

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 91/M(C)/650/1

New Delhi, dated: 27.08.2018

The General Managers
All Zonal Railways

Sub: Maintenance Pattern for NMG Rakes

In order to optimize utilization of NMG rakes it has been decided to introduce the following maintenance pattern –

1.(a) NMG rakes can be examined on Goods pattern with the rules specified for End to End running of Air Brake Freight stock, i.e. with End to End intensive examination. The examination on this pattern is permitted on specified Goods examination lines and coaching washing lines. The validity of this examination will be for 7 days. However, at-least once in a month undergear examination on Washing line / Pit line shall be ensured. Last date of monthly pit examination should be clearly printed in the schedule chart provided on end panels. A and B schedules must also be carried out on pit line only.

(b) Alternatively examination can be carried out on close circuit pattern at nominated depot for 3500 Km / 10 days, whichever is earlier. This examination is permitted on Coaching Washing lines only having proper Pit.

2. Close circuit rake must be clearly identified by printing of BPC on Blue colour paper and should have a nominated base depot where adequate trained staff and spares should be available. Also each NMG coach should be marked with the nominated POH workshop and return date.

3. The maintenance schedules of the NMG coaches will continue to be on the coaching pattern. Special emphasis may be given to recording done / due schedules on the end wall of the coach. In case a coach is found due for any schedule (A schedule and above) during examination in freight yard, it should be detached from the rake to undertake schedule on Pit line / IOH shed.

4. NMG coaches are fit for only 75 Kmph. Also the revised maximum payload of NMG coaches is fixed at 9.2 tonnes. Therefore, using these coaches as parcel vans for running on piecemeal basis on passenger carrying trains is strictly prohibited.

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5. Each coach should be stencilled with at a suitable place on its end panel, the code name of the base depot and a schedule chart. The date and station code of the depot where a particular schedule is carried out should be stencilled at the appropriate place in the schedule chart immediately when the schedule is completed.

The Performa for schedule chart to be printed on end panels is as under-

Schedule	Date	Depot/Shop
Pit Examination		
A-Schedule		
B-Schedule		
IOH /C-Schedule		
POH		

The instructions regarding POH and life of converted coaches continue to remain same which are as per Board's letter No.91/M(C)/650/1 dated 10.09.1996.

Navaid Talib
27-8-18

(Navaid Talib)
Dir. Mech. Engg. (Chg.)
Railway Board

Copy to:

- (i) PCMEs and PCOMs All Zonal Railways.
- (ii) DFM/RB.