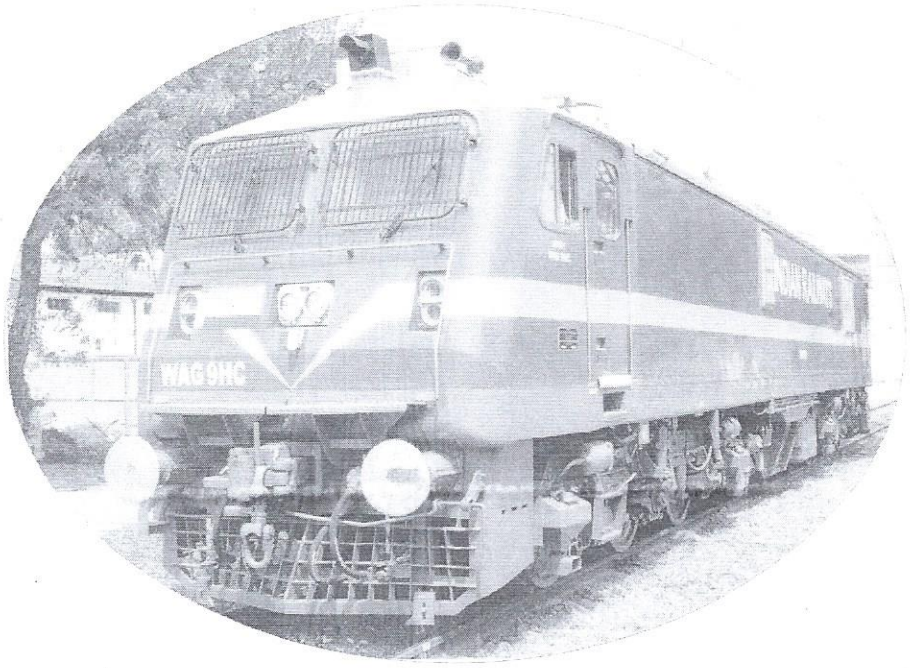
भारतीय रेल
Indian Railways

डीजल रेलइंजिन आधुनिकीकरण कारख़ाना, पटियाला
Diesel Loco Modernation Works, Patiala



LOCO TESTING & DISPATCH REPORT OF IGBT BASED WAG9HC ELECTRIC LOCOMOTIVE

LOCO NO. :	41569
TYPE:	WAG9HC
RAILWAY SHED:	ECOR/WAT
PROPULSION SYSTEM:	BT
DATE OF DISPATCH:	22.12.2021

लोको निर्माण रिकार्ड

डीजल रेलइंजिन आधुनिकीकरण कारख़ाना, पटियाला

Diesel Loco Modernisation

LOCO NO.: 41569
RAILWAY/SHED: ECoR/WAT
DOD: DECEMBER 2021

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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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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 500V megger.

From	To	Continuity (OK/Not OK)	Prescribed Megger Value (min)	Measured Megger Value MΩ
Filter Cubicle	Transformer	OK	100 MΩ	1000
Filter Cubicle	Terminal Box of Harmonic Filter Resistor (Roof)	OK	100 MΩ	1000
Filter Cubicle	Earthing Choke	OK	100 MΩ	1000
Earthing Choke	Earth Return Brushes	OK	100 MΩ	1000
Transformer	Power Converter 1	OK	100 MΩ	1000
Transformer	Power Converter 2	OK	100 MΩ	1000
Power Converter 1	TM1, TM2, TM3	OK	100 MΩ	1000
Power Converter 2	TM4, TM5, TM6	OK	100 MΩ	1000
Earth	Power Converter 1	OK	100 MΩ	1500
Earth	Power Converter 2	OK	100 MΩ	1500

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 500V megger.

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From	To	Continuity(OK/ Not OK)	Prescribed Megger Value (min)	Measured Megger Value MΩ
Transformer	BUR1	OK	100 MΩ	500
Transformer	BUR2	OK	100 MΩ	500
Transformer	BUR3	OK	100 MΩ	500
Earth	BUR1	OK	100 MΩ	500
Earth	BUR2	OK	100 MΩ	500
Earth	BUR3	OK	100 MΩ	500
BUR1	HB1	OK	100 MΩ	500
BUR2	HB2	OK	100 MΩ	500
HB1	HB2	OK	100 MΩ	500
HB1	TM Blower 1	OK	100 MΩ	200
HB1	TM Scavenge Blower 1	OK	100 MΩ	200
HB1	Oil Cooling Unit 1	OK	100 MΩ	200
HB1	Compressor 1	OK	100 MΩ	200
HB1	TFP Oil Pump 1	OK	100 MΩ	200
HB1	Converter Coolant Pump 1	OK	100 MΩ	200
HB1	MR Blower 1	OK	100 MΩ	200
HB1	MR Scavenge Blower 1	OK	100 MΩ	200
HB1	Cab1	OK	100 MΩ	150
Cab1	Cab Heater 1	OK	100 MΩ	100
HB2	TM Blower 2	OK	100 MΩ	100
HB2	TM Scavenge Blower 2	OK	100 MΩ	150
HB2	Oil Cooling Unit 2	OK	100 MΩ	200
HB2	Compressor 2	OK	100 MΩ	200
HB2	TFP Oil Pump 2	OK	100 MΩ	200
HB2	Converter Coolant Pump 2	OK	100 MΩ	200
HB2	MR Blower 2	OK	100 MΩ	200
HB2	MR Scavenge Blower 2	OK	100 MΩ	200
HB2	Cab2	OK	100 MΩ	200
Cab2	Cab Heater 2	OK	100 MΩ	200

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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 8 MΩ
Measure the resistance between 2093 & 2052, 2093 & 2050, 2052 & 2050	Prescribed value: > 50 MΩ	Measured Value 60 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%	3.9KΩ
Resister to maximum current relay.	1Ω ± 10%	1Ω
Load resistor for primary current transformer (Pos. 6.11).	3.3 Ω ± 10%	3.3Ω
Resistance harmonic filter (Pos 8.3). Variation allowed ± 10%	WAP7	WAP7
Between wire 5 & 6	0.2 Ω	0.2Ω
Between wire 6 & 7	0.2 Ω	0.2Ω
Between wire 5 & 7	0.4 Ω	0.4Ω
For train bus, line U13A to earthing.	10 kΩ± 10%	998KΩ
For train bus, line U13B to earthing.	10 kΩ ± 10%	10.0KΩ
Insulation resistance of High Voltage Cable from the top of the roof to the earth (by1000 V megger).	200 MΩ	300MΩ
Resistance measurement earth return brushes Pos. 10/1.	≤0.3 Ω	0.30Ω
Resistance measurement earth return brushes Pos. 10/2.	≤0.3 Ω	0.30Ω
Resistance measurement earth return brushes Pos. 10/3.	≤0.3 Ω	0.28Ω
Resistance measurement earth return brushes Pos. 10/4.	≤0.3 Ω	0.28Ω
Earthing resistance (earth fault detection) Harmonic Filter –I; Pos. 8.61.	2.2 kΩ± 10%	2.19KΩ
Earthing resistance (earth fault detection) Harmonic Filter –II; Pos 8.62.	2.7 kΩ± 10%	2.68KΩ
Earthing resistance (earth fault detection) Aux. Converter; Pos. 90.3.	3.9 kΩ ± 10%	3.8KΩ
Earthing resistance (earth fault detection) 415/110V; Pos. 90.41.	1.8 kΩ± 10%	1.8KΩ
Earthing resistance (earth fault detection) control circuit; Pos. 90.7.	390Ω ± 10%	390Ω
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%	10Ω

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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	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:	1.0.3.6
Traction converter-2 software version:	1.0.3.6
Auxiliary converter-1 software version:	1.8.2.2
Auxiliary converter-2 software version:	2.8.2.2
Auxiliary converter-3 software version:	3.8.2.2
Vehicle control unit -1 software version:	1.6.8.7
Vehicle control unit -2 software version:	1.6.8.7

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%	24%
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 $0^{\circ}C$ to $40^{\circ}C$	15°C
Both temperature sensor of TM2	SLG1; AMSB_0106-Xatmp2Mot	Between 10% to 11.7% depending upon ambient temperature $0^{\circ}C$ to $40^{\circ}C$	14°C
Both temperature sensor of TM3	SLG1; AMSB_0106-Xatmp3Mot	Between 10% to 11.7% depending upon ambient temperature $0^{\circ}C$ to $40^{\circ}C$	14°C
Both temperature sensor of TM4	SLG2; AMSB_0106-XAtmp1Mot	Between 10% to 11.7% depending upon ambient temperature $0^{\circ}C$ to $40^{\circ}C$	15°C
Both temperature sensor of TM5	SLG2; AMSB_0106-Xatmp2Mot	Between 10% to 11.7% depending upon ambient temperature $0^{\circ}C$ to $40^{\circ}C$	14°C
Both temperature sensor of TM6	SLG2; AMSB_0106-Xatmp3Mot	Between 10% to 11.7% depending upon ambient temperature $0^{\circ}C$ to $40^{\circ}C$	14°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	10.04Vp	OK
$2U_4$ & $2V_4$	For line converter bogie 1 between cable 811A-814A	$10.05V_p$ and same polarity	10.04Vp	OK
$2U_2$ & $2V_2$	For line converter bogie 2 between cable 801B-804B	$10.05V_p$ and same polarity	10.05Vp	OK
$2U_3$ & $2V_3$	For line converter bogie 2 between cable 811B-814B	$10.05V_p$ and same polarity	10.04Vp	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.	7.8Vp 5.5VRms	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.	58.5Vp 41.2VRms	OK
Cable no. 1218 – 6500	$15.5V_p$, $11.0V_{RMS}$ and opposite polarity.	15.2Vp 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%	30KV	300%
SLG2_G 87-XUPrim	30 kV	300%	30KV	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(-)	—	296 mA
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(-)	—	331 mA
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(-)	—	344 mA
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(-)	—	—

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DIESEL LOCO MODERNISATION WORKS, PATIALA

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

Locomotive No.: 41569 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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Locomotive No.: 41569 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	closp	open	closp	open	closp	open	closp	closp	open
BUR1 off	closp	open	closp	closp	open	closp	open	open	closp
BUR2 off	open	open	closp	closp	closp	closp	open	open	closp
BUR3 off	open	closp	open	closp	closp	closp	open	open	closp

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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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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Locomotive No.: 41569 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	11.9	12.0
Oil pump transformer 2	9.8 amps	11.0	11.7
Coolant pump converter 1	19.6 amps	5.7	6.5
Coolant pump converter 2	19.6 amps	5.6	6.5
Oil cooling blower unit 1	40.0 amps	42.0	116.0
Oil cooling blower unit 2	40.0 amps	40.0	112.0
Traction motor blower 1	34.0 amps	42.0	165.0
Traction motor blower 2	34.0 amps	41.5	170.0
Sc. Blower to Traction motor blower 1	6.0 amps	5.5	6.5
Sc. Blower to Traction motor blower 1	6.0 amps	4.2	5.6
Compressor 1	25 amps at 0 kg/ cm^2 40 amps at 10 kg/ cm^2	26.0	108.0
Compressor 2	25 amps at 0 kg/ cm^2 40 amps at 10 kg/ cm^2	27.6	147.0

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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)	1045V	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)	1050V	Yes
BUR2 7303-XUUZ1	DC link voltage of BUR2	60% (10%=100V)	635V	Yes
BUR2 7303-XUIZ 1	DC link current of BUR2	1% (10%=50A)*	6 Amp	Yes
BUR2 7303-XUILG	Current battery charger of BUR2	3% (10%=100A)*	8 Amp	Yes
BUR2 7303-XUIB1	Current battery of BUR2	1.5%(10%=100A)*	12 Amp	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	1050V	Yes
BUR3 7303-XUUZ1	DC link voltage of BUR3	60% (10%=100V)	636V	Yes
BUR3 7303-XUIZ 1	DC link current of BUR3	1% (10%=50A)*	7 Amp	Yes
BUR3 7303-XUILG	Current battery charger of BUR 3	3% (10%=100A)*	7 Amp	Yes
BUR3 7303-XUIB1	Current battery of BUR 3	1.5%(10%=100A)*	12 Amp	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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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*	5.8	31.0
Machine room blower 2	15.0 amps*	6.2	32.0
Sc. Blower to MR blower 1	1.3 amps	1.6	10.5
Sc. Blower to MR blower 2	1.3 amps	1.5	8.2
Ventilator cab heater 1	1.1 amps	1.2	1.4
Ventilator cab heater 2	1.1 amps	1.2	1.4
Cab heater 1	4.8 amps	4.9	5.0
Cab heater 2	4.8 amps	4.9	5.0

* 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

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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 DMW 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 DMW 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 DMW 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 DMW 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 DMW supervisor.	checked ok
Pulsing of line converter of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok
Pulsing of drive converter of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok

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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 DMW 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 DMW 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 DMW 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 DMW supervisor.	checked ok
Pulsing of line converter of Converter 2.	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok
Pulsing of drive converter of Converter 2	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW 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

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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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	• 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/ DMW	checked 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/ DMW	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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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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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 180 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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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	checked working OK
5	Dr Spot Light	OK	OK	
6	Asst Dr Spot Light	OK	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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Status of RDSO modifications

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LOCO NO: 41569

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/TRS

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DMW/PATIALA

Loco No.: 41569

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)

S.N	Parameters	Reference	Value	Result
1.0	**Auxillary Air supply system (Pantograph & VCB)**			
1.1	Ensure, Air is completely vented from pantograph Reservoir (Ensure Panto gauge reading is Zero)		0	0
1.2	Turn On BL Key. Now MCPA starts. Record pressure Build up time (8.5kg/cm2)		60 sec. (Max.)	51 Sec
1.3	Auxillary 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 -	8.5 Kg/cm2
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	4.5 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	8 Sec
1.10	Panto line air leakage		0.7 kg/cm2 in 5 Min.	0.3 kg/cm2 in 5 Min.
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 Mts. Max. ii) 8.5 Mts. Max.	6.7 Mts
2.2	Drain air below MR 8 kg/cm2 to start both the compressors		Check Starting of both compressors	
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)	CP1-26.5 Sec CP2-26.5 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	6.4 Kg/cm2 5.5 Kg/cm2
2.5	Check compressor Pressure Switch RGCP setting (35)	D&M test spec. MM3882 & MM3946	Closes at 10±0.20 kg/cm2 Opens at 8±0.20 kg/cm2	10 Kg/cm2 8 Kg/cm2
2.6	Run both the compressors Record Pressure build up time	Trial results	3.5 Minutes Max.	3.3 minute

2.7	Check unloader valve operation time				Approx. 12 Sec.	11 sec
2.8	Check Auto Drain Valve functioning (124 & 87)				Operates when Compressor starts	---
2.9	Check CP-I delivery safety valve setting (10/1). Run CP Direct by BLCP.			D&M test spec. MM3882 & MM3946	11.50±0.35kg/cm2	11.75 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±0.35kg/cm2	11.75 Kg/cm2
2.11	Switch 'OFF' the compressors and ensure that the safety valve to reset at pressure 12 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, and check setting pressure of Duplex Check Valve 92F.			CLW's check sheet no. F60.812 Version 2	5.0±0.10kg/cm2	5.05 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 i) Every minute (FTIL & SIL) ii)every two minute (KBIL)	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	0.45 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	0.11 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	**5.0 Kg/cm2**	0.00 / **0.00 Kg/ cm2**	0.00	
	Initial	4.60±0.1	**4.6 Kg/cm2**	0.40±0.1 / **0.40Kg/ cm2**	0.75±0.15	
	Full service	3.35±0.2	**3.5 Kg/cm2**	2.50±0.1 / **2.5Kg/ cm2**	5.15±0.30	
	Emergency	Less than 0.3	**0.2 Kg/cm2**	2.50±0.1 / **2.5Kg/ cm2**	5.15±0.30	

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.	10 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	4.2 Kg/cm2 3 Kg/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 WAP7 - BC 2.50 ± 0.1 kg/cm2 WAG9 - BC 2.50 ± 0.1 kg/cm2	D&M test spec. MM3882 & MM3946	7.5±1.5 sec. 21±3 sec.	21 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 WAP9	D&M test spec. MM3882 & MM3946	17.5±25 sec. 52±7.5 sec.	53 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.	76 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 (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.	4.25 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	3.5Kg/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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Loco No.:41569

6.3	Check Direct Brake Pressure switch 59 (F)	D&M test spec. MM3882 & MM3946	0.2.±0.1 kg/cm2	0.2 kg/cm2
6.4	Release direct brake & BC Release time to fall BC pressure up to 0.4 kg/cm2		10 -15 Sec.	12.5 Sec
7.0	**Dynamic Brake (Brake Blending)**			
7.1	This test is to be done by forcing signal by laptop 06H Actual BE E1 = 100%	D&M test spec. MM3882 & MM3946	WAP7 & WAG9 - 2.5 kg/cm2. WAP5-5.15kg/cm2	____
7.2	This test is to be done by forcing signal by laptop 06H Actual BE E1 = 50%	D&M test spec. MM3882 & MM3946	WAP7 & WAG9 - 1.25 kg/cm2. WAP5-2.55kg/cm2	____
8.0	**Parking Brake**			
8.1	Press BPPB to Release brake	D&M test spec. MM3882 & MM3946	PB released Lamp off in Panel pressure in parking Brake gauge 60kg/cm2	____
8.2	Press BPPB to apply parking brake		PB applied, Lamp On in panel Pressure in parking Brake gauge 0.0 kg/cm2	____
8.3	Manually release and apply Parking Brake by pressing solenoid valve 30F		Verify release and application of parking Brake.	____
8.4	Check Pressure in PB Gauge		6.0.±0.15 kg/cm2	
8.5	Check Brake Block clearance	D&M test spec. MM3882 & MM3946	10 mm in TBU 3 mm in Disc. Brake (WAP5)	____
9.0	**Sanding Equipment**			
9.1	Check Isolating Cock-134F is in open position. Press sander paddle Switch. (To confirm EP valves Operates)		Sand on Rail	OK
10.0	Test Vigilance equipment : As per D&M test specification			OK

Signature of loco testing staff

Signature of SSE/Shop

डीजल रेळइंजन आधुनिकीकरण कारखाना पटियाला।
DIESEL LOCO MODERNISATION WORKS, PATIALA

ELECTRIC LOCO CHECK SHEET

LOCO NO: 41569 **Rly:** ECOR **Shed:** WAT

S. No.	ITEM TO BE CHECKED	Specified Value	Observed Value
1.1	Check proper Fitment of Hotel Load Converter & its output contactor.	~~OK~~	— NA —
1.2	Check proper Fitment of MR Blower 1 & 2, MR Scavenging Blower 1 & 2, TM Blower 1 & 2.	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	OK	OK
1.5	Check proper Fitment of FB panel on its position.	OK	OK
1.6	Check proper Fitment of assembled SB1 & SB2 with VCU1 & VCU2.	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
1.10	Check proper fitment, torquing & Locking of Main transformer bolt.	OK	OK
1.12	Check proper fitment of compressor both side with the compressor safety wire rope.	OK	OK
1.13	Proper setting of the dampers as required.	OK	OK
1.14	Check proper position of Secondary Helical Springs between Bogie & Shell	OK	OK
1.15	Check proper fitment of Body Bogie Safety Chains fitted properly.	OK	OK
1.16	Check proper fitment of Cow catcher.	OK	OK
1.17	Check coolant level in SR 1 & 2 Expansion Tank	OK	OK
1.18	Check Transformer Oil Level in both conservators Tank (Breather Tank).	OK	OK
1.19	Check proper fitment of both battery box.	OK	OK
1.20	Check proper fitment of Push Pull rod its bolt torquing and safety slings.	OK	OK
1.21	Buffer height: Range (1085 mm to 1105 mm) **Drg No IB031-02002.**	1090-1105 mm	L/S / R/S FRONT: 1095 / 1105 REAR: 1105 / 1105
1.22	Buffer Length: Range (641 mm + 3 to 10 mm with buffer face) **Drg No-SK.DL-3430.**	641 mm	L/S / R/S FRONT: 646 / 645 REAR: 645 / 645
1.23	Height of Rail Guard. (114 mm + 5 mm,-12 mm).	114 mm + 5 mm,-12 mm	L/S / R/S FRONT: 111 / 110 REAR: 117 / 118
1.24	CBC Height: Range (1085 mm to 1105 mm) **Drg No- IB031-02002.**	1085-1105 mm	FRONT: 1105 REAR: 1103

(Signature of SSE/Elect. Loco)
NAME BHUPINDER SINGH
DATE 22/12/2021

(Signature of JE/Elect Loco)
NAME SATISH KUMAR
DATE 22/12/2021

(Signature of JE/UF)
NAME SANJAY KUMAR
DATE 22/12/2021

DIESEL LOCO MODERNISATION WORKS, PATIALA

LOCO NO -:41569

Under frame component

tion of component	PL No.	Make	Mfg. date & Serial no.	Warranty covered upto
	29171027	Trident	23/49 ,11/2021	As per PO condition
Transformer	29731057	ABB	ABB-65-09-21-2XYT000000-ABY-033.2021	
ervator Tank BREATHER	29731057	YOGYA ENTERPRISES	21-3576, 21-3553	
pressor both side	29511008	ELGI	EUCS926463(06/21) ,EUFS927918(09/21)	
ry Box both side	29680013	BBSS	4621/43(09/21) ,4621/35(09/21)	
ion Bar Cab-1	29100069	KMRI	7025-09-21	
ion Bar Cab-2	29100069	KMRI	7045-09-21	
Buffer Assly Both Side	11803587	KMRI	LP293-06-21,338-06-21,LP257-04-21,301-06-21	
ooling Pump both Side	29530027	SAMAL HARAND OF INDIA PVT.LTD.	D2431 & D2705	
sformer oil Steel pipes	29230044	RANSAL PVT.LTD		
Draft Gear (CBC)		FASP	09-21 & 10-21	
ndry Helical Spring on Bogie	29045034	G.B. SPRING PVT. LTD.		
IC RING (Center pivot Ring)	29100010	SSPL		
er Pivot Housing	29100057	AEW	323-07-21 & 414-07-21	
Machine room Component cab 1				
l Load Contactor	29741087	------	------	As per PO condition
l Load Converter	29741087	------	------	
Blower	29440075	AIR CONTROL & CHEMICAL ENGG.	11/21 & AC-47159, CGLUJAM-5332	
Scavenging Blower Motor	29440117	G.T.R CO (P) LTD.	ST-21-01-897	
ry Control Cubical (HB-1)	29171180	C.G.L.	10/21 & CGHB1G21A136	
Cubical (FB-1)	29480140	AUTOMETER ALLIANCE LTD.	10/21 & AALN/10/2021/1 /F /041	
plete Control Cubicle SB-1	29171209	HIND RECTIFIERS LIMITED	05/21 & SB1/2021/H/0069/642	
cle Control Unit (VCU)	29741075	BOMBARDIER	BTIL/10/2021/14/PRPULSION_A/1893	
Converter (BUR) 1	29741075	BOMBARDIER	11/21 & 2021L/10201/2A/0133	
COOLING BLOWER(OCB)	29470043	SAINI ELECTRICALS	09/21 & 321081952 FAN-32109AF1952	
COOLING RADIATOR (OCR)	29470031	STANDARD RADIATORS	10/21 & 068-SRPL	
Room Blower	29440105	AIR CONTROL & CHEMICAL ENGG. LT	07/21 & AC-45409, CGLUEAM-12365	
Room Scavenging Blower	29440129	G.T.R CO (P) LTD.	SM-21-08-329	
tion Convertor	29741075	BOMBARDIER	BTIL/11/2021/05/PROPULSION_A/1966	
l load convertor I.V. Coupler	29741087	------	------	
MACHINE ROOM COMPONENT Cab-2				
l Load Contactor	29741087	------	------	As per PO condition
Load Converter	29741087	------	------	
Blower	29440075	AIR CONTROL & CHEMICAL ENGG. LT	11/21 & AC-47169, CGLUJAM-5362	
Scavenging Blower Motor	29440117	G.T.R CO (P) LTD.	ST-21-07-213	
ary Control Cubical HB-2	29171192	AUTOMETER ALLIANCE LTD.	08/21 & AALN/08/2021/03/HB2G9/081	
plete Control Cubicle SB-2	29171210	TROLEX	09/21 & 21925	
cle Control Unit (VCU)	29741075	BOMBARDIER	BTIL/10/2021/14/PRPULSION_A/1894	
Converter (BUR) 2&3	29741075	BOMBARDIER	11/21 & 2021L/10201/2B/0133	
COOLING BLOWER(OCB)	29470043	AIR CONTROL & CHEMICAL ENGG. LT	10/21 & AC-46647, CGLUIAM-5905	
COOLING RADIATOR (OCR)	29470031	STANDARD RADIATORS	09/21 & 040-SRPL	
Room blower	29440105	AIR CONTROL & CHEMICAL ENGG. LT	09/21 & AC-47065, CGLUHAM-14593	
Room Scav. blower	29440129	G.T.R CO (P) LTD.	SM-21-09-341	
tion Convertor	29741075	BOMBARDIER	BTIL/11/2021/06/PROPULSION_A/1968	
l load convertor I.V. Coupler	29741087	------	------	
Driver Cabin				
d Brake	29140050	Modif. Mechwell com.fitt.	12668 (12668)	As per PO condition
Conditioner	29811028	KKI POWER DRIVES PVT. LTD.	KKI/HVAC/CLW/788 & 804	
Heater	29170011	ESCORTS	02,29	
v Fans	29470080	RANJAN	700, 789, 787,705	
er Seats	29171131	FEBCON	105, 103, 120,163	

SIGN.....

NAME. BHUPINDER SINGH

SSE/LAS

SIGN.....

NAME. SATISH KUMAR

JE/LAS

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DMW/PTA

ELECTRIC LOCO HISTORY SHEET (TRS)

ELECTRIC LOCO NO: 41569 RLY: ECoR SHED: WAT PROPULSION SYSTEM: BT

LIST OF ITEMS FITTED BY TRS

SN	DESCRIPTION OF ITEM	ITEM PL. NO.	ITEM SR. NO.		MAKE/SUPPLIER	QPL	WARRANTY COVERED
			CAB-1	CAB-2			
1	HEAD LIGHT LAMP	29610023	5/2021	5/2021	M/s PCE	04 Nos.	AS PER IRS / P.O CONDITIONS
2	LED BASED FL LIGHT	25984962	FLEO3668	FLEO3669	M/s SCS	02 Set	
3	LED MARKER LIGHT	25984860	3818,3847	3882,3813	M/s POWER TECH	04 Set	
4	DRIVER CAB LIGHT	29610461	1355,1408	1387,1230	M/s EIC	04 Nos.	
5	CAB HEATER	29170011	2169	2167	M/s ESBEE	02 Set	
6	CREW FAN	29470080	799,789	795,787	M/s. RANJAN	04 Nos.	
7	MASTER CONTROLLER	29860015	AALN/06/2021/ 017/MCT/052	AALN/06/2021/ 077/MCT/112	M/s AUTOMETER	02 Nos.	
8	COMPLETE PANEL A,C,D	29178204	KEPCO/A1/1774	KEPCO/A1/1761	M/s. KEPCO	02 Set	
9	COMPLETE CUBICLE- F PANEL	29178162	CG/CF/2109/0921	CG/CF/21090912	M/s. CROMPTON	02 Nos.	
10	HEATER ROTERY SWITCH	29700012	PCE/1267/2021	PCE/109/7/2021	M/s PATRA & CHANDA	02 Nos.	
11	DIFFRENCIAL AMPLIFIRE	29500059	7981	7723	Ms. TROLEX	02 Nos.	
12	SPEED IND.& REC. SYSTEM	29200040	MTELM2108167	MTELS2108167	M/s TELPRO	01 Set	
13	BATTERY (Ni- Cd)	29680025	Battery Set No.- 270 (Alongwith Battery maintenance kit)		HBL	01 Set	
14	HARNESSED CABLE COMPLETE	29600418	PPS DMW		PPS DMW	01 Set	

SSE/TRS

J E/TRS

41569					
ROOF COMPONENT CAB 1 & 2					Warranty
S.No.	Description	QPL /Nos.	Supplier	Sr. no.	
1	Pantograph	2	General Stores & Engg.	2180-11/21,2178-11/21	
2	Servo motor	2	General Stores & Engg.	2093-09/21,2092-09/21	
3	Air Intake filter Assly	2	VIKRANT		
4	Insulator Panto Mtg.	8	IEC	05/21,06/21	
MIDDLE ROOF COMPONENT					
5	High Voltage Bushing	1	ABB	IZCD12986377	
6	Voltage Transformer	1	Sadtem	2021-N,625357	
7	Vacuum Circuit Breaker	1	Schneider	223171153/04	
8	Insulator Roof line	9	IEC	5/21,5/21	
9	Harmonic Filter	1	Resitech Electrical	07/21/212207/28	
10	Earth Switch	1	Autometer Alliance	AALN/07/2021/006/ES/240	As per IRS/PO conditions
11	Surge Arrester	2	CG POWER	9851170 9851165	
	Air Brake Components				
12	Air Compressor	2	Elgi	EUFS 927010, EUCS 926463	
13	Air Dryer	1	PRAG	2490-8-21	
14	Auxillary Compresssor	1	ELGI	BUCS 104379	
15	Air Brake Panel	1	Knorr	21-08-CO-2007	
16	Contoller	2	Knorr	2108-EO-2029A, 2108-EO-2029 B	
17	Breakup Valve	2	Knorr		
18	wiper motor	4	Elgi		

SSE/Testing

SSE/ABS

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DIESEL LOCO MODERNISATION WORKS

Loco No. 41569

1. BOGIE FRAME:

BOGIE	FRAME NO	Make	PL No.	PO No. & dt.	Warranty Period
FRONT	TACPL-02/04	TRIDENT	29105146	771831	As per PO/IRS conditions
REAR	TACPL-03/04	TRIDENT		771831	

2. Hydraulic Dampers (Axle, Vertical, Yaw and Horizontal) Make: ESCORT

3. AXLES:

AXLE POSITION NO	1	2	3	4	5	6
MAKE/ S.NO	DMW 21937	DMW 21949	DMW 21962	DMW 21952	DMW 21935	DMW 21969
Ultrasonic Testing	OK	OK	OK	OK	OK	OK

4. WHEEL DISCS NO. AND TYPE

AXLE POSITION NO	1	2	3	4	5	6
GEAR END	CNC/21-1615	DM/21-706	CNC/21-1614	CNC/21-1597	CNC/21-1616	CNC/21-1586
Ultrasonic Testing	OK	OK	OK	OK	OK	OK
FREE END	CNC/21-1619	CNC/21-1378	CNC/21-1609	CNC/21-1595	CNC/21-1620	CNC/21-1587
Ultrasonic Testing	OK	OK	OK	OK	OK	OK

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	771567	771567	771567	771567	771567	771567
Free End	MAKE	NBC	NBC	NBC	NBC	NBC	NBC
	PO NO. & dt	771567	771567	771567	771567	771567	771567

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

AXLE POSITION NO	1	2	3	4	5	6
BULL GEAR END	973	906	912	947	936	839
FREE END	986	915	922	813	952	825

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Loco No. 41569

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	1092.5	1092.5	1092.5	1092.5	1092.5	1092.5
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.	MAKE	KP	KPE	KP	KP	KP	KPE
G.E. BEARING	MAKE	FAG	FAG	FAG	FAG	FAG	FAG
F.E. BEARING	MAKE	FAG	FAG	FAG	FAG	FAG	FAG

9. GEAR CASE & BACKLASH:

AXLE POSITION NO	1	2	3	4	5	6
MAKE	KP	KP	KP	KP	KP	KP
BACKLASH (0.254 – 0.458mm)	0.340	0.340	0.330	0.320	0.330	0.340

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	15.51	17.77	15.50	15.20	15.80	15.20
LEFT SIDE	19	19	19	17.00	18.80	16.90

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

AXLE POSITION NO	MAKE	PO No. & date	S. NO.
1	SAINI	566630 dt 19.01.19	221083301
2	SAINI	566630 dt 19.01.19	221083255
3	SAINI	566630 dt 19.01.19	221083251
4	SAINI	566630 dt 19.01.19	221083279
5	SAINI	566630 dt 19.01.19	221083262
6	SAINI	566630 dt 19.01.19	221093377

SSE/ Bogie Shop

TOP 12 COSTLIEST ITEMS OF WAG9HC 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	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.
3	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.
4	29600418	SET OF HARNESSED CABLE FOR 3-PHASE ELECTRIC LOCOMOTIVE TO CLW SPECN. NO. CLW/ES/03/646 ALT-NIL WITH CMW 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]

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5	29180016	BRAKE CONTROL SYSTEM INCLUDING DRIVERS 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.
6	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.
7	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.

8	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. CLW/MS/3/Bogie/003 Alt-1. [60 months after commissioning or 72 months from date of supply]
9	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.
10	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.
11	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.
12	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.