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

No. 2003/M(N)/951/17 **New Delhi, dated 30.03.2011**

The Chief Mechanical Engineers
All Indian Railways

Sub:- IOH/POH periodicity of BVZI wagons

Ref:- This office letter of even number dated 16.11.2007.

The issue of IOH/POH periodicity of BVZI wagons has been examined by CAMTECH in consultation with Zonal Railways and a report has been submitted to Board. Based on CAMTECH's recommendations, the following guidelines for maintenance of BVZI wagons have been approved by Railway Board:

1. IOH periodicity of BVZI brake van may be extended to 12 months subject to following conditions to ensure safe and smooth running of BVZI by avoiding sick marking for out-of-course repairs:

   a) Wheel changing must be ensured in every IOH schedule and only ultrasonically tested wheels with normal tyre turning should be provided.

   b) Necessary modification and strengthening of centre pivot bracket and side bearers to RDSO Drawing No. WD 00039-S-06 should be done to avoid welding failures.

   c) IOH should be carried out as done for coaching stock of Mail Express trains following all the instructions of RDSO, Coach Maintenance manual and CAMTECH reports on review of the POH periodicity from 12 to 18 months.

2. IOH may also be carried out in Wagon Depots.

3. POH periodicity of BVZIs should be kept at 24 months.

4. All workshops should carry out modifications suggested by RDSO vide their drawing No. WD-00039-S-06 during POH.

5. A proper system for logging defects of BVZIs during POH by Workshops and during IOH and out-of-course lifting by wagon/coaching depots must be put in place. Performance issues with enhanced periodicity, if any, must be highlighted to Railway Board.

6. This supersedes instructions issued vide Board's letter dated 16.11.2007.

Receipt of this letter may be acknowledged.

A. Mittal

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