



No L.102.LG.5.Safety/Accident/31

Date: 28.10.2025

Sr. DEE (TRO) BB, BSL, NGP

Sr. DME(Op) PA

DME (O&C) SUR

CEE (Op) Instruction No. 11/2025

Sub: Maintenance and Operation of NMG/NMGH/NMGHS coaches with BVZI

Ref: Railway Board's letter no. 2020/M(C)/650/2 dtd. 22.10.2025

Vide letter mentioned under ref, Railway Board has permitted for operation of BVZI in NMG rakes for next 6 months in case of non-availability of SLR for NMG rakes.

NMG coaches are fitted with coaching stock DV and BVZI BOBYN and DBKM are fitted with wagon stock DV. Since the application and release times are higher in wagon type DV, the following precautions may be taken during operation of NMG rakes with BVZI:

1. The train should not be restarted in case it has been stopped with emergency brake application at least within 1.5 minutes in case of twin pipe air braked stock and 3 minutes in case the stock is being operated with single pipe. This is necessary to allow the release of brakes in full train.
2. Before restarting, it shall be ensured that air flow indicator reading is stabilized at the same level as it was observed before starting of the train from starting point. Earlier starting of train, if brakes have not been released fully, may result in train parting.
3. In Ghat section, if train stopped at gradient, driver must not release SA-9 until the start of train in forward direction. Partial A-9 may also be used depending upon the requirement of gradient.

Divisions are advised to counsel all the running staff and sent compliance to this office by 10.11.2025.


Sanjay Singh

Chief Electrical Engineer (OP)
Central Railway