

BPC

(Brake Power Certificate)

द्वारा:—

राजेन्द्र कशवाहा

अनुदेशक(समाडि)

ब.प.प्र.केन्द्र गोरखपुर

BPC (ब्रेक पावर सर्टिफिकेट)–

- ❖ ब्रेक पावर सर्टिफिकेट एक महत्वपूर्ण प्रमाण पत्र है जो तीन प्रतियों में बनाया जाता है।
- ❖ जूनियर इन्जीनियर (समाडि), लोको पायलट एवं गार्ड के संयुक्त हस्ताक्षर से जारी किया जाता है।
- ❖ जिस पर ब्रेक पावर से सम्बन्धित सभी विवरण अंकित रहता है।
- ❖ एक-एक कार्बन कापी लोको पायलट एवं गार्ड द्वारा प्राप्त किया जाता है तथा मूल कापी जूनियर इन्जीनियर(समाडि) के पास रिकार्ड के रूप में सुरक्षित रहता है।

जी.डी.आर.

बी.पी.सी. के आभाव में गाड़ी नहीं चलाया जा सकता है, जब किन्हीं कारणों से बी.पी.सी अवैध हो जाता है तो जी.डी.आर. बना कर गाड़ी का परिचालन किया जाता है। जी.डी.आर. गाड़ी के मूवमेन्ट की दिशा में 400 कि.मी अथवा अगले परीक्षण स्टेशन जो पहले हो तक वैध रहता है।

सवारी गाडी का ब्रेक पावर सर्टिफिकेट:—

Sr.No.	CATEGORY OF TRAINS	Validity BPC
1.	Rajdhani / Duronto trains	Fresh BPC from Both end.
1(A)	Shatabadi Trains	Fresh BPC from Primary end only.
2.	MAIL/EXP Round trip run > 3500 Kms for ICF and >4000 Kms LHB	Fresh BPC from Both end.
3(a)(i).	MAIL/EXP ROUND TRIP RUN UPTO 3500 kms. for ICF and up to 4000 Kms LHB (excluding category 1 trains)	Fresh BPC from Primary end only.
3(a)(ii).	MAIL/EXP Trains that touch the Primary station more than once within the limit of 3500 kms (ICF) or 4000 Kms (LHB) and 96 hrs, whichever is earlier (excluding Rajdhani, Duronto, Shatabdi trains)	Fresh BPC from Primary end only.

सवारी गाडी का ब्रेक पावर सर्टिफिकेट:—

Sr.No.	Types of Train	Validity BPC
3(b).	Inter connected mail/exp. Round trip run upto 3500 kms (ICF) or 4000 kms LHB)	3500 Kms. (ICF) or 4000 Kms (LHB) or 96 hours after the issue of original BPC which ever is earlier. Only at Primary end.
4.	Passenger trains with toilets including interconnected passenger trains, shuttles.	3500 Kms. Or 96 hours after the issue of original BPC which ever is earlier. Only at Primary end.
5.	Passenger trains without toilets.	3500 Kms Or 7 days whichever is earlier. Only at Primary end.
6.	Dedicated Parcel Trains	4500 Kms or 10 days whichever is earlier.
7.	Military / Election Special trains	3500 Kms (ICF) or 4000 Kms (LHB) or 96 hrs, whichever is earlier,only at Primary end.

सवारी गाडी का ब्रेक पावर सर्टिफिकेट:—

Sr.No.	Types of Train	Validity BPC
8.	DEMU	10 days periodicity for all DEMUs other than 700 HP.
9.	DEMU	07 days periodicity for 700 HP.
10.	MEMU	10 days
11.	EMU	10 days

मालगाड़ी के बी.पी.सी. की वैधता की शर्तें:—

TYPES OF TRAIN

1. Air Brake (End to End):-

❖ मालगाड़ी का बी.पी.सी वैध रहेगा यदि:—

- 1—लोडेड वैगन के बी.पी.सी.पर गन्तब्य लिखा हो।
- 2—रास्ते / यार्ड में 4 या अधिक वैगनों का बदलाव न हुआ हो।
- 3—परीक्षण यार्ड में 24 घंटे से ज्यादा स्टेबल न हुआ हो।

नोट:— (1) बी.पी.सी.का रंग— सफेद

(2) प्रस्थान के समय ब्रेकपावर प्रतिशत—90% (कम से कम)

मालगाड़ी के बी.पी.सी. की वैधता की शर्तें:—

TYPES OF TRAIN

1. Air Brake (Premium End to End):-

❖ मालगाड़ी का बी.पी.सी. वैध रहेगा यदि:—

- 1— बी.पी.सी.की वैधता खाली दशा में 12 दिन, लोडेड दशा में 15 दिन
- 2— रास्ते / यार्ड में 4 से अधिक वैगनों का बदलाव न हुआ हो।
- 3— परीक्षण यार्ड में 24 घंटे से ज्यादा स्टेबल न हुआ हो।
- 4— नोट:— (1) बी.पी.सी.का रंग— हरा
(2) प्रस्थान के समय ब्रेकपावर प्रतिशत—95% (कम से कम)

मालगाड़ी के बी.पी.सी. की वैधता की शर्तें:—

TYPES OF TRAIN

1. Air Brake (C.C. Rake):-

❖ मालगाड़ी का बी.पी.सी. वैध रहेगा यदि:—

- 1— बी.पी.सी.की वैधता (7500 किमी या 30+5 दिन तक) जो भी पहले हो मान्य होगा।
- 2— कोई भी बदलाव मान्य नहीं है।केवल संरक्षा प्रभावित होने की दशा में केवल डिटैच किया जा सकता है।
- 3— परीक्षण यार्ड में 24 घंटे से ज्यादा स्टेबल न हुआ हो।
- 4— नोट:— (1) बी.पी.सी.का रंग— पीला
(2) प्रस्थान के समय ब्रेकपावर प्रतिशत—100%

MAINTENANCE PATTERN OF COACHING TRAINS

(Mainline & MEMU/DEMU/EMU) June-2017

1. CATEGORY OF TRAIN – Rajdhani / Duronto trains

1.	Preventive maintenance schedules at pit line.	At primary end
2.	Under gear examination and brake system maintenance at pit line.	At both the ends.
3.	Internal cleaning, passenger amenity attention and watering.	At both the ends.
4.	External cleaning on nominated line with proper facilities.	At both the ends.
5.	Enroute / Terminating Examination	Enroute: after every 250 to 350 kms of run, or at the next nominated TXR point at stopping station. Locations to be decided by the Railway for each train. Terminating Examination: Terminating station
6.	Brake system check prior to start at platform at the other end.	Complete air brake testing with issue of fresh BPC at both ends.

1. (A)CATEGORY OF TRAIN – Shatabdi Trains

1.	Preventive maintenance schedules at pit line.	At primary end
2.	Under gear examination and brake system maintenance at pit line.	At primary end
3.	Internal cleaning, passenger amenity attention and watering.	At both the ends.
4.	External cleaning on nominated line with proper facilities.	At primary end
5.	Enroute / Terminating Examination	Enroute: after every 250 to 350 kms of run, or at the next nominated TXR point at stopping station. Locations to be decided by the Railway for each train. Terminating Examination: Terminating station
6.	Brake system check prior to start at platform at the other end.	Only continuity check if stabled at PF, otherwise brake power check with endorsement on original BPC

2. CATEGORY OF TRAIN – MAIL/EXP Round trip run > 3500 Kms for ICF and >4000 Kms LHB

1.	Preventive maintenance schedules at pit line.	At primary end
2.	Under gear examination and brake system maintenance at pit line.	At both the ends.
3.	Internal cleaning, passenger amenity attention and watering.	At both the ends.
4.	External cleaning on nominated line with proper facilities.	At both the ends.
5.	Enroute / Terminating Examination	Enroute: after every 250 to 350 kms of run at locations to be decided by Railway for each train. Terminating Examination: Terminating station
6.	Brake system check prior to start at platform at the other end.	Complete air brake testing with issue of fresh BPC at both ends.

**3(a)(i). CATEGORY OF TRAIN – MAIL/EXP ROUND TRIP RUN UPTO 3500 kms.
for ICF and up to 4000 Kms LHB (excluding category 1 trains)**

1.	Preventive maintenance schedules at pit line.	At primary end
2.	Under gear examination and brake system maintenance at pit line.	At primary end
3.	Internal cleaning, passenger amenity attention and watering.	At both the ends.
4.	External cleaning on nominated line with proper facilities.	At primary end
5.	Enroute / Terminating Examination	Enroute: after every 250 to 350 kms of run at locations to be decided by Railway for each train. Terminating Examination: Terminating station
6.	Brake system check prior to start at platform at the other end.	Only continuity check if stabled at PF, otherwise brake power check with endorsement on original BPC

3(a)(ii). CATEGORY OF TRAIN – MAIL/EXP Trains that touch the Primary station more than once within the limit of 3500 kms (ICF) or 4000 Kms (LHB) and 96 hrs, whichever is earlier (excluding Rajdhani, Duronto, Shatabdi trains)

1.	Preventive maintenance schedules at pit line.	At primary end
2.	Under gear examination and brake system maintenance at pit line.	At primary end only once within the limit of 3500 Kms (ICF) or 4000 Kms (LHB)/ 96 Hrs, whichever is earlier.
3.	Internal cleaning, passenger amenity attention and watering.	At both the ends.
4.	External cleaning on nominated line with proper facilities.	At primary end
5.	Enroute / Terminating Examination	Enroute: after every 250 to 350 kms of run at locations to be decided by Railway for each train. Terminating Examination: Terminating station
6.	Brake system check prior to start at platform at the other end.	Only continuity check if stabled at PF, otherwise brake power check with endorsement on original BPC

**3(b). CATEGORY OF TRAIN – INTER CONNECTED MAIL/EXP. ROUND TRIP
RUN UPTO 3500 Kms (ICF) or 4000 Kms (LHB)**

1.	Preventive maintenance schedules at pit line.	At primary end
2.	Under gear examination and brake system maintenance at pit line.	To be done within 3500 Kms. (ICF) or 4000 Kms (LHB) or 96 hours after the issue of original BPC which ever is earlier. Only at Primary end.
3.	Internal cleaning, passenger amenity attention and watering.	At primary end and each terminal.
4.	External cleaning on nominated line with proper facilities.	At primary end
5.	Enroute / Terminating Examination	Enroute: after every 250 to 350 kms of run at locations to be decided by Railway for each train. Terminating Examination: Each Terminating station
6.	Brake system check prior to start at platform at the other end.	Only continuity check if stabled at PF, otherwise brake power check with endorsement on original BPC

4. CATEGORY OF TRAIN – PASSENGER TRAINS WITH TOILETS INCLUDING INTERCONNECTED PASSENGER TRAINS, SHUTTLES.

1.	Preventive maintenance schedules at pit line.	At primary end
2.	Under gear examination and brake system maintenance at pit line.	To be done within 3500 Kms. Or 96 hours after the issue of original BPC which ever is earlier. Only at Primary end.
3.	Internal cleaning, passenger amenity attention and watering.	At primary end and each terminal.
4.	External cleaning on nominated line with proper facilities.	At primary end
5.	Enroute / Terminating Examination	Enroute: after every 250 to 350 kms of run at locations to be decided by Railway for each train. Terminating Examination: Terminating station
6.	Brake system check prior to start at platform at the other end.	Only continuity check if stabled at PF, otherwise brake power check with endorsement on original BPC

5. CATEGORY OF TRAIN – PASSENGER TRAINS WITHOUT TOILETS.

1.	Preventive maintenance schedules at pit line.	At primary end
2.	Under gear examination and brake system maintenance at pit line.	To be done within 3500 Kms Or 7 days whichever is earlier. Only at Primary end.
3.	Internal cleaning, passenger amenity attention and watering.	At primary end and each terminal.
4.	External cleaning on nominated line with proper facilities.	At primary end
5.	Enroute / Terminating Examination	Once a day at primary end or at nominated terminal.
6.	Brake system check prior to start at platform at the other end.	Only continuity check if stabled at PF, otherwise brake power check with endorsement on original BPC

6. CATEGORY OF TRAIN – Dedicated Parcel Trains

1.	Preventive maintenance schedules at pit line.	At primary end
2.	Under gear examination and brake system maintenance at pit line.	To be done within 4500 Kms or 10 days whichever is earlier.
3.	Internal cleaning, passenger amenity attention and watering.	
4.	External cleaning on nominated line with proper facilities.	
5.	Enroute / Terminating Examination	After every 250 to 350 Kms of run, or at the next nominated TXR point at stopping station, Location to be decided by the Rly for each train. Terminating Exam. Terminating Station.
6.	Brake system check prior to start at platform at the other end.	Only continuity check if stabled at PF, otherwise brake power check with endorsement on original BPC
7.	Remarks	Bd's Lr.No,2003/M(C)/141/19 dt 02.03.2006.

7. CATEGORY OF TRAIN – Military / Election Special trains

1.	Preventive maintenance schedules at pit line.	At primary end
2.	Under gear examination and brake system maintenance at pit line.	To be done within 3500 Kms (ICF) or 4000 Kms (LHB) or 96 hrs, whichever is earlier, only at Primary end.
3.	Internal cleaning, passenger amenity attention and watering.	At Primary end and each terminal
4.	External cleaning on nominated line with proper facilities.	At Primary end
5.	Enroute / Terminating Examination	After every 250 to 350 Kms of run, or at the next nominated TXR point at stopping station, Location to be decided by the Rly for each train. Terminating Exam. Terminating Station.
6.	Brake system check prior to start at platform at the other end.	Only continuity check if stabled at PF, otherwise brake power check with endorsement on original BPC
7.	Remarks	Bd's Lr.No,2003/M(C)/141/19 dt 02.03.2006.