

Amendment No. 2 of May, 2017 applicable to Check sheet of BTPGLN wagon No. WD-CS-01-BTPGLN (VARIANT-'B') 2012 for Bogie LPG Tank Wagon type BTPGLN

Page No. 12 of 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	Underframe thickness \geq 120 micron & Barrel thickness \geq 140 micron (Shot blasted).		
2.	Lettering & marking for size, location & punch mark.	As per Drg. No.WD-09051-S-09 (latest Alteration).		
3.	COUPLER			
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.		
4.	HAND BRAKE			
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)		

Works Inspector		RDSO Inspector	
Signature:		Signature:	
Name:		Name:	
Designation:		Designation:	
Date:		Date:	

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

PROFORMA FOR SINGLE WAGON AIR BRAKE TEST {SWTR PROFORMA}

WAGON No.....		BOGIE MAKE.....	DV MAKE.....	
S. No.	ATTRIBUTES	ACCEPTANCE LIMIT	WORKS INSPN.	RDSO INSPN.
1	Pressure in BP	5.0±0.1 Kg/ cm ²		
1.1	Pressure in FP	6.0±0.1 Kg/ cm ² (for twin pipe)		
1.2	Pressure in AR	5.0±0.1 Kg/ cm ² (for single pipe) 6.0±0.1 Kg/ cm ² (for twin pipe)		
2	Leakage from the system in one minute	0.1 Kg/cm ² (max.)		
3	Full service application after charging			
3.1	Brake cylinder filling time Pressure rise from 0 to 3.6 Kg/sq.cm. (Empty & Loaded)	Empty= 18.0 to 30.0 sec Loaded= 18.0 to 30 sec.		
3.2	Maximum brake cylinder pressure (Empty & Loaded)	Empty= 3.8 ± 0.1 Kg/sq.cm. Loaded= 3.8 ± 0.1 Kg/sq.cm.		
3.3	Reduction in BP pressure required for full service application.	1.3 to 1.6 Kg/sq.cm.		
4	Release after full service application			
4.1	Draining time (Brake cylinder pressure to fall from 3.8 ± 0.1 Kg/sq.cm. to 0.4 Kg/sq.cm in Empty & Loaded.	Empty=45 to 60 sec Loaded=45 to 60 sec		
5	Sensitivity of Brakes			
5.1	Sensitivity of brakes, Isolate brake pipes from mainline. Check the response of brakes when brake pipe pressure is reduced at the most equal to 0.6 Kg/sq.cm.in 6 sec.	Brake should apply within 6 sec.		
6	In sensitivity of Brakes			
6.1	Insensitivity of brakes, Isolate brake pipes from mainline. Check the pressure of brakes when brake pipe pressure is reduced at least equal to 0.3 Kg/sq.cm.in 60 sec.	Brake should not apply.		
7	Emergency Brake application			
7.1	Brake cylinder filling time			
	Pressure rise from 0 to 3.6 Kg/sq.cm. (Empty & Loaded)	Empty=18 to 30 sec Loaded=18 to 30 sec		
7.2	Maximum brake cylinder pressure in Kg/cm ² (Empty & Loaded)	Empty= 3.8 ± 0.1 Kg/sq.cm. Loaded=3.8 ± 0.1 Kg/sq.cm.		

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S. No.	ATTRIBUTES	ACCEPTANCE LIMIT	WORKS	S. No.
8	Leakage from brake cylinder after emergency application.	0.1 Kg/sq.cm. (max.) within 5 minutes.		
9	Quick Release and Isolation			
9.1	Apply emergency brakes (i.e. BP= 0 Kg/sq.cm.) Check the brake cylinder pressure after giving a brief pull to release hook.	Brake cylinder and control reservoirs should exhaust automatically.		
9.2	Bring Isolating valve of DV to off position.	Auxiliary reservoir air should also exhaust.		
10	Check fittings of APD	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.		
11	Piston stroke			
11.1	M/s Knorr Bremse	Empty= 54±10mm Loaded= Not specified		
11.2	M/s Escorts	Empty= 55±10mm Loaded= 70±10mm		
NOTE- However, if in a few cases, the piston stroke at empty pressure during testing on SWTR exceeds the specified range, the piston stroke is to be tested by locking the wheels with wedges.				
12	AR Charging time (Pressure rise from 0 to 5.0 Kg/sq.cm.)	175 ± 30 Sec. for C3W D.V.		
		60 to 120 Sec. for KEO D.V.		
13	CR Charging time (Pressure rise from 0 to 4.8 Kg/sq.cm.)	165 ± 20 Sec. for C3W D.V.		
		160 to 210 Sec. for KEO D.V.		

Note:- S. No. 12 and 13 to be checked at the time of prototype wagon only.

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Check Sheet for BMBS clearance in assembled CASNUB Bogie

(Brake in released condition)

Wagon No.-

Bogie No.- (1)

S. No.	Description	Min. value in mm	Measured value	
1	Clearance between push rod and spring plank.	10	L	
			R	
2	Total clearance between bell crank levers and wheel faces (i.e. total of left and right side)	80 Min. 20 (if measured on any one side)	L	
			R	
			Total	
3	Total clearance (i.e. sum of clearances) between 3.1. Spring plank & primary brake beam and 3.2. Spring plank & secondary brake beam	77	L	
			R	
			Total	
4	Clearance between brake cylinder & brake beam	30		

Bogie No.- (2)

S. No.	Description	Min. value in mm	Measured value	
1	Clearance between push rod and spring plank.	10	L	
			R	
2	Total clearance between bell crank levers and wheel faces (i.e. total of left and right side)	80 Min. 20 (if measured on any one side)	L	
			R	
			Total	
3	Total clearance (i.e. sum of clearances) between 3.1. Spring plank & primary brake beam and 3.2. Spring plank & secondary brake beam	77	L	
			R	
			Total	
4	Clearance between brake cylinder & brake beam	30		

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