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## **FOREWORD**

*The maintenance manual for BG coaches currently in use was issued in December 1995. Since then, several improvements have taken place in the design and manufacture of coaching stock. This manual is an attempt to update information on the current fleet of coaching stock and to upgrade the maintenance practices. "CAMTECH" deserves all praise for bringing out such a well documented and comprehensive guide for the use of our engineers.*

*The need for proper maintenance of coaches for providing safety and comforts to the travelling public cannot be over-emphasised. It is necessary that correct practice are followed during POH and other maintenance schedules so that coaches give trouble-free and comfortable service on line.*

*Those of us involved in maintenance must appreciate the importance of right maintenance at right time so that the coach does not come for unscheduled repairs frequently. The effort should be to minimize overall maintenance time and reduce maintenance cost.*

*This manual covers rules governing Coaching Stock maintenance as given in IRCA Conference Rules Part IV apart from various maintenance instruction issued by RDSO/Lucknow from time to time. Frequent reference should, therefore, be made to the current IRCA Conference Rules also by the workshops/depots.*

*Practices and service wear limits laid down in this manual are for guidance during preventive maintenance to achieve better riding quality and comfort. These limits may appear more stringent than the safety limits for some items, but no change is intended in the prescribed safety limits.*

*Future addition/deletion/modification to this Manual shall be processed by RDSO/LKO with the approval of Railway Board.*

(S. Dhasarathy)  
Member Mechanical  
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