

On approval of the Rules for technical operation, maintenance and repair of rolling stock

Unofficial translation

Order of the Minister of Industry and Infrastructural Development of the Republic of Kazakhstan dated June 27, 2019 no. 444. Registered with the Ministry of Justice of the Republic of Kazakhstan on July 1, 2019 no. 18952.

Unofficial translation

In accordance with sub-clause 34-39) of clause 2 of article 14 of the Law of the Republic of Kazakhstan dated December 8, 2001 "On Railway Transport" I HEREBY ORDER:

1. To approve the attached Rules for technical operation, maintenance and repair of rolling stock.

2. The Transport Committee of the Ministry of Industry and Infrastructure Development of the Republic of Kazakhstan in accordance with the procedure established by the law shall ensure:

1) state registration of this order with the Ministry of Justice of the Republic of Kazakhstan;

2) within ten calendar days from the date of state registration of this order, its direction in Kazakh and Russian languages to the Republican State Enterprise on the right of economic management "Institute of Legislation and Legal Information of the Republic of Kazakhstan" of the Ministry of Justice of the Republic of Kazakhstan for official publication and placement in the Reference Control Bank of the Regulatory Legal Acts of the Republic of Kazakhstan;

3) Posting this order on the Internet resource of the Ministry of Industry and Infrastructural Development of the Republic of Kazakhstan;

3. Control over execution of this order shall be entrusted to the supervising vice-Minister of Industry and Infrastructural Development of the Republic of Kazakhstan

4. This order shall come into force upon expiry of ten calendar days from the date of its first official publication.

Minister

R. Sklyar

Approved by the order of the
Minister of Industry and
Infrastructural Development
of the Republic of Kazakhstan
dated June 27, 2019 no. 444

Rules for technical operation, maintenance and repair of rolling stock

Chapter 1. General provisions

1. These Rules for technical operation, maintenance and repair of rolling stock (hereinafter referred to as the Rules) have been developed in accordance with sub-clause 34-39) of clause 2 of article 14 of the Law of the Republic of Kazakhstan dated December 8, 2001 " On Railway Transport" and shall determine the procedure for technical operation, maintenance and repair of rolling stock.

2. In these Rules, the following terms and definitions shall be used:

1) current uncoupling repair of a railcar (hereinafter referred to as the CR) - repair carried out to ensure or restore the operability of a railcar with the replacement or restoration of individual components, uncoupling from the train or group of railcars, transfer to a non-working fleet and delivery to specialized tracks;

2) overall repair of a railcar (hereinafter referred to as the railcar OR) - repair carried out to restore the serviceability of a full or close to full restoration of the resource of a railcar with the replacement or restoration of any of its parts, including basic;

3) roundhouse servicing (hereinafter referred to as the RS) - scheduled repairs to restore their performance with the replacement or repair of individual components, as well as the modernization of individual components;

4) repair documentation – documentation containing instructions on the organization of a repair, rules and the procedure for performing overall, medium and current repairs, control, regulation, testing, preservation, transportation and storage of products after repair, installation and testing, as well as the values of indicators and standards that products must satisfy after repair;

5) rolling stock repair - complex of operations for restoration of serviceability, operability and resource of rolling stock;

6) overall repair (hereinafter referred to as the OR-1) - scheduled repair of railcars to restore the serviceability and resource of railcars by replacing or repairing worn and damaged components and parts, as well as their modernization;

7) overall repair (hereinafter referred to as the OR-2) - scheduled repair to restore the serviceability and resource of railcars with a partial opening of the body to metal with the replacement of insulation and wiring. If necessary, with the replacement of basic systems, structural elements and modernization of the main components;

8) overall repair with service life extension (hereinafter referred to as the ORSLE) - monitoring the technical condition of all load-bearing structural elements of a railcar with the restoration of their designated resource, replacement or restoration of any of its components, including basic and the establishing a new service life;

9) operations manual – a document containing information about the design, operation principle, characteristics (properties) of the product and the instructions necessary for the correct and safe operation of the product (intended use, maintenance, current repair, storage and transportation) and assessments of its technical condition when determining the need to send it in repair, as well as information on the disposal of products;

10) maintenance service (hereinafter referred to as the MS) – a set of technical and organizational measures carried out by specialized organizations and/or manufacturers of railway rolling stock or its components to ensure the operation and repair of railway rolling stock;

11) technical maintenance (hereinafter referred to as the TM) – set of technical and organizational actions aimed at maintaining rolling stock in working condition.

Chapter 2. Procedure of technical operation of the rolling stock

3. The procedure of technical operation of the rolling stock shall include the processes on compliance with the requirements of operational documentation for the purposes of provision of safety of trains traffic and switching operation on track.

4. Employees of the National Infrastructure Operator, owners of the rolling stock, auxiliary services of railway transport, directly servicing the rolling stock shall ensure compliance with the requirements of the Rules for technical operation of railway transport (hereinafter referred to as the RTO RK), approved by the order of the Minister of Investments and Development of the Republic of Kazakhstan dated April 30, 2015 no. 544 (registered with the Register of State Registration of Regulatory Legal Acts as no. 11897), legislation of the Republic of Kazakhstan in the field of technical regulation, health care, in the field of standardization and ecological legislation of the Republic of Kazakhstan.

5. The fleet in operation is made up of locomotives engaged in all types of work, including those on maintenance TM-1 and TM-2, established in the regulatory technical documentation.

Maintenance services for TM-1 and TM-2 locomotives shall be periodic and designed to monitor the technical condition of components and systems of the locomotive in order to prevent operational failures, as well as to maintain good technical condition.

6. The procedure of technical operation of the rolling stock shall be established in accordance with the RTO RK.

Chapter 3. Procedure for servicing and repair of the rolling stock

7. The rolling stock, which by its technical condition does not comply with the requirements of the RTO RK and requires repair or decommissioning, shall be considered as defected.

The defect of the rolling stock shall be determined by the employees of the National Infrastructure Operator, carrier and auxiliary services on railway transport.

Technical maintenance of the rolling stock shall be carried out in accordance with technological processes, approved by the National Infrastructure Operator and the carrier.

When carrying out technical maintenance of the rolling stock, the following shall be verified:

Availability and serviceability of assemblies and details and their compliance with the requirements of clause 10 of these Rules and the RTO RK;

the terms and periodicity of the provided repairs, and for passenger cars, in addition, terms of a unified technical audit;

At depots of formation and turnover of trains, as well as technical maintenance depots (hereinafter referred to as the railcar's TMD) of intermediate stations defined by the National Infrastructure Operator, each car of a passenger and freight train undergoes technical maintenance with the passage and necessary repairs.

Delivery of trains for maintenance and notification of their readiness, as well as inspection and repair of railcars before placing them on trains at stations where there is no railcar's TMD , shall be established by the technological process and the technical and distribution act of the stations, approved by the National Infrastructure Operator.

8. Repair of rolling stock shall be carried out on a contractual basis by the auxiliary services of railway transport or the National Infrastructure Operator.

9. Freight railcars shall be carried out the CR and repairs in the volume of railcar OR and RS.

10. Repair of the rolling stock, all its processes, including acceptance control, disassembly , fault detection (diagnosis), restoration of technical condition, assembly and testing, shall be carried out in full accordance with the requirements of the repair manual for a specific type of rolling stock and technological processes approved by the repair producer in accordance with the requirements established by international agreements (treaties) adopted within the framework of the Organization for Cooperation between Railways and the Council for Railway Transport the countries of the Commonwealth of Independent States (hereinafter referred to as the CIS), Georgia, the Republic of Latvia, the Republic of Lithuania and the Republic of Estonia and other international agreements (contracts), which the Republic of Kazakhstan. Works not provided for by standard repair technology shall be performed according to the technological and design documentation of the manufacturing plant.

11. The owners of the railway rolling stock, the National Infrastructure Operator, the carrier and the auxiliary railway services directly serving it shall be responsible for the good technical condition, TM, repair and maintenance of the established service lives of the rolling stock.

12. When producing the repair of the rolling stock, the following shall be ensured:

1) full compliance with the requirements of clause 10 of these Rules;

2) use in the repair process of technical equipment, materials and components of rolling stock permitted by the technological documentation;

3) quality control of the work (operations) performed, a comprehensive inspection of the repaired rolling stock, monitoring the elimination of identified deficiencies in the technical condition of the repair facilities.

13. The repaired rolling stock and their components shall be subject to verification of compliance with the requirements of regulatory technical documents specified in clause 10 of these Rules.

14. The producer of the repair shall present the repaired rolling stock for delivery, completed in accordance with the acceptance certificate, defective act, if necessary tested in the manner established by the regulatory technical documents, recognized as qualified for operation, with the prepared reporting and accounting documentation.

15. If necessary, the repair producer shall enter the data on the repair performed, and further serviceability, between repairs and warranty resource, the service life, the date of the next repair, into the information base of the infrastructure operator or the technical passport of the rolling stock.

16. When changing the technical characteristics, the repair organization shall make appropriate changes to the technical passport of the rolling stock with the application of advising stencils on the body of the rolling stock, the place of application of which is provided for by the regulatory technical documentation.

17. Data on measurements, on replacement and modernization of the main assembly units shall be recorded in the technical passport (assembly unit form) of the locomotive.

18. Technical maintenance of locomotives (hereinafter referred to as locomotive TM) and maintenance service of locomotives (hereinafter-referred to as locomotive MS) shall be understood as a set of organizational and technical measures aimed at maintaining the locomotive in a serviceable and technically sound condition or restoring the locomotive to an operational state.

19. Technical and service maintenance shall include inspection of locomotives, scheduled and unscheduled maintenance with mandatory observance of the frequency of use using the necessary material, intellectual, scientific means to keep the locomotives in technically sound condition that meets the requirements of the RTO RK.

20. Locomotive TM-1 shall be carried out by locomotive crews at acceptance, on route and on delivery of the locomotive in accordance with the list of works, according to requirements of the operating manual of the manufacturing plant.

21. Locomotive TM-2 shall be carried out by the highly qualified technicians at the technical maintenance depots of locomotives (hereinafter referred to as the locomotive TMD) or locomotive repair enterprise, roofed, equipped with necessary equipment, devices and tools , provided with a technological stock of parts, instruments and materials.

22. TM-3, TM-4, TM-6, TM-7, TM-8, TM of reinforced volume - 8 (hereinafter referred to as the TMR-8), MS-1, MS-2, MS-3, MS4, MS-5, MS-6, MS-7 of locomotives and the overall repair of a locomotive (hereinafter referred to as the locomotive OR shall be carried at the repair enterprises.

23. Periodicity of technical and service maintenance and overall repair of locomotives shall be carried out in accordance with the manufacturer's operating manual.

24. Putting a locomotive to TM, MS and KR locomotives shall be carried out in accordance with the manufacturer's operating manual.

25. The final scope of work for each locomotive shall be determined taking into account the list of additional work compiled by the master who inspected the locomotive, together with the locomotive receiver, comments of the locomotive crew arrived, entries in the log of the technical condition of the locomotive.

26. TM-3, TM-6, MS-1, MS-2 and MS-3 of locomotives shall be carried out by repair organizations or a locomotive TMD.

27. Locomotive TM-4 shall be carried out for the purposes of supporting the parameters of tires of wheel sets within the limits established by the RTO RK. When conducting locomotive TM-4, wheel set trueing without removing from locomotive shall be carried out.

28. TM-7, TM-8, MS-4 and MS-5 of locomotives are intended for maintenance of locomotives in serviceable condition and shall be carried out by repair enterprises for provision or restoration of operability of the locomotive by means of checking, adjusting, diagnosing, revising, disassembling, cleaning, restoring, assembling, lubricating and testing units, assemblies, parts and assembly units.

29. TM-8, MS-5 and MS-6 of locomotives shall be carried out by repair enterprises and are intended to restore the main operational characteristics and serviceability of a locomotive by repairing or replacing worn or damaged parts and assemblies with a mandatory check of the condition of the remaining components and the elimination of detected faults.

30. TMR-8 and MS-7 of locomotives mean the repair performed to restore the operational characteristics, serviceability and full resource (service life) of the locomotive by replacing, repairing worn and damaged units, assemblies, parts and partially replacing power and low-voltage wiring with a new one.

31. locomotive OR shall be performed to restore the operational characteristics, serviceability of the locomotive and complete or close to complete restoration of its resource, with the replacement or restoration of any of its parts, including the basic.

32. Locomotives shall undergo testing according to the operating manuals of the manufacturing plant before release from TM and MS of locomotives.

33. Before releasing a locomotive from TM, MS and OR, a technical passport (form) of locomotive shall be drawn up.

34. Locomotive repair enterprises performing TM and S of locomotives shall have repair and maintenance documents, technological processes for the repaired types of locomotives and their components.

35. To conduct TM and MS of locomotives, locomotive repair enterprises shall have trained personnel authorized to perform routine maintenance and shall be equipped with appropriate technological equipment and accessories, monitoring and diagnostic tools in accordance with the requirements of regulatory technical documentation, materials and spare parts for repairs.

36. Organization of reclamation work due to identified malfunctions of freight cars that did not withstand the warranty period after construction, repairs performed, and repairs with extended service life shall be carried out in the following order:

1) upon detection of faulty components and parts by auxiliary services of railway transport and the National Infrastructure Operator, freight railcars that have not withstood the warranty period after construction, as well as planned types of repairs, shall be performed:

preparation of a notice for the repair of a car of the VU-23 form, with the transfer of relevant data to the information system of the infrastructure operator on the transfer of the car to a faulty fleet;

verification of compliance of data on the actual configuration of the railcar with the data specified in the information system of the National Infrastructure Operator;

the primary act (in arbitrary form) on the technical condition of the car, its components and parts shall be drawn up;

a calling up by telegram within 3 working days from the date of the car unhooking the representatives of the parties involved - the railcar owner, the railcar repair plant, the car building plant, which indicates the location of the official investigation, and in case of faulty components, parts were replaced after the planned type of repair in CR - representatives an organization that previously carried out the CR with the replacement of the unit, the details of the freight railcar;

2) when setting the date of the official investigation, the travel time of the representatives of the involved parties should be taken into account: the time required to travel in the passenger train to the place of the official investigation and an additional 2 working days from the day the telegram was sent to call the representatives of the involved parties;

3) the commission, chaired by the structural unit of the National Railway Company, consisting of representatives of the parties involved (hereinafter referred to as the Commission), shall draw up a damage certificate of the VU-41 form. If representatives of the parties involved do not appear within the period indicated in the telegram, and there is no notice of the departure of the representatives or the postponement of the investigation date, indicating the reason for the transfer, the Commission shall draw up a damage certificate of VU-41 without representatives of the absent parties.

The damage certificate of the VU-41 form shall be drawn up no later than 4 days after the arrival of representatives of the parties involved. If you disagree with the content of the damage certificate of the VU-41 form, the representative of the involved party shall sign the damage certificate of the VU-41 form, but at the same time shall express a special opinion on the back of the damage certificate.

The representative of the party involved shall have available a power of attorney indicating the authority to sign of the damage certificate of the VU-41 form;

4) in order to establish the reason of the failure of the assemblies and parts of the railcars that did not withstand the warranty period, the Commission shall conduct an official

investigation, because of which an arbitrary form shall be drawn up and signed in six copies by the members of the Commission present. Flaw detection results or other documents confirming the malfunction shall be attached to the certificate;

5) malfunctions of components and parts of the railcar, the elimination of which is possible under the conditions of CR depot, shall be eliminated in accordance with the established technological process of CR;

6) the employees of the organization conducting the CR draw up a notice on the car's release from repair of the VU-36 form for a railcar CR. A VU-36 form notification shall be accompanied by a sheet of a freight railcar configuration, reflecting information about the parts actually located on the railcar;

7) the employees of the organization conducting CR in the information system of the National Infrastructure Operator shall enter information on the assembly of the railcar parts, after entering which the message "On the removal of the railcar from repair" shall be transmitted to the information system of the infrastructure operator and, within 5 working days from the date of signing the notification, form VU-36, shall submit the following documents to the railcar owner:

notice for the repair of a railcar of VU-23 form;

primary act of technical condition of the railcar;

copy of a telegram calling representatives of the parties involved;

witnessed inspection certificate of investigation;

plan of investigation in case of malfunction of wheel sets and axle box;

the damage certificate of the VU-41 form, photograph or sketch of a defective part or wagon assembly;

certificate from the information system of the infrastructure operator "Information about the remaining resource of the car", with data obtained before and after CR;

witnessed inspection certificate (in case of discrepancy of the actual configuration of parts or assembly with the data of the information system of the infrastructure operator);

damage report of VU-22 form;

certificate of completion;

notice of VU-36 form;

costing on actually performed work, invoice and certificate of work performed on CR;

8) if it is impossible to eliminate the malfunction under the conditions of paragraph CR, the workers of the operational car depot shall inform (by telephone message) the owner of the railcar, who shall take measures on organizing the repair in terms of a car repair enterprise;

9) if a railcar belongs to the inventory of another railway administration, the railway workers shall send the railcar to the owner country, provided that the train traffic is safe.

