



भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड Railway Board



(E-File No. 3324599)

No. 2010/M(C)/650/2NMG

New Delhi Date:-31.10.2022

PCMEs
All Zonal Railways

Sub: Data of NMG rakes/Coaches in CMMS.

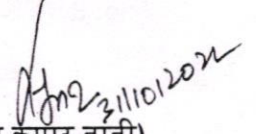
Ref: Railway Board Letter No. 2010/M(C)/650/2NMG dated 29.12.2020.

It has been observed that many workshops are entering incorrect POH due date for NMG/NMGH/NMGHS automobile Cars considering POH periodicity as 18 Months. Whereas, Board vide various references has already issued directives that POH periodicity of NMG may be enhanced up to 24 Months.

In this regard it is advised to get the data of POH/IOH and other Data of NMG rakes reconciled over CMMS through CRIS.

It is further advise to counsel all the concerned to feed proper data in all the related fields on WISE/CMMS for all passenger Rolling stock in future.

For further necessary action please.


(सुमन कुमार ताती)
निदेशक / यांत्रिक इंजी. को.
रेलवे बोर्ड

C/-GM/CMMS and WISE for necessary action please.

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रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड Railway Board

(E-File no. 3324599)

No. 2010/M(C)/650/2 NMG

New Delhi, Dated-29.12.2020

PCMEs
All Zonal Railways

Sub: Maintenance pattern for NMG rakes.

Ref: (i) Railway Board letter no. 2010/M(C)/650/2 NMG dated 07.08.2020.

(ii) Railway Board letter no. 2010/M(C)/650/2 NMG dated 04.11.2020.

(iii) Railway Board letter no. 91/M(C)/650/1 dated 27.08.2018.

(iv) Railway Board letter no. 91/M(C)/650/1 dated 10.09.1996.

(v) Railway Board letter no. 2010/M(C)/650/2 dated 20.12.2010.

In reference to the maintenance pattern for NMG rakes, RDSO and CAMTECH have been advised to standardize the design and to review the extant maintenance guidelines vide letter under reference (i). Meanwhile, Railway Board issued revised maintenance guidelines on trial for 06 months for premium NMG rakes vide reference (ii).

Further in this context, a detailed guideline was issued vide letter under reference (iii) above wherein it was mentioned that-"The instructions regarding POH and life of converted coaches to remain same which are as per Railway Board letter no. 91/M(C)/650/1 dated 10.09.1996."

In this context, it is clarified that -"The instructions regarding POH and life of converted coaches to remain same which are as per Railway Board letter no. 2010/M(C)/650/2 dated 20.12.2010." Wherein it has been stipulated that-"Service life of up to 10 years post such conversion or a total life of 35 years whichever is less be uniformly applied to all such light utilization OCVs converted from PCVs. This shall however be subject to a detailed examination from the stand point of corrosion and structural strength, during POH at an interval of 2 years and extension up to the next POH cycle till service life prescribed as above is attained."

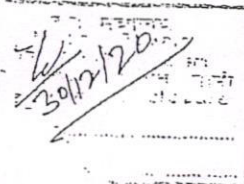
For further necessary action please.

SUMAN KUMAR TANTI

(Suman Kumar Tanti)
Dir. Mech. Engg. (Chg.)
Railway Board

C/- ED/Carriage/RDSO – for information and necessary action.
PED/CAMTECH – for information and necessary action.

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कॉपीज अर्जित करी
Suman Kumar

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAY
RAILWAY BOARD

No.2010/M(C)/650/2

New Delhi dated 20.12.10

The Chief Mechanical Engineers,
All Indian Railways.

Sub: Service life of ICF Design OCVs converted from PCVs.

As per extant directives a codal life of 40 years has been laid down for light utilization category of OCVs like Inspection carriages etc. This is however applicable to OCVs "as manufactured" and run in service accordingly.

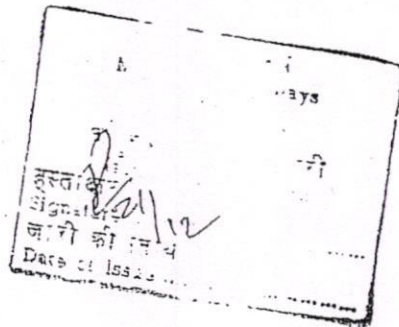
The matter of stipulating a service life for various categories of OCVs, converted from PCVs nearing the end of their prescribed codal life of 25 years for Commercial/Departmental use, has been deliberated upon.

Such categories of converted OCVs mainly include:

- (i) NMG for automobile movement
- (ii) ART/ARME for accident relief
- (iii) Camping coaches with track machines etc.
- (iv) Inspection carriages
- (v) Training cars/Observation cars
- (vi) Material vans etc.

In supersession to all previous guidelines on the subject, it has now been decided that a service life of upto 10 years post such conversion or a total life of 35 years whichever is less, be uniformly applied to all such light utilization OCVs converted from PCV. This shall however be subject to a detailed examination, from the stand point of corrosion and structural strength, during POH at an interval of 2 years and extension upto the next POH cycle, till service life prescribed as above is attained.

This issues with the approval of Board (MM).



Arvind
(Arvind Nautiyal)
Dir Mech Engg (Coaching)
Railway Board

o/c
Ch. Nautiyal
21/12/10