भारत सरकार/GOVERNMENT OF INDIA

रेल मंत्रालय /MINISTRY OF RAILWAYS

रेलवे बो र्ड/(RAILWAY BOARD)

No.: 2014/M(N)/951/4 New Delhi, dated 03 .11.2015

The Chief Mechanical Engineers
All Indian Railways

Sub:- **Examination of BCACM and BCACBM Autocar wagons**

Ref:- This office letter No. 2007/M(N)/951/67 dated 20.11.2008

1. Auto car rakes of BCACM and BCACBM of M/s. Maruti Suzuki are being run on the basis of 6000kms/30 days CC examination pattern for sometime now. It has been decided to run BCACM and BCACBM auto car rakes of M/s. Maruti Suzuki and M/s. APL logistics on CC pattern from their respective bases at Tughlakabad /NR and Melppakam (MLPM) Southern Railway with BPC validity of 7500 kms/30 days whichever is earlier pattern on provisional basis for six months on trial basis.

2. Vide letter under reference, instructions for examination of container trains were issued for improving the availability and productivity of container rakes. It has been decided to undertake examination, commissioning, ROH and maintenance of the autocar rakes of BCACM/BCACBM type wagons on similar lines.

3. Instructions for maintenance and operation of BCACBM rakes are contained in RDSO's technical pamphlet No. G-106. BCACM and BCACBM autocar carrier built on BLC/BLL platforms have been designed for higher throughput per rake as compared to conventional NMG rakes with significantly higher throughput of 318 cars per rake for BCACBM and 270 by BCACM rakes. These rakes are to be operated on the following 10 circuits:

Gurgaon(GGN)/NR	:	Nidvanda (NDV)/SW	(M/s. Maruti Suzuki)
Gurgaon(GGN)/NR	:	Mundra Port/WR	(M/s. Maruti Suzuki)
Gurgaon(GGN)/NR	:	Wardha(WR)/CR	(M/s. Maruti Suzuki)
Melppakam (MLPM)/SR	:	Kathuwas(CMLK)/NWR	(M/s. APL logistics)
Melppakam (MLPM/SR	:	Changsari (CGS)/NFR	(M/s. APL logistics)
Melppakam (MLPM)/SR	:	Sanand (SAU)/WR	(M/s. APL logistics)
Kathuwas (CMLK)/NWR	:	Sanand (SAU)/WR	(M/s. APL logistics)
Kathuwas(CMLK)/NWR	:	Kalamboli/CR	(M/s. APL logistics)
Changsari(CGS)/NWR	:	Kalamboli/CR	(M/s. APL logistics)
Kathuwas (CMLK)/NWR	:	Nidvanda(NDV)/SWR	(M/s. APL logistics)

4. After each loading and unloading the inspection and securing of the following items shall be ensured by the concerned AFTO or their site representatives:

   a) All end doors and flap doors are properly and effectively secured in close positions.
   b) All screw jacks and equipment for operating middle deck adjustment to be secured in disengaged position.

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c) All middle deck of the wagons to be properly and effectively secured in locked position. The guard and driver of the train shall undertake the safe to run (GDR) examination at the loading/unloading points. The scope of such examination shall be as per clause 2.5 of the letter under reference.

(d) If the rake is not due CC examination and is passing through TXR points, it can be given safe to run examination, confined to the visual examination as contained in para 2.5 of the policy circular for containers (i.e. visual checks without insisting on offering of the stocks in empty condition).

5. Based on the operation/performance of the BCACM/BCACBM auto car wagons, the policy for maintenance/running of the wagons shall be reviewed after six (06) months of the issue of this letter/guidelines.

6. This issues with the approval of Board (MM & MT).

(Ajay Nandan)
Exec. Dir. Mech. Engg. (Frt)
Railway Board

C/- (i) Adv.TT(M)/RB
(ii) EDTT(F)/RB
(iii) ED(Wagon)/RDSO
(iv) ED/CAMTECH/Gwalior
} for information please.

Please issue
4/11/2015

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