GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

TECHNICAL SPECIFICATION FOR SUPPLY OF AC - AC TRACTION SYSTEM FOR DUAL CAB 4500HP WDG4D/WDP4D DIESEL - ELECTRIC LOCOMOTIVES

SPECIFICATION NO. MP. 0. 2400.67 (REV.- 03)
August, 2012

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TECHNICAL SPECIFICATION FOR SUPPLY OF AC - AC TRACTION SYSTEM FOR DUAL CAB 4500HP WDG4D/WDP4D DIESEL - ELECTRIC LOCOMOTIVES

1.0 INTRODUCTION

1.1.1 Indian Railways have introduced 4000 HP Diesel-electric locomotives GT46MAC (heavy haul freight version renamed as WDG4) and GT46PAC (high speed passenger version renamed as WDP-4B) equipped with 3-phase AC-AC transmission system employing propulsion based on GTO technology under TOT agreement with M/s General Motors, USA, a few years ago. Indigenous manufacture of both these types of locomotives has been planned by the Indian Railways and Production has already started.

1.1.2 In the present system, overall loco operation is controlled by Locomotive Control Computer, which is tightly integrated with microprocessor based traction control and braking systems. 4000 HP locomotives employ EM – 2000 as the main Loco control computer, which controls:

   I ) Traction Control Computers
   II) CCB of KNORR BREMSE
   III) Excitation of main Generator through SCR unit.
   IV) All the associated electrics housed in three electrical cabinets viz. ECC #1, ECC #2 & ECC #3.

1.1.3 EM-2000 and its peripherals along with proprietary embedded software of M/s EMD are being used presently on 4000 HP locomotives. These locomotives employ the Traction Control Computer, which controls the GTO/IGBT based Traction Inverter. Each Traction Inverter provides power for three Traction Motors. The Traction Inverter along with its Traction Control Computer is housed in a cabinet called Traction Control Cabinet (TCC). Two such TCCs are provided for each locomotive.

1.1.4 With the successful development of IGBT based traction control converter and testing of existing engine to deliver 4500 hp power, it is decided to manufacture Dual Cab locomotive with 4500 GHP. This specification governs requirements for supply of AC-AC Traction System consisting of loco control computer system (hardware & software), IGBT based traction inverters cum hotel load inverters system, ECC panels and allied equipment to be used on 4500hp WDG4D/WDP4D dual cab locomotives.

1.2 OBJECTIVES OF THE SPECIFICATION

It is proposed to develop an AC-AC Traction system and electrics for Dual Cab 4500 HP WDG4D/WDP4D locomotives with following broad objectives:

1.2.1 To take care of increased horsepower requirements up to 4500 hp. The equipment
supplied shall be deemed to have met the 4500 GHP by ascertaining the alternator output which shall not be less than:

(a) 2915 KW (minimum) in site conditions with both radiator fans at full speed and compressor loaded condition

(b) 2975 KW (minimum) in site conditions with both radiator fans at half speed and compressor unloaded

Note: Some of the auxiliaries are specific to the equipment to be offered and therefore the auxiliary load may vary to some extent from the present load. There may be some situations where the engine gross power shall go above 4500 hp; in such a situation a clamping protocol shall be provided by the locomotive microprocessor such that the power never exceeds 4525 hp for more than 3 minutes and clamping of excitation is done in such a situation. This shall be achieved through an excitation software and not LCP. Exact details of the clamping software proposed by the manufacturer can be decided mutually at design approval stage.

1.2.2 To take care of increased tractive effort requirements on different notches.

1.2.3 To develop a flexible, user configurable, traction inverter system preferably with six independent traction inverters common for both WDG4D and WDP4D locos. Complete details of user programmable parameters are listed at clause no. 7.2.4.

1.2.4 Hardware including Traction converters, loco control computer and ECC panels shall be common for both WDG4D and WDP4D locos and only the software configuration shall be different for the two applications, these equipment shall be fully interchangeable. The modified microprocessor based loco control system (hardware & software) shall completely integrate with the proposed IGBT based traction invertors, existing power pack, traction alternator, traction motors, Auxiliaries and braking system.

1.2.5 To provide for Hotel Load capability, option to be offered if the tender calls for a quote for the hotel load equipment.

1.2.6 To accommodate distributed power control concept, option to be offered if the tender calls for a quote for the same.

1.2.7 To provide blended brake feature on both WDG4D and WDP4D locos. Tractive effort limiting feature to limit the tractive effort whenever required shall be provided in both the locomotives. This shall be a user settable parameter.

1.2.8 It is proposed to provide a flexible and user configurable traction inverter system either with six independent traction inverters or with twin inverters, user configurable hotel load provision, and other features proposed in this spec. Loco Control Computer (LCC) controls will require to be substantially modified. In the new system an exhaustive range of User Settable Parameters shall be provided in LCC as well as TCCs for flexibility and ease of future upgrades in the control system/Traction equipment. State of the art technologies like optical fibre communication, automatic engine start-stop/ Auxiliary power unit, provision for control of distributed power consist etc. shall be provided.
1.2.9 The LCC along with associated electrics shall completely integrate with existing power pack, traction alternator, traction motors, auxiliaries and braking system.

1.3 HOTEL LOAD FACILITY

1.3.1 At present, hotel load requirement of passenger carrying trains on IR is met through two diesel-alternator (DA) power cars, one at either end of the rake (Rajdhani and Shatabdi type trains) or through self generating equipment provided on each of the coaches (Normal Mail/Express trains).

1.3.2 In order to cater to the hotel load requirement of entire rake, alternative system with centralised hotel load power supply from the locomotive diesel engine itself is being envisaged by Indian Railways. This shall result in higher overall efficiency, passenger comfort and improvement in overall system reliability with reduced maintenance. For the purpose of Hotel load an additional inverter shall be provided if asked for in the tender. The additional inverter shall preferably be housed in the existing TCC cabinet, if housed separately, the envelop dimensions to be indicated with proposed lay out/ mounting arrangement.

1.3.3 The output of the hotel load inverter on WDP4D locos will be 750 V, 3-phase, 50 Hz, 500KVA supply to make it fully compatible with the existing hotel load supply arrangement of EOG power cars. In the proposed system, one of the power cars will be removed, as the power will be provided by the hotel load inverter from the locomotive itself.

1.4 CREDENTIALS OF THE TENDERER

1.4.1 This specification governs requirements for successful manufacture, testing and supply of IGBT based traction inverter system along with an integrated hotel load module and microprocessor based loco control computer system (hardware & software) with allied equipment to be used on 4500 hp WDG4D/WDP4D locomotives.

1.4.2 Performance of 3-phase microprocessor controlled locomotives largely depends upon design of traction inverter and loco control system. Therefore, it may be noted that irrespective of whatever has been stated in this specification, complete integration (electrical, mechanical as well as software controls) of the offered traction inverter, loco control and hotel load systems with the other existing equipment of the WDG4D/WDP4D loco, such as alternator, motors, computer controlled brake system etc. shall be sole responsibility of the successful tenderer. Successful tenderer shall also be fully responsible for proper mounting, installation and commissioning of all the offered equipment as well as satisfactory performance of the locomotive in the field.

1.4.3 Since this specification calls for major design changes in the existing locomotive in hardware as well as software, tenderers are expected to sufficiently familiarize themselves with the functioning of existing EM2000 and other LCC make controls and traction inverter controls with other allied equipment on WDG4D/WDP4D locomotives.
along with hotel load system on existing Rajdhani / Shatabdi and other Mail/Express trains in order to get clear understanding of requirements for optimum design of the complete system.

1.4.4 Offers from only those tenderers who have sufficient experience in manufacture and integration of IGBT based traction control system for 4000/4500HP 3-phase AC-AC diesel electric locomotives shall be accepted. The tenderer shall have prior experience of supplying IGBT based traction system for 4000HP and above Diesel Electric Locomotives.

1.4.5 Tenderers shall submit the evidence of successful track record of manufacture & integration of IGBT based traction invertors along with their offer. The tenderer shall also submit a detailed indigenization plan with the offer.

1.4.6 It may be noted that complete details regarding functioning of EM2000, TCC and their interaction / communication protocol are not available with RDSO/DLW and therefore only limited information, to the extent available with RDSO/DLW, can be shared with the successful tenderer. It may also be noted that such information, at any detailed level including communication protocol between EM2000 and TCC controls, is not a part of TOT agreement between M/s General Motors and Indian Railways and therefore is not available with RDSO/DLW.

1.4.7 Some proprietary information of the TOT (between M/s General Motors and Indian Railways) of WDG4/WDP4 technology cannot be passed on to / shared with the international competitors of M/s General Motors. Therefore, in order to design a technically optimum alternative to existing inverter and loco control systems fully compatible with each other, tenderers are required to have sufficient expertise and experience in the design of traction control systems.

1.4.8 Change in performance and functionality, if any with the proposed system, shall be brought out clearly in the offer. However, complete system shall be designed to improve the performance and functionality.

2.0 DESCRIPTION OF THE EXISTING SYSTEM

2.1 The existing locomotive control computer EM-2000 controls overall locomotive operation. Traction converters are controlled by traction control computer & braking system is controlled by CCB with interface from EM-2000. The traction control computers also provide failure detection and protection for inverters and also provide EM2000 with fault information to be displayed and archived in the memory for further analysis.

2.2 EM2000 is a 32-bit computer based on Motorola 68020 microprocessor running at 16 MHz with a math coprocessor and communication through RS-232 serial cable/port. The traction control computer receives data from EM2000 via RS-485 serial link. The bi-directional bus carries data such as how much power for traction the inverter shall develop as well as other information to control activation of devices like blowers and heaters. In addition to the data via RS-485 link, traction control computers continuously
provide feedback information to monitor various parameters such as status of relays and temperature of various components, voltages and currents. Based on this feedback data and information received via RS-485 serial link, the programs stored in the traction control computers work, to drive the inverter as well as to protect it in the event of faulty operating conditions.

2.3 Diesel engine drives the traction alternator. Three phase output of the traction alternator type TA17-CA6 is rectified and fed to two inverters through DC link. Each inverter supplies three phase controlled output to traction motors mounted on a bogie. Motors are four pole three-phase squirrel cage induction motors. Inverters are voltage source PWM type employing GTO/IGBT as basic switching device. Two traction control computers are used, one for each inverter, to directly control the firing of GTO/IGBT and thereby controlling the voltage and frequency output from inverters as per the traction requirement indicated by EM2000 locomotive control system. EM2000 controls overall locomotive operation. Traction inverters are controlled by traction control computer and braking system by CCB with interface from EM2000. The traction control computers also provide failure detection and protection for inverters and also provide EM2000 with fault information to be displayed and archived in the memory for further analysis.

2.4 General arrangement diagrams showing side and top views of the WDG4D and WDP4D locomotives are attached at annexure-A and annexure-B respectively.

2.5 The characteristic curves for 4500HP loco application are attached at annexure nos. C & D (for WDP4D loco) and annexure nos. G & H (for WDG4D loco).

2.6 The locomotive is equipped with KNORR/NYAB CCB 1.5 (computer controlled braking) system. This is an electro-pneumatic microprocessor based system with 30A CDW type desktop controls.

2.7 End On Generation (EOG) and Self-Generating (SG) type hotel load supply systems are used on Indian Railways at present. On Rajdhani/Shatabdi trains, hotel load is met through EOG power cars wherein two power cars are provided one at either end of the rake. Each power car is a Diesel-Alternator set with associated power contactors and control / protection circuits. On other Mail/Express trains, the coaches are SG type and hotel load requirement of these coaches is met through axle-mounted alternator-rectifier-inverter system. In EOG system, hotel load power from power car to coaches is fed through two feeders running parallel along the rake (at 750 V, 3-phase, 50 Hz).

2.8 Inter Vehicular (IV) couplers are used to connect the feeders between adjacent coaches. Each coach has step down transformer which converts the 750 V feeder supply to 415 V output to be fed to the air conditioning equipment in the coach. Automatic interlocking and feeder selection system is used such that at a time only one power car can supply hotel load power to either feeder or both the feeders. Through proper interlocking between the power cars, simultaneous hotel load supply from both the power cars to a feeder is prevented. Inter vehicular couplers on Locomotive shall be in tenderer scope of supply. Tenderer shall provide adequate details on the type selected together with a data sheet. Proven, reputed make of inter vehicular coupler is to be offered.
Interlocking and associated circuitry on the Locomotive shall also be in tenderer scope of supply.

2.9 The complete electrics of the locomotive is housed in three different cabinets named as ECC #1, ECC #2 & ECC #3. The ECC #1, ECC #2 & ECC #3 shall be as per relevant DLW/RDSO specification. The various switches, contactors, circuit breakers, indicators, transducers and sensors presently being used are categorized in the following three categories:

   a. Items only from OEM.
   b. Items from authorised Indian sources of OEM.
   c. Items from indigenous sources.

3.0 GOVERNING SPECIFICATIONS

This specification is based on the following references:

1. IEC-61287 : Electronic Power Converter mounted on board rolling stock.
2. IEC-60571 : Specific rules concerning the electronic control part of converters.
3. IEC - 34.1 : Auxiliary Electrical machines. (CENELEC) (Part 3-2, Rolling Stock – Apparatus)
4. EN : 50121-2: Railway Applications – Electromagnetic Compatibility (CENELEC) (Part 2, Emission of the whole railway system to the outside world)
5. IEC-61375-1 : Electric Railway Equipment - Train bus – Part 1 : Train Communication Network

4.0 DEFINITIONS

4.0.2 ‘DLW’ means Diesel Locomotive Works, Varanasi-221 004.
4.0.3 ‘BG’ means 1676 mm gauge, referred to as Broad Gauge.
4.0.4 ‘IEC’ means International Electro-technical Commission.
4.0.5 ‘IS’ means Indian Standard.
4.0.6 ‘AAR’ means Association of American Rail-roads.
4.0.7 ‘UIC’ means Union International Des Chemins de fer (International Union of Railways)
4.0.8 ‘IRS’ means Indian Railway Standard.
4.0.9 ‘IR’ means Indian Railways.
4.0.10 Throughout this specification the words:
   .1 Horse Power (HP) shall be taken as metric horse Power, i.e. 75 kg metre/sec.
5.0 SCOPE OF SUPPLY

Following equipment are within the scope of supply of the tenderer. It is being attempted to have a common platform on the locomotive for fitment of various makes of equipments. In case any particular make requires fitment of equipment over and above the scope defined in this specification, the same shall be supplied by the tenderer (including cables, pipes, ducting etc) and the cost shall be borne by the tenderer and not DLW.

5.1 Electrical Control Cabinet ECC #1 consisting of Locomotive Control Computer (LCC) system (hardware and software) along with all control, protection and indication equipment like sensors, relays, breakers, indicators etc., along with other sub-systems required for proper functioning of the locomotive. The location of the DC link terminals at ECC#1 shall be as per the sketch placed at annexure - N. Functional equivalents of all the existing components in this cabinet are within the scope of supply. The LCC may be located at an alternate location also. In this case, the tenderer shall have to supply any uncommon item arising out of this alternate location. All communication cables between LCC and TCC / ECC#1 are in the scope of supply of tenderer.

5.2 ECC#1, ECC#2, ECC#3 shall be as per relevant DLW/RDSO specification. DLW specification nos. are as follows-
   (i) ECC #1 as per DLW specification no WDG4/EL/PS/17(Latest version).
   (ii) ECC #2 as per DLW specification no WDG4/EL/PS/20(Latest version).
   (iii) ECC # 3 as per DLW specification no WDG4/EL/PS/21(Latest version).

Electrical Control Cabinets ECC #2 and ECC #3 consisting of all the additional protection and indication equipment, sensors, relays etc., along with other sub-systems required for proper functioning of the locomotive. ECC#1, ECC#2, ECC#3 shall be as per relevant DLW/RDSO specification. Functional equivalents of all the existing components in these two cabinets are within the scope of supply. The system shall be designed in such a way so as to eliminate the requirement of copper reactor that has been fitted in the ECC#2 of these locomotives up till now. In case the tenderer is not meeting this requirement, then all related equipments including the extra cables required shall be in the scope of supply of tenderer and not in the scope of DLW. Cost implications of such equipment shall be borne by the tenderer.

5.3 Two traction control cabinets TCC#1 and TCC#2 (or TCC#1 and TCC#2 housed together in one cabinet); each TCC shall house IGBT based inverters for traction motor control. The traction control computer(s) can be housed in this cabinet or can be separately located in ECC1. The inverter configuration can be either for single motor control or for bogie control. In this case, the tenderer shall have to supply any uncommon item arising out of this alternate location. In case of motor control, each motor shall be controlled by separate inverter and there will be a total of 6 inverters. In case of bogie control 3 traction motors of a bogie will be controlled by a single inverter and there shall be a total of 2 inverters. The location of the DC link terminals and traction motor terminals
shall be as per the sketch placed at Annexure - N. Separate cables for each traction motor shall be used from TCC to traction motors. All cooling requirements of the TCC shall be met by inbuilt blower within the envelope of TCC, any additional cooling requirement (including blower, motor and ducting) shall be in the scope of supply of tenderer and not in the scope of DLW. Cost implication for such equipments shall be borne by the tenderer.

5.4 Crow bar Resistor and Damper Resistor: Crow bar Resistor and Damper resistor or any other protection device required for proper functioning of IGBT TCC as per DLW specification No. WDG4/EL/PS/28 mentioned at annexure - L.

5.5 Speed & Temperature Sensors shall be supplied along with TCC as a set i.e. 6 sensors for each TCC ordered. the sensors shall be compatible with the traction motors being used on the locomotive. The details of the traction motor are furnished in para 9.0 of the specification.

5.6 A TFT LCD display for driver’s cab called DIALS (Digital Into Analogue LCD - based System) shall be provided as per RDSO specification no. MP.04.00.10 (Latest version).

5.7 Industrial type electronic notebook complete with communication data analysis software and configuration software for giving to the nominated shed. Notebook shall be industrial type (Panasonic tough book S9 or equivalent) so that it is sufficiently robust for handling on the locomotive and maintenance shed. The quantity of notebook shall be calculated as 0.05 per set of AC-AC system supplied.

5.8 Three years AMC of IGBT based TCC and LCC (beyond warranty period), as per terms and conditions placed at annexure - M. The firm shall quote its offer for AMC as per tender SOR/Spec.

5.9 Documentation & Information required: covered under clause 10.

5.10 In the present design, the locomotive is having 3 Electrical Control cabinets i.e., ECC#1, #2 and #3. While ECC#1 is installed in the drivers cab, the ECC#2 is under slung from the locomotive under frame and ECC#3 is located near radiator compartment. It is preferable that the manufacturers shall eliminate the ECC#2 from their design while quoting against this specification and suggest alternative locations for the equipments currently contained in ECC#2.

5.11 ECC#4 – cab 2 shall have a miniature electronic control panel named as ECC#4. More details is given in clause no. 7.1.1.2.

5.12 OPTIONAL FEATURES:

Following are the optional features in the scope of supply:

5.12.1 Distributed Power Control
5.12.2 Auto Creep Control
5.12.3 Hotel Load
5.12.4 Remote Monitoring Of Locomotive (REMMLOT)
5.12.5 End Of Train Telemetry (EOTT)

For more details on optional features, clause no. 7.3 (Optional Features) of this specification may be referred.

The Tenderer shall supply above items to DLW and fitment of these equipment along with testing and commissioning of the complete locomotive will be done at DLW under the supervision of successful tenderer. Tenderer shall arrange for special instruments, tools etc. required for installation and commissioning of the locomotive which are not available at DLW.

5.13: Cable harnesses between TCC and ECC1 shall be as per DLW specification no WDG4/EL/PS/25 Rev-02 mentioned at annexure-P.

5.14 To make ease of stocking, control of inventory and ease of withdrawal from store for production, a comprehensive packing list for items covered under scope of supply for AC-AC traction system for dual cab should be provided and it should be in the format as shown in annexure-Q.

6.0 ENVIRONMENTAL CONDITIONS

6.1 The complete microprocessor based loco controls and inverter systems shall be required to work continuously at full load under following atmospheric conditions :

| Maximum (Atmospheric) temperature | (i) 55 ºC (under sun).  
(iii) Temp. inside engine compartment 55 ºC  
| Minimum (Atmospheric) temperature | -20 ºC.  
| Humidity | 90 % (Up to 100% during rainy season as per IEC 60721-3-5.  
| Altitude | Max. 1200 meter above mean sea level  
| Refernce site conditions | (i) Ambient temp. 47 ºC  
(ii) Temp. inside engine compartment 55 ºC  
(iii) Altitude 160 m.  

<table>
<thead>
<tr>
<th>Annual rainfall</th>
<th>Between 1750 mm to 6250 mm. The locomotive shall be designed to permit its running at 5 Km/h in a flood water level of 10.2 cm above the rail level.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dust</td>
<td>Extremely dusty and desert terrain in certain areas. The dust content in air may reach as high a value as 1.6 mg / m³.</td>
</tr>
<tr>
<td>Atmospheric conditions in coastal areas in humidity salt laden and corrosive atmosphere</td>
<td>All the equipment shall be designed to work in coastal areas in humidity salt laden and corrosive atmosphere.</td>
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<tr>
<td></td>
<td>(a) Maximum PH value : 8.5</td>
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<tr>
<td></td>
<td>(b) Sulphate : 7 mg / liter.</td>
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<tr>
<td></td>
<td>(c) Max. concentration of chlorine : 6 mg / liter</td>
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<tr>
<td></td>
<td>(d) Maximum conductivity : 130 micro siemens / CM.</td>
</tr>
</tbody>
</table>

6.2 Complete system shall be suitable for rugged service normally experienced for rolling stock where locomotives are expected to run up to a maximum speed of 130 km/h in varying climatic conditions existing throughout India. Complete loco control and inverter systems with their controls and gate drive electronics shall be protected from dusty environment by providing well sealed enclosures. Necessary precaution shall be taken against high degree of electromagnetic pollution anticipated in the locomotive. The cooling system shall be designed to take care of tilting and centrifugal forces which shall normally be encountered in service.

6.3 The equipment and their mounting arrangements shall satisfactorily withstand the vibrations and shocks normally encountered in service as indicated below:

   a) Max. Vertical acceleration - 1.5 g  
   b) Max. Longitudinal acceleration - 2.5 g  
   c) Max. Transverse acceleration - 1 g  

   (‘g’ being acceleration due to gravity)

All the equipment and their mounting arrangement shall be designed to withstand vibrations and shocks as specified in IEC-61287 and IEC-60571 for the inverters and electronic equipment respectively.

7.0 MAIN FEATURES OF THE PROPOSED SYSTEM

The AC Traction system shall consist of Locomotive Control Computer, IGBT based Traction Inverters, various sensors for Current, Voltage, Temperature, Pressure, Speed and other allied equipment like relays, breakers, indicators, etc for WDG4D/ WDP4D
7.1 DUAL CAB FEATURE:

The proposed twin cab WDG4D locomotive shall have six traction motors with 21.7 tonne axle load and speed potential of 100 km/h.

The proposed twin cab WDP4D locomotive shall have six traction motors with 20.5 tonne axle load and speed potential of 105 km/h on mail line & 130 km/h on Rajdhani standard track.

Existing designs of WDG4 / WDP4 locomotives shall be suitably modified for Dual Cab Operation. The general arrangement and equipment layout of the WDG4D locomotive shall be to RDSO drawing no. SKDL- 4762 Alt- nil and that of WDP4D locomotive shall be to RDSO drawing no. SKDL- 4686 Alt- nil.

**Dual CAB Locomotive WDG4D & WDP4D Control Philosophy**

Dual locomotive control is based on BL Key concept of Electric Locomotives. Each CAB will have a BL Key. Existing CAB (SH side) is named as CAB#1 and new CAB (LH side) is named as CAB#2. Outline details of the BL key switch with handle is placed at annexure-R.

7.1.1 Changed Assemblies of Dual Cab

7.1.1.1 Following changes shall be done in ECC #1 for dual cab purpose:

1. BL KEY: In each CAB provision shall be given to insert BL Key. If BL key is ON in any one CAB, that is treated as active CAB. If BL key is inserted in both the CABs or BL key is not inserted in both the CABs then system will be isolated and corresponding CREW Message will be given.

2. Two sets of TFT displays, one each for Driver and Asst Driver. (Total 4 Displays per Loco) shall be provided in each control stand in place of existing VFD display.

3. The headlight shall be operated from ECC#1 for cab1 and ECC#4 in cab2.

7.1.1.2 Electrical control cabinet #4: CAB#2 shall have a miniature electric control panel named as ECC#4. Drawings showing mounting holes of ECC#4 and location of ECC#4 in the cooling hood assembly are attached at annexure-S and annexure-T respectively. The ECC#4 shall have following controls:

1. Isolation Switch: It shall be provided in both the Cabs. In any CAB if the switch is kept in Isolate position then Brake contactors will get energised. So in inactive CAB it shall be kept in RUN position. If any switch is kept in Isolate
position then MCC gets Isolate digital input. If both the switches are kept in
RUN position then only MCC gets RUN digital input.
Note: From any cab system can be isolated

2. Emergency Fuel Cut Off/ Engine Stop Switch (EFCO Switch): It shall be
provided in both the CABs in series. If any switch is pressed MCC will get
NOEFCO (EMERGENCY FUEL CUTOFF ACTIVATED) digital input.
Note. From any CAB engine can be made shutdown.

3. Classification Light Switch: It shall be provided in both the CABs. In any CAB,
if the switch is kept in CE position then CE (Cab End) side White light, HE
(Hood End, i.e. other cab) side Red light becomes ON. In any CAB if the
switch is kept in HE position then HE side White light, CE side Red light
becomes ON.

4. Memory Freeze Switch: It shall be provided in both the CABs in parallel. In
any CAB, if it is ON then MCC will get Memory Freeze digital input. Suitable
type of switch shall be provided for memory freeze operation which is used for
freezing the event recorder data as and when required specially in accident
case. Normally this switch is sealed. A similar switch already exists in the
event recorder of WDG4/WDP4 locomotives provided by different vendors.

5. Alerter Alarm: It shall be provided in both the CABs. Whenever MCC makes
Alerter Alarm digital output ON, in both cabs alarm will sound.

6. TELM Switch: It shall be provided in both the CABs in parallel through BL key
interlock. It can be activated from any active CAB.

7. RAPB (Restricted Air Penalty Brake) Switch: This is similar to AEB (Automatic
Emergency Brake) which already exists in WDG4/WDP4 locomotives and
fitted in ECC#1, supplied by different vendors including EMD. It shall be
provided in both the CABs in parallel through BL key interlock. It can be
activated from the active CAB. Drawing of the RAPB switch is placed at
annexure-U.

8. Fuel Prime/Engine Start Switch: It shall be provided in both the CABs in
parallel. If any switch is kept in prime position MCC will get PRIME digital input
if any switch is kept in START position MCC will get START, PRIME digital
inputs.
Note: From any CAB Engine can be started.

9. BL Key: Same as ECC#1.

10. Computer Control Circuit Breaker (CB): This Circuit Breaker shall be provided
in both the cabs. These two are connected in series. If both the switches are
closed then only LCC gets supply.
Note: It shall be provided in both the cabs to recycle AC/AC Traction System from any CAB.

11. Micro Air Brake Circuit Breaker (MAB CB): It shall be provided in both the CABs in series. If both are closed then only CCB system will gets power supply. MCC monitors these circuit breakers status through MABCB1, MABCB2 digital inputs. If MAB CB2 is open and MAB CB1 is closed then MCC does not get MAB CB1 digital inputs.

12. CAB Fans and Lights Circuit Breaker (for CAB#2 Fans and Lights): It shall be provided in both the CABs. In CAB1 it provides supply to CAB fans only, in CAB2 it provides supply to both Cab Fans & Cab Lights. If the CAB fan CB is ON in CAB2 then Left & Right CAB fans and CAB lights gets supply (corresponding switch shall be ON).

Note: Here in CAB 2, CAB Light CB is not available. CAB Fans CB itself gives supply to CAB Lights.

13. Generator Field CB: It shall be provided in both the CABs in parallel (Parallel connection as it is found that this CB sometimes trips On line). In active CAB, CB shall be closed and in inactive CAB this CB shall be open. At a time if both are made ON, the excitation will be cut off and Locomotive will be in “No Load” condition with appropriate message. Only one shall be made ON.

14. GRNTCO SW: This switch shall be provided in both the cabs. If both the switches are closed then only system gets the digital input and treats GR protection scheme is enabled.

15. Indicative drawing for OGA of ECC#4 (DLW drg. No. 18002389 (Alt-a)) is placed at annexure-O. The successful tenderers shall adhere to this drawing and submit the drawing of the proposed ECC#4 for approval to RDSO/DLW.

**7.1.1.3 Control Stand for CAB1&2:** Control stand of Dual cabs shall have following features:

1. Alerter Light: It shall be provided in both the CABs. Whenever MCC makes ON both lights will become ON.

2. Head Lights Switches: In dual CAB loco, in each CAB we have only two rotary switches to select CAB end / hood end headlights.

Note: (i) Head Lights CB shall be provided only in CAB1 it shall be ON.

(ii) Head Light related “dim resistor” shall be shifted from ECC#1 to corresponding CAB.
3. GF request Switches: It shall be provided in both the CAB. If corresponding BL key is inserted, throttle is kept in any notch, GF request switch is closed then MCC will gets this digital input. (Through BL Key)

4. Engine Run Switch: It shall be provided in both the CABs in parallel. In any CAB if it is closed then MCC will get TL16 input.

5. Dyn.BRK CB: It shall be provided in both the CABs in parallel. In any CAB if it is closed then MCC will get TL24 analog input.

6. C&FP Switch: It shall be provided in both the CABs. If this switch is ON and corresponding BL key is inserted then only Reverser, throttle, sand switch will gets supply in that CAB. This is already exist in WDG4/WDP4 locomotives and fitted on control console 2, when C&FP switch is on it provides power to low voltage control circuit and it enables the loco computer to pickup Fuel Pump Control Relay FPR and it enables Diesel Engine starting.

7. Flasher Switches: In each CAB, two switches shall be provided (total 4). If any switch is ON flasher will come.

8. Alerter RST Switches: It shall be provided in both the CABs in parallel through BL key. In any CAB if it is pressed and corresponding BL key is inserted then MCC will get Alerter reset digital i/p.

   Note: BL key interlock shall be provided for alerter reset digital i/p, to not to reset the alerter cycle when alerter reset is pressed from inactive CAB.

9. MU Engine Stop: It shall be provided in both the CABs in parallel through BL key. In any CAB if it is pressed and corresponding BL key is inserted then SDR relay gets supply, MCC will get corresponding train lines TL3 i/p ON and TL7, TL12, TL15 i/p OFF.

10. Attendant Call Push Button: It shall be provided in both the CABs in parallel. In any CAB if it is pressed then local alarm gong will come and MCC will get TL2 i/p.

11. Manual Sand: It shall be provided in both the CABs in parallel. In any CAB if it is pressed and corresponding CPSW is ON and BL key is inserted then MCC will get TL64 i/p.

12. AEB Reset: It shall be provided in both the CABs in parallel through BL interlock. In any CAB if it is pressed then MCC will get AEB reset digital i/p.

13. Horn switches: In each CAB 4 switches shall be provided. If any switch is pressed and corresponding horn will sound. Only for if BL key is inserted then MCC will get Horn Digital input (VCD reset).
14. TFT Displays: 2 sets of displays (1 for driver & another for assistant driver) shall be provided in each CAB. Only the Active CAB (BL Key inserted) shall display system related settings (Test modes, Crew reset, Fault Reset, trip data settings driver settings etc).

Control console shall be procured separately by DLW as per relevant DLW drawings. Supplier shall follow the DLW drawings of the control consoles for cab#1 and cab#2 for the outer dimensions and design the control stand structure within the envelope as per the drawing maintaining the overall layout of the control stand as defined.

Some Points to explain working of the system with Dual CAB:

7.1.1.4 For Control Console in CAB#2, all train Line wires shall be terminated through Terminal Board or suitable connectors. Other wires shall be connected to ECC#1 through Terminal Board or suitable connectors.

7.1.1.5 In the Control Console; Master Control and Switches shall be active only after insertion of BL key.

7.1.1.6 The 2 TFT LCD displays on the Control Console shall display the same data.

7.1.1.7 Computer Control CB of CAB#1 and CAB#2 shall be connected in series.

7.1.1.8 Locomotive working, both shall be made ON. This is required to avoid application of Penalty Brake by CCB as BL Key shall be removed while changing from CAB#1 to CAB#2 and vice versa. Recycling required by Driver can be done from any CAB.

7.1.1.9 Micro Air Brake CB CAB#1 and CAB#2 shall be connected in series. For Locomotive operation, both shall be made ON. This is to be done to avoid application of Penalty Brake by CCB as BL Key shall be removed while changing from CAB#1 to CAB#2 and vice versa. Recycling required by Driver can be done from any CAB.

7.1.1.10 Battery Ammeter shall not duplicated in CAB#2 as this information is available on TFT LCD display.

7.1.1.11 CAB#2 shall have combined Fans and Lights CB.

7.1.1.12 Head Lights CB shall be provided in CAB#1 only. However Head Light Switches shall be available on both Control Consoles for both CAB#1 and CAB#2 end Head Lights.

7.1.1.13 Alerter Reset Push button, RAPB, and TELM Switches shall be interlocked through BL Key of respective CAB. This will ensure that they are not activated from inactive CAB.
7.1.1.14 MU Eng. Stop shall be active from both CABs simultaneously. Any Switch can be used to shut down the Engine.

7.2 LOCOMOTIVE CONTROL COMPUTER (LCC)

The offer shall include an LCC, which shall be totally compatible in respect of hardware and software for achieving the 4500 GHP requirements set out in this specification. The tenderers can either offer the current 4500 hp LCC in use on IR, viz., the EM 2000 family LCC or an LCC of his own design. In case the former is offered, the tenderer shall establish that they have entered into an agreement with M/s EMD/USA for sourcing and integration of the EM 2000 family LCC with the TCC offered by the tenderer. Alternatively, if the offer is for their own LCC, the said LCC shall be of such a design that it can be fitted in the ECC1 without any major mechanical modification.

7.2.1 LCC HARDWARE REQUIREMENTS

The Locomotive Control Computer (LCC) shall consist of following types of modules:

7.2.1.1 Digital Input Interface

All the locomotive digital signals of Switches, Relay Contact Feedbacks, Contactor Feedback contacts, etc shall be electrically isolated before being given to the Locomotive Control Computer through a Digital Input Interface. All such Digital Inputs interfaces shall be provided with reverse polarity and surge protection to prevent damage to the LCC circuits against inadvertent wrong connection. LEDs indications shall be provided for On/Off Status of these inputs on the facia of the module, for ease of maintenance/troubleshooting. These LED indications shall be made visible without opening the cover of the LCC unit. If indication of ON/OFF status of individual digital inputs is not provided, the status of the channels shall be visible on the display screen without opening the LCC cover.

7.2.1.2 Digital Output Interface

All driving signals for the Relays, Contactors, Lamps, etc shall preferably be driven through a MOSFET based circuit of adequate rating. These outputs shall be electrically isolated from LCC circuits and shall be provided with protection against short circuit and reverse polarity. LEDs indications shall be provided for On/Off Status of these outputs on the facia of the module, for ease of maintenance/troubleshooting. These LED indications shall be made visible without opening the cover of the LCC unit. If indication of ON/OFF status of individual digital outputs is not provided, the status of the channels may be shown on the display screen without opening the LCC cover.

Note: Alternatively, combined DIO cards for digital input and digital output signals may also be provided as fitted in existing ECC circuits of M/s EMD, in place of separate digital input / output cards as described in para 7.1.1.1 and 7.1.1.2 above.
7.2.1.3 Analog Input Interface

All the Analog Signals that are received from the various Sensors e.g. Voltage, Current, Temperature, Pressure etc, shall be conditioned and electrically isolated with Isolation Amplifiers before being used by LCC.

7.2.1.4 Analog Output Interface

The LCC shall drive the Load Ammeter and Speedometer mounted on the Driver’s control Desk. These outputs shall be electrically isolated from CPU and shall have short circuit protection.

7.2.1.5 Speed Sensor Interface

All RPM signals to LCC shall be electrically isolated and converted to signal levels required by the LCC. The inputs shall be surge protected.

7.2.1.6 Communication Interface

In view of the electrically noisy environment inside the locomotive, it is preferable that an optical fiber based communication system be provided between LCC and TCCs. Preferably dual redundant optical fiber communication link with adequate redundancy shall be provided to improve the reliability of the system. Communication interface shall also communicate with the Computer of Knorr Air Brake System (CCB) and Display Unit.

7.2.1.7 Gate Drive Interface

The Companion Alternator output shall be controlled to give the desired Field current to Main Alternator Field Circuit. The Drive Interface shall interface the driving signal of CPU with the firing modules of SCRs.

7.2.1.8 Power Supply

These shall provide electrically isolated power supplies for functioning of the various circuits of the LCC. This shall be designed to accept wide variation in input voltage supply and shall continue to function even during the Engine Cranking when the power supply is expected to dip to a very low voltage for a short time. The Power Supply Input shall be protected against Reverse Polarity and Surge. The EMI/EMC filtering shall be provided at the inputs to prevent noise from power supply switching going back to source.

7.2.1.9 CPU

This is the heart of the system. It shall consist of a 32 bit micro controller running at minimum 25MHz, along with its programmed software, various peripheral and interface circuits e.g. Real Time Clock, Non Volatile Memory, etc. All other circuits that are meant for processing either input or output signals shall be controlled through commands from
this card. The CPU shall continuously monitor all the inputs and control all the outputts of the system based on the software program. It is preferable that provision shall be made to configure the control system through Laptop for using the system with different types of traction equipments/locomotives, through user programmable parameters, loaded in Non Volatile Memory of CPU. The details shall be finalised in consultation with DLW/RDSO.

7.2.1.10 Non Volatile Memory

A memory module (removable type memory module is desirable) shall be provided for storing the Event Data. This data shall be logged during running of the locomotive. It is desirable that the removable memory module (if provided) shall be prevented from unauthorised access by a Lock and Key arrangement. The details of the data to be stored shall be finalised in consultation with DLW/RDSO.

7.2.1.11 Display Unit

This sub assembly shall consist of a high quality alphanumeric vacuum fluorescent display (VFD). Alternatively an LCD based display with graphics functionality may be used. Any fault, Alarm condition, etc shall be shown on the display with suggested action, if any, and sounding of alarm for the benefit of the Driver. The operation of display unit shall be MENU driven and shall be made user friendly. Normally a group of parameters shall be shown on display. The details of the various Display Screens, Text Messages, etc shall be finalised in consultation with DLW/RDSO.

7.2.1.12 General requirements

- The system design shall be made modular in construction to the extent possible with provision of visual indications by means of LEDs for easy trouble shooting by maintenance staff.
- Various cards used in the design shall have polarized connections to prevent inadvertent insertion into wrong slot and possible damage resulting due to this.
- The system hardware design shall have provision to carry out self diagnostics at Driver's Instruction and at Power ON.
- The Electronic components used shall be of Industrial Grade.
- It shall be preferable to have the entire control system hardware so optimized that, the component count is kept as low as possible, without sacrificing the overall system performance and reliability.
- Password protection shall be provided for configurable parameters.
- Voltage, Current, Temperature, Pressure, Speed, etc parameters shall be monitored through sensors of adequate rating. The sensors used in the system shall be provided, wherever necessary, with regulated power supplies.
- Sensors used in the system shall be based on the latest technology prevalent for the Rolling Stock application in the world.
7.2.2 LCC FUNCTIONAL REQUIREMENTS

The major functions of the proposed LCC shall be

- Engine starting; in both WDG4D and WDP4D locomotive, cab engine starting shall be provided and the control system wiring shall be done accordingly in the electrical control cabinet.
- Engine Control through Governor,
- Propulsion Control,
- Excitation control of Main Alternator,
- Traction Control
- Dynamic Braking Control,
- Wheel Slip Control,
- Control of Auxiliaries,
- On line Fault Diagnostics
- Display of operating status, faults in the traction equipment/electronics.
- Communication with Traction Control computers
- Communication with Knorr CCB Microprocessor
- Other user settable parameters as detailed elsewhere in the specification.

7.2.2.1 ENGINE CONTROL

The LCC shall receive driver's operating requests through throttle handle and drive the solenoids in Woodward governor (not in tenderer scope of supply, to adjust the diesel engine RPM to specified level. LCC shall apply restrictions in case of any faults in Traction machines. In case of WDP4D loco when Hotel load supply is configured, even when throttle handle is at Idle also, engine shall be run at sufficient speed to maintain Hotel load power supply.

7.2.2.2 AUXILIARY GENERATOR CONTROL

The Auxiliary Generator rectified output shall be maintained constant at 74VDC, irrespective of the variation in engine speed.

7.2.2.3 PROPULSION CONTROL

The LCC functions shall include loco operational control and protection of assemblies & circuits. Protective actions may include automatic action to isolate defective assembly, request to driver for manual corrective action, or shutting down or idling engine in emergency situations. Loco operational control includes sensing of master controller settings and implementation, including direction, motoring/ braking, level settings, loading controls of engine etc.

7.2.2.4 TRACTION ALTERNATOR CONTROL

Traction Alternator field shall be driven by the Companion Alternator output through an SCR bridge. The LCC shall provide control signals for SCRs controlling the Traction
Alternator field.

7.2.2.5 TRACTION CONTROL

The LCC shall compute engine power capability, kilowatts reference, DC Link voltage reference, locomotive torque reference, torque reference for individual traction motor (or traction motors on one bogie) and Traction Alternator field current reference, depending upon various operational limits of the equipment on the locomotive and operating requests of the driver through the throttle handle on the control console. At lower speeds of locomotive, the tractive effort limitation shall decide the operating point on the tractive effort versus speed curve. At higher speeds, the horse power limitation shall decide the operating point. Based on this, torque references shall be generated and sent to Traction Inverters.

7.2.2.6 DYNAMIC BRAKING CONTROL

When the throttle handle is in dynamic braking, the LCC shall measure the BKCP voltage through an appropriate voltage sensor, compute the braking effort level and send it to the Traction Computers. The LCC shall energise the BR relays to connect the Dynamic Braking Grid resistors across the DC Link. The power generated by the Traction Motors acting as generators shall be dissipated in DB Grids. The LCC shall protect DB Grids and their cooling blowers against over current, by measuring their currents. In case of WDP4D locos, the power generated by Traction Motors shall be fed to the Hotel Load Power Supply through DC Link, to save fuel.

7.2.2.7 WHEEL SLIP CONTROL

To maximize the adhesion performance, creep control philosophy shall be used. Speed sensors mounted on the Traction Motors provide the speed signals. Wheel diameter calibration shall be done periodically, whenever loco is under coasting in a specified band of speed range and dynamic brake/pneumatic brake is not applied. Sand shall be applied automatically. Conservation of Sand shall be given due importance. During dynamic braking the controlled creep shall be used for wheel slide control.

7.2.2.8 AUXILIARIES CONTROL

The LCC shall measure the air pressure through an appropriate pressure transducer and control air compressor loading and unloading. The LCC shall measure Turbo speed and protect it from over speeding, by reducing the power. The LCC shall control other auxiliaries like starter motors, fuel pump motors, turbo lube pump motors, TCC blowers, radiators fan motors etc. LCC shall drive indicators such as Speedometer and Load meter on both control consoles. LCC shall transmit data to the Event Recorder for recording, through serial communication. The LCC shall control wheel flange lubricators. The LCC shall provide vigilance control.
7.2.2.9 FAULT DIAGNOSTICS

The LCC shall monitor the temperatures, pressures, currents, and voltages of various traction equipment and identify the faulty equipment. Whenever a fault is identified, the LCC shall take appropriate action to restrict the operation of the locomotive depending upon the fault, and to save the other equipment from consequential damage. The system shall preferably have a built-in feature to ensure that in case of failure of a component, locomotive operation, if feasible, is either not vitiated at all or downgraded only in such a manner that the locomotive is enabled to complete the trip safely. A set of data packs and an appropriate fault message shall be recorded in a non-volatile memory. It shall be possible to download the faults through a Laptop PC by the maintenance shed staff. An application software shall be provided for use on Laptop PC. It shall be menu driven and easy to use by maintenance shed staff without any requirement for much computer literacy.

7.2.2.10 DISPLAY UNIT

A display unit shall be provided for drivers information display. The display shall be menu driven. It shall display operational status of loco, fault messages and data packs, running totals etc. It shall be possible to conduct self tests on various equipment by using a key pad to be provided on the display unit. It shall be possible to cut out Traction Motors, through keypad when required. It shall also be possible to conduct self-load test on the engine and Traction Alternator through the keypad, wherein the Dynamic Braking Grid Resistors shall be used as load on Alternator.

7.2.2.11 MU OPERATION

The system shall be capable to multiple unit operation in consist of upto four locomotives.

7.2.2.12 COMMUNICATIONS

The LCC shall provide communication with the Traction Computers, Knorr CCB system and Display Unit.

7.2.3 INTEGRATION OF SUBASSEMBLIES

Fully assembled Electrical control cabinets ECC #1, ECC #2 and ECC #3 shall be supplied. The functional equivalents of all the existing components in these three cabinets like sub assemblies, sensors, relays, contactors, breakers, switches, panels, etc, shall be properly accommodated in these cabinets. The existing mechanical sizes and mounting dimensions of these cabinets shall be maintained. Depending upon the requirement, some of the sub assemblies/ components may be re-arranged or integrated with others. However it is essential that overall functionality shall be either improved or maintained same as the existing system. It shall not be degraded in any way due to such modifications in design.
For all external temperature/pressure/speed sensors mounted on the engine etc, compatibility of mounting dimensions shall be maintained.

### 7.2.4 USER SETTABLE PARAMETERS

For flexibility of operation and future upgrades in the traction equipment, it is desirable to provide user configurability for various control parameters like currents, voltages, horse powers, temperatures, pressures, tractive effort on both WDG4D & WDP4D locomotives and speed (AEB feature) of the traction equipment. It shall be possible to configure these parameters through a laptop PC. A menu driven easy to use application software shall be provided for loading on the Laptop PC for this purpose. Password protection shall be provided to safeguard against misuse.

Details of user settable parameters are listed as below:

(a) **Selection /Setting through keyboard on the display unit**

- Traction motors /boogie cut in and cut out as and when needed by loco pilot.
- Self load testing.
- Tractive effort limit (settable through keyboard on the display unit or hardware).
- Self test for the following:
  
- I. Air brake
- II. DC link shorting
- III. Excitation / SCR test
- IV. Wheel slip light test
- V. Auto test for contactor / Relay
- VI. Cooling fan test
- VII. Radar and meter test
- VIII. TCC blower test
- IX. Auto test for digital input and digital output

(b) **Selectable / Settable through laptop with configurable software**

- Loco no.
- Date and time
- Shed Name
- GHP at all notches; to be adjustable in the band of ± 5%. GHP at ⁶th notch to be adjustable by only; +5% while that at ⁸th notch to be adjustable by; – 5%.
- Power ground leakage current limits
- Temperature Limits for Radiator Fan on/off and slow and fast speed control; to be adjustable to upto; –10 °F.
- AEB enable/disable
- TM derating protocol.
It shall be preferable to design the Loco Control Computer software to enable application on the following locomotives through menu selection:

- WDG4D locomotive
- WDG4D locomotive with distributed power consist arrangement
- WDP4D locomotive
- WDP4D with hotel load

### 7.3 OPTIONAL FEATURES

Provision shall be made for the following optional features, which shall be made available at an extra cost, when the user requests. The tenderer shall quote for these optional features separately.

#### 7.3.1 CONTROL OF DISTRIBUTED POWER CONSIST

To accommodate distributed power control concept, option to be offered if the tender calls for a quote for the same.

Load and length of trains in conventional mode with locomotives at the head get limited by coupler capacity and adequate brake pipe pressure on the last vehicle. For operation of heavier and longer trains it becomes necessary that additional locomotives be placed either in the middle or at the end of the train formation. Effective communication between two locomotive consists placed away from each other in train formation is of paramount importance for safe operation. In this case all the control and operating signals from the lead loco shall be transmitted to the distributed trailing locomotives through radio transceiver, so that all of them are run in synchronization with a single driver control from the lead loco. Encryption shall be provided for commands sent from the lead loco and feedback messages from the trail locos for security purpose. The display shall indicate the status feedbacks received from the trailing units. At any time it shall be possible to view the status of all trailing locos from the leading loco by the driver. In the trailing locos Train Lines shall be driven based on the commands received from the leading loco. Interface shall be provided for Air brake control in the trailing locos, from the commands from leading loco. It shall be possible to use any loco fitted with this system in leading or trailing position.

Control of distributed power consist shall be done in accordance with RDSO specification No. MP.0.400.02 (Rev.-03). Successful tenderer shall prepare the design of distributed power control based on the above specification and submit the design details for approval to RDSO /DLW

#### 7.3.2 AUTO CREEP CONTROL

This facility will be required for automatic loading and unloading of coal, iron ore, minerals etc. The locomotive shall be made to run at a constant low speed set by driver irrespective of the load, gradient, curvature of track etc. It shall be possible to set the desired speed in the range of 0.4 to 30 kmph by the driver. It shall be possible to change
from Auto Creep mode to Normal mode and vice versa by the driver depending upon his requirement. Equipment shall be suitable for operation of the locomotives in multiple consist up to four locomotives under auto creep control. Suitable arrangement shall be provided for switching “ON” and “OFF” operation of the auto creep control, in all the locomotives in multiple consist, from the leading loco only. The overall functionality shall be similar to the pace setting equipment supplied by M/s VAPOR, which is in use by IR at present.

**7.3.3 OPERATION AS HOTEL LOAD INVERTER**

For the purpose of Hotel load an additional inverter shall be provided, if asked for in the tender schedule. The additional inverter shall preferably be housed in the existing TCC cabinet. If housed separately, the envelope dimensions to be indicated with proposed layout/ mounting arrangement. The proposed inverter for hotel load shall be accommodated in the existing over all dimension of the locomotive. All inter-vehicular couplers and associated electrics shall be within the scope of supply.

The output of the hotel load inverter will be 750 V, 3-phase, 50 Hz, 500 KVA supply to make it fully compatible with the existing hotel load supply arrangement of EOG power cars. In the proposed system, one of the power cars will be dispensed with.

Hotel load power from the inverter on the loco to various coaches shall be fed through two feeders (one at left and other at right side of the coaches) running parallel to the rake at 750 V, 3-phase, 50 Hz supply. Feeders of the adjacent coaches are connected through standard IV (Inter Vehicular) plug/socket arrangement.

Automatic interlocking and feeder selection system shall be used such that at a time only one power car can supply hotel load power to either feeder or both the feeders. Thus, through a feeder, simultaneous hotel load supply from both the power cars is prevented.

Required changes in the speed settings from idle to full speed of engine to get the 500 KVA rated power for hotel load at all notches (even at idle) shall be informed to RDSO/DLW.

**7.3.3(a) The DC link voltage shall be used as input to the hotel load inverter. Major operating parameters of the hotel load module are listed as below:**

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum input voltage</td>
<td>3200 VDC</td>
</tr>
<tr>
<td>Nominal input voltage</td>
<td>300 VDC to 2600 VDC</td>
</tr>
<tr>
<td>DC link voltage ripple</td>
<td>Less than 200 V</td>
</tr>
<tr>
<td>Output voltage</td>
<td>750 V ± 5%, 50 Hz, 3-phase, 3-wire sine wave</td>
</tr>
<tr>
<td>Maximum rated output power</td>
<td>500 KVA at 0.8 – 1.0 inductive P.F.</td>
</tr>
<tr>
<td>Efficiency</td>
<td>More than 93% at full load</td>
</tr>
<tr>
<td>---------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Total Current Harmonics</td>
<td>Maximum 5% up to 20th harmonics</td>
</tr>
<tr>
<td>Power factor</td>
<td>0.8 or better (at full load)</td>
</tr>
</tbody>
</table>

**7.3.3(b)** Hotel load controls shall preferably be designed such that regenerated dynamic braking power is fed back to hotel load inverter. During dynamic brake, the system shall be able to use dynamic brake power to the extent possible for hotel load and any short fall shall be met from traction power. The system shall also be designed such that when hotel load is not required or partly required, full engine output is diverted for traction purpose.

**7.3.3(c)** Additional equipment such as feeder contactors, 4-pole switches, GP relays, interlocking circuit, hotel load ON/OFF switch, Junction boxes etc shall be required for proper functioning of the hotel load system and also to make it compatible with the existing arrangement on EOG trains. These shall be at least similar to or better than the existing equipment used in Indian Railways.

**7.3.3(d)** Feeder ON indications for each of the two feeders shall be provided in the driver’s cab.

**7.3.3(e)** Following minimum operating controls shall be provided in the driver’s desk:

- a) Hotel load supply ON/OFF
- b) Hotel load feeder selection

**7.3.3(f)** The feeder selector switch will have four positions for selecting left feeder, right feeder, both feeders or OFF condition and will be located at driver’s cab.

**7.3.3(g)** Following safety devices, in addition to safety devices for hotel load system, shall be provided:

- a) Adequate protection shall be provided against electrical overloads.
- b) Train parting condition / PCS operation resulting in power cut off & engine idling.

**7.3.3(h)** Interlocking circuit, compatible with the new arrangement, shall also be provided in the hotel load supply circuit to enable hotel load supply from loco only when hotel load supply from power car on the same feeder is OFF and vice versa. This circuit shall also provide safety against train parting/accident by making the hotel load supply OFF.

To ensure proper interlocking and interchangeability of power car and hotel load locomotive, indicative interlocking scheme for hotel load system is given at annexure–K. Since these are safety requirements, final interlocking scheme shall be decided in consultation with RDSO. Supplier shall submit a copy of the proposed interlocking scheme to RDSO for approval.
7.3.3(i) One IV socket, one IV plug with dummy socket and two junction boxes will be provided at each end of the locomotive for hotel load supply to coaches.

7.3.3(j) PROTECTIONS FOR HOTEL LOAD MODULE

a) Line to line short circuit at load
b) Earth fault (input as well as output side)
c) Shoot through fault
d) Heat sink over temperature
e) Gate drive fault
f) High and low DC link voltage
g) DC link short circuit
h) Input and output over current
i) Transient discharge current
j) Reverse polarity

7.3.3(k) INDICATIONS ON LED PANEL

a) Input ON
b) Inverter ON
c) Inverter fault
d) Earth fault
e) Over load

7.3.3(l) INDICATIONS ON DISPLAY PANEL

a) Voltages of all three phases
b) Currents in all three phases
c) Line to line short circuit
d) Earth fault
e) Shoot through fault
f) Heat sink over temperature
g) Gate drive fault
h) Over load
i) Inverter failure

7.3.3(m) Preferably display for fault diagnosis and trouble shooting for hotel load inverter shall be common to the fault diagnosis system of traction inverter module. Relevant parameters of the fault will be stored such that they can be easily read later. Fault diagnosis system shall preferably have diagnostic software to help in fault analysis and give tips for trouble shooting indicating area of fault, circuit etc.

7.3.3(n) All the hardware for hotel load interlocking including contactors (except selector switch) shall be housed at suitable locations.

7.3.4 REMOTE MONITORING OF LOCOMOTIVE (REMMLOT)

To accommodate Remote Monitoring and Management of Locomotives and Trains (REMMLOT) system, option to be offered if asked for in the tender schedule of requirement. To have a system of making locomotive health data and other important parameters along with GPS location information available to shed staff or any authorised personnel of IR on the internet in real time, it is required to transfer the data from the microprocessor control system at regular intervals to a central database using commercially available CDMA or GSM cellular networks. Complete control system offered shall be compatible with this Remote Monitoring and Management of Locomotives and Trains system as per RDSO Specification no. MP.0.04.02.04 (Latest version).

A small antenna shall be provided on the locomotive and the information shall be transmitted through a commonly used internet protocol to the central monitoring station through the service providers. This information shall be hosted on an internet web server by the service providers (ISP).

It shall be possible to view this information through internet connection by concerned Railway officials and maintenance staff at various sheds. In case of any faults in the locomotive, the fault data message and data pack shall be transmitted to the central monitoring station. Automatic generation of alerts depending upon the level of fault shall be possible, for different levels of Railway Officers through SMS. All the available data on the LCC like operational data, fault data, running totals etc, shall be transmitted, when requested. It shall be possible to identify the location of the locomotive using GPS. Fuel level data shall also be transmitted. Based on the data, it shall be possible to generate work orders for loco sheds in advance, for maintenance of the locomotive. In case of any failure of loco online, an expert sitting in the centralised monitoring station shall be able to guide the driver by an interactive communication through text/voice mails.

The tenderer shall quote for the hardware and software to be provided on locomotive for this purpose in his offer. IR will tie up with the service providers for satellite communication and/or commercial cellular networks like GSM/CDMA and Internet service providers. The technical data required by these service providers shall be given
by the successful tenderer at the required time. If this feature is opted by IR, the successful tenderer shall also provide his technical advice in setting up the centralised monitoring station.

7.3.5 End of Train Telemetry (EOTT) Equipment

This system envisages a standalone EOTT comprising a Communication Display Unit (CDU) (locomotive unit / front unit) and Sense and Brake Unit (SBU) (rear unit).

The EOTT system shall include the following:

- Front Unit (Locomotive Unit) interfaced with the loco controls (LCC) System with Antenna for communication with SBU.
- Sensor Brake Unit (SBU) including antenna for communication with Front Unit
- Battery charger with 220V main power supply.

Rear unit: The rear unit shall be capable of determining the brake pipe pressure on the rear vehicle and transmitting that information to the front unit for display to the locomotive driver.

Unique code: Each rear unit shall have a unique and permanent identification code that is transmitted along with the pressure message to the font train unit. A code allotted by IR shall be deemed to be a unique code for purposes of this Specification.

Front unit: The front unit (Locomotive Unit) shall be integrated with Microprocessor based Locomotive Control System, so as to share power supply, display unit etc. and receive pressure sensor information. All data entry requirements of the Front Unit shall be done through the Microprocessor display unit.

7.3.6 The optional systems, such as Distributed Power System, EOTT and Remote monitoring of locomotive, need to be compatible with various makes of AC/AC traction systems and interoperable with various makes of the optional systems, which is essential for rationalisation of design, procurement and operation of these systems.

In order to achieve this, the suppliers of the AC/AC system shall give an undertaking to share the interface architecture & protocol of their system to enable integration with the third party systems for the above mentioned features as and when the need arises.

7.4 TRACTION INVERTER

7.4.1 The traction inverter shall be IGBT based with following configuration:

7.4.2 In the existing WDP4D/WDG4 locomotives, one inverter per three motors configuration is used. Proposed inverter system may have six inverters and use one
inverter individually for each motor. In this case, three inverters shall be housed in each TCC. It shall be possible to use the same TCC for either WDG4D or WDP4D loco through simple configuration change through software by the user. Alternatively, a configuration of two traction inverters may also be offered. In this case each traction inverter shall drive 3 traction motors on one bogie as provided in existing GM locomotives.

Inverter cubicles shall be mechanically and electrically identical for both WDG4D and WDP4D locomotives. In other words, it shall be possible to use same inverter either on WDG4D or WDP4D locomotive without any structural changes on the existing locomotive.

Input supply for all the traction inverters and for hotel load inverter shall be the same DC link. In case of alternate configuration of IGBT converters for traction and hotel load the same shall be got approved from RDSO/DLW.

The hotel load configuration is detailed in para 7.3.3.

7.4.3 The basic control philosophy for the induction motor shall be such as to achieve best suited results for traction application like minimum device losses, high dynamic response, stable constant speed operation, fast acting slip/slide control etc. Direct Torque Control, Vector Control, Slip Frequency Control etc. are some of the popular control strategies used for traction drives. Vector control system is used in the existing locomotives. The tenderer shall furnish the details of control strategy duly describing its merits.

7.4.4 The software of the inverter control system shall be fully compatible with the LCC software including closed loop propulsion control, slip slide control, exchange of temperature data, fault diagnosis etc. The inverter system shall have its own protection and control logic, which it shall also be able to communicate with the LCC in the event of a fatal failure to initiate a protective shutdown of the locomotive. Damage to IGBT devices of the inverter shall be prevented in case of a short circuit at the load end.

7.4.5 Existing WDP4D/WDG4 locomotives use two traction control cabinets (TCC) installed in parallel. The dimensions of each cabinet is 1790 mm x 1061 mm x 1527 mm. The weight of each cabinet is 1420 Kgs. The proposed inverter system may consist of two cabinets (each housing three inverters in case of axle control) or single cabinet (housing both the inverters in case of bogie control). Overall envelope dimensions and total weight of the complete system including traction inverters and hotel load inverter shall generally conform to the existing overall envelope dimensions and total weight respectively. If transformers are required for hotel load application, they may be considered to be installed outside the TCCs depending upon availability of space. Details of available space shall be worked out mutually between DLW and successful tenderer. Redesign and engineering work required at DLW to adapt the carbody interface to accommodate proposed traction inverter cum hotel load inverter system and loco control system shall be minimized. Complete details of mechanical and electrical modifications along with part list and detailed drawing changes required to accommodate the proposed
system shall be submitted to RDSO/DLW, before installation.

7.4.6 The TCC consisting of the inverters with their control systems, transducers and protection circuits shall be supplied as a complete frame with doors and covers. However, traction control computer may also be provided as separate circuit module that can be integrated with proposed microprocessor based loco control system.

7.4.7 Motor cut out facility shall be provided to isolate defective traction motor(s) in case of any fault. In case axle control philosophy is followed, each defective traction motor can be isolated individually. In the event of bogie control system and in case of inverter cut out, inverter control system shall be designed to automatically reduce locomotive power adequately so that remaining inverters and motors are not overloaded and the locomotive is able to reach up to destination with reduced power. Locomotive power shall be reduced in proportion to the number of traction motors cut out at that time.

7.4.8 The proposed traction inverter and loco control computer system shall be designed to use the traction motor speed sensors and temperature sensors to be supplied along with the system for the motors of WDP4D/WDG4D locomotives. Temperature sensors and speed sensors are connected to control cabling by a 5-pin VEAM connector mounted on the motor frame. The traction motor speed and temperature sensors shall be compatible with TCC & LCC and shall also be mechanically compatible with the traction motors i.e. it shall be possible to fit these sensors in the existing traction motors without any alteration in the traction motor. The tenderers shall educate themselves regarding the type of traction motors and fitment provisions. Presently M/s Siemens make traction motors type 1TB2622 0TA02 (MAC version) and 1TB2622 0TB02 (PAC version) are used on these locomotives. Speed sensors of M/s Norris and M/s Krauss Maffei make whereas temperature sensors of M/s Norris make are being fitted on these locomotives.

7.4.9 In the existing locomotives, a system called IPS (Inverter Protection System) is used to protect the inverter from over voltage and over current conditions on supply as well as load side. Current and voltage values are continuously monitored and protection is achieved by short circuiting the source with a medium crowbar resistor and turning OFF the main alternator excitation by EM2000 control system in case current or voltage exceeds a pre-set value. Resistance and inductance values of this IPR (Inverter Protection Resistor) are 0.18 – 0.23 ohm and 20 – 50 mH respectively. An alternative proven and reliable protection system may be offered by the tenderers. Since IGBT based inverters do not have problem of device failing to turn-OFF, a soft crowbar resistor of suitable value may alternatively be used for each traction inverter to protect the inverter from over voltage. However, it is preferable to use the existing IPR mounted external to the inverter cabinet in the DBR hatch assembly.

7.4.10 The proposed traction inverter system shall be capable of withstanding dielectric test voltages as per following standards:

(a) Power circuit : As per IEC-61287.
(b) Control circuit: As per IEC-60571.

The inverter system shall be subjected to the above test voltages only once during prototype/routine testing.

7.4.11 The traction inverter system shall be designed for following protection class:

(a) For phase modules: IP20
(b) For electronic compartments: IP54

7.4.12 The main power semiconductor device used for switching shall be Insulated Gate Bipolar Transistor (IGBT). The PIV rating of device shall not be less than 4.5 kV. The IGBT module may contain external or internal protection circuits and gate drive circuits. The complete system shall be designed as simple as possible with reduced number of components without compromising reliability and efficiency. The devices offered shall be field proven. The detailed characteristics of the devices along with details of gate drive circuits and protection circuits used shall be furnished in the offer.

7.4.13 Suitable temperature sensors shall be provided so that temperature of phase modules / IGBT modules can be continuously monitored by the control system. In case of over temperature, traction motor torque shall be gradually reduced to keep phase modules / IGBT modules at safe operating conditions. Additionally, IGBT modules shall preferably be provided with a built-in self-protection function to avoid failure on over temperature, in case of failure of temperature sensor.

7.4.14 COOLING SYSTEM

In the existing locomotives, evaporation bath cooling is used for phase modules of the traction inverters. Air for the secondary cooling of phase modules of each inverter and cabinet cooling comes directly from the ambient supply by a forced air inverter-cooling blower located in the cabinet itself. Therefore two blowers are used, one in each inverter cabinet. These are dual speed 3-phase AC induction motor blowers with power supply taken from locomotive’s companion alternator at 24–120 Hz, 40–220 V for nominal engine speeds. The EM2000 control system of the locomotive exercises control of the blowers at the request of traction control computers via RS-485 serial link.

In the proposed system, secondary cooling shall be forced air cooling only. It is preferable that cooling requirement of complete TCC be met by blowers that are located inside the TCC itself. Power supply for these blowers may be taken from locomotive companion alternator.

7.4.15 In the existing locomotives, cooling and pressurisation in some parts of the two inverter cabinets is achieved by inertially filtered air taken from the central air compartment followed by two paper filter assemblies, one located at each inverter cabinet. TCC electronic blower is located in the locomotive central air compartment and is driven by input supply from companion alternator. This air supply keeps dirt from contaminating areas containing DC link capacitor, Gate units and traction computers.
In the proposed system TCCs shall preferably be pressurised by fine tuning air in a similar way as in the existing locomotives. Sufficient air mass stream shall be available at TCC inlet clean air duct after air filter.

7.4.16 GENERAL POINTS OF GUIDANCE FOR TRACTION INVERTER DESIGN

(i) Inverter shall be of PWM type with high switching frequency to obtain near sinusoidal waveform and reduce current harmonics even in the lower speed region of traction motor.

(ii) The harmonics of the output waveform of inverter shall be controlled to minimise the traction motor torque pulsations, traction motor heating and also to provide constant and high adhesion between wheel and rail throughout the operating speed range of the locomotive.

(iii) The dv/dt on the inverter output shall be minimised to reduce motor winding stresses and prevent corona breakdown / insulation damage to the windings. It shall be designed considering motor cable length to reduce over voltage transients on motors.

(iv) The components and technology used shall ensure very high efficiency of the inverter system. Typical efficiency of about 98% is preferred. Manufacturer shall furnish the expected efficiency with respect to locomotive load/speed.

(v) In the design of IGBT based inverter and associated control equipment, reliability and maintainability shall be of paramount importance. Adequate margin shall be provided to take into account ambient conditions prevailing in India. Freedom from dust and protection from surges shall be ensured.

(vi) For semiconductor devices a safety margin of 25% on the ratings for current and voltage under worst operating conditions shall be provided and established through calculations.

(vii) Appropriate warning labels and safety provisions shall be made in the inverter system to prevent direct human contact to any electrical live part.

(viii) Inverter system shall be provided with following features to minimise possibility of trains being stalled on the section:

(a) In case of axle unit system, one axle can be cut-out in the event of major faults with the inverter. Similarly in case of bogie control, traction motors of a bogie may be cut out in the event of an inverter fault. In either case, it shall be ensured that journey is completed with defective equipment isolated.
(b) Suitable margin shall be provided in the equipment rating such that under emergency conditions with isolation of single traction unit such as inverter, traction motor(s), etc., there is no necessity to reduce trailing load on level track and the journey can be completed at reduced speeds, if adhesion conditions are satisfactory. The one-hour ratings of the equipment shall not be exceeded under such operations. For this purpose, short-time ratings of the major equipment shall be furnished by the manufacturer.

7.4.17 Inverter design shall be modular in construction to facilitate ease of replacement preferably with the use of interchangeable phase module assemblies. As far as possible, standard sub systems and modules shall be used. In case of any fault, removal and replacement of phase modules shall be easy. Complete inverter system shall be designed such that it requires minimum maintenance. Easy access for all sub-assemblies / components shall be provided for inspection and maintenance. Tenderer shall confirm support for obsolescence of all semiconductor devices for a minimum period of 15 years.

7.4.18 Inverter electronics shall be TCN compatible. All communication interfaces shall be TCN compatible as per IEC-61375-1. However, if it is not possible to design TCN compatible inverter control system having proper functional interface with locomotive control system, \textit{then the alternative communication interface offered shall be got approved}. In this case, the tenderer shall submit details of the alternative protocol to RDSO/DLW for approval.

7.4.19 Features of data logging for monitoring fault conditions. Facility for interfacing PC / laptop for upload / download of data for fault diagnostics and further analysis shall be provided. A real time clock unit is to be provided along with the fault logs so that tripping time can be co-related with the operating conditions of the locomotive. The fault codes shall be in text format which shall be comprehensible for the operating and maintenance personnel. Faults shall be stored in permanent memory with a buffer battery. Minimum fault log size shall be 50 faults with ring buffer. It shall be possible to download the fault log using a lap top computer and interpret it through a separate common PC application such as MS EXCEL etc. Important parameters of the equipment at the time of occurrence of the fault shall be recoverable for fault analysis and shall include the following:

- Identification of the fault and its brief description in text and coded form.
- Identification of components and sub assemblies involved.
- Time and date of fault occurrence.

The programme download shall preferably be through an online connected PC platform without the need to remove the memory chips. A FLASH EPROM based program memory is preferred.

Optionally, a facility for standalone testing may be offered, through which, it shall be possible to offline test the inverter by inserting a test EPROM or by downloading a test
Features to take corrective action in case of certain critical recognizable faults. The inverter system shall have its own protection and control logic, which it shall also be able to communicate with the loco control system in the event of a fatal failure to initiate a protective shutdown of the locomotive.

The protective shutdown in case of defined fatal conditions shall be based on a predictable logic preferably implemented in the hardware of inverter electronics. Damage to IGBT devices of the inverter shall be prevented in case of a short circuit at the load end.

**7.4.20** Proper shielding against electric and magnetic interference shall be provided. Cable length for gate drive timing signals transmitted from traction control system shall be kept minimum to minimise losses and prevent loss of data. Actual firing pulses shall be generated by gate drive units mounted in the phase modules. Proper electrical isolation for low voltage gate drive signals and high voltage gate drive power supplies shall be provided. Proper creepage distances between high and low voltage circuits as well as to the ground shall be maintained.

**7.4.21** All cables used in the TCC & ECC shall be E-Beam cables. All control cables of size up to and including AWG size 3 (25.59 mm²) shall be governed by EDPS-179 and all power cables of size AWG1 (46.6 mm²) and larger shall be governed by EDPS-304.

### 7.5 AEB and Blended Brake Operation

**7.5.1** Both WDG4D and WDP4D locos shall be provided with Auto Emergency Brake system (AEB). AEB by default initiates braking in the event of train/loco crossing the permissible set speed. AEB operation and reset procedure shall be as follows:

<table>
<thead>
<tr>
<th>Parameters</th>
<th>Method of operation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enable/Disable</td>
<td>Through toggle switch/key switch on ECC #1</td>
</tr>
<tr>
<td>AEB operating speed/reset speed</td>
<td>Operating and reset speed shall be user settable through software.</td>
</tr>
<tr>
<td>AEB reset speed/procedure</td>
<td>Automatic (through software), after achieving reset speed. A manual reset push button shall also be provided on ECC #1</td>
</tr>
<tr>
<td>Event after AEB activation</td>
<td>Air Brake &amp; dynamic brake by system. PCS “ON” indication and message on DID.</td>
</tr>
</tbody>
</table>
7.5.2 Both WDG4D and WDP4D locos shall be provided with blended brake feature. For train braking, dynamic brake effort shall be used to the extent possible to reduce wear and tear of wheels and rails. Existing CCB shall be retained and its compatibility with the complete system shall be the responsibility of the tenderer.

Blended brake operation process shall be as follows:

<table>
<thead>
<tr>
<th>Parameters</th>
<th>Method of operation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enable/Disable</td>
<td>Through toggle switch on ECC #1</td>
</tr>
<tr>
<td>Blended Brake indication</td>
<td>Indication lamp on ECC #1</td>
</tr>
</tbody>
</table>

** In case a penalty brake application is imposed on the driver through the VCD, the same shall be reset as per extant procedure defined for VCD resetting.

7.6 EVENT RECORDER AND VIGILANCE CONTROL

7.6.1 EVENT RECORDER

This shall generally meet the requirement as per RDSO specification No. MP.0.3700-01, (Latest version). with the ordering specification for GT46MAC speed recorder interface, Nov’98. Successful tenderer shall prepare the design of event recorder based on the above specification and submit the design details for approval to RDSO /DLW. The system shall be able to record the following events in a separate (take out type) memory unit:

a. Train Brake pipe pressure \( \text{kg/cm}^2 \)
b. Loco Brake Cylinder pressure \( \text{kg/cm}^2 \)
c. Status of penalty application (through PCS)
d. Notch position (idle, 1\textsuperscript{st} to 8\textsuperscript{th})
e. Status of power application (motoring/braking)
f. Direction of movement of loco (FOR/REV)
g. Locomotive speed (Kmph)
h. Status (ON/OFF & Dim/Bright) of headlight
i. Status (ON/OFF) of flasher light
j. TE limit switch ON/OFF

Note: (optional)

.1 The system shall have provision for two additional digital and two analog signals processing and recording over and above the specified these ten parameters.
.2 An alphanumeric data entry keyboard is to be provided in the display unit itself for entering Driver’s code / token number / Driver’s name in 16 digits, Train
7.6.2 MULTI-SETTING VIGILANCE CONTROL

This shall generally meet the requirements as per RDSO specification No. MP.0.34.00.04 (Latest version). Successful tenderer shall prepare the design of event recorder based on the above specification and submit the design details for approval to RDSO /DLW. Vigilance Control Device (VCD) is provided to enhance the safety of locomotive operation by ensuring alertness of the crew all the time. The system shall be of multi - resetting type i.e. acknowledgement of the system is not only by means of pressing push button but by the other normal driving activities (i.e. throttle handling, dynamic brake application, operation of horns, sanders or application of brakes), of the driver during the train operation. This reduces the strain on the driver, as he is not required to press the push button always when operating other controls of the locomotive.

a. VCD shall normally require the presence of the driver near the control stand from which the locomotive is being operated.
b. The electrically operated magnet valve of the device shall be designed to work on the normally de-energized principle.
c. The device shall be capable of being worked off batteries, and / or auxiliary generator provided on the locomotive.
d. The device shall ensure that the locomotive is brought to a halt if the driver were incapacitated at the controls.

7.6.2.1 ACKNOWLEDGEMENTS

Any of the following activities of the driver/crew occurring during vigilance cycle period T0 i.e. 60 seconds will serve as an acknowledgement of the Vigilance Control Device and the timer will be reset automatically to its initial position.

a. Vigilance cycle reset button pressed  
b. Change of throttle handle position
  
c. Application of dynamic brakes
  
d. Operation of horns
  
e. Operations of sanders
  
f. Application of brakes

The Vigilance cycle reset button shall be located in the control stand in such a position that it is easily accessible to the driver without leaving his seat. In case of locomotive with two control stands/cabs, the reset button shall be provided on both control stands/cabs and connected in series

7.6.2.2 SYSTEM OPERATION

The time sequence of system operations are summarized in the table below:
<table>
<thead>
<tr>
<th>Operating cycles</th>
<th>Time periods in seconds</th>
<th>Indications</th>
<th>Whether VCD can be reset or not by push button / acknowledgements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vigilance cycle (T0)</td>
<td>60</td>
<td>None</td>
<td>Yes</td>
</tr>
<tr>
<td>Warning cycle (T1) Level I</td>
<td>8 + 2</td>
<td>Yellow flashing light</td>
<td>Yes</td>
</tr>
<tr>
<td>Warning cycle (T2) Level II</td>
<td>8 + 2</td>
<td>Yellow flashing light and alarm sounds</td>
<td>Yes</td>
</tr>
<tr>
<td>Penalty brake (T3) Level I, Engine idling</td>
<td>34 + 2</td>
<td>Yellow flashing light remains but alarm stops</td>
<td>No</td>
</tr>
<tr>
<td>Penalty brake (T4) Level II</td>
<td>Until reset</td>
<td>None</td>
<td>Yes, Only by reset button</td>
</tr>
</tbody>
</table>

i. Counter shall be provided which shall increase by one unit whenever penalty brake application takes place. This counter shall be visible to the driver through display unit so that reading can be noted whenever crew changes takes place.

ii. If the Vigilance control re-sets button remains in press/release position for more than 60 sec, the vigilance cycle shall start again.

iii. The device shall ensure that the locomotive comes to halt in case driver is incapacitated at the control stands.

7.6.2.3 FAIL SAFE FEATURE DURING FAULT IN THE VIGILANCE CONTROL SYSTEM

The system shall be fail safe i.e. penalty brakes shall initiate for any fault in the Vigilance control system and a fault indication given to the driver. The fault cycle period shall be set at 34 sec, during which the brake application cannot be cancelled. Only after the expiry of the fault cycle, and the throttle handle has been set to idle position, an attempt can be made by the driver to reset the fault condition, and resume normal vehicle operation using the Vigilance Control Reset push button. In case it is not possible to reset the fault condition, the Vigilance control system shall be isolated.

7.6.2.4 ISOLATION OF VIGILANCE CONTROL (optional)

The vigilance control shall be provided with an arrangement by the tenderer through which it can be isolated in case it becomes defective/malfunctions. This arrangement shall be accessible only on breaking of a seal or a glass cover.

7.6.2.5 VIGILANCE SUPPRESSION

a. There shall be a provision to suppress the operation of Vigilance control when continuous proof of driver’s vigilance is not required. Such suppression shall take
place if Brake cylinder pressure is minimum 2.3 kg/sq cm.

b. Vigilance suppression shall not function during T1, T2 and T3 periods, as well as during Fault cycles.

C. Vigilance control system during MU Operation

The Vigilance control system shall be disabled on a slave locomotive in multiple operations. The vigilance shall also be automatically suppressed whenever both control stands are set to the OFF position.

7.7 ECC PANELS

Layout and mounting arrangement of ECC #1, ECC #2 and ECC #3 panels shall be such that it shall be possible to accommodate these in the existing envelopes and as far as possible mounting arrangement shall also be same as that of existing panels.

These shall be designed and manufactured generally conforming to DLW / RDSO specifications.

Following points shall be considered for proper design of ECC #1, ECC #2 and ECC #3 panels:

a) Ventilation engineering of the each cabinet shall be done based on the cooling requirement of major components of the cabinet.

b) Design of the cabinets shall be modular to facilitate quicker assembly.

c) The cabinets shall be pressurised to avoid ingress of dust and other contaminates inside the cabinets. A pressure of 2 to 3 inches of water gauze shall be maintained in the cabinets.

d) No electro pneumatic contactors shall be used.

e) Components and cables of common electrical circuits shall be grouped together to reduce EMC interference.

f) Cooling requirements of existing ECC #1, ECC #2 and ECC #3 cabinets are 200 CFM, 250 CFM and 75 CFM of fine filtered cooling air respectively.

g) The cabinets shall be designed to permit its welding with the under frame.

The functional equivalents of all the existing components in these three cabinets like sub assemblies, sensors, relays, contactors, breakers, switches, panels, etc, shall be properly accommodated in these cabinets. Depending upon the requirement, some of the sub assemblies/ components may be re-arranged or integrated with others. Such modifications shall be clearly brought out in the schematics and approval of DLW/RDSO shall be taken at design review stage.
It is essential that overall functionality shall be either improved or maintained same as the existing system. It shall not be degraded in any way due to such modifications in design.

8.0 PERFORMANCE REQUIREMENTS

8.1.0 TRACTION INVERTER

The proposed traction inverter system shall be designed to operate with following input/output voltage and current variations under specified site conditions:

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nominal input supply voltage</td>
<td>300 VDC to 2600 VDC (with ripple less than 100 V).</td>
</tr>
<tr>
<td>Maximum continuous input current</td>
<td>1250 ADC per bogie</td>
</tr>
<tr>
<td>Maximum input voltage</td>
<td>3200 VDC</td>
</tr>
<tr>
<td>Output rms voltage (phase to phase), 3-phase AC variable (fundamental wave)</td>
<td>0 V to 2030 V</td>
</tr>
<tr>
<td>Maximum output rms phase current</td>
<td>900Amps per bogie</td>
</tr>
<tr>
<td>Output frequency</td>
<td>0 Hz to 160 Hz</td>
</tr>
</tbody>
</table>

8.2 TRACTIVE EFFORT/ BRAKING EFFORT CHARACTERISTICS

8.2.1 Traction Motor torque vs. speed characteristics (for existing motor) and loco TE & BE characteristics of WDP4D and WDG4D locomotives are attached with this specification as listed below:

**Traction motor characteristics:**

(i) Traction motor torque vs. speed curve (driving operation) - **Annexure-E**
(ii) Traction motor torque vs. speed curve (braking operation) - **Annexure-F**

(a) **WDP4D LOCOMOTIVES**

(i) Loco Tractive Effort vs. speed curve (driving operation) - **Annexure-C**
(ii) Loco Braking Effort vs. speed curve (braking operation) - **Annexure-D**

(b) **WDG4D LOCOMOTIVES**

(iii) Loco tractive Effort vs. speed curve (driving operation) - **Annexure-G**
(iv) Loco Braking Effort vs. speed curve (braking operation) - **Annexure-H**
8.2.2 Tenderer shall try to improve upon the current starting TE values and submit the proposed TE vs. speed characteristics along with the offer. These will have to be worked out based on the cooling air available for traction motors and ventilation requirements of traction motor.

The control system shall have such a provision that, at any time, not-in-use hotel load power (residual from allocated 500 KVA) shall be used for traction.

Tenderer shall submit Tractive effort versus speed curves without hotel load and tractive effort versus speed curves with hotel load. The curves shall be drawn for all the notches

8.2.3 The proposed inverters and LCC with existing or equivalent traction motors shall also be used for generating dynamic braking for the locomotive. Any change in the BE (Braking Effort) vs. speed characteristics of the locomotive, due to additional hotel load power, shall be fully explained and justified by the tenderer. Revised BE vs. speed curve shall be furnished with the offer. The existing DBR (Dynamic Braking Resistance) value may also undergo a change, which shall be specified. However, outside interface of the DBR (with other equipment on the locomotive) shall be maintained as existing. The DBR and blower assembly will be provided by the DLW. The details of the existing DBR assembly will be provided to the successful tenderer.

8.2.4 Typical data for existing WDG4D/WDP4D locomotives for 4500HP application is given as below:

- Maximum starting tractive effort: 54684 Kg. for WDG4D locomotive and 40775 Kg. for WDP4D locomotive.

8.2.5 The traction inverter system shall use the existing traction motors and retain the existing gear and pinion ratio. The gear and pinion ratio for WDP4D locomotives is 77:17 and for WDG4D locomotives it is 90:17. The vehicle gauge is 1676 mm broad gauge and axle load permissible is 21.7 tonnes +2% -4% (for WDG4D) and 20.5 tonnes +2% -4% (for WDP4D). The curves given above shall be applicable for the half worn wheel diameter of 1054 mm +0.5 mm and shall be ensured.

8.2.6 In the existing system under normal operating conditions there is no reduction in tractive effort and not any continuous speed limitation exists. However, temperature sensors in the traction equipment are continuously monitored and inverter control system reduces the tractive effort suitably to protect the equipment from overheating during any abnormal condition such as loco operation over long gradients for prolonged periods etc. The de-rating protocol to be adopted to protect the major equipment such as traction motor, inverter etc., in case of such abnormal conditions, shall be furnished by the successful tenderer.

8.2.7 The supplier will state the value of maximum starting tractive effort, continuous tractive effort and speed values that will be developed under dry rail conditions and also under all weather conditions, which will be demonstrated during testing.
8.3 ADHESION REQUIREMENTS

Microprocessor shall be provided with state of the art adhesion improvement system. The system shall be able to optimize the adhesion for all other weather conditions - dry rail, wet rail conditions- and all track conditions - mainline, branch line and station yards- and operating conditions (starting, running, braking).

Tenderers are required to indicate the expected level of adhesion improvement in various conditions. The proposed inverter and LCC shall achieve better or at least same adhesion performance compared to the existing WDG4D and WDP4D locomotives.

Starting adhesion on WDG4D loco in fair weather condition with sanding shall not be less than 42% and shall deliver maximum starting tractive effort of 54684 Kg. The starting adhesion on WDP4D loco in fair weather condition with sanding shall be adequate to obtain a minimum of 40775 Kg starting tractive effort.

8.4.1 The locomotive shall be working under 25 kV, 50 Hz, OHE system also. Electronic signals generated inside the traction inverters and loco control systems shall not be affected by this and locomotive shall work without any adverse performance.

8.4.2 The tracks over which the offered system will work may be equipped with DC track circuits, 83-1/3 Hz track circuits as well as track circuits at higher frequencies. Harmonics generated by the inverter system shall not affect signalling gears like audio frequency track circuits and axle counters which work in the range 0-5 kHz with a limit of 400 mA. On the communication network, control circuits, teleprinter circuits, as well as VHF/UHF and microwave circuits are employed. The psophometric voltage induced on communication circuit running by the side of track shall not exceed 1 mV.

8.4.3 Compatibility with Signal & telecommunications installations

a). The design of the power electronics provided on the locomotive/ propulsion system will be such as not to cause levels of interference exceeding the levels specified below at any point in the operating envelope of the locomotive:

<table>
<thead>
<tr>
<th>S.N.</th>
<th>Interference current</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>Psophometric current</td>
<td>10.0 A</td>
</tr>
<tr>
<td>2.0</td>
<td>DC component</td>
<td>4.7 A</td>
</tr>
<tr>
<td>3.0</td>
<td>Second Harmonic component (100 Hz)</td>
<td>8.5 A</td>
</tr>
<tr>
<td>4.0</td>
<td>1400 Hz to 5000 Hz</td>
<td>400 mA</td>
</tr>
<tr>
<td>5.0</td>
<td>More than 5000 Hz upto 50000 Hz</td>
<td>270 mA</td>
</tr>
</tbody>
</table>

b). Locomotive shall comply European Standards EN 50238 for Railway applications Compatibility between rolling stock and train detection systems and EN 50121 for Railway applications-Electromagnetic compatibility, as
Applicable.

8.4.4 Acoustics noise level generated shall not exceed 80 dB at a distance of 1 meter.

8.5 OTHER REQUIREMENTS

8.5.1 It shall be possible to use the proposed locomotive control computer, and traction inverters along with the traction computers for WDG4D or WDP4D locomotives interchangeably through configuration of user settable parameters and some jumper settings, without any change in software or hardware.

8.5.2 Major existing equipment such as alternator, motors etc. shall be used without any change. Complete system shall be designed such that there are minimum changes required in the existing arrangement.

8.5.3 To ensure integration with existing equipment and good locomotive performance, extensive simulation / systems testing of proposed LCC with traction inverters and existing motors shall be performed by the manufacturer before prototype approval.

9.0 DETAILS OF TRACTION MOTOR

Main technical data of traction motor for both WDP4D/WDG4D locos for 4500HP loco application is given as below:

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nominal starting torque</td>
<td>9500 Nm</td>
</tr>
<tr>
<td>Maximum continuous power according to IEC 60349-2 at motor shaft with DC link voltage = 2600V.</td>
<td>630 KW min at 1460 rpm</td>
</tr>
<tr>
<td>Maximum continuous power according to IEC 60349-2 at motor shaft at rated voltage.</td>
<td>485 KW min at 685 rpm (20% additional for bogie cut out)</td>
</tr>
<tr>
<td>Maximum current (RMS value of fundamental wave)</td>
<td>270A</td>
</tr>
<tr>
<td>Maximum permissible speed</td>
<td>3320 rpm min</td>
</tr>
<tr>
<td>Inverter Frequency Maximum</td>
<td>120 Hz</td>
</tr>
<tr>
<td>Circuit</td>
<td>Y</td>
</tr>
<tr>
<td>Supply conductor</td>
<td>70 sq.mm</td>
</tr>
<tr>
<td>Thermal class</td>
<td>Class 200N2</td>
</tr>
</tbody>
</table>
Electrical characteristics

<table>
<thead>
<tr>
<th>Specification No. MP. 0. 2400.67 (REV. - 03)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electrical characteristics</td>
</tr>
<tr>
<td>Gear ratio</td>
</tr>
</tbody>
</table>

10.0 DOCUMENTATION

10.1 All the information which shall be required to evaluate the suitability of the offer vis-à-vis this specification shall be submitted along with the offer. Following documents shall invariably be submitted by each tenderer along with the offer for evaluation:

(a) Functional description of the complete system, including salient features and advantages of the offered system
(b) Clause by clause compliance with the specification.
(c) Details of technical support and training offered.
(d) All characteristics curves, including the proposed notch-wise TE Vs Speed, notch-wise DC link V-I, efficiency numbers and ventilation characteristics of the equipment offered, parasitic load of the auxiliaries used in the system, BE Vs Speed, basic design data like ratings and temperature capability, envelope and mounting drawings etc. shall be submitted with the offer.

10.2 Following documents shall be submitted by the successful tenderer, in hard and soft copies, before commissioning of the equipment on loco.

(a) Technical documentation explaining the complete system including characteristic curves, inverter output curves and efficiency, diagnostics, and protection circuits etc.
(b) Locomotive control circuit schematics.
(c) Lay out and mounting drawings of all the equipment offered
(d) Drawings of each sub-system with interface details.
(e) Cooling system details.
(f) Details of enclosures provided.
(g) Details of lubricants.
(h) Procedure for user settable parameter alteration, fault data downloading and analysis etc.
(i) Maintenance and troubleshooting manual for all the equipment offered.
(j) Recommended list of spares for 3 years.
(k) List of special tools, jigs and fixtures needed for testing, commissioning,
maintenance and repair.
(l) Modifications needed in the existing locomotives to adopt the offered system.

Irrespective of the details brought out here, all information and documentation which are
essential for manufacture and maintenance of the locomotive with the equipment
supplied shall be submitted on request of IR.

11.0 TESTING & INSPECTION

11.1 The details of tests and trials to be done on each electronic equipment/sub
assembly of the AC Traction System and on the complete system after installation on
locomotive are indicated at annexure - I

11.2 Type and routine tests on other equipment related with loco control and traction
inverter system offered shall generally be conducted in accordance with IEC-60571, IEC-
61287 and other relevant IEC standards separately. However, if the tenderer proposes a
different test scheme, the same can be examined by DLW/RDSO on provision of
alternative test procedures submitted by the tenderer.

11.3 The supplier shall submit detailed type and routine test programs to DLW/RDSO
for its approval. RDSO/DLW may also decide to carry out some special tests on the
equipment, which are not covered by relevant IEC specifications. Tests shall be carried
out as per mutually agreed test program and the total cost shall be borne by the
manufacturer.

11.4 The prototype unit will be tested by RDSO/DLW representative(s) at the
manufacturer’s premises where all the facilities shall be made available for carrying out
the prototype test.

11.5 Validation test: A final validation test shall be conducted at DLW on the load box
by IR, in which all the performance requirements, which can be determined in static
condition, shall be established by the manufacturer, particularly the power requirement
as per para 1.2.1. Any adjustment required on the Woodward Governor or fuel rack for
achieving the performance requirements shall be arranged by IR, if necessary.

11.6 Instrumentation for type/routine and Validation tests

(a) All the instruments used for testing shall be duly calibrated. The calibration
certificates are to be shown to RDSO/DLW representative(s) on demand.
(b) Value of the fundamental component and THD of traction inverter output
will be measured by power analyzer during the prototype test at various
mutually decided pre-set points in traction and braking mode. True RMS
value of output voltage is also to be measured for record.

11.7 QAP: The successful tenderer shall also be required to submit a detailed Quality
Assurance Plan (QAP) along with the inspection plan for the equipment supplied for
approval by IR before the same is adopted.
11.8 **Rating and performance trials:** These tests may be done on one prototype locomotive built with the equipment prototypes supplied by successful tenderers by IR at their own cost covering the following:

- Dynamometer car test to ascertain starting and rolling resistance of the locomotive and to prove “tractive effort-speed” characteristics and “dynamic braking effort/speed” characteristics.
- Adhesion test to prove adhesion capability.

The successful tenderer shall be permitted to associate with the tests as these tests are one of the means to determine clearance for series manufacture. If either the microprocessor data obtained after the prototype locomotive has been put in commercial service is considered adequate by RDSO or similar test/trial data is already available with RDSO, to establish the performance requirements of the locomotive, these tests may be waived.

11.9 **Field trials:** One prototype locomotive each shall be subjected to field trials on IR for at least three month. The manufacturer shall depute a team of engineers for commissioning, testing and field trials of the locomotive and its equipment in service. The manufacturer shall associate in the field trials jointly with IR. The manufacturer shall ensure availability of typical tools & spare parts in adequate quantity for field trials, to be done as part of commissioning.

11.10 All the modifications required due to defects noticed or design improvements found necessary as a result of the field test / trials shall be carried out by the tenderer in the least possible time. Total cost of such modifications/design changes shall be borne by the manufacturer.

11.11 Type test will be performed on one prototype unit of given design to verify that product meets the specified design requirements. However, routine tests shall be carried out on each equipment.

11.12 If mutually agreed between manufacturer and RDSO/DLW, witnessing of routine test may be waived for sets manufactured after the prototype. The routine test of equipment, for which witnessing has been waived, shall be accepted after successful scrutiny of test results submitted to RDSO.

11.13 Subject to agreement between RDSO/DLW and manufacturer, some or all the type tests shall be repeated on sample basis so as to confirm the quality of the product. This will be part of revalidation of vendor approval. In addition, the manufacturer shall repeat all the type tests after 5 years without any additional cost. Type test may also be repeated in any of the following cases:

- Major modification of equipment, which is likely to affect its functionality or performance.
- Failure or major performance variations established during type or routine
testing.

- Resumption of production after an interruption of more than two years.

11.14 To obtain additional information regarding performance and functionality of any equipment or sub-system, investigation tests may be specially requested by RDSO/DLW.

12.0 WARRANTY

The complete system with controls shall be warranted for satisfactory and trouble free operation in conformity with the standard IRS conditions. All aspects of workmanship and design shall be covered by this warranty. The supplier shall immediately provide arrangement for rectification of failures reported under warranty.

Warranty period of any equipment of the system may be extended as per mutual agreement between RDSO/DLW and supplier if the equipment has undergone major design modifications during the warranty period.

13.0 FAILURES DURING WARRANTY PERIOD UNDER MAINTENANCE CONTRACT

13.1 In case of any failures, the details of failure and action taken to arrest re-occurrence of similar failure in future with failure analysis report etc. is to be submitted to RDSO/DLW.

13.2 In case of repeated failures, necessary changes in design on the units put in service or in production line are to be made by the manufacturer. Investigation tests, if considered necessary, are to be arranged/conducted by the manufacturer.

14.0 MARKING AND PACKING

14.1 Each equipment shall bear for identification DLW order number, batch/lot number, serial number, type, year of manufacture, manufacturer’s name as well as important nominal and short time ratings.

14.2 All equipment of the complete system shall be suitably packed in strong water proof boxes to prevent any damage during transit and handling.

15.0 INFRINGEMENT OF PATENT RIGHTS

Indian Railway shall not be responsible for infringement of patent rights arising due to similarity in design, manufacturing process, components used in design, development and manufacturing of complete system and any other factor, which may cause such dispute. The responsibility to settle any issue lies with the manufacturer.
Tractive Effort Vs Speed characteristics (AAR Condition)  
4500 GHP WDP4D (Dual Cab) Diesel Electric Locomotive  
One Traction Alternator type TA17  
Six Traction Motor type ITB 2525 or equivalent  
Gear ratio : 17:77, Wheel Dia. : 1054mm (Half Worn)  
Starting Tractive Effort : 40775 Kg.
DYNAMIC BRAKING CHARACTERISTICS OF
4500 HP BG DE WDP4D(Dual Cab) LOCOMOTIVE

Traction Alternator: TA17 at 950 rpm
Traction Motor: 1TB2525-0TA02(six)
Gear Ratio: 77:17, Wheel Dia: 1054 mm (HW)
Tractive Effort Vs Speed characteristics (AAR condition)
4500 GHP WDG4D (Dual Cab) Diesel Electric Locomotive
One Traction Alternator type TA17
Six Traction Motor type ITB 2525 or equivalent
Gear ratio : 17:90, Wheel Dia. : 1054mm (half Worn)
Starting Tractive Effort : 54684 Kg
DYNAMIC BRAKING CHARACTERISTICS OF 4500 GHP
WDG4D (Dual Cab) Diesel Electric Locomotive

One Traction Alternator: TA17 at 950 rpm
Six Traction Motor: 1TB2525 or Equivalent
Gear Ratio: 90:17, Wheel Dia: 1054 mm (HW)
TESTS AND TRIALS

1.0 Type and routine tests shall be conducted on the individual equipment of AC traction system separately. Complete inverter system shall also be tested after its installation on the locomotive.

1.1 In general, traction inverter shall be tested in accordance with IEC-61287, IEC-411.5 & the control electronics of inverter and LCC shall be tested as per IEC-60571. Individual equipment, system and sub-system as may be necessary, shall be type and routine tested in accordance with relevant IECs.

2.0 The list of tests to be carried out on the inverter system is as follows:

Tests on TCC Assembly

<table>
<thead>
<tr>
<th>Sub Assembly Name</th>
<th>Reference clause of IEC 61287-1</th>
<th>Nature of Test</th>
<th>Type Test</th>
<th>Routine Test</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traction Control Cabinet with Traction Inverter</td>
<td>IEC 61287-1-4.5.3.1</td>
<td>Visual Inspection</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>IEC 61287-1-4.5.3.2</td>
<td>Dimensions and Tolerances</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td></td>
<td>IEC 61287-1-4.5.3.3</td>
<td>Weighing</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td></td>
<td>IEC 61287-1-4.5.3.4</td>
<td>Marking inspection</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>IEC 61287-1-4.5.3.5</td>
<td>Cooling system performance tests</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td></td>
<td>IEC 61287-1-4.5.3.5.3</td>
<td>Check of effectiveness of air filters</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td></td>
<td>IEC 61287-1-4.5.3.5.4</td>
<td>Leakage test</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>IEC 61287-1-4.5.3.6</td>
<td>Tests of mechanical and electrical Protection &amp; measuring equipments</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>IEC 61287-1-4.5.3.7</td>
<td>Light Load Test</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>IEC 61287-1-4.5.3.8</td>
<td>Test of the degree of protection</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td></td>
<td>IEC 61287-1-4.5.3.9</td>
<td>Commutation test</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td></td>
<td>IEC 61287-1-4.5.3.10</td>
<td>Acoustics Noise Measurement</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td></td>
<td>IEC 61287-1-4.5.3.11</td>
<td>Temperature Rise Test</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>
### Power Loss determination

**Reference Standard:** IEC 61287-1-4.5.3.12

**Test Details:**

- **Type Test:** √
- **Routine Test:**

### Supply overvoltage and transient energy

**Reference Standard:** IEC 61287-1-4.5.3.13

**Test Details:**

- **Type Test:** √
- **Routine Test:**

### Sudden Variation of Load

**Reference Standard:** IEC 61287-1-4.5.3.14

**Test Details:**

- **Type Test:** √
- **Routine Test:**

### IR Test

**Reference Standard:** IEC 61287-1-4.5.3.15

**Test Details:**

- **Type Test:** √
- **Routine Test:** √

### Dielectric Test

**Reference Standard:** IEC 61287-1-4.5.3.16

**Test Details:**

- **Type Test:** √
- **Routine Test:** √

### Partial Discharge Test

**Reference Standard:** IEC 61287-1-4.5.3.17

**Test Details:**

- **Type Test:** √
- **Routine Test:**

### Safety requirements

**Reference Standard:** IEC 61287-1-4.5.3.18

**Test Details:**

- **Type Test:** √
- **Routine Test:**

### Vibration and Shock (on Sub-assemblies)

**Reference Standard:** IEC 61287-1-4.5.3.19

**Test Details:**

- **Type Test:** √
- **Routine Test:**

### Electromagnetic compatibility

**Reference Standard:** IEC 61287-1-4.5.3.20

**Test Details:**

- **Type Test:** √
- **Routine Test:**

### Step change of line voltage test

**Reference Standard:** IEC 61287-1-4.5.3.21

**Test Details:**

- **Type Test:** √
- **Routine Test:**

### Short-time supply interruption test

**Reference Standard:** IEC 61287-1-4.5.3.22

**Test Details:**

- **Type Test:** √
- **Routine Test:**

### Current-sharing test

**Reference Standard:** IEC 61287-1-4.5.3.23

**Test Details:**

- **Type Test:** √
- **Routine Test:**

### DC Link Discharge

**Reference Standard:** IEC411.5 – 4.3.11

**Test Details:**

- **Type Test:** √
- **Routine Test:**

---

### Tests on LCC cards, TCC Cards PCBs & Display Unit

<table>
<thead>
<tr>
<th>Sub Assembly Name</th>
<th>Reference Standard</th>
<th>Test Details</th>
<th>Type Test</th>
<th>Routine Test</th>
</tr>
</thead>
<tbody>
<tr>
<td>LCC cards, TCC cards, PCBs &amp; Display unit</td>
<td>IEC 60571 – 10.2.1</td>
<td>Visual Inspection</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td>IEC 60571 – 10.2.2</td>
<td>Performance Test with simulation</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Voltage variation</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Reverse Polarity</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>IEC 60571 – 10.2.3</td>
<td>Cooling Test(low temp. storage)</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td></td>
<td>IEC 60571 – 10.2.4</td>
<td>Dry Heat Test</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td></td>
<td>IEC 60571 – 10.2.5</td>
<td>Damp Heat Test</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td></td>
<td>IEC 60571 – 10.2.6.1</td>
<td>Supply over voltages</td>
<td>√</td>
<td></td>
</tr>
</tbody>
</table>
### Tests on ECC#1, ECC#2, ECC#3 & ECC#4 Panels

<table>
<thead>
<tr>
<th>Sub Assembly Name</th>
<th>Reference Standard</th>
<th>Test Details</th>
<th>Type Test</th>
<th>Routine Test</th>
</tr>
</thead>
<tbody>
<tr>
<td>ECC#1, ECC#2,</td>
<td>IEC 60571 – 10.2.1</td>
<td>Visual Inspection of marking &amp; safety requirements</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>
### ECC#3 & ECC#4 Panels

<table>
<thead>
<tr>
<th>Specification No.</th>
<th>Test Requirements</th>
<th>ECC#3</th>
<th>ECC#4</th>
</tr>
</thead>
<tbody>
<tr>
<td>IEC 60571 – 10.2.2</td>
<td>Performance Test with simulation/Functionality tests</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>On ECC#1</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Functionality</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Continuity</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Operation Test for Relays, Contactors and Breakers</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Power supply test for output voltage for variation in input voltage range (55 VDC to 110VDC)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>On ECC#2</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Battery Charging Ass.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Operation Test of ST &amp; STA Contactors</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Continuity</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>On ECC#3</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Functionality</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Continuity</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Operation Test for contactors &amp; Breakers</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>On ECC#4</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Continuity</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Operation Test for switches &amp; Breakers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RDSO spec Cl.7.6 c</td>
<td>Pressure Test</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Torque Test (H/W tightness)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Weight</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Verification of Dimension &amp; tolerances</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>IEC 60571 – 10.2.9</td>
<td>IR Test</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>IEC 60571 – 10.2.9.2</td>
<td>HV Test</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>
* The cards used in the equipment will be subjected to burn-in test as per the temperature cycle defined at annexure - J. The cards will be kept energized during the test. Functional test of each card will be carried out after the burn-in test. (Pl. refer Clause 10.2.13 of IEC-60571). This will be part of internal test by the manufacturer and results will be submitted during routine testing.

2.3 OTHER TESTS

After installation and commissioning of loco with the new traction inverter and loco control system, it will be subjected to certain tests conducted by Indian Railways with supplier’s representative mainly to satisfy the Railways regarding operational performance, capability and safety. The following tests may be conducted in this connection on one or more locomotives with new system:

2.3.1 RATING AND PERFORMANCE TESTS

Dynamometer car tests to ascertain following:

a) Starting and rolling resistance of the locomotive.

b) Tractive effort vs. speed characteristics of the locomotive.

c) Braking effort vs. speed characteristics of the locomotive.

d) Adhesive capability of the locomotive.

2.3.2 SIGNALLING AND INTERFERENCE TESTS

Tests to determine the levels of interference with the Signal and Telecommunication equipment and facilities to prove that these are within acceptable limits (see clause 7.4)
BURN-IN TEST

Temperature in Degrees

-70°C

-25°C

0°C

+25°C

+70°C

Temperature Cycle

<table>
<thead>
<tr>
<th>Time (Hrs)</th>
<th>1.55</th>
<th>5.27</th>
<th>5.42</th>
<th>11.77</th>
<th>11.92</th>
<th>12.57</th>
<th>13.12</th>
<th>14.41</th>
</tr>
</thead>
<tbody>
<tr>
<td>On</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Off</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Number of control signals exchanged between power car & locomotive

<table>
<thead>
<tr>
<th>Signal Type</th>
<th>Control Type</th>
<th>Wires</th>
</tr>
</thead>
<tbody>
<tr>
<td>+ve 24V DC</td>
<td>1 wire</td>
<td></td>
</tr>
<tr>
<td>-ve 110V DC</td>
<td>1 wire</td>
<td></td>
</tr>
<tr>
<td>Hotel Load contactor in loco ON</td>
<td>1 wire (24 V DC)</td>
<td></td>
</tr>
<tr>
<td>Converter A ON signal</td>
<td>1 wire (110V DC)</td>
<td></td>
</tr>
<tr>
<td>Converter A output voltage avail</td>
<td>1 wire (24V DC)</td>
<td></td>
</tr>
<tr>
<td>Converter A faulty</td>
<td>1 wire (24V DC)</td>
<td></td>
</tr>
<tr>
<td>Converter A reset</td>
<td>2 wires (potential free)</td>
<td></td>
</tr>
<tr>
<td>Converter B ON signal</td>
<td>1 wire (110V DC)</td>
<td></td>
</tr>
<tr>
<td>Converter B output voltage avail</td>
<td>1 wire (24V DC)</td>
<td></td>
</tr>
<tr>
<td>Converter B faulty</td>
<td>1 wire (24V DC)</td>
<td></td>
</tr>
<tr>
<td>Converter B reset</td>
<td>2 wires (potential free)</td>
<td></td>
</tr>
</tbody>
</table>

**Total no. of control wires running between Loco & power Car: 13 wires**

- Feeder 1 continuity between Loco & power car included in Loco 2S power coupler
- Feeder 2 continuity between Loco & power car included in Loco 2S power coupler

---

### Bill of Material - additional items for control panel

<table>
<thead>
<tr>
<th>Sr No.</th>
<th>Designation</th>
<th>Item</th>
<th>Make/Type No.</th>
<th>For</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>K10</td>
<td>Contactor</td>
<td>Siemens 3RH1112-2FL40 2 NO-2 NC</td>
<td>Converter A</td>
<td>Selection between Loco &amp; Converter A</td>
</tr>
<tr>
<td>2</td>
<td>K11</td>
<td>Contactor</td>
<td>Siemens 3RH1112-2FL40 2 NO-2 NC</td>
<td>Converter A</td>
<td>Selection between Loco &amp; Converter A</td>
</tr>
<tr>
<td>3</td>
<td>K12</td>
<td>Contactor</td>
<td>Siemens 3RH1112-2FL40 2 NO-2 NC</td>
<td>Converter A</td>
<td>Selection between Loco &amp; Converter A</td>
</tr>
<tr>
<td>4</td>
<td>K13</td>
<td>Contactor</td>
<td>Siemens 3RH1113-2FL40 2 NO-2 NC</td>
<td>Converter B</td>
<td>Selection between Loco &amp; Converter B</td>
</tr>
<tr>
<td>5</td>
<td>K14</td>
<td>Contactor</td>
<td>Siemens 3RH1113-2FL40 2 NO-2 NC</td>
<td>Converter B</td>
<td>Selection between Loco &amp; Converter B</td>
</tr>
</tbody>
</table>

**Selection Switches**

1. SW1: 4 position rotary switch / 4 packets
2. SW2: 4 position rotary switch / 4 packets

**Push Buttons**

1. PB1: Spring loaded push button NO
2. PB2: Spring loaded push button NO
3. PB3: Spring loaded push button NO
4. PB4: Spring loaded push button NO

**Indication Lamps**

1. H1: Lamp 110V DC - green
2. H2: Lamp 110V DC - green
3. H3: Lamp 24V DC - red
4. H4: Lamp 24V DC - red
5. H5: Lamp 24V DC - green
6. H6: Lamp 24V DC - green
7. H7: Lamp 24V DC - amber

**Transformers**

1. T1: Transformer 750V/415V, 200VA
2. T2: Transformer 750V/415V, 200VA
3. T3: Transformer 750V/415V, 200VA
4. T4: Transformer 750V/415V, 200VA
5. T5: Transformer 750V/415V, 200VA
6. T6: Transformer 750V/415V, 200VA
7. T7: Transformer 750V/415V, 200VA
8. T8: Transformer 750V/415V, 200VA

**Indication Lamps**

- Indication that ON COMMAND is available for Converter A
- Indication that Converter A is FAULTY
- Indication that Output is available from Converter A
- Loco

**Transformers**

- For energising the Working power car contacts so that the 380V/415V lamps can be energised
- For energising the Working power car contacts so that the 24V lamps can be energised
- For energising the Working power car contacts so that the 380V/415V lamps can be energised
- For energising the Working power car contacts so that the 24V lamps can be energised
- For energising the Working power car contacts so that the 380V/415V lamps can be energised
- For energising the Working power car contacts so that the 24V lamps can be energised
- For energising the Working power car contacts so that the 380V/415V lamps can be energised
- For energising the Working power car contacts so that the 24V lamps can be energised

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Objectives of proposed safety interlocking / control circuit

1) Simple & safe interlocking circuit, with minimal operations
2) Reliable operation of power car
3) Interlocking Hotel Load Converter A & Plant A + ACB1 (page 3 & 4)
4) Interlocking Hotel Load Converter B & Plant B + ACB2 (page 4 & 6)
5) Interlocking of Bus Coupling Contactor (page 7)
6) Interlocking of neutral contactors (to remove earthing of neutral when Hotel Load Conv. is running) (page 8)
7) Safe shut-down of converters, if parting occurs between loco & power car (page 3 & 4)
8) Opening of feeder if train parting occurs (between leading power & trailing power car) (already existing circuit)
9) Automatic switch-ON of feeder contactor after neutral section is crossed (already existing circuit)
10) Additional indications for Loco Hotel Load Contactor ON, Converter ON, Converter fault & output available (pages 3 & 4)
11) Audio alarm incase of Hotel Load Converter shutdown due to fault (page 7)

Legend

- Rotary switch packet
- Indication lamp
- Contactor coil
- NC Contacts (normally closed)
- NO Contacts (normally open)
- Spring loaded Push Button Switch (normally open)
- Spring loaded Push Button Switch (normally closed)
- Transformer

Nomenclature

K. - Contactor
H. - Indication lamp
SW. - Rotary switch
T. - Transformer

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1. **FOREWORD**: With the successful development of IGBT based TCC by different sources, the requirement of Crow Bar Resistor and Damper Resistor has also undergone changes. This specification covers supply of Crow Bar and Damper Resistor required for proper functioning of different make of IGBT based TCC.

2. **SCOPE OF SUPPLY**: Includes supply of any one of Crow Bar and Damper Resistor combinations to following specifications:

   - Resistor Crow Bar of 0.22 Ω to EMD Drg No. 40082110 and Resistor Crow Bar/Damper 0.22 Ω to EMD Drg. No. 40082111

   OR

   - Resistor Crow Bar of 2.94 Ω to EMD Drg No. 40047781 and Resistor Crow Bar/Damper 2.94 Ω to EMD Drg. No. 40053020

   OR

   - Any other protection device of IGBT TCC designed by TCC manufacturer. The proposed protection device should be accommodated in existing envelope dimension of Resistor Crow Bar as per EMD Drg. No.40082110/40047781 and Resistor Crow Bar/Damper as per EMD Drg. No. 40082111/40053020. Over all dimensions must be strictly followed.

3. **Condition for Tenderer**: these resistors should be procured from DLW approved sources only.
SPECIAL CONDITION FOR ANNUAL MAINTENANCE CONTRACT OF IGBT BASED TRACTION CONTROL CONVERTERS AND LOCOMOTIVE CONTROL COMPUTER FOR WDG4D & WDP4D CLASS OF LOCOMOTIVES
1. GENERAL

This annual maintenance contract agreement is required to be entered between OEM of IGBT technology based TCC & LCC and Diesel locomotive Works for and on behalf of President of India for use and operation by the Zonal Railways at Headquarter/ Divisional level under the supervision of Zonal Railways. The above contract covers the comprehensive maintenance requirement of IGBT technology based TCC (Traction Control Converter) & LCC (Locomotive Control Computer) fitted on WDG4D and WDP4D class locomotives.

2. DEFINITIONS

Throughout this document, the terms:

a) **TCC (Traction Control Converter)**: means the IGBT technology based TCC.

b) **LCC (Locomotive Control Computer)**: means the locomotive control computer.

c) 'IR' means Government of India, Ministry of Railways, Railway Board, New Delhi or its nominees.

d) 'DLW' means Diesel Locomotive Works, Varanasi - 221004.

e) 'Tenderer' means the firm/company submitting the offer for annual maintenance of Traction Control Converters fitted on WDG4D and WDP4D locomotives.

f) 'Contract' means the contract for annual maintenance of Traction Control Converters & Locomotive Control Computer fitted on WDG4D and WDP4D locomotives at sheds of Indian railways proposed to be entered into between IR and the firm, against the tender.

g) 'Contractor' means the firm / company on whom the order for annual maintenance of Traction Control Converters & Locomotive Control Computer fitted on WDG4D and WDP4D locomotives is to be placed.

h) 'Sub-contractor' means any person, firm or company from whom the contractor may obtain any services for maintenance of IGBT based Traction Control Converters & Locomotive control computer.

i) **User Railway** - means the Zonal Railway or Divisional Railway which has placed the contract on firm in terms of this agreement.

j) **Designated Shed** - shall be the shed so designated by the user railway where the locomotives shall be brought for maintenance including the maintenance of IGBT based Traction Control Converters & Locomotive Control Computer.

k) 'Nominated Officer' means the person nominated by user Railway for the purpose of execution of contract.

l) 'Loco Hours' is the total number of hours in service/breakdown for any locomotive.
m) ‘Locomonth’ is the unit of measurement of availability of a locomotive over a period of one month.

3. SCOPE

3.1 Annual Maintenance for OEM TCC & LCC fitted on WDG4D and WDP4D locomotives as suggested by OEM/Railway.

3.2 The contract shall be comprehensive in nature wherein preventive as well as Breakdown Maintenance of TCC & LCC is to be attended including the supply of spares, tools, consumables, technical expertise and manpower. The replaced consumables, tools, items will be contractor’s property. They shall remove the same from the shed’s premises with due authority.

3.3 The maintenance and support by the contractor shall consist of 4, “three monthly preventive checks of the Traction Control Converters & Locomotive Control Computers for trouble free services of the locomotives as prescribed by the OEM, including attention to the locomotives when they touch the shed at 25 days interval. It shall include all extra and out of course attentions including breakdown, if any required, to ensure trouble free operation of the locomotive.

3.4 Based upon the experience gained by the contractor in the first year of the contract, it shall be possible to improve upon the above referred levels of availability and downtime. The tenderer shall indicate the same in his quotation/tender.

3.5 The locomotives going out of the manufacturers’ warranty for TCC & LCC shall only be included under the annual maintenance contract. The OEM has given warranty of TCC & LCC fitted in GT46MAC/PAC locomotive for trouble free service for 36 months from the date of commissioning or 500,000 kms of run of locomotive whichever is earlier. For those fitted in DLW built locomotives the warranty is for 24 months from the date of commissioning or 30 months from supply of TCC & LCC by the firm whichever is earlier.

3.6 The filter for clean air supply to TCC, clean air compressor, duct for clean air, IPR inlet panel cables and accessories are excluded from the scope of this contract.

3.7 Annual maintenance contract (AMC) shall not cover the failures due to external circumstances such as fire, accident, explosion, floods etc. Breakdown arising due to reason external to the TCC and LCC systems is also excluded from this contract.

3.8 Availability and Downtime

3.8.1 The contractor shall ensure that during the billing period (three months), combined downtimes of all the locomotives covered under the contract, on account of out of course repair and online failures of TCC systems covered under the scope of work, does not exceed 1.5% of total loco hours for the locomotives covered in the contract. Downtime accountal shall be carried out every month and the contractor has to ensure not less than 98.5% availability on TCC account.

3.8.2 The contractor shall ensure that downtime on account of out of course repairs and online failures of TCC & LCC systems covered under the scope of work, does not exceed an
amount equivalent to 5% of individual loco hours for each of the locomotives covered in the contract. Downtime accountal shall be carried out every month and the contractor has to ensure not less than 95% availability of each loco on TCC & LCC account.

The down time calculation for para 3.8.1 and 3.8.2 above shall be as under:

a. Downtime on out of the course repair shall start from the time when the stipulated maintenance schedule of the locomotive is completed but waiting for the repair of the loco exclusively on TCC or LCC account.

b. Downtime on account of online failures shall be from the time the loco fails on line till the loco is given ready for service.

If the loco involved in line failure cannot be attended at site, same should be informed to the shed authorities immediately and then if required the loco shall be moved to the nearest shed (including the trip sheds) for further attention. Such dead loco/ light engine movement may take time and is beyond the control of the contractor. Hence, if the time taken from the reporting of inability to repair at site till handling over of the locomotive to the contractor at nearest shed (including trip shed) is more than 24 hours, the time above 24 hours shall not be considered for calculating the downtime occurred due to that failure.

If the locomotive breakdown complaint is given for online failure, the service engineer shall proceed by road or rail from designated shed with necessary spares & tools within two hours of receipt of complaint and attend to the loco at the earliest opportunity. If the contractor confirms in writing after checking the loco that the problem cannot be attended online, loco may be moved to the nearest maintenance shed/trip shed for repair. If the loco is not handed over to contractor within 24 hours from the time contractor has expressed inability to repair/attend online or at failed site, the extra time taken is beyond the contractor scope and hence will not be taken as down time till the loco is handed over to contractor for repair/attention.

3.8.3 In addition, at no time, shall more than 3% of the locomotives be under breakdown repair on TCC or LCC account i.e. the number of locos under breakdown repair at 0.0 hours daily shall not exceed 3% of the locomotive under contract. However, if the total locos under AMC in a shed are less than 100, the locos under breakdown repair at 0.0 hrs. daily shall not be more than 2 locos.

3.8.4 All the penalties shall be calculated on the entire fleet covered under this contract. For this purpose, downtime shall be calculated as percentage of total downtime hours for the month to the total loco hours of all the locos covered under the AMC.

3.8.5 In case any loco is held up in shed for repairs / want of material (other than LCC or TCC related) for more than 15 days, the same shall be communicated to the contractor in writing and the complete held-up period shall be excluded from the availability figures and hence no payment shall be made for that period. The contractor shall not remove any material from the loco without prior written consent from Railway authorities.
4.0 PLACE OF WORK

WDG4D and WDP4B Microprocessor based locomotives are based / proposed to be based at Diesel Sheds under various Zonal Railways like, Hubli (SWR), Siligudhi (NFR), Gooty (S.C.R.), Erode (SR), Krishnarapuram (SWR), Vatwa (WR), Etarsi (WCR), Jhansi (NCR), Lucknow (NR), BandaMunda (SER), Gonda (NER), Undaal (ER), Kalyan (CR), Patratu (ECR), Ludhiana (NR), New Katni Junction (WCR), Tughlakabad (NR), Gunthkal (SCR), Bhagat ki kothi (NWR), Raipur (SECR), Kazipet (SCR), Vishakapatnam (ECR), Pune (CR), etc. However, contract shall cover any other shed/place nominated during the currency of the contract. The contractor shall arrange required men and material at these sheds with immediate effect. Also, the contractor may be required to attend to a locomotive TCC & LCC at a place not listed in the contract at no extra cost.

The maintenance / breakdown repairs shall normally be carried out at designated shed only. However, in case of failure on TCC or LCC account, at any location within that zonal railway the maintenance / breakdown repair may be carried out at trip sheds also. If it is not possible to bring the loco to the designated sheds, the contractor’s service engineer shall reach the spot immediately by any means of transport on receiving the advice from the shed. After examination of the loco at out station, in case, the loco cannot be repaired / attended the locomotive can be moved to shed for further attention.

Power failures such as but not limited to GTO, IGBT, Crowbar module, DCL reactor, Blower motors shall be attended at base sheds only.

5.0 AUTHORITY FOR OPERATION OF CONTRACT

This contract is for trouble free operation of Traction Control Converters & Locomotive Control Computer by the user diesel sheds. Based upon this agreement, the contract shall be signed by the user diesel shed at Zonal HQ and shall be executed under the overall supervision of Zonal Railway.

The User Railway shall nominate an officer who shall be responsible for making the contract (Liaison) with the firm at the defined address by telephone/telex/ fax or in person immediately when the preventive maintenance breakdown is to be attended to as required.

The nominated Railway Officer shall also be responsible for supervision of the contractor's works for the verification of contractor's bill for payment.

6.0 RESPONSIBILITIES OF PARTIES

Following are the responsibilities of Railways and the Contractor.

6.1 RAILWAYS

6.1.1 The Railway authority shall permit the contractor to work on the Traction Control Converters & Locomotive Control Computer of the locomotives under preventive maintenance or break down.

6.1.2 User Railways shall nominate the Officer/ Supervisor for supervision of the above activities.
6.1.3 The User Railway shall issue the necessary identity card (even if temporary) to the working staff/service engineer for their entry on the platform and other railway premises. However this Identity Card shall not be taken as a travel authority.

6.1.4 The necessary space, electricity, and water connection shall be provided free of cost as required for at the nearest possible point of the site. In addition, a lockable room to store the tools and tackles shall be provided free of cost by the IR to the contractor. However, there shall be no separate exclusive security systems for the space/facility provided to the contractor. This shall be applicable at all declared base sheds.

6.1.5 The user Railway shall make the locomotives available for the maintenance.

6.1.6 Railway shall mention the details of the locomotives including the locomotive nos. covered under Annual Maintenance Contract for the reference of both the parties. In case the base maintenance designated shed of the locomotive is shifted to any other location, than those specified in the scope, the scope of AMC shall accordingly shifted to new site/base.

6.1.7 The nominated railway officer shall intimate the firm by Telephone/ Telex/ Fax or in-person mentioning the loco numbers and location of the locos along with the time of call. He shall maintain the register of such calls made for reference of both the parties.

6.1.8 In case the failure of TCC or LCC is attended by the contractor at a station other than the base maintenance shed, the service engineer shall give a declaration indicating the attendance and clearance time to the concerned Railway official at the location, which shall be countersigned by the Railway official. The same shall be submitted to the designated shed along with the site report for records.

6.1.9 The owning shed and the firm shall jointly arrive at the no. of locos that are falling due for AMC at the start of every month and a record shall be kept for this purpose.

6.2 CONTRACTOR

All the work including checks shall be carried out on the stable conditions at the designated shed.

6.2.1 The contractor shall post adequate no. of service engineers and arrange required materials exclusively for the execution of this contract at the designated shed/sheds with immediate effect.

6.2.2 Service Engineer shall carryout preventive maintenance on locos at all days and times including Sundays and Gazetted holidays depending upon availability of locomotive in the shed.

6.2.3 Normally Service engineer shall be available in the shed during working hours to attend breakdown calls/ preventive maintenance.

A backup engineer shall be located at one of the contractor’s office and shall be available at the designated shed if required to attend the complaints in case of absence of service engineer at the designated shed.

6.2.4 The service engineer shall report within one hour at the designated shed if breakdown call is given during normal working hours (06:00 – 22:00) and within two hours after normal
The contractor shall keep all the necessary tools, testing equipment / Spare Parts, Sub-Assemblies & Consumables in the ready stock in the firm's premises at the location of the designated shed of maintenance or their workshop or in the nearest office. IR shall, however, provide a lockable room to the contractor at the designated shed.

The contractor shall furnish the standard (OEM recommended) list of spares, consumable & tools to be stocked by the contractor at the designated shed with this tender for both types of Locomotives and different fleet size.

It shall be responsibility for contactor to ensure minimum recommended stock of all spares, consumables and tools are available with him & those used up during maintenance are replenished quickly to avoid delay in Locomotive repair time. The railway official has the authority to check spares, consumables & tools and insist of updation of stocks in case of discrepancies

The service engineer nominated for the repair on the shed duty shall observe all safety and security rules prevailing at the place of work.

Some maintenance spares for TCC & LCC may be available at diesel Loco sheds. These can be utilized by the contractor. (The assessment is to be made by the contractor before quoting). However any such spares used by the contactor from the stock is the IR shall be replaced by new within 3 months of their uses at no extra cost.

The contractor shall maintain all such records/ log-books prescribed by the Railway & produce for inspection by the Railway whenever required.

The contractor shall arrange required men and material at the designated sheds with immediate effect. However, for new service locations a reasonable time frame of 3 months shall be provided.

Whenever any locomotive has had an adverse incident/unusual occurrence or failure online or in shed, the contractor has to submit a detailed failure investigation report to the user railway official within a week from the date of completion of repairs. Failure investigation report based on troubleshooting, data analysis and primary failure analysis shall be provided.

It is the duty of the contractor to ensure that the components/spares used by him are of highest quality and reliability. If any component is failing frequently and a trend is visible, necessary preventive action should be taken to arrest the failures and make modifications to the system/component with the prior approval of the user railway in writing. Any modifications required to improve reliability shall be carried out free of cost. Performance up gradation to locos shall be done after consultation with OEM, Supplier and RDSO and with additional charges on case to case basis.

7.0 PROGRESS REPORT

The regular observations and monthly progress report of the user railways shall be sent to DLW for future centralized reference.
8.0 VALIDITY OF CONTRACT

The above contract (with rates and terms & conditions) shall be valid for one/two /three years from the date of issue of the contract or from the date of expiry of warranty of the Locomotive whichever later. Both the parties shall take up jointly the inventory of eligible locomotives to be maintained under this contract. All the repairs/three months schedule due within the date of expiry of contract shall, however be completed by firm & the contract shall be treated as valid till such completions of the work. Any extension of the contract shall be for a minimum period of one year or multiple thereof.

For the purpose of billing and payment, AMC takes effect with signing of agreement between Railway and Contractor and taking up of joint inventory of eligible locomotives to be maintained.

9.0 RATES

The rates to be quoted for comprehensive AMC covering both the break down & preventive maintenance (including spares and service) per Locomotive per year consisting of two Traction Control Converters & Locomotive control computer in figures and in words.

10.0 OWNERSHIP OF THE REJECTED & OLD COMPONENTS

The ownership of the rejected or defective replaced components/parts is of the Contractor against the replacement made by them on Traction Control Converters & Locomotive Control Computer to make it operative.

11.0 PENALTY: FOLLOWING PENALTIES SHALL BE IMPOSED:

The total penalty for a billing period shall be limited to 20% of the billing amount.

11.1 PENALTY FOR DELAY IN ATTENDING THE BREAKDOWN CALLS

Problems / failures reported would be advised to the contractor's representative at the nominated place on contact phone no. (which contractor shall apprise at the time of award of contract). The contractor and he shall attend such problems/failures within stipulated time starting from time of intimation failing which penalty as described hereunder shall apply.

Any delay by the firm in completing the above activities shall affect the running of the train services and may cause loss of revenue to the user Railway. Therefore, the user Railway shall recover from the contractor as agreed damages and not by way of penalty a token sum of Rs.5,500/- in each case of delay stipulated in Clause 6.2.4 & 6.2.5

11.2 PENALTY FOR COMBINED DOWNTIME OF ALL THE LOCOMOTIVES (ref. clause 3.8.1):

For this purpose, downtime shall be calculated as percentage of total downtime hours for the month to the total loco hours of all the locos covered under the AMC. In case the contractor fails to maintain the contracted availability requirements, a penalty shall be levied as under
11.3 PENALTY FOR DOWNTIME OF INDIVIDUAL LOCOMOTIVE (ref. clause 3.8.2):
For this purpose, downtime shall be calculated as percentage of individual downtime hours for the month of a loco to the individual loco hours of the same loco covered under the AMC. In case the contractor fails to maintain the contracted availability requirements, a penalty shall be levied as under:

<table>
<thead>
<tr>
<th>Individual Loco downtime %</th>
<th>Penalty Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>5% or less</td>
<td>Nil</td>
</tr>
<tr>
<td>&gt; 5%</td>
<td>5% of the individual loco’s monthly proportionate bill</td>
</tr>
</tbody>
</table>

11.4 PENALTY FOR LOCOMOTIVE UNDER REPAIR (ref. clause 3.8.3):
For this purpose the number of locomotives under repair everyday at 0.0. hrs on Traction Control Converters & Locomotive Control Computer account shall not exceed 3% (rounded off to the next highest integer number) of the total no. of locomotives under maintenance contract during the particular month or else penalty shall be levied as under:

<table>
<thead>
<tr>
<th>Max number of Locos Down</th>
<th>Penalty</th>
</tr>
</thead>
<tbody>
<tr>
<td>3% or less</td>
<td>Nil</td>
</tr>
<tr>
<td>&gt; 3% - 5%</td>
<td>2% of the total monthly proportionate bill</td>
</tr>
<tr>
<td>&gt; 5%</td>
<td>10% of the total monthly proportionate bill</td>
</tr>
</tbody>
</table>

12.0 PAYMENT

12.1 For the purpose of contract, the AMC for any locomotive shall begin immediately from the next date of expiry of warranty period.

12.2 The total yearly payment shall be made in four equal installments and such installments of the payment shall be made against the bill by the contractor every quarterly which is certified by the nominated officer for completion of maintenance and after calculation of penalties as stipulated in para 11.0, 12.0, 13.0, 14.0, 15.0 & 16.0. On account of penalty or non-performance of a planned scheduled maintenance, such dues, if any shall be deducted as above.

12.3 The bills submitted by the firm for payment shall accompany:
12.3.1 The certificate of maintenance of the locomotives issued by nominated Officer.

12.3.2 The above bill shall bear the individual locomotive number of the locomotives maintained by the firm for each quarter covered under this AMC.

12.3.3 Current and valid ITCC.

13.0 THE RECORDS TO BE MAINTAINED BY NOMINATED OFFICER.

13.1 The user Railway & the contractor shall jointly sign the list of locos to be covered under this contract. Any modification shall also be jointly signed, as proposed by the user Railway.

13.2 The user railways shall maintain records of maintenance contract stating the locomotive numbers to be maintained under this AMC along with the date of inclusion of the locomotive under AMC.

13.3 The nominated officer shall keep the register/record for the previous bills paid for each locomotive to avoid duplicity of payments at any time.

14.0 PAYING AUTHORITY

The payment against this contract shall be made by the Sr. Divisional Finance Manager of the user Diesel Shed. Any taxes including Income tax required to be deducted at source shall be deducted and a certificate to that effect shall be issued to the contractor as prescribed under the rules;

15.0 CONTRACT PERFORMANCE GUARANTEE

The firm shall submit 5% of contract agreement as security deposit for 36 months. This performance guarantee/Security Deposit shall be in the form of Bank Guarantee valid for a period of 42 months.

The above S.D. is to be submitted to the User Railway. The user railway may forfeit the S.D. in case of the failure of firm in execution of the contract.

16.0 GUARANTEE FOR AMC

Guarantee period shall be 12 months from the date of completion of preventive maintenance or breakdown work for the work attended by the contractor.

17.0 FORCE MAJEURE CLAUSE

Force majeure shall comprise the occurrence beyond the control of the railways and the firm as the case may be. This shall include, but not limited to the events such as explosion, flood, fire, major power failure, accident, breaches, act of God, act of public enemy, wars, riots, sabotage or any law of state or Ordinance or the order or regulation of Govt. or local public authority. In such situation, either party shall promptly notify the other party in writing about such event with evidence of happening, where possible and mentioning that it is beyond their control to carry out obligation of this contract and agree for mutually acceptable course of action.
The liquidated damages shall also not be applicable during this period.

18.0 COST OF THE TENDR FORM

Cost of the tender form and mode of payment shall be decided by the concerned user Railway.

19.0 ARBITRATION

19.1 In the event of any question, dispute or differences arising under the condition of this contract which cannot be resolved by mutual discussions, such dispute can be referred to the sole arbitrator nominated by the General Manager of user railways. The sole arbitrator appointed by the General Manager in this case shall be Gazetted Railway officer. However the person shall not be one of those who have dealt with the matter related to or who in the course of their duties as railway servant have expressed view on all or any of the matter under dispute or differences. The award of the sole arbitrator shall be final and binding on both the parties to this contract.

Subject as after said, the arbitration act ,1996 & the rule of their under and any statutory modifications there of for the time being inforce shall be deemed to apply to the arbitration proceeding under this clause.

19.2 Where the arbitral award is for the payment of money, no interest shall be payable on whole or any part of the money for any period till the date on which the award is made.

19.3 The arbitral award shall state item wise, the sum and the reasons upon which it is based.

20.0 LAWS GOVERNING THE CONTRACT.

The contract shall be governed by the Laws of India for the time being enforced irrespective of the place of performance or payment under the contract.

21.0 JURISDICTION OF THE COURTS

The courts of the place where the contract has been entered into by the user railway and the firm shall alone have the jurisdiction to decide any dispute arising out of or in respect of the contract.

22.0 FAILURE

If the contractor fails in the performance of the contract (except in case of force majeure & having been allowed a reasonable time to complete the obligation), the user Railway may without prejudice to his other rights, cancel the contract or a portion thereof and if it so desires, to enter into another contract for fulfilment of the obligation for the remaining period, at the risk and cost of the contractor.

23.0 SUBLETTING AND ASSIGNMENT

The contractor shall not, save with the previous consent in writing of the user Railway, sublet, transfer or assign the contract or any part thereof or interest therein or benefit or
advantage thereof in any manner whatsoever.

In the event of the contractor's subletting or assigning this contract or any part thereof without any such consent, this shall be deemed as the breach of contract and the user railways shall be entitled to cancel the contract.

24.0 LOCAL CONDITIONS

It shall be the responsibility of the contractor as he deems necessary to acquaint himself with all the local conditions and factors which would have any effect on the performance of the contract and the cost of the stores. In his own interest the contractor may familiarise himself with the Income Tax Act, 1961, The Companies Act, 1956, The Customs Act, 1962 and related laws in force in India amended from time to time.

25.0 RULING LANGUAGE

The ruling language shall be English.

26.0 OTHER CONDITIONS

The manufacturer of Traction Control Converters & Locomotive Control Computer are considered fully equipped with required man-power and technical know how along with the latest technological up gradation and developments in the field.

/Documents in proof are to be enclosed by the tenderer

In the proposed contract, for the condition not specified therein, general Conditions of Contract with the latest amendments shall apply.

27.0 CONTRACT ISSUING AUTHORITY

27.1 This contract is issued on M/s Firm & shall remain valid for a period of one/two/three years from the date of issue of the contract unless otherwise extended or terminated.

27.2 For the conditions not covered in this document, General Conditions of contract shall apply.

This concludes the contract and is issued for and on behalf of the president of India.
Proposed location of DCL & TM terminals on ECC#1 & TCC
<table>
<thead>
<tr>
<th>NO.</th>
<th>DESCRIPTION</th>
<th>ITEM NO.</th>
<th>DRG No.</th>
<th>PART NO.</th>
<th>MAN. &amp; SPEC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>GROUND CUTOUT SWITCH</td>
<td>20</td>
<td>06265134</td>
<td>18010354</td>
<td>AS PER BPL</td>
</tr>
<tr>
<td>2</td>
<td>BULB, 420V 60W</td>
<td>19</td>
<td>45072604</td>
<td>18010357</td>
<td>AS PER BPL</td>
</tr>
<tr>
<td>3</td>
<td>BULB, 100W</td>
<td>18</td>
<td>--------</td>
<td>--------</td>
<td>---------</td>
</tr>
<tr>
<td>4</td>
<td>BULB, 100W</td>
<td>17</td>
<td>45072604</td>
<td>18010356</td>
<td>AS PER BPL</td>
</tr>
<tr>
<td>5</td>
<td>BULB, 100W</td>
<td>16</td>
<td>45072604</td>
<td>18010355</td>
<td>AS PER BPL</td>
</tr>
<tr>
<td>6</td>
<td>BULB, 100W</td>
<td>15</td>
<td>45072604</td>
<td>18010354</td>
<td>AS PER BPL</td>
</tr>
<tr>
<td>7</td>
<td>BULB, 100W</td>
<td>14</td>
<td>--------</td>
<td>--------</td>
<td>---------</td>
</tr>
<tr>
<td>8</td>
<td>BULB, 100W</td>
<td>13</td>
<td>--------</td>
<td>--------</td>
<td>---------</td>
</tr>
<tr>
<td>9</td>
<td>BULB, 100W</td>
<td>12</td>
<td>45072604</td>
<td>18010353</td>
<td>AS PER BPL</td>
</tr>
<tr>
<td>10</td>
<td>BULB, 100W</td>
<td>11</td>
<td>45072604</td>
<td>18010352</td>
<td>AS PER BPL</td>
</tr>
<tr>
<td>11</td>
<td>BULB, 100W</td>
<td>10</td>
<td>45072604</td>
<td>18010351</td>
<td>AS PER BPL</td>
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<td>12</td>
<td>BULB, 100W</td>
<td>9</td>
<td>45072604</td>
<td>18010350</td>
<td>AS PER BPL</td>
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<tr>
<td>13</td>
<td>BULB, 100W</td>
<td>8</td>
<td>45072604</td>
<td>18010349</td>
<td>AS PER BPL</td>
</tr>
<tr>
<td>14</td>
<td>BULB, 100W</td>
<td>7</td>
<td>45072604</td>
<td>18010348</td>
<td>AS PER BPL</td>
</tr>
<tr>
<td>15</td>
<td>BULB, 100W</td>
<td>6</td>
<td>45072604</td>
<td>18010347</td>
<td>AS PER BPL</td>
</tr>
<tr>
<td>16</td>
<td>BULB, 100W</td>
<td>5</td>
<td>45072604</td>
<td>18010346</td>
<td>AS PER BPL</td>
</tr>
</tbody>
</table>

**SUPERSSES BY:**

** SCALE-1, T.S. **

** VERIFIED BY:**

** XCH. **

** CHECKED:**

** MAN. **

** SPEC. **

** DATE:**

** PART NO.:**

** DRG NO.:**

** MFG. & SPEC. **

** ANNEXURE – O **

** SPECIFICATION NO.:** MP. 0. 2400.67 (REV. - 03)

** ANNEXURE – O **

**This drawing is a property of Eastern Railways and any unauthorized use of the drawing will be considered illegal and Eastern Railways will have right to initiate legal proceedings against the offender.**

**Diesel Locomotive Works, Varanassi **

** PART NO.:** 18002389

** DRG NO.:** DBG18002389

** DRAWN By:** DRG/TC

** DATE:**

** Page 81 of 78 **
OGA OF ECC#4

1. FOREWORD: With the successful development of IGBT based TCC and use of different Traction control computer by different sources, the requirement of cable assemblies connecting between ECC#1 and TCC have also become different for different types of IGBT TCC. This specification governs requirement for supply of different cable assemblies required for proper functioning of IGBT based TCC.

2. SCOPE OF SUPPLY: Requirement of cable harnesses for connecting ECC#1 to TCC blower 3 phase supply, ECC#1 to TCC-74V and also grounding sensor signal from TCC to LCC computer.

3. SPECIFICATION & TECHNICAL REQUIREMENTS:

<table>
<thead>
<tr>
<th>SN</th>
<th>Description</th>
<th>Drawing No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Power grounding sensor signal to TCC/ECC#1/Location decided by TCC manufacturer</td>
<td>Siemens TCC Drg. No. 10634698 &amp; 10634699 /EMD TCC EMD Drg. No. 40142776/Any other cables Asm decided by TCC manufacturer.</td>
</tr>
<tr>
<td>2</td>
<td>3 phase supply from ECC#1 to TCC blower</td>
<td>Siemens TCC Drg. No. 10634705 &amp; 10634706 /EMD, TCC EMD Drg. No. 40142776/Any other cables Asm decided by TCC manufacturer.</td>
</tr>
<tr>
<td>3</td>
<td>74V supply from ECC#1 to TCC1</td>
<td>EMD TCC EMD Drg. No. 40133598 &amp; 40133800 /Any other cables Asm decided by TCC manufacturer.</td>
</tr>
<tr>
<td>4</td>
<td>74V supply from ECC#1 to TCC2</td>
<td>EMD TCC EMD Drg. No. 40133599 &amp; 40133601 /Any other cable Asm decided by TCC manufacturer.</td>
</tr>
</tbody>
</table>

REVISION DETAILS

<table>
<thead>
<tr>
<th>Revision No.</th>
<th>Date</th>
<th>Description</th>
<th>Checked By</th>
<th>Approved By</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>13.07.2009</td>
<td>Specification revised due to commonality of Temperature Sensor &amp; Speed Sensor of Traction Motor to TCC</td>
<td>Sd/-</td>
<td>Sd/-</td>
</tr>
<tr>
<td>2.0</td>
<td>12.05.2010</td>
<td>SN.1 to 6 common cable harnesses from Temperature Sensor &amp; Speed Sensor signal to TCC is deleted.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Annexure – Q

**Packing List**

Items of AC-AC traction system as per RDSO specification to be supplied with its different constituents packed in boxes as listed below and the boxes should be clearly marked with alpha-numeric markings listed below.

These markings should be in letter size of minimum 15 cms and provided on at least three sides of the boxes.

#### Part-A

<table>
<thead>
<tr>
<th>S N</th>
<th>Description</th>
<th>Part No.</th>
<th>Packing Boxes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>ECC#3</td>
<td>18000897</td>
<td>In one box marked A1</td>
</tr>
<tr>
<td>2.</td>
<td>TCC</td>
<td>18000940</td>
<td>In one box marked A2</td>
</tr>
<tr>
<td>3.</td>
<td>Resistor Crow Bar</td>
<td></td>
<td>In one box marked A3</td>
</tr>
<tr>
<td>4.</td>
<td>Resistor crow bar damping</td>
<td></td>
<td>In one box marked A4</td>
</tr>
</tbody>
</table>

#### Part-B

<table>
<thead>
<tr>
<th>S N</th>
<th>Description</th>
<th>Part No.</th>
<th>Packing Boxes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>ECC#2</td>
<td>18000022</td>
<td>In one box marked B1</td>
</tr>
<tr>
<td>2.</td>
<td>Temperature &amp; speed sensor for TM-1 to TM-6</td>
<td></td>
<td>In one box marked B2</td>
</tr>
</tbody>
</table>

#### Part-C

<table>
<thead>
<tr>
<th>S N</th>
<th>Description</th>
<th>Part No.</th>
<th>Packing Boxes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>ECC#1</td>
<td>18000885</td>
<td>In one box marked C1</td>
</tr>
</tbody>
</table>
**Part-D**

<table>
<thead>
<tr>
<th>S N</th>
<th>Description</th>
<th>Part No.</th>
<th>Packing Boxes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Cable harness for power grounding sensor signal to TCC</td>
<td>(18010234 &amp; 18010246) or 40142778</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Cable harness for 3 phase power supply from ECC# 1 to TCC blower</td>
<td>(18010258 &amp; 18010260) or 40142778</td>
<td>In one box marked D1 containing all these cable harnesses</td>
</tr>
<tr>
<td>3.</td>
<td>Cable harness 74 V supply from ECC#1 to TCC#1</td>
<td>40133598 &amp; 40133600 Only for M/s EMD</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Cable harness 74 V supply from ECC#1 to TCC#2</td>
<td>40133599 &amp; 40133601 Only for M/s EMD</td>
<td></td>
</tr>
</tbody>
</table>

**Part-E**

<table>
<thead>
<tr>
<th>S N</th>
<th>Description</th>
<th>Part No.</th>
<th>Packing Boxes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>LCC with modules</td>
<td></td>
<td>IN one box containing all the module cards marked E1</td>
</tr>
<tr>
<td>2.</td>
<td>Electronic note books as per respective clause of RDSO specification</td>
<td></td>
<td>In one box marked E2</td>
</tr>
<tr>
<td>3.</td>
<td><strong>DIALS and associated cable harness.</strong></td>
<td></td>
<td>In one box marked E3</td>
</tr>
</tbody>
</table>

**Part-F**

<table>
<thead>
<tr>
<th>S N</th>
<th>Description</th>
<th>Part No.</th>
<th>Packing Boxes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td><strong>ECC4 and</strong> uncommon items if any, related to respective AC-AC traction system</td>
<td></td>
<td>In one box marked F</td>
</tr>
</tbody>
</table>
Mounting holes for ECC4
Refer DRG no 17045563