced at least equal to 0.3 Kg/cm <sup>2</sup> in 60 seconds	Brake should not apply	
12	<b>QUICK RELEASE AND ISOLATION</b>		
12.1	Apply emergency brakes (i.e. BP=0 Kg/ cm <sup>2</sup> ) Check the brake cylinder pressure after giving a brief pull to release hook.	Brake cylinder and control reservoirs should exhaust automatically.	
12.2	Bring isolating valve of D.V. to off position.	Auxiliary reservoir should also exhaust.	
12.3	Check any (minimum) twenty number of APD fittings.	Both legs of cotter are split at 90 degree (approx). Split pin legs are opened at 180 degrees (approx). Tack welding of cotter/split pin with washer/nut with bolts is adequate.	
13	AR charging time (pressure rise from 0 to 5.0 Kg/cm <sup>2</sup> )	175±30 sec for C3W D.V. 60 to 120 sec for KEO D.V.	

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14	CR charging time (pressure rise from 0 to 4.8 Kg/cm <sup>2</sup> )	165±20 sec for C3W D.V.		
		160 to 210 sec for KEO D.V.		

Note: S No 13 & 14 to be checked at the time of prototype wagon only.

Works Inspector		RDSO Inspector	
<b>Signature:</b>		<b>Signature:</b>	
<b>Name:</b>		<b>Name:</b>	
<b>Designation:</b>		<b>Designation:</b>	
<b>Date:</b>		<b>Date:</b>	

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