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 20.03.2018**

The Pr. Chief Mechanical Engineers
All Indian Railways

Sub: Roller bearing failures: Overhauling periodicity.

. . .

In some of the recent case of failures the following issues have been noticed:

a) A BOXNEL wagon was found to be involved in a hot axle case with return date marked on the body according to 54 months periodicity, while the BOXNEL and other 25T axle load wagons are to be given POH after 36 months and ROH after 12 months. In this case the second ROH was also done after 24 months for the first ROH.
b) Railways must ensure that workshops mark the return date of 25T axle load wagons like BOXNEL, BOYEL, BOBSNM & BOXNHL 25T strictly as per prescribed periodicity of RDSO.
c) A 25T capable wagon (particularly BOXNEL & BOXNHL 25T) can sometime be found operating in normal BOXN rake of 22.9T axle load. In such case this wagon should be immediately returned back to a suitable 25T axle load section.
d) In all cases BOXNEL & BOXNHL 25T wagon must be given ROH, POH and CTRB overhaul attentions at the prescribed frequency of 12, 36 & 36 months respectively.
e) During ROH and POH, it must also be ensured that wheel sets released from 25T axle load wagons necessarily are put back only in other 25T axle load wagons and in no case the wheel sets of 22.9T or less axle load wagons should get mixed up with those of 25T axle load wagons.
f) RDSO would be circulating the marking instructions to be followed on the end cap of CTRB of 25T axle load wheels so as to ensure that in ROH/POH depots those wheels & bearings are not interchanged.

Necessary action may please be taken at your end.

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

Copy to:
EDW/RDSO/Lucknow
ED/CAMTECH, RDSO, Lucknow

For kind information and necessary action please.