भारतीय रेल
Indian Railways

पटियाला रेलइंजन कारख़ाना, पटियाला
Patiala Locomotive Works, Patiala

LOCO TESTING & DISPATCH REPORT OF IGBT BASED 3 PHASE ELECTRIC LOCOMOTIVE

LOCO NO. :	**39415**
TYPE:	**WAP-7**
RAILWAY SHED:	**CR/PADX**
PROPULSION SYSTEM:	**MEDHA**
HOTEL LOAD:	**MEDHA**
DATE OF DISPATCH:	**22.11.2024**

लोको निर्माण रिकार्ड

पटियाला रेलइंजिन कारख़ाना, पटियाला

Patiala Locomotive Works, Patiala

LOCO NO. – 39415
RAILWAY/SHED: CR/PADX
DOD: Nov-2024

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Locomotive No.: 39415 – MEDHA **Type of Locomotive: WAP-7/WAG-9HC**

1.0 Continuity *Test of the cables*

1.1 Continuity Test of Traction Circuit Cables

As per cable list given in Para 1.3 of document no. 3 EHX 410 124, check the continuity with continuity tester and megger each cable to be connected between following equipment with 1000V megger.

From	To	Continuity (OK/Not OK)	Prescribed Megger Value (min)	Measured Megger Value
Filter Cubicle	Transformer	OK	100 MΩ	250MΩ
Filter Cubicle	Terminal Box of Harmonic Filter Resistor (Roof)	OK	100 MΩ	950MΩ
Filter Cubicle	Earthing Choke	OK	100 MΩ	850MΩ.
Earthing Choke	Earth Return Brushes	OK	100 MΩ	800MΩ
Transformer	Power Converter 1	OK	100 MΩ	700MΩ
Transformer	Power Converter 2	OK	100 MΩ	800MΩ
Power Converter 1	TM1, TM2, TM3	OK	100 MΩ	700MΩ
Power Converter 2	TM4, TM5, TM6	OK	100 MΩ	600MΩ
Earth	Power Converter 1	OK	100 MΩ	700MΩ
Earth	Power Converter 2	OK	100 MΩ	800MΩ

1.2 Continuity Test of Auxiliary Circuit Cables

As per cable list given in Para 1.4 of document no. 3 EHX 410 124, check the continuity with continuity meter and megger each cable to be connected between following equipment with the help of 1000V megger.

Signature of the JE/SSE/Harness **Signature of the JE/SSE/Loco Cabling**

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From	To	Continuity(OK/ Not OK)	Prescribed Megger Value (min)	Measured Megger Value
Transformer	BUR1	OK	100 MΩ	700 MΩ
Transformer	BUR2	OK	100 MΩ	600 MΩ
Transformer	BUR3	OK	100 MΩ	700 MΩ
Earth	BUR1	OK	100 MΩ	800 MΩ
Earth	BUR2	OK	100 MΩ	800 MΩ
Earth	BUR3	OK	100 MΩ	600 MΩ
BUR1	HB1	OK	100 MΩ	700 MΩ
BUR2	HB2	OK	100 MΩ	800 MΩ
HB1	HB2	OK	100 MΩ	700 MΩ
HB1	TM Blower 1	OK	100 MΩ	600 MΩ
HB1	TM Scavenge Blower 1	OK	100 MΩ	700 MΩ
HB1	Oil Cooling Unit 1	OK	100 MΩ	600 MΩ
HB1	Compressor 1	OK	100 MΩ	500 MΩ
HB1	TFP Oil Pump 1	OK	100 MΩ	700 MΩ
HB1	Converter Coolant Pump 1	OK	100 MΩ	700 MΩ
HB1	MR Blower 1	OK	100 MΩ	800 MΩ
HB1	MR Scavenge Blower 1	OK	100 MΩ	600 MΩ
HB1	Cab1	OK	100 MΩ	700 MΩ
Cab1	Cab Heater 1	OK	100 MΩ	600 MΩ
HB2	TM Blower 2	OK	100 MΩ	600 MΩ
HB2	TM Scavenge Blower 2	OK	100 MΩ	900 MΩ
HB2	Oil Cooling Unit 2	OK	100 MΩ	900 MΩ
HB2	Compressor 2	OK	100 MΩ	700 MΩ
HB2	TFP Oil Pump 2	OK	100 MΩ	800 MΩ
HB2	Converter Coolant Pump 2	OK	100 MΩ	600 MΩ
HB2	MR Blower 2	OK	100 MΩ	500 MΩ
HB2	MR Scavenge Blower 2	OK	100 MΩ	600 MΩ
HB2	Cab2	OK	100 MΩ	700 MΩ
Cab2	Cab Heater 2	OK	100 MΩ	700 MΩ

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1.3 Continuity Test of Battery Circuit Cables

Check continuity of following cables as per Para 2.3 of document no. 3 EHX 610 299

From	To	Condition	Continuity (OK/Not OK)
Battery (wire no 2093)	Circuit breakers 110-2, 112.1-1, 310.4-1	By opening and closing MCB 112	ok
MCB 110	Connector 50.X7-1	By opening and closing MCB 110	ok
Battery (Wire no. 2052)	Connector 50.X7-2	----	ok
SB2 (Wire no 2050)	Connector 50.X7-3	----	ok

Close the MCB 112, 110, 112.1, and 310.4 and measure the resistance of battery wires 2093, 2052, 2050 with respect to the loco earth.	Prescribed value > 0.5 MΩ	Measured Value 7 MΩ
Measure the resistance between 2093 & 2052, 2093 & 2050, 2052 & 2050	Prescribed value: > 50 MΩ	Measured Value 70 MΩ

Commission the indoor lighting of the locomotive as per Sheet No 7A & 7B.

1.4 Continuity Test of Screened Control Circuit Cables

Check the continuity and isolation of the screen cable of the following circuits with the help of sheet no. mentioned against each as per document no. 3 EHX 610 299.

Screened control circuit cables for	Corresponding Sheet Nos.	Continuity & Isolation (OK/Not OK)
Battery voltage measurement	04B	ok
Memotel circuit of cab1 &2	10A	ok
Memotel speed sensor	10A	ok
Primary voltage detection	01A, 12A	ok
Brake controller cab-1 & 2	06F, 06G	ok

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Master controller cab-1 &2	08C, 08D	ok
TE/BE meter bogie-1 & 2	08E, 08F	ok
Terminal fault indication cab-1 & 2	09F	ok
Brake pipe pressure actual BE electric	06H	ok
Primary current sensors	12B, 12F	ok
Harmonic filter current sensors	12B, 12F	ok
Auxiliary current sensors	12B, 12F	ok
Oil circuit transformer bogie 1	12E, 12I	ok
Magnetization current	12C, 12G	ok
Traction motor speed sensors (2 nos.) and temperature sensors (1 no.) of TM-1	12D	ok
Traction motor speed sensors (2nos) and temperature sensors (1 no.) of TM-2	12D	ok
Traction motor speed sensors (2nos) and temperature sensors (1 no.) of TM-3	12D	ok
Traction motor speed sensors (2 nos.) and temperature sensors (1 no.) of TM-4	12H	ok
Traction motor speed sensors (2nos) and temperature sensors (1 no.) of TM-5	12H	ok
Traction motor speed sensors (2nos) and temperature sensors (1 no.) of TM-6	12H	ok
Train Bus cab 1 & 2 (Wire U13A& U13B to earthing resistance= 10KΩ± ± 10%)	13A	ok
UIC line	13B	ok
Connection FLG1-Box TB	13A	ok

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2.0 Low Tension test

2.1 Measurement of resistor in OHMS (Ω)

Measure the resistances of the load resistors for primary voltage transformer, load resistors for primary current transformer and Resistor harmonic filter as per Para 3.2 of the document no. 3 EHX 610 279.

Name of the resistor	Prescribed value	Measured value
Load resistor for primary voltage transformer (Pos. 74.2).	3.9KΩ ± 10%	3.9 KΩ
Resister to maximum current relay.	1Ω ± 10%	1 Ω
Load resistor for primary current transformer (Pos. 6.11).	3.3 Ω ± 10%	3.3 Ω
Resistance harmonic filter (Pos 8.3). Variation allowed ± 10%	WAP7	WAP7
Between wire 5 & 6	0.2 Ω	0.2 Ω
Between wire 6 & 7	0.2 Ω	0.2 Ω
Between wire 5 & 7	0.4 Ω	0.4 Ω
For train bus, line U13A to earthing.	10 kΩ± 10%	10.0 KΩ
For train bus, line U13B to earthing.	10 kΩ ± 10%	9.99 KΩ
Insulation resistance of High Voltage Cable from the top of the roof to the earth (by1000 V megger).	200 MΩ	300 MΩ
Resistance measurement earth return brushes Pos. 10/1.	**≤0.3 Ω**	0.25 Ω
Resistance measurement earth return brushes Pos. 10/2.	**≤0.3 Ω**	0.25 Ω
Resistance measurement earth return brushes Pos. 10/3.	**≤0.3 Ω**	0.28 Ω
Resistance measurement earth return brushes Pos. 10/4.	**≤0.3 Ω**	0.30 Ω
Earthing resistance (earth fault detection) Harmonic Filter –I; Pos. 8.61.	**2.2 kΩ**± 10%	2.2 KΩ
Earthing resistance (earth fault detection) Harmonic Filter –II; Pos 8.62.	2.7 kΩ± 10%	2.7 KΩ
Earthing resistance (earth fault detection) Aux. Converter; Pos. 90.3.	3.9 kΩ ± 10%	3.9 KΩ
Earthing resistance (earth fault detection) 415/110V; Pos. 90.41.	1.8 kΩ± 10%	1.8 KΩ
Earthing resistance (earth fault detection) control circuit; Pos. 90.7.	390Ω ± 10%	390 Ω
Earthing resistance (earth fault detection) Hotel load; Pos. 37.1*(in case of WAP5).*	3.3 kΩ± 10%	NA
Resistance for headlight dimmer; Pos. 332.3.	10Ω ± 10%	10 Ω

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Note:

Make sure that the earthing brush device don't make direct contact with the axle housing, earth connection must go by brushes.

2.2 ***Check Points***

Items to be checked	Remarks
Check whether all the earthing connection in roof and machine room as mentioned in sheet no. 22A is done properly or not. These earthing connections must be flexible and should be marked yellow & green	Checked ok
Check whether all the earthing connection between loco body and bogie is done properly or not. These cables must be flexible having correct length and cross section	checked ok

2.3 ***Low Tension Test Battery Circuits (without control electronics)***

These tests are done with the help of the special type test loop boxes as per procedure given in Para 3.6 of the document no. 3 EHX 610 279

Name of the test	Schematic used.	Remarks
Test 24V supply	Sheet 04F and other linked sheets	Checked OK
Test 48V supply	Sheet 04F & sheets of group 09	Fan supply to be checked. ok
Test traction control	Sheets of Group 08.	ok
Test power supply bus stations.	Sheets of Group 09.	Fan supply to be checked. OK
Test control main apparatus	Sheets of Group 05.	OK
Test earth fault detection battery circuit by making artificial earth fault to test the earth fault detection	Sheet 04C	OK
Test control Pneumatic devices	Sheets of Group 06	OK
Test lighting control	Sheets of Group 07	OK
Pretest speedometer	Sheets of Group 10	OK
Pretest vigilance control and fire system	Sheets of Group 11	OK
Power supply train bus	Sheets of Group 13	OK

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3.0 *Downloading of Software*

3.1 Check Points.	*Yes/No*
Check that all the cards are physically present in the bus stations and all the plugs are connected.	Yes
Check that all the fibre optic cables are correctly connected to the bus stations.	Yes
Make sure that **control electronics off relay** is not energized i.e. disconnect Sub-D 411.LG and loco is set up in simulation mode.	Yes
Check that battery power is on and all the MCBs (Pos. 127.*) in SB1 &SB2 are on	Yes

3.2 Download Software

The software of Traction converter, Auxiliary converter and VCU should be done by commissioning engineer of the firm in presence of supervisor. Correct software version of the propulsion equipment to be ensured and noted:

Traction converter-1 software version:	1.09
Traction converter-2 software version:	1.09
Auxiliary converter-1 software version:	1.04
Auxiliary converter-2 software version:	1.04
Auxiliary converter-3 software version:	1.04
Vehicle control unit -1 software version:	3.0
Vehicle control unit -2 software version:	3.0

3.3 *Analogue Signal Checking*

Check for the following analogue signals with the help of diagnostic tool connected with loco.

Description	**Signal name**	**Prescribed value**	**Measured Value**
Brake pipe pressure	FLG2;01--_01XPrAutoBkLn	100% (= 5 Kg/cm2)	OK
Actual BE electric	FLG2; AMSB_0201- Wpn BEdem	100% (= 10V)	OK
TE/BE at 'o' position from both cab	FLG1; AMSB_0101- Xang Trans FLG2; AMSB_0101- Xang Trans	Between 9% and 11 %	10%
TE/BE at 'TE maximal' position from both cab	FLG1; AMSB_0101- Xang Trans FLG2; AMSB_0101- Xang Trans	Between 99 % and 101 %	100%
TE/BE at 'TE minimal' position from both cab	FLG1; AMSB_0101- Xang Trans FLG2; AMSB_0101- Xang Trans	Between 20 % and 25 %	25%

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TE/BE at 'BE maximal' position from both cab	FLG1; AMSB_0101-XangTrans FLG2; AMSB_0101-XangTrans	Between 99% and 101%	100%
TE/BE at 'BE Minimal' position from both cab	FLG1; AMSB_0101-XangTrans FLG2; AMSB_0101-XangTrans	Between 20% and 25%	25%
TE/BE at '1/3'position in TE and BE mode in both cab.	HBB1; AMS_0101-LT/BDEM>1/3 HBB2; AMS_0101-LT/BDEM>1/3	Between 42 and 44%	44%
TE/BE at '1/3'position in TE and BE mode in both cab.	HBB1; AMS_0101-LT/BDEM>2/3 HBB2; AMS_0101-LT/BDEM>2/3	Between 72 and 74%	74%
Both temperature sensor of TM1	SLG1; AMSB_0106-XAtmp1Mot	Between 10% to 11.7% depending upon ambient temperature 0°C to 40°C	15°C
Both temperature sensor of TM2	SLG1; AMSB_0106-Xatmp2Mot	Between 10% to 11.7% depending upon ambient temperature 0°C to 40°C	15°C
Both temperature sensor of TM3	SLG1; AMSB_0106-Xatmp3Mot	Between 10% to 11.7% depending upon ambient temperature 0°C to 40°C	14.5°C
Both temperature sensor of TM4	SLG2; AMSB_0106-XAtmp1Mot	Between 10% to 11.7% depending upon ambient temperature 0°C to 40°C	15°C
Both temperature sensor of TM5	SLG2; AMSB_0106-Xatmp2Mot	Between 10% to 11.7% depending upon ambient temperature 0°C to 40°C	14°C
Both temperature sensor of TM6	SLG2; AMSB_0106-Xatmp3Mot	Between 10% to 11.7% depending upon ambient temperature 0°C to 40°C	16°C

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3.4 *Functional test in simulation mode*

Conduct the following functional tests in simulation mode as per Para 5.5 of document no.3EHX 610 281. through the Diagnostic tool/laptop :

Test Function	**Result desired in sequence**	**Result obtained**
Emergency shutdown through emergency stop switch 244	VCB must open. Panto must lower.	checked ok
Shut Down through cab activation switch to OFF position	VCB must open. Panto must lower.	checked ok
Converter and filter contactor operation with both Power Converters during Start Up.	FB contactor 8.41 is closed. **By moving reverser handle:** • Converter pre-charging contactor 12.3 must close after few seconds. • Converter contactor 12.4 must close. • Converter re-charging contactor 12.3 must opens. **By increasing TE/BE throttle:** • FB contactor 8.41 must open. • FB contactor 8.2 must close. • FB contactor 8.1 must close.	checked ok
Converter and filter contactor operation with both Power Converters during Shut Down.	**Bring TE/BE to O .** Bring the cab activation key to "O" • VCB must open. • Panto must lower. • Converter contactor 12.4 must open. • FB contactor 8.1 must open. • FB contactors 8.41 must close. • FB contactor 8.2 must remain closed.	checked ok

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Contactor filter adaptation by isolating any bogie	Isolate any one bogie through bogie cut out switch. Wait for self-test of the loco. • Check that FB contactor 8.1 is open. • Check that FB contactor 8.2 is open. After raising panto, closing VCB, and setting TE/BE • FB contactor 8.1 closes. • FB contactor 8.2 remains open.	checked ok
Test earth fault detection battery circuit positive & negative	By connecting wire 2050 to earth, create earth fault negative potential. • message for earth fault • By connecting wire 2095 to earth, create earth fault positive potential. • message for earth fault	checked ok
Test fire system. Create a smoke in the machine room near the FDU. Watch for activation of alarm.	When smoke sensor-1 gets activated then • Alarm triggers and fault message priority 2 appears on screen. When both smoke sensor 1+2 gets activated then • A fault message priority 1 appears on screen and lamp LSF1 glow. • Start/Running interlock occurs and TE/BE becomes to 0.	checked ok
Time, date & loco number	Ensure correct date time and Loco number	ok

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4.0 ***Sensor Test and Converter Test***

4.1 ***Test wiring main Transformer Circuits***

Apply $198V_p/140V_{RMS}$ to the primary winding of the transformer (at 1u; wire no. 2 at surge arrestor and at 1v; wire no. 100 at earthing choke). Measure the output voltage and compare the phase of the following of the transformers.

Output Winding nos.	**Description of winding.**	**Prescribed Output Voltage & Polarity with input supply.**	**Measured output**	**Measured polarity**
$2U_1$ & $2V_1$	For line converter bogie 1 between cable 801A-804A	$10.05V_p$ and same polarity	10.05Vp	OK
$2U_4$ & $2V_4$	For line converter bogie 1 between cable 811A-814A	$10.05V_p$ and same polarity	10.05Vp	OK
$2U_2$ & $2V_2$	For line converter bogie 2 between cable 801B-804B	$10.05V_p$ and same polarity	10.04Vp	OK
$2U_3$ & $2V_3$	For line converter bogie 2 between cable 811B-814B	$10.05V_p$ and same polarity	10.05Vp	OK
$2U_B$ & $2V_B$	For aux. converter 1 between cable 1103-1117 (in HB1) For Aux converter 2 between cable 1103-1117 (in HB2)	$7.9V_p$, $5.6V_{RMS}$ and same polarity.	7.9Vp 5.6VRMS	OK
$2U_F$ & $2V_F$	For harmonic filter. between cable 4-12 (in FB)	$9.12V_p$, $6.45V_{RMS}$ and same polarity.	9.10Vp 6.44VRMS	OK

4.2 ***Test wiring auxiliary transformer 1000V/415V-110V (pos. 67)***

Apply $141V_p$ / $100V_{RMS}$ to input of the auxiliary transformer at cable no 1203 –1117 and measure the output at

Description of wire no.	**Prescribed Output Voltage & Polarity with input supply.**	**Measured output**	**Measured polarity**
Cable no. 1218 - 1200	$58.7V_p$, $41.5V_{RMS}$ and opposite polarity.	58.6Vp 41.5VRMS	OK
Cable no. 1218 – 6500	$15.5V_p$, $11.0V_{RMS}$ and opposite polarity.	15.5Vp 11.0VRMS	OK

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4.3 Primary Voltage Transformer

Apply $250V_{eff}/350V_p$ by variac to roof wire 1 and any wire 0 and measure the magnitude and polarity of the output of the primary voltage transformer for both bogies as per the procedure specified and suggested by the traction converter manufacturer. Primary voltage measurement converters (Pos. 224.1/*) & catenary voltmeter (Pos. 74/*)

This test is to be done for each converter.

Activate cab in driving mode and supply $200V_{RMS}$ through variac to wire no 1501 and 1502. Monitor the following parameters through Diagnostic tool and in catenary voltmeter.

Signal name	Prescribed value in catenary voltmeter	Prescribed value in Micview	Monitored value in catenary voltmeter	Monitored value in SR diagnostic tool
SLG1_G 87-XUPrim	25kV	250%	25kV	250%
SLG2_G 87-XUPrim	25 kV	250%	25kV	250%

Decrease the supply voltage below 140 V_{RMS}. VCB must open at this voltage. In this case the readings in Diagnostic Tool and catenary voltmeter will be as follows.

Signal name	Prescribed value in catenary voltmeter	Prescribed value in Micview	Monitored value in catenary voltmeter	Monitored value in SR diagnostic tool
SLG1_G 87-XUPrim	17kV	170%	17KV	170 %
SLG2_G 87-XUPrim	17 kV	170%	17KV	170 %

Reactivate VCB to on by increasing this voltage to 175% (17.5 kV).

Increase the supply to 240 V_{RMS} through variac. VCB must open at this voltage, In this case the readings in **diagnostic tool** and catenary voltmeter will be as follows:

Signal name	Prescribed value in catenary voltmeter	Prescribed value in Micview	Monitored value in catenary voltmeter	Monitored value in SR diagnostic tool
SLG1_G 87-XUPrim	30kV	300%	30 KV	300 %
SLG2_G 87-XUPrim	30 kV	300%	30 KV	300 %

Reactivate VCB to on by decreasing this voltage to 290% (29 kV).

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4.4 Minimum voltage relay (Pos. 86)

Functionality test:

Minimum voltage relay (Pos. 86) must be adjusted to approx 68%	
Activate loco in cooling mode. Check Power supply of 48V to minimum voltage relay. Disconnect primary voltage transformer (wire no. 1511 and 1512) from load resistor (Pos. 74.2) and connect variac to wire no. 1501 and 1502. Supply 200V_{RMS} through variac. In this case; *Minimum voltage relay (Pos. 86) picks up*	*(Yes/No)*
Try to activate the cab in driving mode: *Contactor 218 do not close; the control electronics is not be working.*	*(Yes/No)*
Turn off the variac : *Contactor 218 closes; the control electronics is be working*	*(Yes/No)*
Test Under Voltage Protection;	
Activate the cab in cooling mode; Raise panto; Supply 200V_{RMS} through variac to wire no. 1501 & 1502; Close the VCB; Interrupt the supply voltage *The VCB goes off after 2 second time delay.*	*(Yes/No)*
Again supply 200V_{RMS} through variac to wire no. 1501 & 1502; Decrease the supply voltage below 140V_{RMS} ± 4V; Fine tune the minimum voltage relay so that VCB opens.	*(Yes/No)*

4.5 Maximum current relay (Pos. 78)

Disconnect wire 1521 & 1522 of primary current transformer; Connect variac to wire 1521 &1522 (including the resistor at Pos. 6.11); Put loco in simulation for driving mode; Open $R_3 - R_4$ on contact 136.3; Close VCB; supply 3.6A_{RMS} at the open wire 1521; Tune the drum of the maximum current relay Pos. 78 for correct over current value;	
VCB opens with Priority 1 fault message on display.	*(Yes/No)*
Keep contact $R_3 - R_4$ of 136.3 closed; Close VCB; Tune the resistor 78.1 for the current of 7.0A_{RMS} /9.9A_p at the open wire 1521;	
VCB opens with Priority 1 fault message on display.	*(Yes/No)*

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4.6 Test current sensors

Name of the sensor	Description of the test	Prescribed value	Set/Measured value
Primary return current sensor (Test-1,Pos.6.2/1 & 6.2/2)	Activate cab in driving mode supply 10A. Measure the current through **diagnostic tool** or measuring print.	(Variation allowed is ± 10%)	—
Primary return current sensor (Test-2, Pos.6.2/1 & 6.2/2)	Supply 90mA$_{DC}$ to the test winding of sensor through connector 415.AA/1or 2 pin no. 7(+) & 8(-)	—	—
	Supply 297mA$_{DC}$ to the test winding of sensor through connector 415.AA/1or 2 pin no. 7(+) & 8(-)	—	299mA
Auxiliary winding current sensor (Pos. 42.3/1 & 42.3/2)	Supply 90mA$_{DC}$ to the test winding of sensor through connector 415.AC/1or 2 pin no. 7(+) & 8(-)	—	—
	Supply 333mA$_{DC}$ to the test winding of sensor through connector 415.AC/1 or 2 pin no. 7(+) & 8(-)	—	336mA
Harmonic filter current sensors (Pos.8.5/1 &8.5/2)	Supply 90mA$_{DC}$ to the test winding of sensor through connector 415.AE/1or 2 pin no. 7(+) & 8(-)	—	—
	Supply 342mA$_{DC}$ to the test winding of sensor through connector 415.AE/1or 2 pin no. 7(+) & 8(-)	—	346mA
Hotel load current sensors (Pos. 33/1 & 33/2)	Switch on hotel load. Supply 90mA$_{DC}$ to the test winding of sensor through connector 415.AG/1or 2 pin no. 7(+) & 8(-)	—	—
	Supply 1242mA$_{DC}$ to the test winding of sensor through connector 415.AG/1or 2 pin no. 7(+) & 8(-)	—	1250mA

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Testing & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

Locomotive No.: 39415 **Type of Locomotive: WAP-7/WAG-9HC**

4.7 *Test DC Link Voltage Sensors (Pos 15.6/*)*

This test is to be done by the commissioning engineer of the firm if required.

4.8 *Verification of Converter Protection Circuits (Hardware limits) -*

This test is to be done as per para 6.17 of the document no. 3EHX 610 282 for both the converters.

Protection circuits	Limit on which shutdown should take place	Measured limit
Current sensors (Pos 18.2/1, 18.2/2, 18.2/3, 18.4/4, 18.5/1, 18.5/2, 18.5/3) for Power Converter 1	Increase the current quickly in the test winding of the current sensors, VCB will off at 2.52A with priority 1 fault for each sensor.	For 18.2/1= ok For 18.2/2= For 18.2/3= For 18.4/4= For 18.5/1= For 18.5/2= For 18.5/3=
Current sensors (Pos 18.2/1, 18.2/2, 18.2/3, 18.4/4, 18.5/1, 18.5/2, 18.5/3) for Power Converter 2	Increase the current quickly in the test winding of the current sensors, VCB will off at 2.52A with priority 1 fault for each sensor.	For 18.2/1= ok For 8.2/2= For 18.2/3= For 18.4/4= For 18.5/1= For 18.5/2= For 18.5/3=
Fibre optic failure In Power Converter1	Remove one of the orange fibre optic plugs on traction converter. VCB should trip	ok
Fibre optic failure In Power Converter2	Remove one of the orange fibre optic plugs on traction converter. VCB should trip	ok

4.9 *Sequence of BUR contactors*

The sequence of operation of BUR contactors for 'ALL BUR OK' BUR 1 out BUR 2 out and BUR 3 out condition has to be verified by putting the Loco in driving mode (VCB should not be closed) and isolating the BURs one by one. In these condition following will be the contactor sequence.

Status	52/1	52/2	52/3	52/4	52/5	52.4/1	52.4/2	52.5/1	52.5/2
Al BUR OK	Close	Open	Close	Open	Close	Open	Close	Close	Open
BUR1 off	Close	Open	Close	Close	Open	Close	Open	Open	Close
BUR2 off	Open	Open	Close	Close	Close	Close	Open	Open	Close
BUR3 off	Open	Close	Open	Close	Close	Close	Open	Open	Close

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Testing & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

Locomotive No.: 39415 **Type of Locomotive: WAP-7/WAG-9HC**

Monitored contactor sequence

Status	52/1	52/2	52/3	52/4	52/5	52.4/1	52.4/2	52.5/1	52.5/2
Al BUR OK	close	open	close	open	close	open	close	close	open
BUR1 off	close	open	close	close	open	close	open	open	close
BUR2 off	open	open	close	close	close	close	open	open	close
BUR3 off	open	close	open	close	close	close	open	open	close

5.0 Commissioning with High Voltage

5.1 *Check List*

Items to be checked	Yes/No
Fibre optic cables connected correctly.	Yes
No rubbish in machine room, on the roof, under the loco.	Yes
All the electronic Sub-D and connectors connected	Yes
All the MCBs of the HB1 & HB2 open.	Yes
All the three fuses 40/* of the auxiliary converters	Yes
The fuse of the 415/110V auxiliary circuit (in HB1) open.	Yes
Roof to roof earthing and roof to cab earthing done	Yes
Fixing, connection and earthing in the surge arrestor done correctly.	Yes
Connection in all the traction motors done correctly.	Yes
All the bogie body connection and earthing connection done correctly.	Yes
Pulse generator (Pos. 94.1) connection done correctly.	Yes
All the oil cocks of the gate valve of the transformer in open condition.	Yes
All covers on Aux & Power converters, Filter block, HB1, HB2 fitted	Yes
KABA key interlocking system.	Yes

5.2 Safety test main circuit breaker

Prepare to switch off the catenary supply during the first charging of the locomotive in case of any unexpected behavior of the electrical component of the loco. Charge the loco for the first time by closing BLDJ switch. The VCB will trip after certain time as no oil/coolant pumps are running yet.

Perform the following safety test of main circuit breaker through both the cabs of the locomotive.

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Testing & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

Locomotive No.: 39415 **Type of Locomotive: WAP-7/WAG-9HC**

Name of the test	Description of the test	Expected result	Monitored result
Emergency stop in cooling mode	Raise panto in cooling mode. Put the brake controller into RUN position. Close the VCB. Push emergency stop button 244.	VCB must open. Panto must lower. Emergency brake will be applied.	checked ok
Emergency stop in driving mode	Raise panto in driving mode in. Put the brake controller into RUN position. Close the VCB. Push emergency stop button 244.	VCB must open. Panto must lower. Emergency brake will be applied.	checked ok
Under voltage protection in cooling mode	Raise panto in cooling mode. Close the VCB. Switch off the supply of catenary by isolator	VCB must open.	checked ok
Under voltage protection in driving mode	Raise panto in driving mode. Close the VCB. Switch off the supply of catenary by isolator	VCB must open with diagnostic message that catenary voltage out of limits	checked ok
Shut down in cooling mode.	Raise panto in cooling mode. Close the VCB. Bring the BL-**key in O** position.	VCB must open. Panto must lower.	checked ok
Shutdown in driving mode	Raise panto in driving mode. Close the VCB. Bring the BL-**key in O** position.	VCB must open. Panto must lower.	checked ok
Interlocking pantograph-VCB in cooling mode	Raise panto in cooling mode. Close the VCB. Lower the pantograph by ZPT	VCB must open.	checked ok
Interlocking pantograph-VCB in driving mode	Raise panto in driving mode. Close the VCB. Lower the pantograph by ZPT	VCB must open.	checked ok

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Testing & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

Locomotive No.: 39415 **Type of Locomotive: WAP-7/WAG-9HC**

5.3 *Auxiliary Converter Commissioning*

Switch on the high voltage supply and set up the loco in driving mode. Raise the panto. Close the VCB. Check that there is no earth fault in the auxiliary circuit, Switch off the VCB. Lower the panto. Create the earth fault in auxiliary circuit by making connection between wire no 1117(in HB2 cubicle) and earth. After 3 minutes a diagnostic message will come that "Earth fault auxiliary circuit."

5.3.1 Running *test of 3 ph. auxiliary equipments*

Switch on the 3 ph. auxiliary equipment one by one. Check the direction of rotation of each auxiliary machine and measure the continuous current and starting current drawn by them.

Name of the auxiliary machine	Typical phase current	Measured continuous phase current	Measured starting phase current
Oil pump transformer 1	9.8 amps	11.5	19.0
Oil pump transformer 2	9.8 amps	11.5	18.5
Coolant pump converter 1	19.6 amps	4.3	10.0
Coolant pump converter 2	19.6 amps	4.3	10.5
Oil cooling blower unit 1	40.0 amps	36.2	119.0
Oil cooling blower unit 2	40.0 amps	36.5	104.0
Traction motor blower 1	34.0 amps	34.0	140.0
Traction motor blower 2	34.0 amps	32.5	113.0
Sc. Blower to Traction motor blower 1	6.0 amps	6.3	25.0
Sc. Blower to Traction motor blower 1	6.0 amps	5.3	18.0
Compressor 1	25 amps at 0 kg/ cm^2 40 amps at 10 kg/ cm^2	26.5	145.0
Compressor 2	25 amps at 0 kg/ cm^2 40 amps at 10 kg/ cm^2	27.3	135.0

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Testing & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

Locomotive No.: 39415 **Type of Locomotive: WAP-7/WAG-9HC**

5.3.2 Performance of Auxiliary Converters

Measure the performance of the auxiliary converters through software and record it.

BUR1 (Condition: Switch off all the load of BUR 1)- to be filled by commissioning engineer of the firm.

Signal name	Description of the signal	Prescribed value	Monitored value	Value under Limit (Yes/No)
BUR1 7303 XUUN	Input voltage to BUR1	75% (10%=125V)	1000V	Yes
BUR1 7303 XUUZ1	DC link voltage of BUR1	60% (10%=100V)	636V	Yes
BUR1 7303 XUIZ1	DC link current of BUR1	0% (10%=50A)	1 Amp	Yes

BUR2 (Condition: Switch off all the load of BUR 2, Battery Charger on) to be filled by commissioning engineer of the firm.

Signal name	Description of the signal	Prescribed value by the firm	Monitored value	Value under Limit (Yes/No)
BUR2 7303-XUUN	Input voltage to BUR2	75% (10%=125V)	998V	Yes
BUR2 7303-XUUZ1	DC link voltage of BUR2	60% (10%=100V)	637V	Yes
BUR2 7303-XUIZ 1	DC link current of BUR2	1% (10%=50A)*	7Amp	Yes
BUR2 7303-XUILG	Current battery charger of BUR2	3% (10%=100A)*	21Amp	Yes
BUR2 7303-XUIB1	Current battery of BUR2	1.5%(10%=100A)*	11Amp	Yes
BUR2 7303 –XUUB	Voltage battery of BUR2	110%(10%=10V)	110V	Yes

* Readings are dependent upon charging condition of the battery.

BUR3 (Condition: Switch off all the load of BUR 3, Battery Charger on) to be filled by commissioning engineer of the firm.

Signal name	Description of the signal	Prescribed set value by the firm	Monitored value	Value under limit (Yes/No)
BUR3 7303-XUUN	Input voltage to BUR3	75% (10%=125V	999V	Yes
BUR3 7303-XUUZ1	DC link voltage of BUR3	60% (10%=100V)	637	Yes
BUR3 7303-XUIZ 1	DC link current of BUR3	1% (10%=50A)*	7Amp	Yes
BUR3 7303-XUILG	Current battery charger of BUR 3	3% (10%=100A)*	22Amp	Yes
BUR3 7303-XUIB1	Current battery of BUR 3	1.5%(10%=100A)*	12Amp	Yes
BUR3 7303-XUUB	Voltage battery of BUR 3	110%(10%=10V)	110V	Yes

* Readings are dependent upon charging condition of the battery.

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Testing & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

Locomotive No.: 39415 **Type of Locomotive: WAP-7/WAG-9HC**

5.3.3 Performance of BURs when one BUR goes out

When any one BUR goes out then rest of the two BURs should take the load of all the auxiliaries at ventilation leve1 3 of the locomotive.

Condition of BURs	Loads on BUR1	Loads in BUR2	Loads in BUR3
All BURs OK	Oil Cooling unit 1&2	TM blower1&2, TFP oil pump 1&2, SR coolant pump 1&2.	Compressor 1&2, Battery charger and TM Scavenger blower 1&2
BUR 1 out	------	Oil Cooling unit 1&2, TM blower1&2, TM Scavenger blower 1&2	Compressor 1&2,TFP oil pump 1&2, SR coolant pump 1&2 and Battery charger.
BUR 2 out	Oil Cooling unit 1&2, TM blower 1&2, TM Scavenger blower 1&2	-------	Compressor 1&2, TFP oil pump 1&2, SR coolant pump 1&2 and Battery charger.
BUR 3 out	Oil Cooling unit 1&2, TM blower1&2, TM Scavenger blower 1&2	Compressor 1&2, TFP oil pump 1&2, SR coolant pump 1&2 and Battery charger.	-------

checked OK

5.4 Auxiliary circuit 415/110

For checking earth fault detection, make a connection between wire no. 1218 and vehicle body. On switching on VCB, Earth fault relay 89.5 must pick up and after 3 minutes a message will come in the Diagnostic display that Earth Fault 415/110V Circuit

Switch on the 1 ph. auxiliary equipment one by one. Check the direction of rotation of each auxiliary machine and measure the continuous current and starting current drawn by them.

Name of the auxiliary machine	Typical phase current	Measured phase current	Measured starting current
Machine room blower 1	15.0 amps*	5.0	18.0
Machine room blower 2	15.0 amps*	5.0	17.0
Sc. Blower to MR blower 1	1.3 amps	2.5	7.4
Sc. Blower to MR blower 2	1.3 amps	2.6	8.0
Ventilator cab heater 1	1.1 amps	1.6	2.4
Ventilator cab heater 2	1.1 amps	1.6	2.4
Cab heater 1	4.8 amps	5.9	6.2
Cab heater 2	4.8 amps	5.9	6.2

* For indigenous MR blowers.

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Testing & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

Locomotive No.: 39415 **Type of Locomotive: WAP-7/WAG-9HC**

5.5 *Hotel load circuit (Not applicable for WAG-9HC)*

For WAP-7 locomotive with Hotel load converter refer to **Annexure-HLC**

5.6 Traction Converter Commissioning

This test is carried out in association with Firm.

Traction converter commissioning is being done one at a time. For testing Converter 1, switch off the traction converter 2 by switch bogie cut out switch 154. For testing Converter 2, switch off the traction converter 2 by switch bogie cut out switch 154. Isolate the harmonic filter also by switch 160. Start up the loco by one converter. Follow the functionality tests.

For Converter 1

Test Function	Results desired	Result obtained
Measurement of charging and pre-charging and charging of DC Link of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the PLW supervisor.	checked ok
Measurement of discharging of DC Link of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the PLW supervisor.	checked ok
Earth fault detection on positive potential of DC Link of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the PLW supervisor.	checked ok
Earth fault detection on negative potential of DC Link of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the PLW supervisor.	checked ok
Earth fault detection on AC part of the traction circuit of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the PLW supervisor.	checked ok
Pulsing of line converter of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the PLW supervisor.	checked ok
Pulsing of drive converter of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the PLW supervisor.	checked ok

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Testing & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

Locomotive No.: 39415 **Type of Locomotive: WAP-7/WAG-9HC**

For Converter 2

Test Function	Results desired in sequence	Result obtained
Measurement of charging and pre-charging and charging of DC Link of Converter 2	Traction converter manufacturer to declare the successful operation and demonstrate the same to the PLW supervisor.	Checked ok
Measurement of discharging of DC Link of Converter 2	Traction converter manufacturer to declare the successful operation and demonstrate the same to the PLW supervisor.	checked ok
Earth fault detection on positive potential of DC Link of Converter 2.	Traction converter manufacturer to declare the successful operation and demonstrate the same to the PLW supervisor.	checked ok
Earth fault detection on negative potential of DC Link of Converter 2.	Traction converter manufacturer to declare the successful operation and demonstrate the same to the supervisor/v	checked ok
Earth fault detection on AC part of the traction circuit of Converter 2.	Traction converter manufacturer to declare the successful operation and demonstrate the same to the PLW supervisor.	checked ok
Pulsing of line converter of Converter 2.	Traction converter manufacturer to declare the successful operation and demonstrate the same to the PLW supervisor.	checked ok
Pulsing of drive converter of Converter 2	Traction converter manufacturer to declare the successful operation and demonstrate the same to the PLW supervisor.	checked ok

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Testing & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

Locomotive No.: 39415 **Type of Locomotive: WAP-7/WAG-9HC**

5.7 *Test protective shutdown SR*

Test Function	Results desired in sequence	Result obtained
Measurement of protective shutdown by Converter 1 electronics.	Start up the loco with both the converter. Raise panto. Close VCB. Move Reverser handle to forward or reverse. Remove one of the orange fibre optic feedback cable from converter 1Check that converter 1 electronics produces a protective shut down. • VCB goes off • Priority 1 fault mesg. on DDU appears ***Disturbance in Converter 1***	checked ok
Measurement of protective shutdown by Converter 2 electronics.	Start up the loco with both the converter. Raise panto. Close VCB. Move Reverser handle to forward or reverse. Remove one of the orange fibre optic feedback cable from converter 2. Check that converter 2 electronics produces a protective shut down. • VCB goes off • Priority 1 fault mesg. on diagnostic display appears ***Disturbance in Converter 2***	checked ok

5.8 *Test Harmonic Filter*

Switch on the filter by switch 160

Test Function	Results desired in sequence	Result obtained
Measurement of filter currents	Start up the loco with both the converter. Raise panto. Close VCB. Move Reverser handle to forward or reverse. Apply a small value of TE/BE by moving the throttle. • FB contactor 8.41 must open.	checked ok

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Testing & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

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	• FB contactor 8.2 must close. • FB contactor 8.1 must close • Check the filter current in diagnostic laptop **Bring the TE/BE throttle to O** Switch off the VCB • FB contactor 8.1must open. • FB discharging contactor 8.41 must close • Check the filter current in diagnostic laptop	Checked ok
Test earth fault detection harmonic filter circuit.	Make a connection between wire no. 12 and vehicle body. Start up the loco. Close VCB. • Earth fault relay 89.6 must pick up. • Diagnostic message comes that - ***Earth fault in harmonic filter circuit***	checked ok
Test traction motor speed sensors for both bogie in both cabs	Traction converter manufacturer to declare the successful operation and demonstrate the same to the supervisor/ PLW	ok

5.9 ***Test important components of the locomotive***

Items to be tested	**Description of the test**	**Monitored value/remarks**
Speedometer	VCU converter manufacturer to declare the successful operation and demonstrate the same to the supervisor/ PLW	checked ok
Time delay module of MR blower	The time after which the starting capacitor for MR blower should go off the circuit should be set to 10-12 seconds	checked ok
Ni-Cd battery voltage	At full charge, the battery voltage should be 110V DC.	checked ok
Flasher light	From both cab flasher light should blink at least 65 times in one minute.	Checked ok
Head light	Head light should glow from both cabs by operating ZLPRD. Dimmer operation of headlight should also occur by operating the switch ZLPRD.	checked ok

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Testing & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

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Marker light	Both front and tail marker light should glow from both the cabs	checked ok
Cab Light	Cab light should glow in both the cabs by operating the switch ZLC	checked ok
Spot lights	Both Drivers and Asst. Drivers Spot light should glow in both cabs by operating ZLDD	checked ok
Instrument lights	Instrument light should glow from both cab by operating the switch ZLI	checked ok
Illuminated Push button	All illuminated push buttons should glow during the operation	checked ok
Contact pressure of the high rating contactors	The contact pressure of FB contactors (8.1, 8.2) is to be measured **Criteria**: *The minimum contact pressure is 54 to 66 Newton.*	For contactor 8.1: For contactor 8.2: } ok
Crew Fan	All crew fans should work properly when VCB of the loco is switched on. The airflow from each cab fan is to be measured. **Criteria:** *The minimum flow of air of cab fan should be 25 m^3/minute*	Cab 1 LHS: Cab 1 RHS: Cab 2 LHS: Cab 2 RHS: } ok

6.0** Running **Trial of the locomotive

SN	Description of the items to be seen during trail run	Action which should take place	Remarks
1	Cab activation in driving mode	No fault message should appear on the diagnostic panel of the loco.	checked ok
	Loco charging	Loco to be charged and all auxiliaries should run. No fault message to appear on the diagnostic panel of the loco. Raise MR pressure to 10 Kg/cm^2, BP to 5 Kg/cm^2, FP to 6 Kg/cm^2.	checked ok
3.	Check function of Emergency push stop.	This switch is active only in activated cab. By pushing this switch VCB should open & pantograph should be lowered.	checked ok
4.	Check function of BPCS.	• Beyond 5 kmph, press BPCS, the speed of loco should be constant. • BPCS action should be cancelled by moving TE/BE throttle, by dropping BP below 4.75 Kg/cm^2, by pressing BPCS again.	checked ok
5.	Check train parting operation of the Locomotive.	Operate the emergency cock to drop the BP Pressure LSAF should glow.	checked ok

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Testing & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

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6.	Check vigilance operation of the locomotive	Set the speed more than 1.5 kmph and ensure that brakes are released i.e. BC < 1 Kg/cm^2. For 60 seconds do not press vigilance foot switch or sanding foots switch or TE/BE throttle or BPVG switch then • Buzzer should start buzzing. • LSVW should glow continuously. Do not acknowledge the alarm through BPVG or vigilance foot switch further for 8 seconds then:- • Emergency brake should be applied automatically. • VCB should be switched off. Resetting of this penalty brake is possible only after 32 seconds by bringing TE/BE throttle to 0 and acknowledge BPVR and press & release vigilance foot switch.	Checked ok
7.	Check start/run interlock	• At low pressure of MR (< 5.6 Kg/cm^2). • With park brake in applied condition. • With direct loco brake applied (BP< 4.75Kg/cm^2). • With automatic train brake applied (BP<4.75Kg/cm^2). • With emergency cock (BP < 4.75 Kg/cm^2).	Checked ok NA Checked ok
8.	Check traction interlock	Switch of the brake electronics. The Tractive /Braking effort should ramp down, VCB should open and BP reduces rapidly.	Checked ok
9.	Check regenerative braking.	Bring the TE/BE throttle to BE side. Loco speed should start reducing.	Checked ok
10.	Check for BUR redundancy test at ventilation level 1 & 3 of loco operation	In the event of failure of one BUR, rest of the two BURs can take the load of all the auxiliaries. For this switch off one BUR. Auxiliaries should be catered by rest of two BURs. Switch off the 2 BURs; loco should trip in this case.	Checked ok
11.	Check the power converter isolation test	Create disturbance in power converter by switching off the electronics. VCB should open and converter should get isolated and traction is possible with another power converter.	Checked ok

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Testing & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

Locomotive No.: 39415 **Type of Locomotive: WAP-7/WAG-9HC**

7.0 Final check list to be verified at the time of Loco dispatch

Condition /Operations of the following items are to be checked:

SN	Item	Cab-1	Cab-2	Remarks
1	Head lights	ok	ok	
2	Marker Red	ok	ok	
3	Marker White	ok	ok	
4	Cab Lights	ok	ok	
5	Dr Spot Light	ok	ok	
6	Asst Dr Spot Light	ok	ok	checked wo rk or ok
7	Flasher Light	ok	ok	
8	Instrument Lights	ok	ok	
9	Corridor Light	ok	ok	
10	Cab Fans	ok	ok	
11	Cab Heater/Blowers	ok	ok	
12	All Cab Signal Lamps Panel 'A'	ok	ok	

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Testing & Commissioning Format for 2x500KVA IGBT based Hotel Load Converter for 3-phase Electric Locomotives

Locomotive No.: 39415 **Page: 1 of 6**

Type of Locomotive: WAP7

Make of Hotel Load Converter: MEDHA

Details of Equipment: -

Equipment	Sl. No	Equipment	Sl. No
HLC1	3308	IV Coupler CAB1 ALP	—
HLC2	3307	IV Coupler CAB1 LP	—
Converter-1	3308	IV Coupler CAB2 ALP	—
Converter-2	3307	IV Coupler CAB2 LP	—
UIC Coupler for Hotel Load Converter (353.3/2 CAB2)	—	UIC Coupler for Hotel Load Converter (353.3/3 CAB1)	—

1. Polarity test of Hotel Load Winding:

Apply 198 /140 to the primary winding of the transformer (at 1U; wire no. 2 at surge arrestor and at 1V; wire no. 100 at earthing choke). Measure the output voltage and compare the phase of the following of the transformer.

Output Winding Nos.	Description of winding	Prescribed Output Voltage &Polarity with input supply	Measured Output	Measured Polarity
2UH1 & 2VH1	For Hotel load between cable 91- 94	5.9 ,4.2 and same polarity	OK	OK
2UH2 & 2VH2	For Hotel load between cable 91A- 94A	5.9 ,4.2 and same polarity	OK	OK

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2. Visual Inspection:

Fitment of Units and Earthing to Sub-assemblies

Verify the following Equipments Fitment and grounding cables are connected to Locomotive body.

Sl. No.	Equipment Name	Unit Fitment (Yes/No)	Provision of Earthing (Yes/No)
1	HLC1	Yes	Yes
2	HLC2	Yes	Yes
3	Output Contactor unit1 HLC1	Yes	Yes
4	Output Contactor unit2 HLC2	Yes	Yes
5	IV Coupler CAB1 ALP	Yes	Yes
6	IV Coupler CAB1 LP	Yes	Yes
7	IV Coupler CAB2 ALP	Yes	Yes
8	IV Coupler CAB2 LP	Yes	Yes
9	UIC Coupler for Hotel Load Converter (353.3/3 CAB1)	Yes	Yes
10	UIC Coupler for Hotel Load Converter (353.3/2 CAB2)	Yes	Yes
11	CT (LEM sensor) under HLC1	Yes	Yes
12	CT(LEM sensor) under HLC2	Yes	Yes

Signature of the JE/SSE/Loco Testing

3. Cable Routing and Laying

3.1 Control cable routing and layout

Verify the connections, tightness and cable routing of the following Control cable.

Sl. No.	Cables Details	Performed (Yes/No)
1	From Wago SB1 to HLC1 are connected as per wiring format	Yes
2	From SB1 to UIC Coupler Hotel Load Converter (353.3/3 CAB2) through Bayonet connector XK22HL:01(22pin)is connected as per wiring format	Yes
3	From SB1 wago(XF22S:01/53) to IV coupler CAB1 ALP are connected as per wiring format	Yes
4	From SB1 wago(XF22S:01/54) to IV coupler CAB1 LP are connected as per wiring format	Yes
5	From Wago SB2 to HLC2 are connected as per wiring format	Yes
6	From SB2 to UIC Coupler Hotel Load Converter (353.3/2 CAB2) through Bayonet connector XK77HL:02 (22 pin) is connected as per wiring format	Yes
7	From SB2 wago (XF77S:01/53) to IV coupler CAB2 ALP are connected as per wiring format	Yes
8	From SB2 wago (XF77S:01/54) to IV coupler CAB2 LP are connected as per wiring format	Yes
9	From HLC1 to Contactor unit 1 through 4 Core Cable are connected as per wiring format	Yes
10	From HLC2 to Contactor unit 2 through 4 Core Cable are connected as per wiring format	Yes
11	From SB to VCU are connected as per wiring format	Yes
12	From CT (HLC1 LEM sensor) to SR1 are connected as per wiring format	Yes
13	From CT (HLC2 LEM sensor) to SR2 are connected as per wiring format	Yes

Signature of the JE/SSE/Loco Testing

3.2 Power cable routing and layout

Verify the connections, tightness and cable routing of the following Power cable.

Sl. No.	Cables Details	Performed Yes/No)
1	From Transformer to HLC1(2UH1 & 2VH1) are connected as per wiring format	Yes
2	From Transformer to HLC2(2UH2 &2VH2) are connected as per wiring format	Yes
3	From HLC1 to Output Contactor unit1 are connected as per wiring format	Yes
4	From HLC 2 to Output Contactor unit 2 are connected as per wiring format	Yes
5	From Output Contactor.unit 1 to IV Coupler CAB1 ALP and IV Coupler CAB2ALP through Junction box are connected as per wiring format	Yes
6	From Output Contactor unit 2 to IV Coupler CAB2 LP and IV Coupler CAB1 LP through Junction box are connected as per wiring format	Yes

4. Continuity test:

Check the continuity test for the External connections made to Equipments.

Note: This continuity test should be done before power ON the Locomotive Battery.

4.1 Control cable continuity

Sl. No.	Cables Details	Performed (Yes/No)
1	From Wago SB1 to HLC1 are connected as per wiring format	Yes
2	From SB1 to UIC Coupler Hotel Load Converter (353.3/3 CAB2) through Bayonet connector XK22HL:01(22pin)is connected as per wiring format	Yes
3	From SB1 wago(XF22S:01/53) to IV coupler CAB1 ALP are connected as per wiring format	Yes
4	From SB1 wago(XF22S:01/54) to IV coupler CAB1 LP are connected as per wiring format	Yes
5	From Wago SB2 to HLC2 are connected as per wiring format	Yes
6	From SB2 to UIC Coupler Hotel Load Converter (353.3/2 CAB2) through Bayonet connector XK77HL:02(22pin) is connected as per wiring format	Yes
7	From SB2 wago (XF77S:01/53) to IV coupler CAB2 ALP are connected as per wiring format	Yes
8	From SB2 wago(XF77S:01/54) to IV coupler CAB2 LP are connected as per wiring format	Yes
9	From HLC1 to Contactor unit 1 through 4 Core Cable are connected as per wiring format	Yes
10	From HLC2 to Contactor unit 2 through 4 Core Cable are connected as per wiring format	Yes
11	From SB to VCU are connected as per wiring format	Yes
12	From HLC1 LEM sensor to SR1 are connected as per wiring format	Yes
13	From HLC2 LEM sensor to SR2 are connected as per wiring format	Yes

Signature of the JE/SSE/Loco Testing

4.2 Power cable continuity

These cables continuity should be checked before mounting of converter in the locomotive.

Sl. No.	Cables Details	Performed (Yes/No)
1	From Transformer to HLC1(2UH1 & 2VH1) are connected as per wiring format	Yes
2	From Transformer to HLC2(2UH2 &2VH2) are connected as per wiring format	Yes
3	From HLC1 to Output Contactor unit1 are connected as per wiring format	Yes
4	From HLC 2 to Output Contactor unit 2 are connected as per wiring format	Yes
5	From Output Contactor unit 1 to IV Coupler CAB1 ALP and IV Coupler CAB2ALP through Junction box are connected as per wiring format	Yes
6	From Output Contactor unit 2 to IV Coupler CAB1 LP and IV Coupler CAB2 LP through Junction box are connected as per wiring format	Yes

5. Battery power ON

***Tests* Supply Voltages.**

Remove all Control cable connectors (Analog and Digital Input/output connectors) from HLC1, HLC2. While Switch ON Battery supply observe is there any MCBs tripping. Wait for one or two minutes after switching ON Circuit breaker(MCB1) and observe for any overheating symptoms like smell, smoke, temperature etc. from the wire bunches. If any such symptoms are noticed, there might be a short circuit in the wire bunch. Check up once again continuity wherever suspected. After that check the Voltage levels at all equipments connectors as mentioned below.

Test Details	Acceptance	Observations
Voltage Level at HLC1 : I. Between wago terminal XF22S:03/54 and XF22S:03/58 II. Between wago terminal XF22S:03/53 and XF22S:03/58	~110VDC	Ok
Voltage Level at HLC2 : I. Between wago terminal XF77S:03/52 and XF77S:03/56 II. Between wago terminal XF77S:03/51 and XF77S:03/56	~110VDC	Ok

Note: After Above tests switch off the Power and restore all removed connectors and once again switch ON the 110 V Supply and ensure that no MCB tripping due to abnormality.

Signature of the JE/SSE/Loco Testing

6. Converter operation (ON/OFF) test

Power supply is directly available to the Hotel Load Converter via Hotel Load Converter winding (2UH1-2VH1) and (2UH2-2VH2). As soon as BLDJ is closed power will be available to the Hotel Load Converter. Connect the test jig of Hotel Load Converter to the UIC and IV Coupler. Charge the locomotive and switch on the BLHO, LSHO indication should glow. Hotel Load Converter screen will show message "waiting for ON command". One by one Hotel Load Converter can be switched on by test jig. Finally both the Hotel Load Converter should be turned out simultaneously. Observe the flow of air from the air duct, this will ensure that Hotel Load Converter is ON. Both the Hotel Load Converters are ON, then voltage and frequency should be measured as per the table below:-

Converters should run without any irregularities.

Hotel Load Converter 1			
Output Voltage			**Output Frequency (Hz)**
U-V	**V-W**	**U-W**	
Ok	Ok	Ok	Ok

Hotel Load Converter 2			
Output Voltage			**Output Frequency (Hz)**
U-V	**V-W**	**U-W**	
Ok	Ok	Ok	Ok

7. Earth Fault Test

7.1 Input Earth Fault:-Ground the input terminal of the Hotel Load Converter using a proper resistance and then turn on the Hotel Load Converter. The converter should trip with the message "Input earth fault".

7.2 Output Earth Fault:-Ground the output terminal of the Hotel Load Converter using a proper resistance and then turn on the Hotel Load Converter. The converter should trip with the message "Output earth fault".

Note: These to be done for the both the converters (HLC1 and HLC2) separately.

Signature of the JE/SSE/Loco Testing

LOCO NO: 39415

Status of RDSO modifications

Sn	Modification No.	Description	Remarks
1.	RDSO/2008/EL/MS/0357 Rev.'0' Dt 20.02.08	Modification in control circuit of Flasher Light and Head Light of three phase electric locomotives.	✓ Ok/Not Ok
2.	RDSO/2009/EL/MS/0377 Rev.'0' Dt 22.04.09	Modification to voltage sensing circuit in electric locomotives.	✓ Ok/Not Ok
3.	RDSO/2010/EL/MS/0390 Rev.'0' Dt 31.12.10	Paralleling of interlocks of EP contactors and Relays of three phase locomotives to improve reliability.	✓ Ok/Not Ok
4.	RDSO/2011/EL/MS/0399 Rev.'0' Dt 08.08.11	Removal of interlocks of control circuit contactors no. 126 from MCPA circuit.	✓ Ok/Not Ok
5.	RDSO/2011/EL/MS/0400 Rev.'0' Dt 10.08.11	Modification sheet for shifting the termination of $GKW, 1.8 KV, 70 sq mm cables and 2x2.5 sq mm cables housed in lower portion of HB2 panel and provision of Synthetic resin bonded glass fiber sheet for three phase locomotives.	✓ Ok/Not Ok
6.	RDSO/2011/EL/MS/0401 Rev.'0' Dt 10.08.11	Modification sheet for relaying of cables in HB-2 panel of three phase locomotives to avoid fire hazards.	✓ Ok/Not Ok
7.	RDSO/2011/EL/MS/0403 Rev.'0' Dt 30.11.11	Auto switching of machine room/corridor lights to avoid draining of batteries in three phase electric locomotives.	✓ Ok/Not Ok
8.	RDSO/2012/EL/MS/0408 Rev.'0'	Modification of terminal connection of heater cum blower assembly.	✓ Ok/Not Ok
9.	RDSO/2012/EL/MS/0411 Rev.'1' dated 02.11.12	Modification sheet to avoid simultaneous switching ON of White and Red marker light in three phase electric locomotives.	✓ Ok/Not Ok
10.	RDSO/2012/EL/MS/0413 Rev.'1' Dt 25.04.16	Paralleling of interlocks of EP contactors and auxiliary contactors of three phase locomotives to improve reliability.	✓ Ok/Not Ok
11.	RDSO/2012/EL/MS/0419 Rev.'0' Dt 20.12.12	Modification sheet to provide rubber sealing gasket in Master Controller of three phase locomotives.	✓ Ok/Not Ok
12.	RDSO/2013/EL/MS/0420 Rev.'0' Dt 23.01.13	Modification sheet to provide mechanical locking arrangement in Primary Over Current Relay of three phase locomotives.	✓ Ok/Not Ok
13.	RDSO/2013/EL/MS/0425 Rev.'0' Dt 22.05.13	Modification sheet for improving illumination of head light in dimmer mode in three phase electric locomotives.	✓ Ok/Not Ok
14.	RDSO/2013/EL/MS/0426 Rev.'0' Dt 18.07.13	Modification sheet of Bogie isolation rotary switch in three phase electric locomotives.	✓ Ok/Not Ok
15.	RDSO/2013/EL/MS/0427 Rev.'0' Dt 23.10.13	Modification sheet for MCP control in three phase electric locomotives.	✓ Ok/Not Ok
16.	RDSO/2013/EL/MS/0428 Rev.'0' Dt 10.12.13	Modification sheet for relocation of earth fault relays for harmonic filter and hotel load along with its resistors in three phase electric locomotives.	✓ Ok/Not Ok
17.	RDSO/2014/EL/MS/0432 Rev.'0' Dt 12.03.14	Removal of shorting link provided at c-d terminal of over current relay of three phase electric locomotives.	✓ Ok/Not Ok
18	RDSO/2017/EL/MS/0464 Rev.'0' Dt 25.09.17	Provision of Auxiliary interlock for monitoring of Harmonic filter ON (8.1)/adoption (8.2) Contactor in GTO/IGBT locomotives.	✓ Ok/Not Ok
19.	RDSO/2017/EL/MS/0467 Rev.'0' Dt 07.12.17	Modification in blocking diodes to improve reliability in three phase electric locomotives.	✓ Ok/Not Ok
20	RDSO/2018/EL/MS/0475 Rev.'0'	Modification in existing Control Electronics (CE) resetting scheme of 3 phase electric locomotives.	✓ Ok/Not Ok
21	RDSO/2019/EL/MS/0477 Rev.'0' Dt 18.09.19	Implementation of push pull scheme.	✓ Ok/Not Ok

Signature of JE/SSE/ECS

PLW/PATIALA **Loco No.: 39415**

PNEUMATIC TEST PARAMETERS OF 3-PHASE ELECTRIC LOCOMOTIVES

(As per DG/RDSO/LKO's letter No.-EL/3.2.19/3phase, dated-29.03.2012)

SN	Parameters	Reference	Value	Result
	Brake Panel: Faiveley			
1.0	**Auxiliary Air supply system (Pantograph & VCB)**			
1.1	Ensure, Air is completely vented from pantograph Reservoir (Ensure Panto gauge reading is Zero)			0
1.2	Turn On BL Key. Now MCPA starts. Record pressure Build up time (8.0 kg/cm2)		60 sec. (Max.)	56
1.3	Auxiliary compressor safety Valve 23F setting	Faiveley Doc. No. DMTS-014-1, 8 CLW's check sheet no. F60.812 Version 2	8.5±0.25kg/cm2 -	8.60
1.4	Check VCB Pressure Switch Setting	CLW's check sheet no. F60.812 Version 2	Opens 4.5±0.15 kg/cm2, closes 5.5±0.15 kg/cm2	4.50 Kg/cm2 5.50 Kg/cm2
1.5	Set pantograph Selector Switch is in Auto, Open pan-1&2 Isolating Cocks & KABA cock by Key (KABA Key)			
1.6	Set Cab-1 Pan UP in Panel A.		Observed Pan-2 Rises.	OK
1.7	Close Pan-2 isolating Cock Open Pan -2 isolating Cock		Panto-2 Falls Down Panto-2 Rises	OK
1.8	Record Pantograph Rise time		06 to 10 seconds	8 Sec
1.9	Record Pantograph Lowering Time		06 to 10 seconds	7 Sec
1.10	Panto line air leakage		0.7 kg/cm2 in 5 Min.	0.40 kg/cm2 in 5 Min.
1.11	High Reach Panto emergency test and reset.		-NA-	-NA-
2.0	**Main Air Supply System**			
2.1	Ensure, Air is completely vented from locomotive. Drain out all the reservoirs by opening the drain cocks and then closed drain cocks. MR air pressure build up time by each compressor from 0 to 10 kg/cm2. i) with 1750 LPM compressor ii) with 1450 LPM compressor	Theoretical calculation and test performed by Railways.	i) 7 mins Max. ii) 8.5 mins Max.	6 min. & 40 sec.
2.2	Drain air below MR 8 kg/cm2 to start both the compressors		Check Starting of both compressors	ok
2.3	Drain air from main reservoir up to 7 kg/cm2. Start compressors, Check pressure build time of individual compressor from 8 kg/cm2 to 9 kg/cm2		30 Sec. (Max)	CP1-27 Sec CP2-27 Sec
2.4	Check Low MR Pressure Switch Setting (37)	D&M test spec. MM3882 & MM3946	Closes at 6.40±0.15 kg/cm2 Opens at 5.60±0.15kg/cm2	6.45 Kg/cm2 5.55 Kg/cm2
2.5	Check compressor Pressure Switch RGCP setting (35)	D&M test spec. MM3882 & MM3946	Opens at 10±0.20 kg/cm2, Closes at 8±0.20 kg/cm2	10.0 Kg/cm2 8.1 Kg/cm2
2.6	Run both the compressors Record Pressure build up time	Trial results	3.5 Minutes Max.	3.3 minute

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2.7	Check unloader valve operation time				Approx. 12 Sec.	10 sec
2.8	Check Auto Drain Valve functioning (124 & 87)				Operates when Compressor starts	ok
2.9	Check CP-I delivery safety valve setting (10/1). Run CP Direct by BLCP.			D&M test spec. MM3882 & MM3946	11.50±0.35 kg/cm2	11.50 Kg/cm2
2.10	Check CP-2 delivery safety valve setting (10/2). Run CP direct by BLCP			D&M test spec. MM3882 & MM3946	11.50±0.35 kg/cm2	11.50 Kg/cm2
2.11	Switch 'OFF' the compressors and ensure that the safety valve to reset at pressure 1.2 kg/cm2 less than opening pressure.			D&M test spec. MM3882 & MM3946		
2.12	BP Pressure: Switch 'OFF' compressor, Drain MR Pressure by drain cock of 1" Main Reservoir, Start Compressor, check setting pressure of Duplex Check Valve 92F.			CLW's check sheet no. F60.812 Version 2	5.0±0.10kg/cm2	5.0 Kg/cm2
2.13	FP pressure: Fit Test Gauge in Test point 107F FPTP. Open isolate cock 136F. Check pressure in Gauge.			CLW's check sheet no. F60.812 Version 2	6.0±0.20kg/cm2	6.0 Kg/cm2
3.0	**Air Dryer Operation**					
3.1	Open Drain Cock 90 of 2nd MR to start Compressor, leave open for Test Check Air Dryer Towers to change.				Tower to change every minute	ok
3.2	Check Purge Air Stops from Air Dryer at Compressor stops					
3.3	Check condition of humidity indicator				Blue	Blue
4.0	**Main Reservoir Leakage Test**					
4.1	Put Auto Brake (A-9) in full service, Check MR Pressure air leakage from both cabs.			D&M test spec. MM3882 & MM3946	Should be less than 1 kg/cm2 in 15 minutes	0.35 Kg/cm2 in 15 minutes
4.2	Check BP Air leakage (isolate BP charging cock-70)			D&M test spec. MM3882 & MM3946	0.15 kg/cm2 in 5 minutes	0.10 Kg/cm2 in 5 minutes
5.0	**Brake Test (Automatic Brake operation)**					
5.1	Record Brake Pipe & Brake Cylinder pressure at Each Step					
	Check proportionality of Auto Brake system			CLW's check sheet no. F60.812 Version 2		
	Auto controller position			BC (WAG-9 & WAG-7) Kg/cm2		BC (WAP-5) Kg/cm2	
		BP Pressure kg/cm2		Value	Result	Value	Result
	Run	5±0.1	**5.05 Kg/cm2**	0.00	0.00 Kg/ cm2	0.00	-
	Initial	4.60±0.1	**4.6 Kg/cm2**	0.40±0.1	0.35Kg/ cm2	0.75±0.15	-
	Full service	3.35±0.2	**3.4 Kg/cm2**	2.50±0.1	2.5Kg/ cm2	5.15±0.30	-
	Emergency	Less than 0.3	**0.25 Kg/cm2**	2.50±0.1	2.5Kg/ cm2	5.15±0.30	-

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5.2	Record time to BP pressure drop to 3.5 kg/cm2 Ensure Automatic Brake Controller handle is Full Service from Run	D&M test spec. MM3882 & MM3946	8±2 sec.	8 Sec
5.3	Operate Asst. Driver Emergency Cock,	D&M test spec. MM3882 & MM3946	BP pressure falls to Below 2.5 kg/cm2	OK
5.4	Check brake Pipe Pressure Switch 69F operates	CLW's check sheet no. F60.812 Version 2	Closes at BP 4.05- 4.35 kg/cm2 Opens at BP 2.85- 3.15 kg/cm2	4.1Kg/cm2 3.0Kg/cm2
5.5	Move Auto Brake Controller handle from Running to Emergency BC filling time from 0.4 kg/cm2 i.e. 95% of Max. BC developed WAP5 – BC 5.15 ± 0.3 kg/cm2 apply time **WAP7 - BC 2.50 ± 0.1 kg/cm2** WAG9 - BC 2.50 ± 0.1 kg/cm2	D&M test spec. MM3882 & MM3946	4±1 sec. **7.5±1.5 sec.** 21±3 sec.	**8.0 sec**
5.6	Move Auto Brake Controller handle to full service and BP pressure 3.5 kg/cm2. Move Brake controller to Running position BC Release time to fall BC Pressure up to 0.4 kg/cm2 i.e. 95% of Max. BC developed BC release Time **WAP7** WAG9	D&M test spec. MM3882 & MM3946	**17.5±2.5 sec.** 52±7.5 sec.	**18.0 sec.**
5.7	Move Auto Brake Controller handle to Release, Check BP Pressure Steady at 5.5±0.2 kg/cm2 time.	CLW's check sheet no. F60.812 Version 2	60 to 80 Sec.	75 Sec
5.8	Auto Brake capacity test : The capacity of the A9 valve in released condition must conform to certain limit in order to ensure compensation for air leakage in the train without interfering with the automatic functioning of brake. * Allow The MR pressure to build up to maximum stipulated limit. * Close brake pipe angle cock and charge brake pipe to 5 kg/cm2 by A-9 (Automatic brake controlling) at run position. * Couple 7.5 dia leak hole to the brake hose pipe of locomotive. Open the angle cock for brake pipe. The test shall be carried out with all the compressors in working condition.	RDSO Motive power Directorate report no. MP Guide No. 11 July, 1999 Rev.1	BP pressure should not fall below 4.0 kg/cm2 with in 60 Sec.	4.65 Kg/cm2
5.9	Keep Auto Brake Controller (A-9) in Full Service. Press Driver End paddle Switch (PVEF)		BC comes to '0'	**0**
6.0	**Direct Brake (SA-9)**			
6.1	Apply Direct Brake in Full Check BC pressure WAG9/**WAP7** WAP5	CLW's check sheet no. F60.812 Version 2	**3.5±0.20 kg/cm2** 5.15±0.3 kg/cm2	3.5 Kg/cm2
6.2	Apply Direct Brake, Record Brake Cylinder charging time	D&M test spec. MM3882 & MM3946	8 sec. (Max.)	7 Sec

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6.3	Check Direct Brake Pressure switch 59 (F)	D&M test spec. MM3882 & MM3946	0.20±0.1 kg/cm2	0.20 kg/cm2
6.4	Release direct brake & BC Release time to fall BC pressure up to 0.4 kg/cm2		10 -15 Sec.	12 Sec
7.0	**Modified System Software (only for CCB)**	RDSO letter no. EL/3.2.19/3-phase (CCB), dtd 30.01.2023	-NA-	-NA-
7.1	Bail-off de-activated during emergency by any means			
7.2	DPWCS and Non-DPWCS mode enabled		Multi Loco	Presently not happening in PLW
7.3	TCAS and Non-TCAS mode enabled		Not Yet Launched	
7.4	Penalty brake application deactivated for Fault code 113 (FC 113) and CCB health signal will not drop to avoid loco detention/failure. The Brake Electronics Failure "message will not generate on DDS.		Pressure Setting Needed is12 kg/sqcm causing mismatching with standard Pr Setting	
7.5	CCB health signal logic revised (Now will remain high) for penalty condition occurring with FC 108 due to wrong operation/not affecting operation/ Not a CCB Fault (i.e Both controllers selected as LEAD etc) The Brake electronic failure message will not generate on DDS			
7.6	CCB health signal logic for FC 102 (In case of BC request from VCU is more than 90 %-above 9V DC) is changed i.e CCB health signal will not drop for FC 102 which will avoid loco detention/failure. The brake electronic failure message will not generate on DDS.		Could not performed by M/s Knorr	Presently Not happening in PLW
7.7	Booting time for CCB with TCAS/TPM/PTWS/DPWCS mode 15-20 sec. However, in case of absence of either one or both system booting time subsequently increased to 40-50 sec.			
8.0	**Sanding Equipment**			
8.1	Check Isolating Cock-134F is in open position. Press sander paddle Switch. (To confirm EP valves Operates)		Sand on Rail	Ok
9.0	**Test Vigilance equipment : As per D&M test specification**			Ok

SAMSHER SINGH BIST

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Signature of SSE/Shop

39415

Roof compnent Cab-1 & Cab-2						
S.NO.	**DESCRIPTION**	**PL NO.**	**QPL/Nos.**	**SUPPLIER**	**Sr.No.**	**Warranty**
1	Pantograph	25880068	2	Contransys	15560-10/24, 15562-10/24	As per PO/IRS Conditions
2	Servo Motor	25880068	2	Contransys	15556-10/24,15567-10/24	
3	Air Intake Filter Assembly	29480103	2	AFI	AFI/OC/650A-08/24, AFI/OC/652A-08/24	
4	Insulator Panto Mounting	29810127	8	BHEL	08-2024, 08-2024	
	Middle roof Component					
5	High Voltage Bushing	29731021	1	ELECTRANEX	EIPL-5659-08-24	
6	Voltage Transformer	29695028	1	SADTEM	2024-N-670409	
7	Vaccum Circuit Breaker	25712202	1	SCHNEIDER	226609873-71N2-JUNE/24	
8	Insulator Roof Line	29810139	9	IEC	04-24, 04-24	
9	Harmonic Filter	29650033	1	RESITECH	05/24/232496/69	
10	Earthing Switch	29700073	1	Absure Technologies	035-09-24-ES	
11	Surge Aresster	29750052	2	C G POWER	57380-2024, 57381-2024	
	Air Brake Components					
12	Air Compressor (A,B)	29511008	2	ELGI	EXFS 923408 A , EXFS 923397 B	
13	Air Dryer	29162051	1	TRIDENT	LD2-10-0769-24	
14	Auxillary Compressor	25513000	1	CEC	RH 3381-08-24	
15	Air Brake Panel	29180016	1	Faiveley	Sep 24-13WAG9-3593	
16	Controller (A,B)	29180016	2	Faiveley	K24-013 A , K24-030 B	
17	Break Up Valve	29162026	2	Faiveley		
18	Wiper Motor		4	Auto Industry		

SAMSHER SINGH BIST

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SSE/ABS

PLW/PTA

ELECTRIC LOCO HISTORY SHEET (ECS)

ELECTRIC LOCO NO: 39415 RLY: CR SHED: PADX PROPULSION SYSTEM: MEDHA HOTEL LOAD CONVERTER: MEDHA

LIST OF ITEMS FITTED BY ECS

SN	DESCRIPTION OF ITEM	ITEM PL NO.	ITEM SR. NO CAB-1/CAB-2		MAKE/SUPPLIER
1	LED Based Flasher Light Cab I & II	29612937	4515/4509		POWER TECH
2	Led Marker Light Cab I & II	29612925	143104/143111/143086/143150		MATSUSHI P.T.
3	Cab Heater Cab I & II	29170011	3182/3277		KKI
4	Crew Fan Cab I & II	29470080	24070089/24070185/24070153/24070116		KAPSONS
5	Master Controller Cab I	29860015	7057		WOAMA
6	Master Controller Cab II		7051		
7	Complete Panel A Cab I & II	29170564	1383	1512	KONTACT
8	Complete Panel C Cab I & II	29170539	03	09	TOPGRIP/MEDHA
9	Complete Panel D Cab I & II	29170564	1408	1383	KONTACT
10	**Complete Cubicle- F Panel Cab I & II**	29178162	SLCF00012405194	SLCF00012405198	STESALIT
11	Speed Ind.& Rec. System	29200040	5265/5265		LAXVEN
12	Battery (Ni- Cd)	29680025	B-33		HBL
13	Set of Harnessed Cable Complete	29600418			PPS INTERNATIONAL
14	Transformer Oil Pressure Sensor (Cab-1) (pressure sensor oil circuit transformer)	29500047	BG/PS/1394 Jun-24	BG/PS/1309 Jun-24	BG INDUSTRIES
15	Transformer Oil Pressure Sensor (Cab-2)		BG/PS/1306 Jun-24	BG/PS/1341 Jun-24	
16	Transformer Oil Temperature Sensor (Cab-1)(temperature sensor oil circuit transformer)	29500035	BG/TFP/7738 Jun-2024		BG INDUSTRIES
17	Transformer Oil Temperature Sensor (Cab-2)		BG/TFP/7718 Jun-2024		
18	Roof mounted Air Conditioner I	29811028	AE/CLW/311		AMIT ENGG
19	Roof mounted Air Conditioner II		AE/CLW/297		
20.	RTIS(Real time information system)		India rail navigator		Aventel Ltd., India
			Power supply module		
			Rail MSS Terminal		

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SSE/ECS

JE/ECS

PATIALA LOCOMOTIVE WORKS, PATIALA

LOCO NO :- 39414/WAP-7/CR/PADX

S.N.	Equipment	PL No.	Equipment Serial No.		Make	
1	Complete Shell Assembly with piping	29171064	Sr. 45/68, 10/2024		TRIDENT	
2	Side Buffer Assly Both Side Cab I	29130050	48, 08/24	244, 08/24	FASP	FASP
3	Side Buffer Assly Both Side Cab II		138, 08/24	136, 08/24	FASP	FASP
4	CBC Cab I & II	29130037	1103, 10/2023	1356, 08/2024	ESCORTS	ESCORTS
5	Hand Brake		10/24- 1032		Rising Engg. Concern	
6	Set of Secondry Helical Spring	29045034 29041041			ABOK	
7	Battery Boxes (both side)	29680013	55, 07/24	65, 07/24	D R STEEL	D R STEEL
8	Traction Bar Bogie I		8701, 10/24		KM	
9	Traction Bar Bogie II		8700, 10/24		KM	
10	Centre Pivot Housing in Shell Bogie I side	29100057	265, 09/24		ANIL	
11	Centre Pivot Housing in Shell Bogie II side		273, 09/24		ANIL	
12	Elastic Ring in Front in Shell Bogie I side	29100010	216, 07/24		AVADH	
13	Elastic Ring in Front in Shell Bogie II side		115, 07/24		AVADH	
14	Main Transformer	29731008 for WAG 9 29731057 for WAP-7	CG-77-10-24-LT1001/16, 2024		CG	
15	Oil Cooling Radiator I	29470031	475SRPL, 07/24		STANDARD RADIATORS	
16	Oil Cooling Radiator II		485SRPL, 07/24		STANDARD RADIATORS	
17	Main Compressor I with Motor	29511008	EXFS 923382, 09/24		ELGi	
18	Main Compressor II with Motor		EXFS 923386, 09/24		ELGi	
19	Transformer Oil Cooling Pump I		6107, 10/24		SAMAL HARAND	
20	Transformer Oil Cooling Pump II		6113, 10/24		SAMAL HARAND	
21	Oil Cooling Blower OCB I	29470043	10/24, AC-58337, LHP1001571877		ACCEL	
22	Oil Cooling Blower OCB II		10/24, 32410AF3747, 324093747		SAINI ELECTRICAL PVT	
23	TM Blower I	29440075	10/24, 24P2175AF28, 24P2175/28		SAINI ELECTRICAL PVT	
24	TM Blower II		10/24, 24P2416AF19, 24P2416/19		SAINI ELECTRICAL PVT	
25	Machine Room Blower I	29440105	09/24, AC-57529, CGLXGCM10656		ACCEL	
26	Machine Room Blower II		09/24, AC-57543, CGLXGCM10925		ACCEL	
27	Machine Room Scavenging Blower I	29440129	07/24, SM-24.07.24		GTR CO PVT LTD	
28	Machine Room Scavenging Blower II		07/24, SM-24.07.65		GTR CO PVT LTD	
29	TM Scavenging Blower Motor I	29440117	ST-24.10.132, 10/24		GTR CO PVT LTD	
30	TM Scavenging Blower Motor II		ST-24.10.94, 10/24		GTR CO PVT LTD	
31	Traction Convertor I	29741075	5709, 09/24		MEDHA	
32	Traction Convertor II		5710, 09/24			
33	Vehicle Control Unit I		3911 , 08/24			
34	Vehicle Control Unit II		3911 , 08/24			
35	Aux. Converter Box I (BUR 1)		3931, 09/24			
36	Aux. Converter Box 2 (BUR 2 + 3)		3931, 09/24			
37	Axillary Control Cubical HB-1	29176645	SLHB10012409343		STESALIT LTD	
38	Axillary Control Cubical HB-2	29176657	AALN/09/2024/12/HB2P7/040		AUTOMETRS ALLAINCE	
39	Complete Control Cubicle SB-1	29176669	SLSB10012407476		STESALIT LTD	
40	Complete Control Cubicle SB-2	29178174	24061598		TROLEX INDIA PVT LTD	
41	Filter Cubical (FB) (COMPLETE FILTER	29480140	SLFB00012408156		STESALIT LTD	
42	Driver Seats	29171131	PLW B.No. 218, 10/24- 72, 78 & 13, 64		ABI & JP	
43	Hotel Load Converter I	29741087	3305, 09/24		MEDHA	
44	Hotel Load Converter II		3306, 09/24		MEDHA	
45	Transformer oil steel pipes	29230044	RANSAL PIPES			
46	Hotel Load Contactor I		3305, 09/24		MEDHA	
47	Hotel Load Contactor II		3306, 09/24		MEDHA	
48	Conservator Tank Breather Silica Gel	29731057	24-8216, 24-8203		YOGYA ENETERPRISES	
49	Ballast Assembly (only for WAG-9)	29170163				
50	Head Light	29611908	0740, 0692		ENSAVE	
51	IV COUPLER		11811/8, 11811/6, 11811/6, 11811/3		S.INTERNATIONAL	

NAME... SHUBHAM SHARMA
SSE/LAS

NAME... Karan Singh
JE/LAS/

NAME... ANKIT
JE/LAS/UF

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पटियाला रेलइंजन कारखाना, पटियाला

PATIALA LOCOMOTIVE WORKS, PATIALA

ELECTRIC LOCO CHECK SHEET

LOCO NO: 39414 **Rly:** CR **Shed:** PA PX

S. No.	ITEM TO BE CHECKED	Specified Value	Observed Value
1.1	Check proper Fitment of Hotel Load Converter & its output contactor.	OK	OK
1.2	Check proper Fitment of MR Blower 1 & 2, MR Scavenging Blower 1 & 2, TM Blower 1 & 2, TMB Scavenging Blower 1 & 2. TM scavenging blower 1 & 2 & Oil Cooling unit.	OK	OK
1.3	Check proper of Fitment of oil cooling unit (OCU).	OK	OK
1.4	Check proper Fitment of HB 1 & 2 and its respected lower part on its position.	OK	OK
1.5	Check proper Fitment of FB panel on its position.	OK	OK
1.6	Check proper Fitment of assembled SB1 & SB2 panel.	OK	OK
1.7	Check proper Fitment of Auxiliary converter 1, 2 & 3-(BUR-1, 2 & 3).	OK	OK
1.8	Check proper Fitment of Traction converter 1 & 2 (SR-1 & 2).	OK	OK
1.9	Check proper fitment, torquing & Locking of Main Transformer bolt.	OK	OK
1.10	Check proper fitment of Main compressor both side with the compressor safety wire rope.	OK	OK
1.11	Check proper resting of Secondary Helical Springs between Bogie & Shell body.	OK	OK
1.12	Check proper fitment of Bogie Body Safety Chains.	OK	OK
1.13	Check proper fitment of Cow catcher.	OK	OK
1.14	Check coolant level in SR 1 & 2 Expansion Tank.	OK	OK
1.15	Check Transformer Oil Level in both conservators Tank (Breather Tank).	OK	OK
1.16	Check proper fitment and maintain required gaps from Loco Shell Body of all metallic pipes to avoid any damage during online working of Locomotives.	OK	OK
1.17	Check proper fitment of both battery box.	OK	OK
1.18	Check for any gap between Main Transformer mounting base & Loco Shell.	OK	OK
1.19	Check proper fitment of Push Pull rod its bolt torquing and fitment of fixing cable. As per Drg No 1209-01-113-001	OK	OK
1.20	Secondary Vertical and Lateral Clearance on leveled track at the time of Loco Dispatch. *ELRS/TC/ 0082 (Rev 1) dated 17.09.2015*	Vertical-Std :35-60 mm Lateral Std-45-50 mm	CAB-1: LP 51, ALP 56; CAB-2: LP 51, ALP 44 59, 40, 61, 39
1.21	Buffer height: Range **(1090, +15,-5)** **Drg No IB031-02002.**	1085-1105 mm	FRONT: L/S 1100, R/S 1096 REAR: L/S 1096, R/S 1097
1.22	Buffer Length: Range (641 mm + 3 to 10 mm with buffer face) **Drg No-SK.DL-3430.**	641 mm	FRONT: L/S 648, R/S 647 REAR: L/S 648, R/S 650
1.23	Height of Rail Guard. (114 mm + 5 mm,-12 mm). ***As per RDSO Pamphlet Important Bogie Clearances of Electric Locomotives.***	114 mm + 5 mm,-12 mm	FRONT: L/S 118, R/S 116 REAR: L/S 115, R/S 112
1.24	CBC Height: Range (**1090, +15,-5**) **Drg No- IB031-02002.**	1090, +15 -5 mm	FRONT: 1103 REAR: 1105

(Signature of SSE/Elect. Loco)	(Signature of /JE/Elect Loco)	(Signature of JE/UF)
NAME SHUBHAM SHARMA	NAME Karan Singh	NAME ANKIT UPPAL
DATE 22/11/24	DATE 22/11/24	DATE 22/11/24

Loco No. 39415

1. BOGIE FRAME:

BOGIE	FRAME NO	Make	PL No.	PO No. & dt.	Warranty Period
FRONT	SL-263	ECBT	29100677	100360	As per PO/IRS conditions
REAR	SL-187	ECBT	29100689	102221	

2. Hydraulic Dampers (PL No.29040140) Make: KONI/KONI

3. AXLES:

AXLE POSITION NO	1	2	3	4	5	6
MAKE/ S.NO	PLW 27274	PLW 27346	PLW 26813	PLW 26919	PLW 26515	PLW 27411
Ultrasonic Testing	OK	OK	OK	OK	OK	OK

4. WHEEL DISCS NO. AND TYPE & BULL GEAR

AXLE POSITION NO	1	2	3	4	5	6
GEAR END	PLW24-373	PLW24-398	PLW24-377	PLW24-280	PLW24-370	PLW24-287
Make	IMPORTED	IMPORTED	IMPORTED	IMPORTED	IMPORTED	IMPORTED
FREE END	PLW24-382	PLW24-401	PLW24-376	PLW24-397	PLW24-369	PLW24-234
Make	IMPORTED	IMPORTED	IMPORTED	IMPORTED	IMPORTED	IMPORTED
Bull Gear No.	23-M-12131	5642	5585	5635	23-M-1085	5563
Bull Gear Make	KPCL	GGAG	GGAG	GGAG	KPCL	GGAG

5. AXLE ROLLER BEARING (CRU) (PL No. 29010020, Warranty: As per PO/IRS conditions)

AXLE POSITION NO		1	2	3	4	5	6
Gear End	MAKE	NBC	NBC	NBC	NBC	NBC	NBC
	PO NO. & dt	02875	02875	02875	02875	02875	02875
Free End	MAKE	NBC	NBC	NBC	NBC	NBC	NBC
	PO NO. & dt	02875	02875	02875	02875	02875	02875

6. WHEEL DISC PRESSING PRESSURE IN KN: (SPECIFIED 80-105 T)

AXLE POSITION NO	1	2	3	4	5	6
BULL GEAR END	88 T	879 KN	783 KN	788 KN	84 T	88 T
FREE END	83 T	841 KN	1009 KN	795 KN	91 T	83 T

Loco No. 39415

7. DIAMETER AFTER PROFILE TURNING: SPECIFIED 1092 + 5 mm – 0 mm

AXLE POSITION NO	1	2	3	4	5	6
DIA IN mm GE	1092.5	1092.5	1092.5	1092.5	1092.5	1092.5
DIA IN mm FE						
WHEEL PROFILE GAUGE (1596±0.5mm)	OK	OK	OK	OK	OK	OK

8. SUSPENSION TUBE & ITS TAPER ROLLER BEARING:

AXLE POSITION NO		1	2	3	4	5	6
S.T. PL 29100288	MAKE	IN	KM	SD	KM	IN	KM
GE Brg. PL 29030110	MAKE	FAG	FAG	FAG	FAG	NBC	FAG
FE Brg. PL 29030110	MAKE	FAG	FAG	FAG	FAG	NBC	FAG

9. GEAR CASE (PL No. 29030018) & BACKLASH:

AXLE POSITION NO	1	2	3	4	5	6
MAKE	PITTI	PITTI	PITTI	PITTI	PITTI	PITTI
BACKLASH (0.254 – 0.458mm)	0.280	0.290	0.310	0.320	0.350	0.280

10 A/BOX TO BOGIE FRAME LATERAL CLEARANCES (SPECIFIED 15.0 to 19.0mm):

AXLE POSITION NO	1	2	3	4	5	6
RIGHT SIDE	15.42	16.65	15.82	15.65	18.52	15.45
LEFT SIDE	16.02	16.95	15.47	16.52	17.60	15.98

11. TRACTION MOTOR: (PL No.29942007, Warranty: As per PO/IRS conditions)

AXLE POSITION NO	MAKE	PO No. & date	S. NO.
1	TMS	--	PLW-3015
2	GOVIK	102510	G-241707
3	TMS	--	PLW-2945
4	TMS	--	PLW-3041
5	TMS	--	PLW-2951
6	TMS	--	PLW-3020

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TOP 13 COSTLIEST ITEMS OF WAP-7 LOCO WITH WARRANTY CONDITIONS AS PER TENDERS

S No	PL No	DESCRIPTION	Warranty Period
1	29741075	IGBT BASED 3-PHASE DRIVE PROPULSION EQUIPMENT	60 months after commissioning or 72 months from date of supply whichever earlier as per special conditions given by CLW
2	29741087	2X500KVA IGBT Based Hotel Load Converter to CLW Specn. no. CLW/ES/3/IGBT/0490 aLT.D (REV.1) issued on December,2017	As per clause no. 3.1.6 of CLW SPECN. NO. CLW/ES/3/IGBT/0490 ALT.D REV.1 ISSUED ON DEC-2017. [60 months after commissioning or 72 months from date of supply whichever earlier]
3	29731057	MAIN TRANSFORMER 7775 KVA TYPE LOT 7500 FOR WAP7 3- PHASE ELECTRIC LOCOMOTIVE TO CLW SPECN NO.CLW/ES/3/0660/C	AS PER IRS CONDITIONS OF CONTRACT [i.e. 30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER] WILL BE APPLICABLE.
4	29171064	COMPLETE SHELL ASSLY (PIPED & PAINTED) FOR WAP-7 LOCO TO CLW SPEC. NO. CLW/MS/3/152 ALT-8	AS PER IRS CONDITIONS-30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER.
5	29600418	SET OF HARNESSED CABLE FOR 3-PHASE ELECTRIC LOCOMOTIVES TO CLW SPECN. NO. CLW/ES/03/646 ALT-NIL WITH DMW REQUIREMENT OF HARNESSED CABLE FOR WAP-7, ALT-A1 DATED 27/11/2018.	As per clause no.9 of CLW Specn. CLW/ES/3/0458 & Clause No.10 of CLW Specn.-CLW/ES/3/0459. [18 months after commissioning or 20 months from date of supply for single core & 18 months after commissioning or 24 months from date of supply for multi core]

6	29180016	BRAKE CONTROL SYSTEM INCLUDING DRIVER'S VIGILANCE CONTROL DEVICE TO SET LIST NO.EL29180016.	As per specification no. CLW/MS/3/001 Alt. 16 i.e. the manufacturer is required to guarantee that the brakevalves/equipment work satisfactorily for a period of five (5) years after commissioning. Any equipment/part which failsduring the guarantee period shall be replaced free of cost by the manufacturer. The replaced components shallfurther be under warranty for five (5) years from the date of their fitment and should the replaced components proveunsatisfactory in service, they shall be replaced by modified and improved components by the supplier free of cost.
7	29480140	COMPLETE FILTER CUBICLE ALONG WITH ALL EQUIPMENTS AND CABLING TO DRG./SPEC NO. [1] CLW/ES/3/0193 ALT-F OR LATEST AND CLW DRG. NO. 1209-15-143-004 ALT-10 AND PART DRG./SPEC NO AS PER ANNEXURE-A ATTACHED.	AS PER IRS CONDITIONS OF CONTRACT [i.e. 30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER] WILL BE APPLICABLE.
8	29942007	3-PHASE ASYNCHRONOUS TRACTION MOTOR (RESISTANCE RING MECHANICALLY INTERLOCKED TO END PLATE DESIGN ROTOR, SCHEME-II), TYPE 6FRA-6068 FOR WAP-7 ELECTRIC LOCO WITHOUT ACTIVE SPEED SENSOR TO SPECIFICATION NO. 4TMS.096.081 ALT-2 AND STR NO. CLW/2008/3PHTM/STR/0001.	AS PER IRS CONDITIONS OF CONTRACT [i.e. 30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER] WILL BE APPLICABLE.

9	29105146	Bogie Frame Complete for WAP-7 for 3 Phase Co Co Locomotive to CLW specification No. CLW/MS/3/Bogie/003 alt-1 and CLW Drg.No.1209.01.112-202 Alt-Nil	As per clause 16 of Spec.No.CLW/MS/3/Bogie/003 Alt-1. [60 months after commissioning or 72 months from date of supply]
10	29171192	COMPLETE AUXILIARY CUBICLE HB2 ALONG WITH ALL EQUIPMENTS AND CABLING TO CLW SPEC.NO.CLW/ES/3/0192 ALT-E OR LATEST FOR WAP7 LOCO WITH HOTEL LOAD WITH BARE CUBICLE AS PER CLW SPEC.NO.CLW/MS/3/155 ALT-NIL.	AS PER IRS CONDITIONS OF CONTRACT [i.e. 30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER] WILL BE APPLICABLE.
11	29171210	COMPLETE CONTROL CUBICLE SB2 ALONG WITH ALL EQUIPMENTS AND CABLING (EXCLUDING CONTROL ELECTRONICS) TO CLW SPECN. NO. CLW/ES/3/0195/A ALT-H OR LATEST FOR WAP7 LOCO WITH HOTEL LOAD	AS PER IRS CONDITIONS OF CONTRACT [i.e. 30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER] WILL BE APPLICABLE.
12	29171209	COMPLETE CONTROL CUBICLE SB1 (PUSH PULL SCHEME COMPLIANT) ALONG WITH ALL EQUIPMENTS AND CABLING (EXCLUDING CONTROL ELECTRONICS) TO CLW SPECN. NO. CLW/ES/3/0194 ALT-G OR LATEST FOR WAP7 LOCO WITH HOTEL LOAD	AS PER IRS CONDITIONS OF CONTRACT [i.e. 30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER] WILL BE APPLICABLE.
13	29171180	COMPLETE AUXILIARY CUBICLE HB1 ALONG WITH ALL EQUIPMENTS AND CABLING TO CLW SPEC.NO.CLW/ES/3/0191 ALT-D OR LATEST FOR WAP7 LOCO WITH HOTEL LOAD WITH BARE CUBICLE AS PER CLW SPEC.NO.CLW/MS/3/155 ALT-NIL.	AS PER IRS CONDITIONS OF CONTRACT [i.e. 30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER] WILL BE APPLICABLE.

भारत सरकार
GOVERNMENT OF INDIA
रेल मंत्रालय
MINISTRY OF RAILWAYS
पटियाला रेलइंजन कारखाना
PATIALA LOCOMOTIVE WORKS

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फैक्स/Fax No.: 0175-2397244
फोन/ Phone: 0175- 2396422
मोबाईल: 9779242310
पटियाला, 147003, भारत्
PATIALA, 147003, INDIA

आज़ादी का अमृत महोत्सव

(An ISO 9001, ISO 14001, ISO 45001 & ISO 50001, 5S & Green Building certified Organization)

संख्या. PLW/M/ECS/Tech/Kavach **तिथि: As signed**

(Through Mail)

Sr. Div. Mechanical Engineer,
Diesel Loco Shed, Pune.

Email: srdmedpune@gmail.com

विषय:- Fitment of KAVACH in three Phase Electric Loco. No. 39415 WAP-7.

संदर्भ:- (i) Director General Stds./Electrical/RDSO letter no. EL/0.1.3/3 dated 21.08.2023.
(ii)Director General Stds./Electrical/RDSO letter no. EL/0.1.3/3 dated 26.09.2023

In ref. to the above letter's Loco No. 39415 has been dispatched with fittings for implementation of KAVACH system in locomotive at home shed in Zonal Railway. This Loco was dispatched to DLS/PADX/CR on 19.11.2024. The details of fittings are attached as Annexure-A (pneumatic fittings), Annexure-B (Kavach equipment mounting Brackets) & Annexure-C (Wago with harnessed lay out).

This is for your information & necessary action please.

14.1.25
(निशांत बंसीवाल)
उप मुख्य विद्युत अभियंता/लोको

प्रतिलिपि:-

CEE/Loco & CEE/D&Q, CMM, CELE/CR:- for kind information please
Dy CME/Design, Dy. CMM/Depot: for information & necessary action please
WM/LAS, AWM/LFS&ABS, WM/ECS: for necessary action please

Annexure- A

Loco No. 39415

The List of balance items of KAVACH pneumatic fittings. The shed is being advised for collection of the material from PLW/PTA for further fitment on pneumatic piping of Locomotive.

SN	PL No.	Description of Item	Qty.
1	29163341	ISOLATING COCK 3/8" (FEMALE) LEGRIS TYPE WITH VENT	04 nos.
		ISOLATING COCK 3/8" (FEMALE) LEGRIS TYPE WITHOUT VENT	02 nos.
2	29611994	TEE UNION 3/8"X3/8"X3/8" BRASS FITTINGS	02 nos.
		MALE CONNECTORS 3/8" TUBE OD X 3/8" BSPT, BRASS FITTINGS	09 nos.
		MALE CONNECTORS 1/2" TUBE OD X 1/2" BSPT, BRASS FITTINGS	06 nos.
		FEMALE CONNECTORS (NYLON TUBE) DIA 6 TUBE X 3/8" BSPP BRASS FITTINGS	01 no.
		MALE CONNECTOR (NYLON TUBE) DIA 6 TUBE X 3/8" BSPP BRASS FITTINGS	03 nos.
		FEMALE TEE 3/8" BSPP – BRASS	06 nos.
		HEX PLUG -3/8" BSPT – BRASS	02 nos.
		FEMALE TEE 1/2" BSPP – BRASS	04 nos.
		HEX NIPPLE 3/8X3/8" BSPT – BRASS	04 nos.
		RED HEX NIPPLE 3/8X1/2" BSPT - BRASS	02 nos.
		HEX PLUG – 1/2" BSPT – BRASS	04 nos.
		MALE ELBOW CONNECTORS 3/8" TUBE OD X 3/8) BSPT. BRASS FITTINGS	02 nos.
3	29170114	Copper Tube OD 9.52mm (3/8") X 1.245 Mm W.T X 6 Mtr	1.2 Mtr

AWM/ABS & LF8

SSE /G/ABS

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Loco No. 39415.

Annexure-B

SN	PL No.	Description of item	Quantity
1.	29611945	Mounting bracket arrangement provided for RF Antenna on the roof top of both driver cabs.	04 nos.
2.		Mounting bracket arrangement provided for GPS/GSM Antenna on the roof top of both driver cabs.	02 nos.
3.		Protection Guards for RFID reader provided behind the cattle guards of both side.	04 nos.
4.		Inspection door with latch provided on the both driver desk covers (LP side) in each cab to access isolation cock.	02 nos.
5.		Cable Entry Plate fitted for routing of cable with RF Antenna & GPS/GSM Antenna bracket.	06 nos.
6.	-	WAGO bracket fitted in Machine room at back side of SB-1.	01 no.
7.	-	One circular hole of 80 mm dia. provided in each cabs on LP side behind the driver desk toward the wall for routing of OCIP (DMI) cables.	02 nos.
8.	-	80 mm holes provided on TM1 and TM6 Junction box inspection cover hole for drawing of RFID reader cables.	02 nos.
9.	-	DIN Rail fitted inside the driver desk (LP Side)	02 nos.

AWM/ABS & LFS

SSE/G/LFS

Annexure-C

SN	PL No.	Description of item	Quantity
1.	42310301	Flexible conduit size 25mm^2 provided for RF-1, 2 & GPS Antenna cable layout from CAB-1&2 to Machine room.	06 meter
2.	29611982	Wago terminals in CAB-1&2 (25 nos. in each CAB).	50 nos.
3.	29611982	Wago terminal in Machine room at back side of SB-1.	75 nos.
4.	-	Harness provided from KAVACH SB to SB-1	07 wires
5.	-	Harness provided from KAVACH SB to SB-2	05 wires
6.	-	Harness provided from KAVACH SB to Pneumatic Panel	12 wires
7.	-	Harness provided from KAVACH SB to CAB-1	24 wires
8.	-	Harness provided from KAVACH SB to CAB-2	16 wires

AWM/ECS

SSE/G/ECS