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

रेल भवन, नई दिल्ली- 110001, तिथि
No. 2015/M(N)/951/32 Rail Bhavan, New Delhi-110001, dated **29.08.2016**

The Chief Mechanical Engineers
All Indian Railways

Sub: Removal of CTRB during POH & ROH
Ref: RDSO's letters No.D.R./NDT/1/8 dated 24.8.2016

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Recently some of line failure of wagon axles has taken place where only fatigue failure was noticed in the general location. During investigation it has been reported that in some of the shops oxy cutting is being done for dismounting of CTRB/backing ring during, POH/ROH, which is resulting in flame cut mark, bluish burning spot, decarburization, scratch mark, dent mark etc on Journal under bearing seat.

The dismounting of bearing by Oxy-cutting is strictly prohibited, as above such defects are considered very prone to generation of fatigue during service. Further ultrasonic testing also cannot detect micro structural changes and shallows surface defects (2-3 mm deep) resulting out of such wrong practice.

It is advised that in no case oxy-cutting of any type should be resorted to for removal of CTRB/backing ring from Journal.

Railway may ensure compliances without any exception.

(AJAY NANDAN)
Exec. Director Mech. Engg. (Freight)
Railway Board

CC:
CWMs/All Workshops
NCO/IRCA
Addl. ED(M&C)/RDSO/Lucknow

Please Note 30/8/16

30-8-16