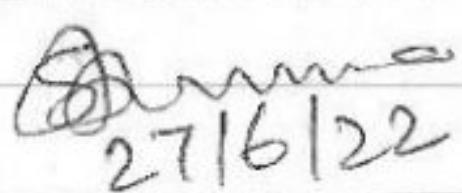




GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

SPECIFICATIONS AND STANDARDS  
FOR  
1676 mm GAUGE 9000 kW 8 AXLE  
IGBT BASED 3-PHASE DRIVE  
ELECTRIC FREIGHT LOCOMOTIVE

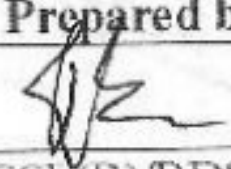
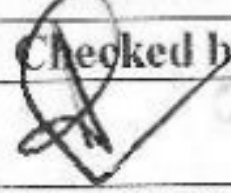
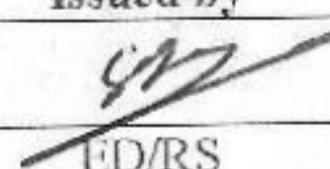
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Approved by	Signature
PED/Traction	 27/6/22

Issued in June'22

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ELECTRICAL DIRECTORATE  
RESEARCH, DESIGNS & STANDARDS ORGANISATION  
MANAK NAGAR, LUCKNOW – 226011

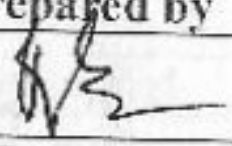
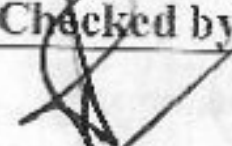
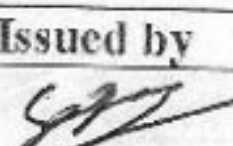
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Page No 2 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
-----------------	---------------------	--

## Contents

	Abbreviations	PAGE - 3
	Definitions	PAGE - 6
CHAPTER - 1	General Description, Operating and Environmental Conditions	PAGE - 7
CHAPTER - 2	Performance Requirements	PAGE - 21
CHAPTER - 3	Technical Requirements of Equipments/Systems/Subsystems	PAGE - 27
Annex - A1	Maximum Moving Dimensions	PAGE - 69
Annex - A2	Wear Adapted Wheel Profile	PAGE - 70
Annex - A3	Bow Profile of Pantograph Pan	PAGE - 71

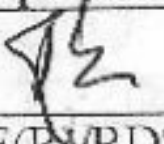


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### Abbreviations

The following abbreviations are used in these Specifications and Standards:

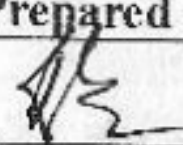

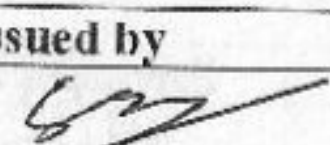
Abbreviation	Full Name
AAR	Association of American Railroad
AC	Alternating Current
AF	Audio Frequency
AFTC	Audio Frequency Track Circuit
ASIC	Application Specific Integrated Circuit
ATP	Automatic Train Protection
BS	British Standards
CBC	Centre Buffer Coupler
DAS	Driver Advise System/Driver Assistance System
DC	Direct Current
EMC	Electro-magnetic Compatibility
EMI	Electro-magnetic Interference
EN	Euro Norm (European Standard)
EoTT	End of Train Telemetry
EPDM	Ethylene Propylene Diene Monomer
EVA	Ethylene Vinyl Acetate
FEA	Finite Element Analysis
FRS/SRS	Functional Requirements Specification/ System Requirements Specification
GPS	Global Positioning System
GSM	Global System for Mobile
GSM-R	Global System for Mobile – Railways
HT	High Tension (Voltage) (according to Indian Electricity Rules)
IC	Integrated Circuit

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Page No 4 of 71	Issued in June'2022	Spec. No. RDSO/2006/EI./SPEC/0044, Rev '14'
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IEC	International Electro technical Commission
IEEE	Institution of Electrical and Electronic Engineers
IGBT	Insulated Gate Bipolar Transistor
IR	Indian Railways
IRS	Indian Railway Standards
IS	Indian Standard
ISO	International Standards Organization
Kmph or km/h	Kilometers per hour
LED	Light Emitting Diode
LTE	Long Term Evolution
LTE-R	Long Term Evolution for Railways
MCB	Miniature Circuit Breaker
MMD	Maximum Moving Dimension
MMI	Man-Machine Interface
MMIS	Maintenance Management Information System
MSU	Motor Suspension Unit
NRV	Non Return Valve
OHE	Over Head Equipment
PCB	Printed Circuit Board
RAMS	Reliability, Availability, Maintainability and Safety
RDSO	Research Designs & Standards Organisation
SI	Système Internationale
TCAS (KAVACH)	Train Collision Avoidance System
TPWS	Train Protection and Warning System
TSS	Traction Sub Station
UHF	Ultra High Frequency
UIC	Union Internationale des Chemins de Fer (International Union of Railways)

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UTS	Ultimate Tensile Strength
VHF	Very High Frequency
VCU	Vehicle Control Unit
VCD	Vigilance Control Device

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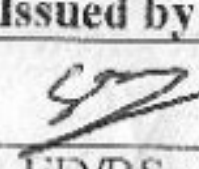


Page No 6 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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### Definitions

In these Specifications and Standards, the following words and expressions shall, unless repugnant to the context or meaning thereof, have the meaning hereinafter respectively assigned to them:

Term	Definition
Agreement	shall mean the Procurement cum Maintenance Agreement for Electric Locomotives;
Bo-Bo	shall mean one unit of the Locomotive consisting of two bogies, with each bogie having two wheels with two independent traction motors and the traction motor drive coupled to each wheel;
BG	shall mean 1676 mm broad gauge used in IR;
BOXN	shall mean the air braked open wagon used by IR;
Contractor	As defined in the Contract document
Design Life	shall mean the life of locomotive or its subsystem during which it is expected to work within its specified parameter;
Employer	As defined in the Contract document
Indian Railways Schedule Of Dimensions	shall mean Indian Railways Schedule of Dimensions for broad gauge, revision 2004; with latest addendum and correction slip;
IP	shall mean degree of protection provided by enclosures according to IEC 60529;
Locomotive	shall mean self propelled engine powered by electricity for pulling or pushing the train on IR track;
L-10	shall mean life of bearing in accordance with ISO 281;
Man Machine Interface (MMI)	shall mean the interface between the system or equipment and the human interfacing with that equipment;
Ti	shall mean the temperature index of the insulation system;
Transmission and Suspension System	shall mean system comprising traction gears, gear case, traction rod arrangements (if any), primary and secondary suspension springs and dampers with bogie frame;
Others	any capitalized term used herein not specifically defined shall have the meaning ascribed to such term in the Agreement.

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## Chapter-1


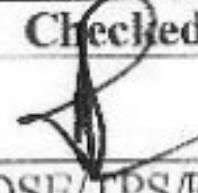

### General Description, Operating and Environmental Conditions

#### 1.1 Introduction

- 1.1.1 The Electric Locomotives shall conform to the technical requirements of design, development, manufacture, testing, supply, delivery, commissioning and maintenance of 1676 mm gauge 9000 kW IGBT based 3-phase drive electric locomotives, for use by the Indian Railways as per the Specifications and Standards set forth herein.
- 1.1.2 The Locomotive shall be configured as twin identical Bo-Bo units, i.e., Bo-Bo+Bo-Bo, with driver's cab at each end of the Locomotive and a gangway connecting both Bo-Bo units.
- 1.1.3 The environmental and operating conditions, performance requirements and technical requirements are specified in these Specifications and Standards.
- 1.1.4 The design and manufacture of the Locomotive and the various sub-systems thereof shall be based on the requirements set out in these Specifications and Standards and in accordance with Good Industry Practice.
- 1.1.5 The Contractor shall demonstrate, to the satisfaction of the Government, that the sub-systems proposed to be used in the Locomotives are based on proven and state of the art technology and design. For the avoidance of doubt, the Government may require the Contractor to conduct such tests and trials as may be necessary to establish the reliability and efficiency of such technology and designs in accordance with the Good Industry Practice.
- 1.1.6 Due consideration shall be given at design stage to ambient conditions of dust, moisture, high temperature and vibrations prevalent in India, as specified in clause 1.11 in these Specifications and Standards.
- 1.1.7 The locomotive shall have state of the art propulsion system and bogie drive system on open plate form to ensure interoperability of different make equipment.

#### 1.2 References to various standards

- 1.2.1 The standards applicable and relevant to the complete Locomotive and to the various sub-systems and systems shall be:
- (i) IEC publications;
  - (ii) EN ;
  - (iii) UIC;

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Page No 8 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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- (iv) AAR
- (v) IEEE;
- (vi) BS;
- (vii) IS; and
- (viii) Any other standards referred to in these Specifications and Standards.



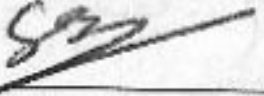
In the event of any contradiction in the aforesaid standards, the following standards shall have priority in the order listed:

- (i) Standards mentioned in Specifications and Standards set forth herein;
- (ii) IEC /EN/AAR/UIC; and
- (iii) IS.

For avoidance of any doubt, in case of any conflict between the requirements of these standards, the stipulations of these Specification and Standards shall have precedence and better/more stringent specification shall be acceptable.

1.2.2 The design of the Locomotive and the sub-systems and systems thereof shall comply with the following standards:

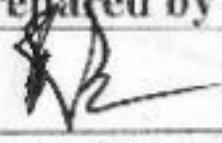
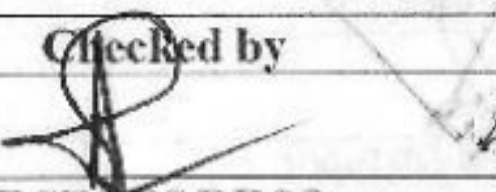
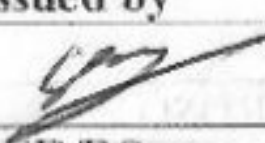
1.	Railway applications – rolling stock – testing of rolling stock on completion of construction and before entry into service	:	IEC 61133
2.	Power converter installed on board rolling stock	:	IEC-61287
3.	Railway applications - Electronic equipment used on rolling stock	:	IEC-60571
4.	Electronic converter fed alternating current motors	:	IEC 60349 -2
5.	Railway application – rolling stock: Combined test method for traction systems	:	IEC 61377
6.	Evaluation and qualification of electrical insulation systems	:	IEC 60505
7.	Electric railway equipment-train communication network	:	IEC 61375
8.	Rotating electrical machines: Functional evaluation of insulation systems	:	IEC 60034-18

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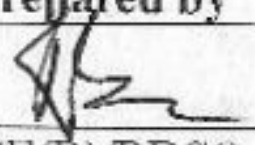
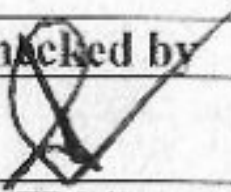

Page No 9 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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9.	Railway applications – electromagnetic compatibility – Part 3-1: rolling stock – Train and complete vehicle	:	EN 50121-3-1/ IEC 62236-3-1
10.	Railway applications – electromagnetic compatibility – Part 3-2: rolling stock – Apparatus	:	EN 50121-3-2/ IEC 62236-3-2
11.	Railway applications – electromagnetic compatibility – Part 2: emission of the whole railway system to the outside world	:	EN 50121-2/ IEC 62236-2
12.	Railway applications – compatibility between rolling stock and train detection system	:	EN 50238
13.	Railway applications - Traction transformers and inductors on board rolling stock	:	IEC 60310
14.	Transformer oil	:	IEC 60296/IEC 60836/IEC 61099/IS 12463
15.	High voltage AC circuit breaker	:	IEC 60077-4
16.	Rules for pantograph of electric rolling stock	:	IEC: 60494 Pt.I
17.	Relays, contactors and switches	:	IS 3231, IEC 60337, 60947
18.	Cables	:	IEC 60228, IS 10810
19.	Lightning arrestor	:	IEC 60099-4, IS 3070 pt III
20.	Railway applications – rolling stock equipment – shock and vibration test	:	IEC 61373
21.	Programming languages for PLC	:	IEC 61131
22.	Railway applications – electric equipment for rolling stock	:	IEC 60077
23.	Power converter installed on board rolling stock – Part 1: Characteristics and test methods	:	IEC 61287-1
24.	Power converter installed on board rolling stock– Part 2: Additional technical information	:	IEC 61287-2
25.	Railway application – rolling stock protective provisions against electrical hazards	:	IEC 61991
26.	Auxiliary machines	:	IEC 60034
27.	Shunt capacitors for a.c. power systems	:	IEC 60871

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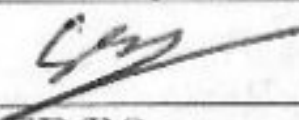
	having a rated voltage above 1000 V		
28.	Environmental testing	:	IEC 60068
29.	Batteries	:	IEC 61960, IEC 62619, IEC 62133
30.	Degree of protection provided by enclosures	:	IEC 60529
31.	Rules for installation of cabling	:	EN 50343
32.	AAR couplers and coupler yokes	:	M-211
33.	Wheels	:	IRS R-34
34.	Axle	:	IRS R-43
35.	Railway applications, welding of railway vehicles and components. Inspection, testing and documentation		EN 15085
36.	Air brakes	:	RDSO's specification No. 02-ABR-02
37.	Schedule of Dimension for broad gauge	:	IR Schedule of Dimension for Broad Gauge, revision 2004 with latest addendums and corrigendum slips
38.	Reliability of electronic component	:	IEC 61709
39.	RAMS	:	EN 50126/ IEC 62278
40.	Metallised carbon strip for pantograph	:	RDSO's specification no. RDSO/2009/EL/SPEC/0097, Rev. '1'
41.	AC electric machines used in power drive system- Application guide	:	IEC 60034-25
42.	Railway applications – Current collection systems – Technical criteria for the interaction between pantograph and overhead line (to achieve free access)	:	IEC 62486/BS EN 50367
43.	Railway application- Fire protection on railway vehicles	:	BS EN 45545
44.	Requirements for data recorders on train	:	GM/RT 2472
45.	Layout of driver's cabs in locomotives, multiple unit trains and driving trailers	:	UIC 651
46.	Railway applications- Testing and simulation for the acceptance of running characteristics	:	EN 14363

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	of railway vehicles- Running behavior and stationary tests		
47.	Railway applications —Current collection systems—Requirements for and validation of measurements of the dynamic interaction between pantograph and overhead contact line	:	BSEN 50317
48.	Railway applications —Current collection systems —Validation of simulation of the dynamic interaction between pantograph and overhead contact line	:	BSEN 50318
49.	Railway applications — Fixed installations — Electric traction, overhead contact lines	:	BSEN 50119
50.	Railway applications – Environmental conditions for equipment – Part 1: Equipment on board rolling stock	:	IEC 62498-1
51.	Railway applications – Power supply and rolling stock – technical criteria for the coordination between power supply (substation) and rolling stock	:	IEC 62313
52.	Safety requirements for power electronic converter systems and equipment	:	IEC 62477
53.	Railway applications. Rolling stock. Onboard LITHIUM-ION traction batteries	:	BS EN IEC 62928
54.	Railway applications - Rolling stock - Power supply with onboard energy storage system	:	IEC 62864
55.	Railway applications- Cybersecurity	:	CLC/TS 50701
56.	Railway applications- Driver's cab	:	BS EN 16186
57.	Railway applications -Insulation coordination	:	EN 50124
58.	Acoustics - Railway applications - Measurement of noise emitted by railbound vehicles	:	ISO 3095
59.	Railway applications - Acoustics - Noise measurement inside railbound vehicles	:	ISO 3381

1.2.3 The latest version of the aforesaid standards, which have been published at least 60 (sixty) days before the last date of bid submission shall be considered applicable. The copy of the all standard should be provided by Contractor.

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Page No 12 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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- 1.2.4 Where the aforesaid standards are based on ambient and environmental conditions which are less onerous than those stated in these Standards and Specifications, the conditions stated in these Standards and Specifications shall be applied in the design and testing of the Locomotive and the systems and sub-systems; and the requirements of the aforesaid standards shall be adjusted accordingly.

#### 1.2.5 Alternative Standards

The requirements listed in these Specifications and Standards are the minimum. The Contractor may adopt alternative internationally recognised codes, standards and specifications if it can demonstrate to the Government that such alternative is superior or more pertinent to the Locomotive than the standards specified in these Specifications and Standards. The Contractor shall seek the prior approval of the Government for any alternate standards proposed to be used.

### 1.3 Quality of materials, manufacturing processes and workmanship

- 1.3.1 All materials (including surface coatings, metals, insulants, adhesives, fluids, grease etc.) used in the construction of the Locomotive shall not give rise to health hazards for crew and staff. The materials shall also be suitable for standard repair operations such as those currently used by the employer (e.g. welding, cutting etc.) without the need for staff to be protected by other than standard means.

- 1.3.2 Materials shall be suitable for disposal without any special precautions.

- 1.3.3 Materials used for the Locomotive shall be appropriate for achieving the Design Life of the Locomotive.

All the materials, components, items, equipments, devices etc. used in the locomotive must comply to recognized Standard to meet the requirement of this specification which will be reviewed during the design stage.

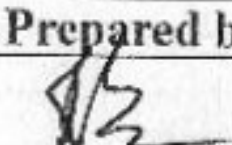
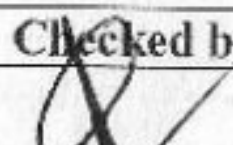
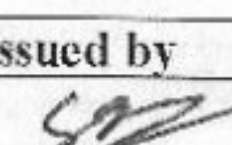
### 1.4 Reliability, Availability, Maintainability and Safety (RAMS)

#### 1.4.1 General

The Contractor shall design the Locomotive to ensure Guaranteed Reliability, Guaranteed Availability and high degree of safety in order to provide a dependable service. The optimization of the system with respect to Reliability, Availability, maintainability and safety shall form an integral element of these Specifications and Standards.

The plan for Reliability, Availability, maintainability and safety shall conform to EN 50126/IEC 62278. Reliability of electronic components shall conform to IEC 61709.

- 1.4.2 The Contractor shall develop RAMS targets both for the complete system and for the major sub-systems such as transformer, traction converter, auxiliary converter, electronics, traction motor, Transmission and Suspension System, high voltage

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Page No 13 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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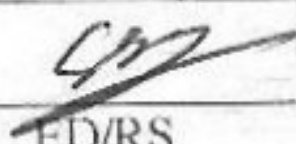
equipments, blowers and other auxiliary machines, such that it will provide a high level of dependability.

- 1.4.3 There shall be an efficient means of operation of the Locomotive after all failures in accordance with Good Industry Practice.
- 1.4.4 Components critical for safety shall fall into safe operating mode in case of malfunctioning. The system safety plan shall identify and list safety critical components, and this list shall be updated periodically.
- 1.4.5 The Contractor shall establish and operate a detailed reliability, availability, maintainability and safety (RAMS) assessment system in support of the design, manufacture and subsequent testing, commissioning, operation and maintenance of the Locomotives.
- 1.4.6 Safety Assessment shall be carried out and shall include the following principles:
- (i) Degraded modes and emergency operations shall be considered as well as normal operations;
  - (ii) safety risk assessment shall utilize more than one methodology to assess risks;
  - (iii) safety risk assessment shall include the consideration of dependent failures, in particular the traction power, braking and control systems and
  - (iv) safety risk assessment shall consider both severity as well as frequency of occurrences of each type of failure.

## 1.5 Infringement of Patent Rights

IR shall not be responsible for infringement of patent rights arising due to similarity in design, manufacturing process, use of similar components in the design and development of the Locomotive and any other factor not mentioned herein which may cause such a dispute. The entire responsibility to settle any such disputes/matters lies with the Contractor.

- 1.6 While utmost care has been taken to prepare this specification, any contradiction or typographical errors or any other mistake will be taken care of at the appropriate stage.
- 1.7 The Locomotive shall be able to operate and achieve the safety and reliability targets and performance requirements defined in these Specifications and Standards whilst satisfying the operating and environmental requirements detailed in this Chapter 1 of these Specifications and Standards.
- 1.8 The Locomotive shall be able to operate on all BG network in India having operating and environmental conditions described in this Chapter 1 of these Specifications and Standards.

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Page No 14 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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### 1.9 Power supply system

The power supply system adopted is 25 kV, 50 Hz single phase AC with following features:

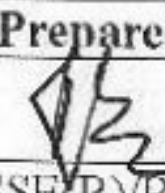
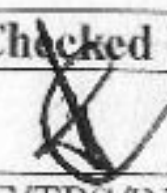

Nominal supply voltage	25 kV (rms), 50 Hz, single phase, AC	
Normal variation in supply voltage	19 kV to 27.5 kV (rms)	
Occasional maximum voltage	29 kV (rms)	
Occasional minimum voltage	17.5 kV (rms)	
Normal variation in frequency	$\pm 3\%$ (48.5 to 51.5 Hz)	
Stagger of the contact wire (Normal OHE)	$\pm 200\text{mm}$ on straight track Up to $\pm 300\text{mm}$ on curves	
Stagger of the contact wire (High rise OHE)	$\pm 150\text{ mm}$ on tangent track $\pm 250\text{ mm}$ on curved track	
Normal contact wire height in mid span	Normal OHE	High rise OHE
	5.5 m from rail level	7.52 m from rail level
Max. contact wire height	5.8 m from rail level	7.57 m from rail level
Min. contact wire height	4.54 m from rail level*	7.166 m from rail level**
Neutral Sections	After every 25 to 50 Kms	
Pantograph bounce	Up to 45 ms	
Maximum OHE(65 mm <sup>2</sup> Cu-Cd catenary and 107 mm <sup>2</sup> hard drawn Cu) current carrying capacity	600 Amp	

\*for 4270 mm locomotive height with minimum electrical clearance of 250mm & track maintenance allowance of 20mm.

\*\*for rolling stock height of 6809mm under restricted height of over line structures.

### 1.10 Track parameters

The track parameters shall be the following:

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Page No 15 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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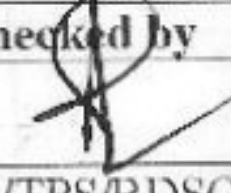
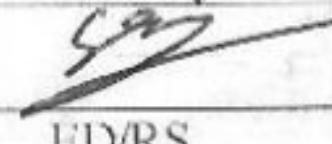
Gauge	Broad Gauge 1676mm	
Schedule of dimensions	Indian Railways Schedule of Dimensions for Broad Gauge (1676mm). Revised, 2004 with latest addendum and corrigendum slips.	
Sharpest curve to be negotiated	175 m radius (horizontal)*; 2500 m radius (vertical)	
Sharpest reverse curve to be negotiated	Back to back with or without any straight portion in between with sharpest curve radius (Horizontal)	
Sharpest turnout to be negotiated	6400 mm overriding switch (curved) BG (1673 mm) for 60 kg (UIC) or 52 kg rail for 1 in 8½ (crossing angle, tanθ) turnouts on pre stressed concrete sleepers	
Maximum elevation	Super	185 mm for design 165 mm for operation
Maximum deficiency	cant	100 mm
Permissible tolerances:	track	The track shall be maintained to as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards under Para 522.  However, the trials shall be conducted on track having parameter as specified by Standing Criteria Committee.

\* A curve with radius 145.83m (horizontal) also exists between Punalur and Sengottai station in Southern Railway.

### 1.11 Climatic and Environmental Conditions

The climatic and environmental conditions prevailing in India are the following:

➤ Atmospheric temperature	The locomotive shall operate as specified in IEC 62498-1 for the T6 class of temperatures:  Maximum temperature: 55 degree Celsius  Maximum touch temperature of metallic surface under the Sun: 75 degree Celsius and in shade: 60 degree Celsius  Maximum temperature near electronic cards in un-energised condition of locomotive standing under direct sunlight during summer: 70 degree Celsius
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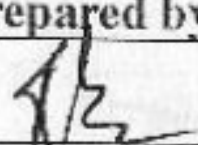
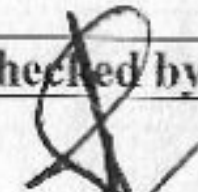

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	<p>Maximum temperature near electronic cards in working condition of locomotive during summer: 75 degree Celsius</p> <p>Minimum temperature: - 20 degree celsius ( Also snow fall in certain areas during winter season)</p> <p>Atmospheric temperature will be -10 to +50 degree Celsius for guaranteed performance.</p>
➤ Humidity	100% saturation during rainy season
➤ Solar radiation	1 kW/m <sup>2</sup>
➤ Altitude	1776 m above mean sea level (1041m for guaranteed performance)
➤ Rain fall	Very heavy in certain areas.
➤ Snow and hail	705 (mm) in certain areas.
➤ Ice load	5% loading in certain areas.
➤ Atmospheric conditions	Extremely dusty and desert terrain in certain areas. The dust concentration in air may reach a high value of 1.6 mg/m <sup>3</sup> . In many iron ore and coal mine areas, the dust concentration is very high affecting the filter and air ventilation system
➤ Coastal area	humid and salt laden atmosphere with maximum pH value of 8.5, sulphate of 7 mg per liter, maximum concentration of chlorine 6 mg per liters and maximum conductivity of 130 micro siemens/cm
➤ Vibration	<p>The vibration and shock levels recorded on various sub-systems in existing locomotives of IR are generally more than the limits given in IEC 61373 particularly at axle box, and traction motor.</p> <p>Accelerations over 500 m/s<sup>2</sup> have been recorded at axle box levels during run. Vibrations during wheel slips are of even higher magnitude</p> <p>High level of vibrations above 30g have been measured at traction motor on IR's locomotives, which increase up to 50g with worn gear-pinion.</p>
➤ Wind speed	High wind speed in certain areas, with wind pressure reaching 216 kgf/m <sup>2</sup>

## 1.12 Signal and Telecommunication Installations

1.12.1 The locomotive shall comply to the following harmonic current limits:

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	Interference Current	Limit
1.0	Psophometric current for AC traction	10.0 A
2.0	DC component in AC mode	4.7 A
3.0	Second Harmonic component (100 Hz) in Ac Traction (Band Width - 3.33 Hz)	8.5 A

#### 1.12.2 AFTC compatibility as per EN-50238



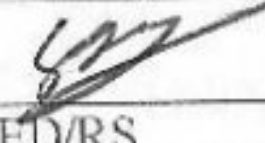
The measurement shall be done in accordance with EN-50238 and EN-50238-2 (latest). The following are the limits for different type of Audio Frequency Track Circuit (AFTC) used on India Railways as on date.

- (i) M/s Siemens make AFTC (FTGS46/FTGS917/TCM100): Limits as defined Table A.3 of EN-50238-2:2015 as below:

Type	F <sub>0</sub> [Hz]	I <sub>0</sub> RMS[A]	ΔF <sub>3dB</sub> [Hz]	ΔF <sub>20dB</sub> [Hz]	T[s]	T <sub>p</sub> [s]
FTGS 46	4750	1	200	560	0.04	0.12
FTGS 46	5250	1	206	570	0.04	0.12
FTGS 46	5750	1	214	580	0.04	0.12
FTGS 46	6250	1	220	590	0.04	0.12
FTGS 917	9500	0.33	360	900	0.04	0.12
FTGS 917	10500	0.33	380	920	0.04	0.12
FTGS 917	11500	0.33	400	950	0.04	0.12
FTGS 917	12500	0.33	425	1015	0.04	0.12
FTGS 917	13500	0.33	445	1100	0.04	0.12
FTGS 917	14500	0.33	470	1160	0.04	0.12
FTGS 917	15500	0.33	490	1195	0.04	0.12
FTGS 917	16500	0.33	510	1230	0.04	0.12

- (ii) M/s Alstom make AFTC (DTC 24): Limits as defined in Table A.9 (Digicode) of EN – 50238-2:2015 as below:

Type	F <sub>0</sub> [Hz]	I <sub>0</sub> RMS[A]	ΔF <sub>3dB</sub> [Hz]	ΔF <sub>20dB</sub> [Hz]	2*N[-]	T[s]
DTC24-2	2100	2.2	400	440	10	1
DTC24-2	2500	2.2	400	440	10	1
DTC24-2	2900	1.5	400	440	10	1
DTC24-2	3300	1.5	400	440	10	1

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DTC24-2	3700	1.5	400	440	10	1
DTC24-2	4100	1.5	400	440	10	1
DTC24-2	4500	1.5	400	440	10	1
DTC24-2	4900	1.5	400	440	10	1



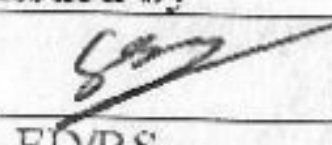
- (iii) M/s Ansaldo make AFTC (UM-71): Limits as defined in Table A.13 of EN-50238-2: 2015 as below:

Type	F <sub>0</sub> [Hz]	ΔF[Hz]	I <sub>0</sub> RMS[A]	T[s]
All kind of UM71 equipped with RENUM receptor	1700	90	0.3	0.3
All kind of UM71 equipped with RENUM receptor	2000	90	0.3	0.3
All kind of UM71 equipped with RENUM receptor	2300	90	0.3	0.3
All kind of UM71 equipped with RENUM receptor	2600	90	0.3	0.3
UC 9500	9500	100	0.3	0.3

- (iv) M/s Bombardier make AFTC (TI 21): Limits as per Table A.15 of EN-50238-2: 2015 as below:

Type	F <sub>0</sub> [Hz]	ΔF[Hz]	I <sub>0</sub> RMS[A]	ΔF <sub>3dB</sub> [Hz]	ΔF <sub>20dB</sub> [Hz]	T <sub>i</sub> [s]	Remark
E	1549	±17	0.806	12	60	0.04	Analysis technique digital filter
A	1699	±17	0.731	12	60	0.04	
G	1848	±17	0.753	12	60	0.04	
C	1996	±17	0.696	12	60	0.04	
F	2146	±17	0.498	12	60	0.04	
B	2296	±17	0.492	12	60	0.04	
H	2445	±17	0.440	12	60	0.04	
D	2593	±17	0.416	12	60	0.04	

The compatibility plan shall be made as per EN-50238 where limits of current generated by all Rolling stock should not be more than the above limit. The current returning from each rolling stock towards TSS will go through the AFTC present between all rolling stock & TSS and will add up in worst case. The summation rule as per clause B.8.2 of EN-50238-2:2015 shall be used to work out the Max. Permissible current limit generated by one Rolling Stock. This shall be clearly defined in the Test Plan shall be submitted to IR at Design Stage.

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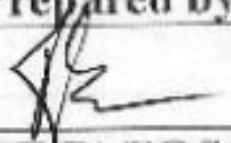




Page No 19 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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### 1.12.3 Axle counter compatibility as per EN-50238

The measurement shall be done in accordance with EN-50238, EN-50238-3:2013 (or latest) and EN-50592:2016 (or latest). The following are the limits for different type of Axle counter used on Indian Railways as on date.

Axle counter make & model	Centre frequency tolerance range kHz	Filter curve 3dB/20dB bandwidth kHz	Filter order using for evaluation	Magnetic field in X direction rms dBμA/m	Magnetic field in Y direction rms dBμA/m	Magnetic field in Z direction rms dBμA/m	Rail current UIC 60 rms mA	Integration time Tint ms
M/s Siemens make (ZPD 43, ZPD 43 I)	43.0±1.7	±0.02/±0.3	2	100	85	98	68	2
M/s Siemens make (ZP 43 E)	43.0±1.0	±0.16/±1.2	4	100	83 to 90 <sup>d</sup>	98	68	1
M/s Frauscher make (RSR180)	250±1.0	±5.0/±15	4	121	113.8	101.0	277.6	1.5
M/s Eldyne/Thales make (Zp30H, Zp30 C-NT, Zp30, Zp 30K)	27.0-32.0	±0.12/±0.45	4	114	94	101	220	4
M/s G. G. Tronics India Pvt. Ltd.	Limits are being worked out for Indian Vendors as same is not available in International Standards. Till such time, the compatibility can be tested by actual running of rake on each of these Axle counter models.							
M/s Nippon Signal India Private Limited								
M/s								

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Medha Servo Drives Pvt. Ltd.	
M/s Central Electronic s Ltd	
M/s signal & Telecom Workshop	

1.12.4 As per EN-50238, the agency conducting the test shall preferably be certified to EN, ISO/IEC 17025.

1.12.5 The locomotive shall be certified for EN-50121 for radiated EMI. The compatibility with TPWS/TCAS/KAVACH equipment shall be covered.

### 1.13 EMC

1.13.1. The Locomotives shall comply with the EN 50121/IEC 62236 series of Railway Electromagnetic Compatibility standards and EN 50238. Especially "Radio Frequency Interference" as per EN-5121-3-1.


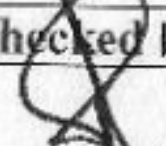

1.13.2. The Contractor shall prepare, implement and maintain an EMC Management Plan in accordance with the standards referenced in Clause 2.7.1 of these Specifications and Standards. Where the Contractor requires additional information regarding the operational environment of the Locomotives this shall be listed as part of the Design Package and the Employer shall, if available, provide this information within a reasonable time period.

### 1.14 Definitions and Interpretation

1.14.1 The rules of interpretation as specified in the Agreement shall apply *mutates mutandis* to these Specifications and Standards.

1.14.2 The definitions contained in the Agreement shall apply to the provisions of these Specifications and Standards unless the context otherwise requires. Terms or words not defined in these Specifications and Standards or the Agreement shall be governed by the definitions contained in the standards applicable.

1.14.3 References to "**sub-system**" include equipment(s), unless the context otherwise requires. For avoidance of doubt, sub-system does not include consumables, desiccants, lubricants and lubrication system.

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Page No 21 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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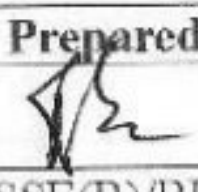


## Chapter- 2

### Performance Requirements

#### 2.1 Leading parameters of Locomotive

The performance requirements of the Locomotive shall be governed according to the following leading parameters:

Axle load	22.5 tonnes $\pm$ 2% upgradable to 25 tonnes $\pm$ 2%									
No. of axles	8									
Weight	180 tonnes $\pm$ 1% upgradable to 200 tonnes $\pm$ 1%.									
Test speed	10 % more than maximum operating speed (135 kmph)									
Buffing load	The Locomotive shall be designed to withstand static buffing load of 400 tonnes applied at the center buffer coupler									
Lateral forces	The lateral force measured at wheel flange level shall be $\leq k$ (10+P/3) kilo newton, where $k=0.85$ & $P$ =Axle load or it will be as per trial protocol for India Railways based on EN 14363:2016.									
Dynamic augment	<p>The measurement of vertical and lateral dynamic load will be required for working out the permissible speed on different track structure of IR.</p> <p>The Maximum Vertical dynamic load for particular rolling stock to be limited in such a manner that resulting total rail stress would be within permissible yield stress of rail. Each rolling stock to be examined on this basis, taking into consideration of rolling stock features namely designed axle load, dynamic augment, wheel base &amp; distance between bogie centers.</p> <p>Accordingly, for 60kg 90 UTS rail, for the following rolling stock, the limit of vertical load is fixed provisionally as under:</p> <table><tr><th>S.N.</th><th>Rolling Stock</th><th>Maximum dynamic Vertical Load for IR</th></tr><tr><td>1.</td><td>WAP5 (Wheel Base-280cm, Bogie Centre- 1020cm)</td><td>167 kN</td></tr><tr><td>2.</td><td>WAG9H (Wheel Base-185cm, Bogie Centre- 1200cm)</td><td>180 kN</td></tr></table>	S.N.	Rolling Stock	Maximum dynamic Vertical Load for IR	1.	WAP5 (Wheel Base-280cm, Bogie Centre- 1020cm)	167 kN	2.	WAG9H (Wheel Base-185cm, Bogie Centre- 1200cm)	180 kN
S.N.	Rolling Stock	Maximum dynamic Vertical Load for IR								
1.	WAP5 (Wheel Base-280cm, Bogie Centre- 1020cm)	167 kN								
2.	WAG9H (Wheel Base-185cm, Bogie Centre- 1200cm)	180 kN								

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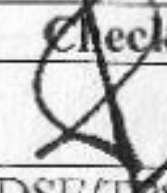

Page No 22 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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	Further, rolling stock shall be tested on track having parameters decided on the basis of prevailing track tolerances of Indian Railway based on EN 14363:2016 methodology.
Type of coupler	AAR "E" type coupler head and with AAR "F" type shank and AAR "F" type yoke
Height above rail level of centre buffer coupler (with new wheels)	1090 +15/-5 mm
Minimum clearance of all items except wheel from rail level in fully loaded condition and with worn wheels	It will be as per provision of IRSOD 1676mm Gauge (BG) Revised 2004 with latest addendum and corrigendum slips.
Wheel diameter	1250 mm (in new condition)
Overall moving dimensions	The Locomotive with new wheel shall have overall moving dimensions within (Diagram No. 1D), of ACS27 to IRSOD 1676mm Gauge (BG) Revised 2004 (Annex – A1) or latest
Schedule of dimensions	The Locomotive shall confirm to Indian Railways Schedule of Dimensions for Broad Gauge, revision, 2004 with latest addendum and corrigendum slips.

## 2.2 Traction and Braking Performance

With line voltage of 22.5 kV AC and half worn wheels, the Locomotive shall be capable of following performance under reference site conditions:

(i)	Starting tractive effort under dry rail condition (up to speed not less than 10 Kmph.)	Not less than 706 kN with 22.5 tonnes axle load Not less than 785 kN with 25 tonnes axle load
(ii)	Continuous rated speed	60 Kmph
(iii)	Maximum operational speed	100 Kmph (upgradable to 120 Kmph*)
(iv)	Maximum design speed with fully worn wheel	10% more than maximum operating speed
(v)	Continuous rated power at rail	Not less than 9000 kW at all speeds from continuous speed to maximum operating speed
(vi)	Regenerative brake effort	25% of gross weight over the speed range of 10 Kmph to 65 Kmph without slipping.

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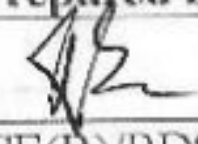
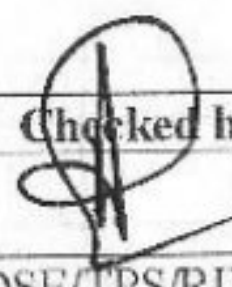
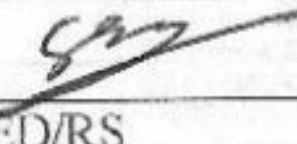
Page No 23 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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		and as limited by adhesion for higher speeds
(vii)	Pneumatic brake effort	with independent loco brake valve shall be 7% - 12% of gross weight of the Locomotive
(viii)	Emergency braking distance (with pneumatic brake only)	<1000 m with 22.5/25 tonnes axle load for light engine from 100 and 120 km/h to standstill on level tangent dry track
(ix)	Parking brake	An effective spring actuated and air released parking brake shall be provided. Status of application of parking brake shall be displayed in the active cab, even under the Locomotive un-energized condition. The parking brake shall be capable of holding the Locomotive on 1 in 37 gradient
(x)	Independent Brake holding capability	Capability of holding a 300 tonnes train on 1 in 37 gradient
(xi)	Capability to work in flood water	The Locomotive shall be designed to permit its running at 10 Kmph in flood water level of 102 mm above rail level

(\* Note: No change in gear ratio is envisaged for the speed up gradation. Any change or modification required in software for the speed up gradation shall not entail any cost to the Government.)

Full power shall be available in the voltage range of 22.5 kV to 29 kV and normal range of frequency of power supply according to clause 1.9 of these Specifications and Standards. Variation of power, if any, in the specified occasional maximum to minimum voltage range shall be specified. There shall be no reduction in the maximum tractive effort in the maximum to minimum voltage and frequency range.

- 2.3 The efficiency of propulsion system, consisting of transformer, power converter (line side converter and drive side inverter) and traction motor, of Locomotive shall not be less than 87 % at full load. The efficiency of propulsion system shall be product of efficiency of transformer, power converter and traction motor, measured at continuous rated speed on full load. Similarly, the efficiency of auxiliary converter (including sine filter) shall not be less than 96% at full load. Efficiency at full load means, efficiency computed from parameters measured at conditions corresponding to full load and governed by IEC 60310 for transformer, IEC 61287-1 for power converter and auxiliary converter; and IEC 60349-2 for traction motor.

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#### 2.4 Adhesion requirements

The design of the adhesion control shall be optimised for maximum utilisation of adhesion factor and shall be such that it is capable of generating the required starting tractive effort under dry rail conditions. Under dry rail conditions, the Locomotive shall be able to generate tractive effort during start and at low speeds corresponding to at least 40% adhesion. The adhesion control system shall be capable of giving high adhesion through a wheel slip control system through optimal exploitable creep force. The mechanism with necessary formulac and graph for linking adhesion characteristics with the percentage rail wheel creep in dry, wet and contaminated rail wheel conditions at different operating speed shall be submitted by the contractor at Design Stage. Adhesion of the locomotive should not be reduced significantly during wet & contaminated rail condition.

2.5 During normal operation, the Locomotive shall be able to start and haul freight trains, in a compensated up gradient of 1:150 at a speed of at least 60 Kmph, weighing 6000 tonnes with 22.5 tonnes and weighing 6300 tonnes with 25 tonnes axle load.

2.6 The Contractor shall submit at Design Stage the load table indicating starting and running capabilities of the Locomotive, in terms of train weight in tonnes, on various gradients. The table shall also include average speed achievable by the Locomotive for a given length of section with different gradients and train weight in tonnes. The details provided by the Contractor herein shall be deemed to be a performance requirement of the Locomotives.

#### 2.7 Jerk

The starting tractive effort of the Locomotive shall be applied gradually without producing jerks in the train being hauled by the Locomotive when its application is initiated at zero speed and it shall be maintained constant throughout the starting process, even if the starting process is considered to have ended when the rated power curve of the Locomotive is achieved. The tractive effort at all other speeds shall also be applied gradually without producing jerks in the train being hauled by the Locomotive.



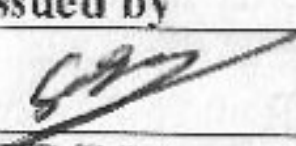
#### 2.8 Safety

2.8.1 The Locomotives shall operate safely over the operating routes identified in Clause 2.2 of these Specifications and Standards.

2.8.2 The design and construction of the Locomotive shall not introduce uncontrolled risk to the Employer or any other third parties.

2.8.3 The locomotive shall satisfy the Safety Requirements of General Conditions of Contract.

2.8.4 Any of the equipment which are critical for safety shall fail to a safe operating mode.

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Page No 25 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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- 2.8.5 The risks associated with the Locomotive shall be to a level that is tolerable and as low as reasonably practicable. To demonstrate this, the Contractor shall apply internationally recognised safety criteria and submit details of these as part of the Design.
- 2.8.6 The Contractor shall conduct a safety assessment in accordance with the requirements of EN 50126/IEC 62278 to demonstrate that the safety targets and requirements of these Specifications and Standards.
- 2.8.7 The Contractor shall produce all necessary safety documentation to address the requirements of all part of EN 50126 and to assist the Employer to ensure the safe operation and maintenance of the Locomotives over their entire Design Life.

## 2.9 Train and Locomotive Resistance Data

The train resistance and locomotive resistance data as followed by IR is given below:

(i) Train resistance (of BOXN wagon excluding Locomotive)

a) Main starting resistance on level tangent track (including acceleration reserve) = 4.0 (in kg/tonne)

b) Main running resistance on level tangent track =  $0.6438797 + 0.01047218 V + 0.00007323 V^2$  (in kg/tonne), where V is speed in Kmph

(ii) Grade resistance =  $1/G \times 1000$  (in kg/tonne), where G is gradient (e.g. G=200 in case of 1 in 200 gradient)

(iii) Curvature resistance =  $0.4 \times \text{curvature in degree}$  (in kg/tonne)

(iv) Locomotive resistance:

(a) Starting resistance on level tangent track = 6.0 (in kg/tonne)

(b) Running resistance on level tangent track =  $0.647 + 13.17/W + 0.00933V + 0.057/WN \times V^2$  (in kg/tonne)

Where W = Axle load of the Locomotive in tonne




N = Number of Axle

V = Speed in Kmph

However, the resistance formula related to the locomotive to be manufactured under this specification shall be supplied by Contractor.

## 2.10 Duty Cycle

2.10.1 The Locomotive shall be available for operational service in accordance with Availability requirements of Clause 21.2.

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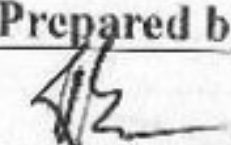

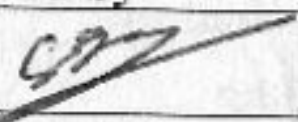


Page No 26 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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2.10.2 Each Locomotive shall be capable of travelling 200,000 km in service annually without any detrimental effect on the performance of the Locomotive.

2.10.3 At times the Locomotive working in adverse terrain shall be required to negotiate longer periods at lower speeds. The typical duty cycle encountered in operation is outlined below and the Locomotive shall be capable of operating under these conditions.

Speed (in km/h)	0-10	10-30	30-60	60-80	80-100/120
% of total running time of Locomotive	10 %	15 %	35 %	25 %	15 %

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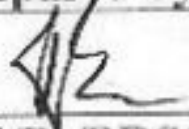




## Chapter - 3

### Technical requirements of system/sub-systems

#### 3.1 General

- 3.1.1 Machine room and cab shall be protected against dust and water in accordance with IP 54 with all doors and windows in closed conditions; and the sub systems inside machine room and cab shall be suitably protected against dust and water. The traction motor shall be protected as per IP 20. The other sub-systems and systems of the Locomotive shall be protected against dust and water as otherwise specified in these Specifications and Standards.
- 3.1.2 The design and arrangement of the sub-systems and systems shall ensure that the performance requirements of the Locomotive are achieved under the climatic and environmental conditions prevalent in India as specified in clause 1.11 of these Specifications and Standards. Adequate margin, in accordance with Good Industry Practice, shall be built in the design of the sub-systems and systems of the Locomotive to take care of conditions of high ambient temperatures, dust, humidity, shock and vibration as specified in these Specifications and Standards. The equipment, sub-system and their mounting arrangement shall be designed to withstand satisfactorily the vibrations and shocks encountered in service and as specified in IEC 61373 except where specifically defined in these Specifications and Standards. The under slung equipments shall have sufficiently strong design and shall be suitably protected to withstand ballast hitting encountered while the Locomotive is in operation. The under slung equipment shall be suitably secured by safety slings/arrangements to prevent their falling during loco operation which may affect the safety of the locomotive. Identification of such equipment and the design of safety slings/arrangements shall be decided at Design Stage.
- 3.1.3 The 'tractive effort-speed' and 'draw bar pull-speed' curves shall be drawn after making suitable correction for derating outside the conditions for guaranteed performance as specified in Clause 1.11 of these Specifications and Standards and with half worn wheels.
- 3.1.4 Necessary precautions in accordance with Good Industry Practice shall be taken to ensure that any electromagnetic interference generated in the machine room does not adversely affect the performance of equipments.
- 3.1.5 The maximum starting tractive effort shall be achieved gradually, without producing jerks in the train being hauled when its application is initiated at zero speed, and it shall be maintained constant throughout the starting process, even if the starting process is considered to have ended when the rated power curve of the Locomotive is achieved.
- 3.1.6 Modular constructions shall be adopted and easy access for inspection and maintenance shall be given special consideration in the design and layout of the Locomotive.
- 3.1.7 It shall be possible to use the Locomotive in multiple unit operations of up to two Locomotives in one group. The control of both the Locomotives shall be achieved from

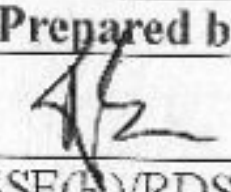
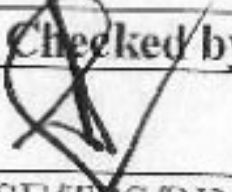
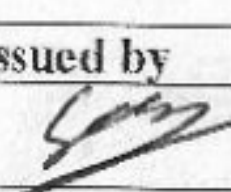
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either of the Locomotives being used under the multiple unit operations. Provision shall be made to enable the driver in the driving cab to monitor the parameters of the other Locomotive as well as to identify the fault in both the Locomotives.

- 3.1.8 Provision shall be made in the control circuitry of the Locomotive, to limit the starting tractive effort to predefined values when required during operation. The two predefined values shall be 300 kN and 529 kN per Locomotive. Locomotive control shall provide highest priority to tractive/braking effort limitation control rather than other control such as constant speed control etc. A tractive/braking effort limitation control through toggle switch shall be provided in locomotive.
- 3.1.9 Provision shall be made to enable the operation of the Locomotive under inching control mode at a constant speed settable by the driver in steps of 0.25 Km/h, in the range from 0.5 to 10 Km/h in yards for a load not greater than 7600 tonnes and on a gradient of 1 in 1000 or flatter. It shall be possible to change from inching control mode to normal mode and vice versa by the driver depending upon his requirement. Provision shall also be made to enable operation of the Locomotive in shunting mode up to 15 Km/h and 30 Km/h in yards for a load not greater than 7600 tonnes and on a gradient of 1 in 1000 or flatter.
- 3.1.10 The Locomotive shall be provided with a speed control system, which shall enable the driver to pre-set the speed at which the Locomotive is desired to run the train irrespective of the track profile. The speed control shall work within the limits of maximum electrical performance as specified in clause 2.4 of these Specifications and Standards. Further, the driver should be able to latch the instantaneous speed of the locomotive beyond 10 Km/h and operate the locomotive in constant speed loop. The selection of speed shall be possible by press of a switch. However, the system shall be inherently fail safe and shall immediately come out of the pre-set speed mode to normal mode on actuation of master/brake controller, reduction of brake pipe pressure, activation of the direct brake or as required from safety considerations.
- 3.1.11 **Synchronous control system**

The Locomotive shall be suitable for synchronous control system through wireless signals between Locomotives which may consist of two/more than two Locomotives, distributed in the train formation at the head of the train, in the middle or at the rear end of train for operation of heavier and longer trains. The control and operating signals from the lead Locomotive shall be transmitted to the trailing Locomotives through radio transceiver to allow all the trailing Locomotives to be operated in synchronization with a single driver control from the lead Locomotive. Encryption shall be provided for commands sent from the lead Locomotive and feedback messages from the trail Locomotives for security purposes. The display in the driver's cab shall indicate the status of feedbacks received from the trailing Locomotives. It shall be possible to view the status of important and vital parameters of all the trailing Locomotives from the leading Locomotive, which are considered necessary for safe and trouble free operation, by the driver. In the trailing Locomotives, train lines shall be driven based on the commands received from the leading Locomotive. Interface shall be provided for air


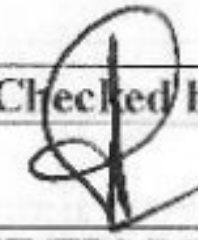
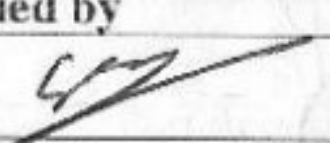
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SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 29 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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brake control in the trailing Locomotives, from the commands from leading Locomotive. It shall be possible to use any Locomotive in leading or trailing position.

- 3.1.12 Redundancy shall be built in with the design of the sub-systems and systems in order to ensure reliability and availability. In the vital units of the power control circuit, where any defect/failure of a component would cause complete failure of Locomotive's electrical system, suitable redundancy shall be provided preferably with automatic substitution features to avoid Locomotive failure due to such defects. The power supplies to the control circuit shall be hot redundant.
- 3.1.13 The power drawn by the pantograph of the Locomotive from OHE shall be at unity power factor subject to the interference levels as specified in clause 1.7 of these Specifications and Standards.
- 3.1.14 Pantograph bouncing shall not adversely affect the performance of propulsion equipment.
- 3.1.15 There shall be provision of energy metering of the Locomotive for the monitoring and recording of energy consumption and regeneration.
- 3.1.16 There shall be provision of receiving shore supply of 415 volts, 50 Hz, 3 phase supply, on both ends of the Locomotive, for testing, movement of the Locomotive up to maximum speed of 2 Km/h in a locomotive shed/ workshop under no OHE area and for battery charging.
- 3.1.17 The cooling air for traction motors shall be drawn from outside the Locomotive through filters located in the sidewall or in the roof of the Locomotive. The cooling air for the other equipments, if taken from outside the Locomotive, shall also be drawn through filters located in the sidewall or in the roof of the Locomotive. Air duct design and filter arrangement on side walls and roof shall be such so as to prevent ingress of water from these locations. The location of the air filter shall preferably be high on the side walls and air discharge / purge from the bottom of the Locomotive shall be diffused / deflected so that dust/dirt from the bottom does not get sucked in. The system shall be designed in such a way that the intervals between cleaning of any filter elements shall not be less than six months. The design shall allow in-situ cleaning of filters with the required maintenance tools.
- 3.1.18 The machine room shall be adequately pressurized and the filters shall be designed to prevent dust ingress in the machine room. If the machine room air is drawn from outside of the Locomotive, the filter assembly shall be designed having two stage filters: (a) first stage of cyclonic/inertial filter; and (b) second stage of mesh filter. Considering the highly dusty environment of the loco operation area the frequency of cleaning of the filters may be high. Therefore, maintainability of the filter assemblies considering the frequent cleaning of the filters shall be considered and shall be discussed during the Design Stage. There shall be sufficient air supply as per requirement in the machine room at even up to 25% choking of air filters. A suitable dust scavenger system shall also be provided to separate out dust. When air is recirculated inside the machine room for

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Page No 30 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL./SPEC/0044, Rev '14'
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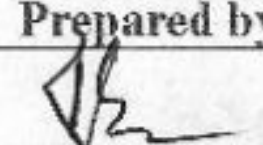

ventilation of sub-systems suitable filters, as may be required, shall be provided in order to satisfy the requirements of Clause 2.4 of this Specifications and Standards.

- 3.1.19 Equipment compartments housing relays, contactors, electronic control panels, etc., shall be suitably designed to prevent the ingress of dust and water.
- 3.1.20 List of all the components with their average life, tools and machinery required to maintain all the major sub assemblies/equipments and procedures of maintenance shall be furnished to the end users.
- 3.1.21 Contractor shall ensure that the stability & dynamic performance of Indian Railways electrical systems with the introduction of this locomotive shall meet the acceptance criterion as defined in IEC 62313. The total inductive power factor of the locomotive should adhere to the limits given in Table-1 of IEC 62313. Any technology/topology/configuration used in the locomotive systems/sub-systems/equipments shall maintain the stability & dynamic performance of the Indian Railways electrical system under all operating conditions.
- 3.1.22 It shall be possible to isolate the one Bogie/Traction Motor as per operational requirements. Further, it shall be possible to bring back the isolated Bogie/Traction Motor in service without powering down of the locomotive.
- 3.1.23 It shall be possible for the Locomotive to operate with other Locomotives in the following modes:
- (a) trailing mode – the Locomotive shall be able to operate the trailing Locomotive's traction power from the leading Locomotive's cab, in the event of total failure of the traction power on the lead locomotive;
  - (b) banking mode – the Locomotive is mechanically and pneumatically coupled to the rear of a train and the lead locomotive shall control all the train brakes; although in emergencies the rear Locomotive driver can activate the emergency brake; and
  - (c) towing mode – following a failure of a Locomotive which is prevented from operating under its own power, it shall be possible to haul a Locomotive as part of a train configuration.

All the above modes of operation mentioned in this Clause 3.1.23 of these Specifications and Standards are minimum. The Contractor may propose any other modes of operation at the Design Stage.

#### 3.1.24 Functionality of the Locomotive

- 3.1.24.1 The following Clauses of this Clause 3.1.24 of these Specifications and Standards provide an overview of the required functionality for the Locomotive.
- 3.1.24.2 Driving controls and interlocks – the driving controls shall mimic those of the existing WAG9 class of locomotive. The system shall have interlocks to prevent tractive effort if the:

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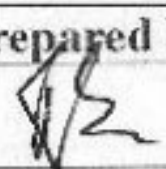
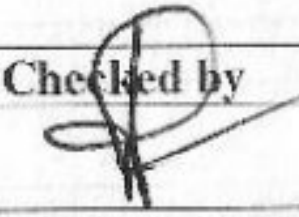
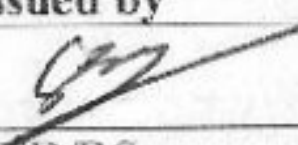
- (a) emergency stop button is active;
- (b) parking brake remains applied;
- (c) pneumatic (direct) locomotive brake is applied for speed more than 10 km/h;
- (d) automatic brake is applied for speed more than 10 km/h;
- (e) main reservoir is below 5.6 Kg/cm<sup>2</sup>;
- (f) brake pipe pressure is below 4.7 kg/cm<sup>2</sup>;
- (g) isolation cock brake pipe control system is isolated; or the
- (h) emergency exhaust isolating cock is open.

3.1.24.3 Traction interlocks – the activation of the traction interlock shall reduce the tractive/braking effort to zero and stop the pulsing of the traction converter. An indicator shall alert the driver to the loss of tractive/braking effort. The following shall activate a traction interlock:

- (a) vigilance system activation;
- (b) emergency stop button activation;
- (c) pressure switch emergency brake;
- (d) battery voltage too low;
- (e) 110% over speed;
- (f) failure of electronic brake control;
- (g) electric brake failure; and
- (h) any traction converter failure modes, including angle transmitter disturbance and protective actions where the design process undertaken by the Contractor identifies that a traction interlock is necessary.

3.1.24.4 The traction interlock shall be released as soon as the reason for the traction interlock disappears and the driver moves the master controller to the neutral position. This interlock shall be manually released and shall never be an automatic operation.

3.1.24.5 Sanding control – this shall be by automatic and manual operation. The manual operation shall be by a foot switch. The automatic operation shall be controlled by the wheel slip/slide control system. Only the leading axles of each bogie shall deliver sand to the wheel rail interface dependent on direction of travel. The sand discharge rate shall optimize adhesion whilst not impeding detection through the track circuits.

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SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 32 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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3.1.24.6 Vigilance – the vigilance system requires the driver to operate, as a minimum, either the vigilance foot pedal, the sanding foot pedal, the master controller or the push button provided on the driver's side, within a 60 second period. Any of these actions shall reset the timer. Failure to reset the timer within the 60 second period shall trigger an alarm. The alarm is to be cancelled by the vigilance foot pedal within  $16 \pm 4$  seconds. Failure to cancel the alarm shall activate the emergency brake which shall only be resettable after  $32 \pm 2$  seconds.

3.1.24.7 Pantograph control – a mechanical interlock system to ensure that a pantograph cannot be raised until all the HV systems are secured and un-earthed shall be installed. The Locomotive pantograph shall be raised by a selection switch which has three modes and a raise and lower switch which are described below:


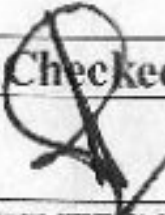

- (a) position "Auto" - automatically selects the pantograph at the opposite end of the locomotive to the activated cab;
- (b) position "I" - selects the pantograph at the cab 1 end to be raised irrespective of which cab is active; and
- (c) position "II" - selects the pantograph at the cab 2 end to be raised irrespective of which cab is active.
- (d) Position "both" - selects the pantograph at the cab 1 end and cab 2 end to be raised irrespective of which cab is active.

The selected pantograph shall be raised by the use of an "up" switch. If there is insufficient air pressure to raise the pantograph an auxiliary pantograph compressor shall be automatically activated. The pantograph shall not rise until the auxiliary compressor has de-activated;

The pantograph shall be lowered by the use of a "down" switch. The switch shall open the VCB first, if closed, when activated.

3.1.24.8 Compressor Control – the compressors shall be operated in three different modes which are described below:

- (a) operating mode "Off" - with the switch active in this position all compressors shall be inactive.
- (b) operating mode "Auto" - with the switch active in this position the compressors shall supply the pneumatic system automatically cutting out once the pressure reaches 10 kg/cm<sup>2</sup>. The compressor shall automatically reactivate if the main reservoir pressure reduces below 8 kg/cm<sup>2</sup>. The compressors shall operate alternately to ensure that the duty is balanced for both compressors.
- (c) operating mode "Direct" - with the switch active in this position both compressors shall be active as long as the main circuit breaker is closed. It

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Page No 33 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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should be noted that the compressor cut-out switch shall not operate in this position.

3.1.24.9 Emergency stop button – there shall be an emergency stop button located on the driver's desk that shall open the VCB, lower the pantograph and apply the emergency brake. The system shall be designed such that the control system shall not reset until the Locomotive has come to rest. The button shall be sited such that it is within the reach of the driver but shall not be susceptible to accidental or inadvertent operation.

3.1.24.10 Emergency Brake Activation – the emergency brake shall be activated by the following:

- (a) vigilance equipment exceeding time limits;
- (b) emergency stop button activation;
- (c) 110% of maximum speed being exceeded;
- (d) moving the automatic brake controller to the EMERGENCY position;
- (e) activation of the emergency brake cock on the assistant driver's side; and
- (f) failure of the electronic brake control.


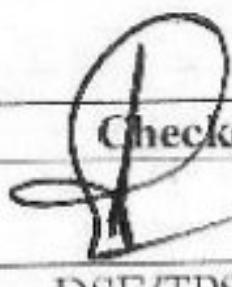
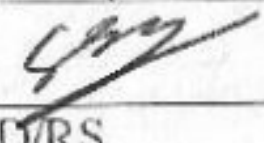
3.1.24.11 Parking brake control – the parking brake shall be applied and released by the use of a single latch illuminated push button. The parking brake shall be interlocked with the traction equipment to prevent the driver taking traction with the parking brake applied. The driver shall not be able to apply the parking brake if the Locomotive speed is greater than 5 Km/h.

3.1.24.12 Control of lighting - the control of the Locomotive lighting shall be similar to that of the Existing WAG9 class of Locomotive and Existing WAP7 class of Locomotive. The cab lighting shall be controlled by the driver and all the gauges and meters shall be self-illuminated. The machine room lighting shall be such that all initial fault finding can be undertaken by the driver without additional lighting.

3.1.24.13 Head lights – the head lights shall have twin beams that are controlled by the driver.

3.1.24.14 Marker lights – there shall be two sets of marker lights, one white and one red that are controlled by the driver.

3.1.24.15 Flasher light – in the event of the train parting the flasher light shall be automatically activated and any tractive effort on the Locomotive shall be disabled until acknowledged by the driver. The flasher light shall have the ability to be activated manually by the driver by operating a switch provided on the flasher light unit.

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Page No 34 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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All the above functionalities of the Locomotive mentioned in this Clause 3.1.24 of these Specifications and Standards are minimum. The Contractor may propose any other functionalities of the Locomotive at Design Stage.

### 3.2 Electrical

3.2.1 The two Bo-Bo units of the Locomotive shall be connected at 25 kV level, through a 25 kV HT coupler so that in the event of failure of one HT equipment including pantograph, main circuit breaker and HT coupler, the whole Locomotive can still be powered.

#### 3.2.2 Pantographs

3.2.2.1 The Locomotive shall be equipped with two pantographs. The pantograph selector switch shall be provided in the driver's cab for raising either or both of the pantographs. The raising or lowering of the pantograph, with the Locomotive in motion, shall not cause any undue disturbance to OHE.

3.2.2.2 It shall be possible for each of these pantographs to be electrically disconnected from the roof equipment and earthed in case of damage.

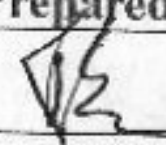


3.2.2.3 The profile of the pantograph shall be in accordance with the drawing no. SKEL-3871 enclosed as Annex-A3. Metalised carbon strip complying with RDSO's specification no. RDSO/2009/EL/SPEC/0097, Rev. '1' shall be used on the pantograph.

3.2.2.4 The pantograph shall be air operated type and suitable to work in areas having high wind pressure as specified in Clause 1.11 of these Specifications and Standards. The pantograph shall also be suitable to work both in normal OHE and high rise OHE areas having height range as specified in clause 1.9 of these Specifications and Standards. However, there may be variation, hence, it shall work satisfactory between 4.54m to 7.57m OHE height in all condition of Locomotive and track considering wheel wear, contact strip wear, OHE uplift, spring deflection, track unevenness etc.

3.2.2.5 In static condition, the pantograph shall exert upward force of 7 kgf with tolerances as per IEC-60494-1 clause 4.5. The overhead contact line have been designed for a static contact force as specified in Table-4 of clause no. 7.2 of BSEN 50367:2012.

3.2.2.6 The power drawn by the pantograph of the Locomotive from OHE shall be at a power factor of close to unity for power demands above 2MW across the OHE voltage range from 19 kV to 27.5 kV, subject to the interference levels as specified in Clause 2.6 of these Specifications and Standards. Criteria for Current collection shall be as per IEC: 62486. Field trial/Simulation to assess quality of current collection for conventional & High Rise OHE and Pantograph interaction should be carried out. Requirement for dynamic behaviour shall be as per Clause no. 7.3 of BSEN 50367:2012.

3.2.2.7 The current drawn by the Locomotive shall be limited as per table-5 of Clause no. 7.2 of BSEN 50367:2012 such that there shall be no adverse effect on the pantograph or the OHE whilst the Locomotive is at standstill.

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3.2.2.8 The pantograph shall be suitable for bi-directional use. The design shall provide for efficient damping arrangement for pan assembly and articulation assembly. The minimization of the pan mass shall be preferred.

### 3.2.3 Main circuit breakers

At least two main circuit breakers, one on each Bo-Bo unit, shall be provided.

### 3.2.4 Lightning arrestor

Two metal oxide gapless lightning arrestor (one before main circuit breaker and one after main circuit breaker), in accordance with Good Industry Practice, on each Bo-Bo unit shall be provided on the Locomotive for protection against the line voltage transients caused by lightning and system switching.

### 3.2.5 Main transformer

3.2.5.1 Fixed ratio main transformer shall be provided with multi-traction windings suiting the requirements of power converter and with or without auxiliary winding(s) for the auxiliary system.

3.2.5.2 The kVA rating of the transformer shall be specified at a line voltage of 22.5 kV and shall be designed to deliver a total current corresponding to the continuous rated traction motor currents at full voltage. The transformer traction winding shall also be designed to deliver the rated power at the maximum line voltage of 27.5 kV.

3.2.5.3 The transformer shall be designed with adequate overload capacity, in accordance with Good Industry Practice, to permit full utilization of the traction motor capacity during starting as well as running.




3.2.5.4 The transformer shall be designed to conform to IEC: 60310 and the temperature rise limits on the windings and the oil shall correspond to IEC: 60310 limit minus 20 degree Celsius under all conditions of operation.

3.2.5.5 The transformer shall be oil immersed and forced oil cooled by means of an oil circulating pump and a radiator. The radiator shall be air blast cooled by means of a motor driven blower set. Means shall be provided for letting out the oil from the transformer through the floor to the underside of the Locomotive, in the event of any fault/electrical disturbance in the transformer causing oil to rush out. The radiator shall be so designed so that cleaning interval is in synchronization with the Scheduled Maintenance but shall not be less than six months in any case.

3.2.5.6 The transformer tank, radiators and associate equipment shall be coated with pollution/oil resistant and dust repellant epoxy paint.

### 3.2.5.7 High voltage cable assembly:

High voltage cable assembly, from the Locomotive roof to transformer of adequate size having interface with transformer bushing at the transformer end and with cable head

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Page No 36 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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termination bushing fitted at the Locomotive roof, shall be provided in accordance with the Good Industry Practice

### 3.2.6 Power converter

3.2.6.1 The power converter shall be completely IGBT based. The voltage rating of IGBT shall be higher than the surge voltage across IGBT terminals through main transformer windings, and shall be so chosen that at least 25% margin is available after taking into consideration the DC link voltage and voltage jump on account of inductances and capacitances in the circuit. Water cooling or forced air cooling shall be adopted for power converter IGBT based system.

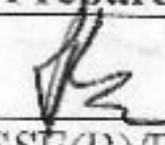


The current rating of all power semiconductor devices shall be such that the junction temperature has a minimum thermal margin of 10% with respect to maximum permissible junction temperature of power devices declared by the manufacturer, at maximum loading conditions under 25% choking of filters and heat sink/radiator fins at the specified ambient temperature, with respect to maximum permissible junction temperature of power devices declared by the manufacturer.

3.2.6.2 The wheel slip detection and correction system shall be an integral part of the control system of the power converters/inverter which shall capture any excessive acceleration, differential speeds between axles, over speed and any other parameter considered necessary to maximise adhesion and minimise wheel slipping / skidding.

3.2.6.3 The protection scheme of the converter and inverter system shall prevent any damage to the converter and inverter system in the event of short circuit current flowing under fault conditions, in accordance with Good Industry Practice The converter and inverter system shall also be designed to withstand extreme disturbances like short-circuit / open circuit at all points of input / output interfaces with Locomotive, with minimised effects/damages. This shall be Type Tested according to the relevant provisions of the IEC 61287.

Adequate protections not limited to following shall be provided in the converter:

- Over current;
- line or DC link over voltage and under voltage;
- over temperature;
- traction motor over load, over temperature and over speed;
- incorrect connections of traction motor cable (i.e., incorrect phase sequence);
- open traction motor phase;
- earth fault; and
- failure of line/pre-charging contactors(s) to open when commanded.

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3.2.6.4 In the event of any earth fault or phase to phase fault in the traction motor(s), the protection scheme of the converter shall prevent any damage to the converter.

3.2.6.5 Following special features shall be provided in the Locomotive to maximise the performance & reliability and minimise possibilities of the Locomotives being stalled in the section:

- (i) Independent line converter per axle or combined line converter per bogie and independent drive inverter per axle; and
- (ii) suitable redundancy in the vital PCBs connected with safety and power supplies, so that the Locomotive failure and degradation in performance is minimised in the event of their failure.
- (iii) the drive controller unit of line side converter and drive side inverter segment shall be separate

3.2.6.6 The motor converter output current ripple shall be so maintained that it can keep the torque pulsations and traction motor heating to a minimum. Software based technique shall be adopted instead of hardware control for controlling DC link and torque pulsations of traction motor.

3.2.6.7 preferably dry type capacitors or others type capacitors (having self healing property) shall be used for DC link / harmonic filter / resonant circuits.

### 3.2.7 Traction motor and drive

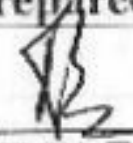
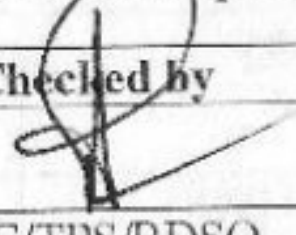
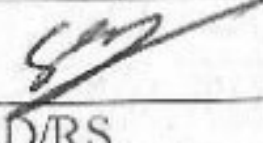
3.2.7.1 The traction motor shall be designed for climatic and environmental conditions as specified in clause 1.11 of these Specifications and Standards

3.2.7.2 The traction motor shall be suitably rated according to the Locomotive performance requirements as defined in clause 4.3.3 of IEC 60034-25.

3.2.7.3 The traction motor shall be axle hung nose suspended. The mechanical design of traction motor, its mounting arrangement on the bogies, transmission system (pinions and gears, gear case, etc.) shall be designed considering the value of shock and vibration in accordance with relevant IEC 61373 & Clause 2.5 of these Specifications and Standards. Various components of traction motors shall be manufactured with such tolerances so as to enable complete interchangeability of components from one motor to another of same design.

Stator winding overhangs shall be suitably supported to the stator frame and rotor design shall take care of torsional vibration, thermal and centrifugal stresses encountered during actual service conditions. Material of rotor bars shall be able to maintain its property over the complete operating range of temperature and have high fatigue strength.

3.2.7.4 The traction motor shall be designed so as to be capable of withstanding transients such as line voltage fluctuations, switching surges and such other conditions as caused by stalling and wheel-slips under different operational conditions.

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3.2.7.5 In determining the ratings, design parameters and construction of the traction motor, full consideration shall be given to the duties imposed by requirement of regenerative braking.

3.2.7.6 The motor shall be designed such that the hot spot temperature under any condition of loading in winding does not exceed the average temperature of that winding measured by resistance method, by more than 20 degree Celsius.

3.2.7.7 Insulation system

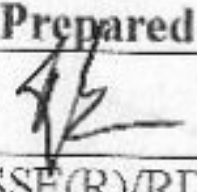


- (i) The insulation system to be employed shall be particularly designed to withstand the adverse climatic and environmental conditions specified in these Specifications and Standards. Imperviousness to moisture shall be ensured.
- (ii) the evaluation of the insulation system for thermal endurance shall be with fabricated test models by way of accelerated ageing tests based on the test programme drawn up in accordance with the norms specified in IEC: 60034-18.
- (iii) ageing parameters of heat, vibration, mechanical/compressive stresses, special environmental effects of humidity, dust and metallic dust from brake shoes shall be incorporated to simulate the actual working conditions as closely as possible.
- (iv) the temperature at which an extrapolated life of 20,000 hours is obtained shall be treated as the thermal endurance limit (Temperature Index) of the insulation system.
- (v) with regard to the system of insulation adopted and the climatic and environmental conditions, the Contractor shall provide maximum possible margins in the temperature rise, for prolonged life of the traction motors.

3.2.7.8 The torque transmission arrangement from traction motor to axle shall be simple and suitable for both traction and braking forces. The tractive effort shall be directly transferred from the traction motor pinion to the wheel gear. The design of traction motor drive for each axle shall also take into account the change caused in axle loads on account of weight transfers produced by traction or braking effort during powering and braking. Lubrication system for gear/pinion shall be kept physically segregated from the traction motor bearings and suspension unit bearings. Both the ends (drive and non-drive) of traction motor and suspension tube bearings shall be grease lubricated. Complete technical details for transmission system along with specification, drawings, calculation, FEA shall be provided to IR at Design Stage.

3.2.7.9 Maximum temperature rise of traction motor winding shall be limited to  $T_i - 70$  degree Celsius, considering 25% choking of filters.

3.2.7.10 Supplier may limit the maximum design speed of traction motor at highest working speed, keeping in mind the higher level of track irregularities, shocks and vibrations.

3.2.7.11 The following operational and environmental factors shall also be kept in view in the design of the motor:

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Page No 39 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

- (i) Prevalence of high temperature and humidity and highly dusty environments for most part of the year; and
- (ii) operation of the Locomotive over a long country terrain in which the climate shall vary from excessive dry heat on one end to high humidity on the other end or during winter months from very cold conditions at one end to moderately warm and humid conditions at the other.

#### 3.2.7.12 Harmonic/Ripple factor:

The traction motor shall operate satisfactorily over the entire range of loading, with harmonics/ripples imposed on from the IGBT based supply system comprising of transformer, converter and inverter, both during motoring and regenerative braking conditions. The Contractor shall conduct necessary tests on the traction motor to establish compliance with this requirement.

#### 3.2.7.13 Traction Motor Bearing

Criteria of selection of the traction motor bearings (equivalent dynamic and static loading of the system with respect to those of bearings, limiting speed, reference speed, etc.) and its lubrication system (thermal stability) shall be brought out and all the calculations shall be provided to IR at Design Stage. The L-10 life of traction motor bearings shall be 1.2 million Kms. For calculation of L-10 life, calculation of equivalent dynamic loading for the proposed traction motor bearing shall be provided to IR at Design Stage. Both the traction motor bearing (non-drive end & drive end) shall preferably be insulated.

#### 3.2.7.14 Motor Suspension Unit Bearing

The bearing shall be selected to have L-10 life of 2.4 million Kms. For calculation of L-10 life, calculation of equivalent dynamic loading for the proposed motor suspension unit bearing shall be provided to IR for approval. Criteria of selection of the motor suspension unit bearings (equivalent dynamic and static loading of the system with respect to bearings, limiting speed, reference speed, etc.) and its lubrication system (thermal stability) shall be brought out and all the calculations shall be provided for IR for approval.

#### 3.2.7.15 Type Tests and Routine Tests on the traction motor shall be in accordance with IEC 60349-2.

#### 3.2.7.16 The lubricant shall be so chosen that the viscosity of the lubricant is not lost even at highest temperature during operation. Max Temperature of the gear box shall be 110 degree Celsius. FEA on stators, rotor complete, shaft, bearing cage assembly shall be furnished along with boundary conditions to IR at Design Stage. Boundary conditions for FEA shall be finalized in consultation with RDSO and vibration level recorded on Indian tracks.

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Page No 40 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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3.2.7.17 The rotor shaft should be detachable from the rotor. The rotor should be reusable/repairable. However, the repair and salvage of either the shaft or the rotor shall be possible by specific processes. This will depend on the extent of damage.

3.2.7.18 The general design and manufacture of the motor will be done to the standard IEC 60349 in accordance with the modern traction practices. The design will include all those features which are known to have worked well in the tropical climatic condition.

### 3.2.8 Auxiliary system

3.2.8.1 The auxiliary system shall consist of auxiliary converters, auxiliary machines, blower-motors, compressor motors, oil / water pumps, cab air-conditioner, battery charger, DC loads and associated protection system. The AC auxiliary system shall be galvanically isolated from the traction power system and the DC battery system. Auxiliary system design shall ensure that there is no surge / spike in the output voltage between phase to phase and with respect to earth. The common mode output voltage (vector sum of three phases) with respect to earth shall be as low as possible, preferably zero.

3.2.8.2 The auxiliary converters shall be completely IGBT/ SiC (Silicon carbide) based and forced water cooled or air cooled.

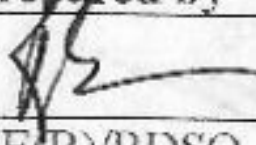

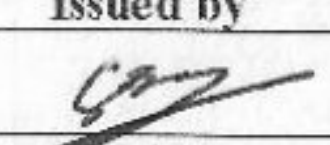
The voltage rating of IGBT/SiC shall be higher than the surge voltage across the IGBT/SiC terminals through main transformer auxiliary winding. It shall be so chosen that at least 25% margin is available after taking into consideration the DC link voltage and voltage jump on account of inductances and capacitances in the circuit.

The current rating of all power semiconductor devices shall be such that the junction temperature has a minimum thermal margin of 10% degree Celsius, at maximum loading conditions under the specified maximum ambient temperature, with respect to maximum permissible junction temperature of power devices declared by the manufacturer.

The design calculations of worst case temperature rise of equipment shall be made after taking into account 25% choking of filters and heat sink/radiator fins. A safety margin of at least 10% shall be kept with respect to maximum permissible junction temperature of power devices declared by the manufacturer

The control shall be microprocessor / micro-controller based with diagnostic features. Protection from overload/short circuit, single phasing and any other protection considered necessary for reliable functioning shall be provided. The output of auxiliary converter shall be sinusoidal. Total harmonic distortion at the output voltage shall be less than 10 % and supply regulated to  $\pm 5\%$  of the nominal voltage under all operating conditions.

3.2.8.3 Auxiliary converters of adequate capacity identical in all respects and a battery-charging unit shall be provided in each Bo-Bo unit of the Locomotive. Design and rating of auxiliary converter and load distribution shall be such that in case one auxiliary

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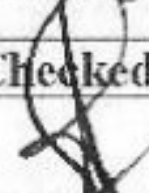



Page No 41 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

converter fails, the remaining shall take the entire auxiliary load including battery charging and the Locomotive remains healthy. The changeover arrangement shall be automatic.

- 3.2.8.4 Rating of the auxiliary converters shall be decided after considering the connected loads, requirement of redundancy and keeping a margin of 10 kVA per converter for possible increase of load in future.
- 3.2.8.5 In addition to above, galvanically isolated 230 V AC, single phase supply of 1 kVA shall also be made available in the driving cabs to enable powering any small equipment when the Locomotive is standing in the shed.
- 3.2.8.6 In order to reduce energy consumption as well as to increase equipment life, multiple level ventilation control shall be adopted, which shall vary the output of all the blowers according to the cooling needs. Auxiliary converter output and control system shall be designed accordingly.
- 3.2.8.7 The temperature rise limits for auxiliary machines shall be reduced compared to IEC limits to take care of the higher ambient temperature specified. Insulation system of class 180 degree Celsius or higher shall be adopted. The maximum temperature rise shall not be more than 80 degree Celsius.
- 3.2.8.8 Same capacity motors for auxiliary machines shall generally be interchangeable. Coupling and mounting design requirements shall be kept identical where applicable. The motors shall be rated for 415 V 3-phase AC supply except for the auxiliary compressor motor which is to be rated at 110V DC.
- 3.2.8.9 Totally enclosed fan cooled design shall be considered for auxiliary machines if the use of such machines is likely to result in freedom from dust and contamination and in general better performance. Internally ventilated auxiliary machines having encapsulated stator windings shall also be considered for this application if considered to be advantageous over totally enclosed fan cooled design.
- 3.2.8.10 Vacuum pressure impregnation of the stator winding shall be done using solventless varnish having thermal index above 200 degree Celsius.
- 3.2.8.11 For motors higher than 15 kW, flange bearing housing units shall be used. The bearing design shall be such that no greasing and no intermediate attention shall be required for at least 24 months.
- 3.2.8.12 L-10 life of bearings when calculated according to ISO Recommendation R-281 shall not be less than 35000 working hours.
- 3.2.8.13 Auxiliary compressor set

A 110 volts DC battery operated auxiliary compressor set having sufficient capacity shall be provided for feeding the auxiliary air reservoir for operation of the pantograph and vacuum circuit breaker, during the preparation of the Locomotive for service. A

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 SSE(R)/RDSO	 DSE/TPS/RDSO	 ED/RS



Page No 42 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

suitable pressure governor device shall also be included. No other pneumatic equipment should be fed by the auxiliary air reservoir pressure. A suitable safety valve with setting of cut out at 8.2 kg/cm<sup>2</sup> and a NRV shall be provided between auxiliary compressor delivery pipe & auxiliary reservoir intake. A suitable moisture drain system shall be provided for auxiliary reservoir. List of all the components with their average life, tools and machinery required to maintain the Auxiliary compressor and procedures of maintenance shall be furnished to the end users.

#### 3.2.8.14 Battery and battery charger

- (i) Automatic static battery charger fed from three phase auxiliary supply shall be provided. Its rating and charging characteristics shall be matched to the battery, by monitoring of charging current and voltage and shall have a provision for fine adjustment and good stability to avoid overcharging or undercharging of batteries;
- (ii) low maintenance preferably Advanced Chemistry Cells & batteries of adequate capacity (C5 capacity) shall be provided on the Locomotive to feed the equipment for at least 3 hours in the event of a failure in the battery charging system. Nominal voltage of the battery shall be 110 V; and
- (iii) the design and control of the battery shall ensure that the battery gets disconnected from non essential loads when the battery gets discharged, however there shall be sufficient capacity left under all conditions to raise pantograph and to power voice recorder and flasher light. When auxiliary load is reconnected, the initial battery load shall not cause the battery output to oscillate.

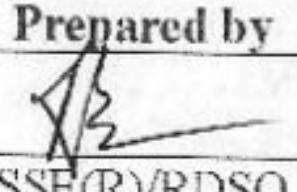
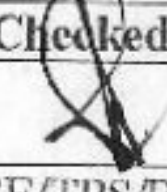
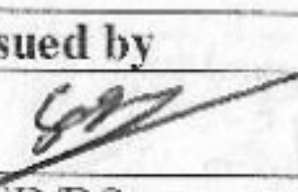
#### 3.2.9 Electronics, control and communication

3.2.9.1 The general provisions of this paragraph shall be applicable to all electronics used, including for power and auxiliary converters and VCU. The electronics used on the Locomotive shall conform to IEC-60571. However, due to higher ambient temperature specified, it shall be suitable for working for short time (at least 15 minutes) at maximum temperatures as expected to be encountered in Locomotive standing under sun plus 10 degree Celsius (refer to clause 1.11 of this Specifications and Standards). There shall be no requirement of pre-cooling of the electronics on Locomotive standing in sun for long duration. The electronic control equipments shall be protected against unavoidable EMI / EMC in the machine compartment.

3.2.9.2 Control and communication shall be as per IEC 61375. The programmable devices shall be programmed using language compliant to IEC-61131.

3.2.9.3 The control system shall integrate the task of fault diagnostics and display the same in addition to its control task. It shall be capable of real time monitoring of the status of all the vital equipment continuously and occurrence of faults. It shall also take appropriate protective action and shut down the equipment whenever necessary.

3.2.9.4 Features of self-check, plausibility and calibration shall be incorporated in the design.

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SRF(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 43 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

3.2.9.5 The details of interface (including hard wiring) between VCU and the brake system shall be submitted at Design Stage.

3.2.9.6 The VCU shall control the automatic flasher operation (in case of train parting) and the vigilance functionality.

3.2.9.7 The VCU shall have a diagnostics computer, with non-volatile memory, to store all the relevant diagnostic data. On occurrence of each fault, besides the fault information on equipment parameters, background data with time stamp shall also be captured and stored with a view to enable proper fault analysis. There shall be a facility to capture post trigger and pre-trigger background information. The fault display to driver shall also accompany the standard trouble shooting instructions in simple language. The diagnostic computer shall specify diagnostic of fault up to card level. The diagnostic system shall be able to identify and log the faults of the Locomotive on account of wrong operation by the driver and such data shall be stored in the diagnostic computer for a period of not less than 100 days. Application software shall be provided to facilitate the fault diagnosis and the analysis of equipment wise failures. The steps required for investigation to be done, shall be displayed in simple English & Hindi language along with background information. Such software shall be compatible for working on commercially available operating systems.

3.2.9.8 The vehicle control unit (VCU) shall also provide on-line, context sensitive trouble-shooting assistance to the driver in case of any fault, through the driver's display. The fault display to the driver shall be accompanied by the standard trouble shooting instructions in simple English and Hindi language as selected by driver.

3.2.9.9 It shall be possible to access all the processors of propulsion equipments within a Locomotive using a standard laptop connected to one of the ports provided on the VCU rack. Such access is needed for uploading of firmware/application program, visualization of process parameters and also force or record the same and downloading the diagnostic data. Required interfaces shall be built in the VCU so that standard laptops, with commercially available operating systems can be directly plugged to the VCU without any special interface. A suitable software tool shall also be provided in the laptops. Using this tool, it shall be possible to reset the diagnostic memory for further recording. This tool shall also provide detailed off line analysis facility.


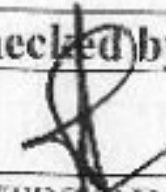

3.2.9.10 The Locomotive shall be provided with remote diagnostic and tracking equipment. The equipment shall be based on GPS and radio communication system such as GSM/GSM-R or LTE/LTE-R or other latest radio access technologies. This equipment shall perform the function of tracking of the Locomotive, communicate with the Locomotive diagnostic system, and transmitting data to a remote central server. The data/signal/parameter to be stored on the server shall be decided during Design Stage. Cloud Services of the Ministry of Electronics and Information Technology (MeitY) empaneled Cloud Service Providers (CSPs) may be used, who are audit compliant for their Information Technology (IT) requirement in its technical specification particularly for monitoring of data or the central server shall be provided by the Contractor at a

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place to be nominated by the Employer preferably in Electric Loco Maintenance Depot. It shall be possible to remotely send and obtain the information stored in the diagnostic memory of the onboard computer system with the aim of facilitating and speeding up the maintenance process of the Locomotives. All locomotive data are very crucial and strategic in nature for access and use by the Employer and should be secured, safe, reliable and accessible and should be proof to any tampering by external forces or agencies who should not be privy to such data of momentous importance being strategic in nature. Cyber security shall be followed as per standard CLC/TS 50701. IR may move from schedule based maintenance regime to predictive based maintenance regime and from codal life based replacement to condition based asset replacement, vital systems/equipment should have a data acquisition system, diagnostic and remote monitoring system(s).

- 3.2.9.11 The electronics shall be designed to be sealed from the remaining part of the machine room so as to ensure that there is no dust ingress whatsoever in to the electronics. For its cooling, internal ventilation arrangement along with efficient heat exchanger for removal of heat shall be provided. The electronics shall be designed with adequate margin so that there are no failures on thermal account.
- 3.2.9.12 The majority of control and monitoring function shall be implemented by the software so as to reduce hardware and cables. The safety integrity level for this software and the associated electronics shall be allocated and assessed in accordance with EN 50126 and the associated international standards.
- 3.2.9.13 It shall be possible for the Employer to execute parametric changes (within permissible ranges) in the vehicle control software, if so required in future in order to improve the operation of the Locomotive. It shall be possible to configure these parameters through a laptop and a menu-driven, easy to use, application software shall be provided for this purpose. Password protection shall be provided to safeguard against misuse. As a minimum, the parameters to be changed shall be the current and voltage sensor settings, horse power, temperature sensor setting, pressure sensor setting, maximum speed of the Locomotive, wheel diameter, main reservoir pressure setting for loading and unloading of compressor, vigilance control timer settings and maximum tractive effort. Company shall provide all necessary equipment and accessories required for the purpose. It shall be preferable for the Employer to have the ability to change further parameters and the Contractor shall provide details of these as part of the Design..
- 3.2.9.14 The electronic cards and couplers / connectors shall be polarized or suitably designed to ensure that insertion in wrong position is not possible.
- 3.2.9.15 Capacitors shall be suitably rated, keeping in view the high ambient temperature specified, vibrations of electric rolling stock and electrical surges expected during operation. High failure rates of electrolytic capacitors mounted on PCBs of electronic cards are expected due to high operating temperature/voltage/current vis-à-vis designed operating temperature/voltage/current. Dry type of capacitors shall preferably be used.

Prepared by	Checked by	Issued by
		
SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 45 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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Expected life of the cards, and electronics in general shall be at least 18 years under actual working conditions.

#### 3.2.9.16 Features of the electronic systems

- (i) The diagnostic computer in the Locomotive shall be able to differentiate between fault in rest of the Locomotive and fault in the electronic equipment;
- (ii) should the fault be found on electronic equipment, the diagnostic computer shall enable fault finding to be carried out at module level; and
- (iii) off-Locomotive test equipment shall be used in the Maintenance Depot. This equipment shall allow fault finding down to the smallest replaceable item of the sub-system.

3.2.9.17 The cooling arrangement of the electronics of the power converter, auxiliary converter and the VCU shall be designed so that at least 10 degree Celsius margin is maintained between temperature adjacent to the electronic cards and the maximum temperature allowed adjacent to the electronic cards during summer.

3.2.9.18 The electronics of the power converter, auxiliary converter and the VCU shall preferably not be placed near to the roof to avoid the effect of solar gain. The electronics shall preferably be placed in a separate compartment away from the converters.

#### 3.2.10 Control equipment


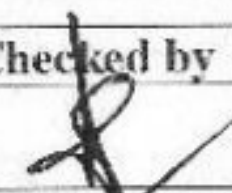
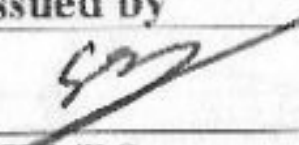
3.2.10.1 All control equipment, including driver's controls and indications for electrical, pneumatic, air pressure, brake and other circuits shall be provided. Necessary operational, protective and safety devices in the form of relays, contactors, switches as may be required by the circuit design shall also be incorporated for proper functioning of the power and auxiliary equipments and brakes etc.

3.2.10.2 The control equipments, relays and switches, and such other devices shall be in accordance with the Good Industry Practice.

3.2.10.3 All vital contacts for operation of the Locomotive shall be duplicated to provide redundancy.

3.2.10.4 Interlocks and auxiliary contacts of relays of protective, operation, control, auxiliary and safety circuits shall be housed in dustproof enclosures either by providing the complete equipment in dust-proof cabinets and/or pressuring the cabinets or by covering the contacts only by dust-proof covers.

3.2.10.5 The working of all relays and contactors shall be in the range -30 % / +25 % of nominal battery voltage when the operating coils are at their rated temperature and the contacts are subjected to normal pressure.

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3.2.10.6 Rubber components, such as pistons, 'O' rings etc. wherever employed in the control gear, brake system and their controls shall be suitable for the specified humid and environmentally severe conditions. The life of rubber components shall not be less than six years.

3.2.10.7 Surge suppression circuits shall be incorporated to eliminate surges, wherever required.

3.2.10.8 Endurance tests, both mechanical and electrical, shall be in accordance with IEC 60947-5-1.

3.2.10.9 Capacitors shall be conservatively rated, keeping in view the high ambient temperatures in India, the vibrations of the electric rolling stock and electrical surges expected during operation.

### 3.2.11 Master controller


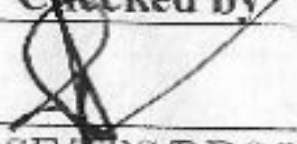
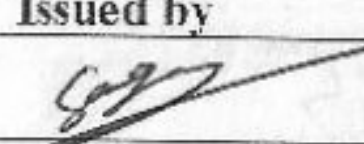
3.2.11.1 A master controller shall be provided in each cab. It shall be integrated with step less traction / braking lever, forward/reverse switch, etc. In the design of the driver's controls, the following features shall be incorporated:

- (i) Master controller to be operational only after operation of cab activation switch;
- (ii) it shall not be possible for unauthorized persons to operate the master controller;
- (iii) the reverser handle shall be so inter-locked that master controller handle can move only when the reverser is placed in an operative position. Conversely, it shall be necessary for the master control to be returned to the off position, before the reverser handle can be returned to the off position;
- (iv) interlocks with braking system shall be incorporated in the master controller;
- (v) only one cab shall be activated in the Locomotive at a time; and
- (vi) provision shall be made to ensure operation of the Locomotive in the event of failure of master controller.

3.2.11.2 The Contractor shall ensure that the master controller shall not require maintenance earlier than the Locomotive's Biennial Schedule.

### 3.2.12 Instruments and gauges

OHE line voltage, battery voltage, tractive/braking efforts, energy consumed / regenerated, pressures in the main reservoir pipe, brake actuators, brake pipe and feed pipe and indication of air flow in the brake pipe and any other indication considered important / relevant for the driver shall be displayed on both the driver's consoles in each cab. A LED/LCD cluster of 04 digital as well as analog display gauges (BP, MR-FP, BC1-BC2 & AFI) pertaining to Brake system shall be used for better reliability.

Prepared by	Checked by	Issued by
		
SSE(R)/RDSO	DSE/IPS/RDSO	ED/RS



Page No 47 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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### 3.2.13 Wiring and cabling

- 3.2.13.1 The cables for wiring in the Locomotives and equipments shall use high grade electrolytic copper stranded conductors tinned in accordance with Good Industry Practice.
- 3.2.13.2 Electron beam, irradiated, thin walled, halogen free, low smoke and less toxic cables/chemical cured cables according to relevant international standards and the Good Industry Practice for rolling stock application, shall be used. The insulation/sheathing material shall be EPDM/EVA and shall be fire survival type according to EN 50264. At locations in the Locomotive, where high temperatures are likely to be encountered, special cables shall be used.
- 3.2.13.3 The layout of the cables shall be such that there is no contamination by oil. Length of power cables shall be kept to minimum. Cables and connections carrying different types of voltages shall be physically segregated from each other. For vital circuits, adequate numbers of spare control wires shall be provided with clear identification. Cable layout shall be according to EN50343. Suitable cable transit system shall be provided for sealing of the cable to avoid ingress of water, dust and other contamination.
- 3.2.13.4 Loading of power cables shall be such that in no case conductor temperature shall exceed maximum temperature according to data sheet minus 10 degree Celsius. The power cable layout shall ensure equal sharing of current in all power cables. Derating of cables due to bunching effect and cable layout shall be taken into account during design.
- 3.2.13.5 All connections shall be terminated on terminal bars and control panels shall be manufactured in accordance with Good Industry Practice. The terminals and wire cable ends shall be suitably marked to facilitate correct connections.
- 3.2.13.6 Cable harness shall be used for better maintainability. Plugs/couplers and sockets shall be used to connect pre-assembled units to facilitate maintenance and ensure a better layout.
- 3.2.13.7 No cable having a conductor size of less than 2.5 sq. mm shall be used except for multi core cables where 1.0 sq. mm cable is permitted. Smaller size cables for internal wiring of panels, control cubicles, consistent with the mechanical and electrical requirements, may be adopted.

### 3.2.14 Lighting

- 3.2.14.1 The lighting equipment (head light, cab lights, reading lights, corridor lights, marker lights, flasher lights, gauges and instrument lamps to illuminate the dials etc.) shall be based on 110V DC battery supply and shall be LED based. The design shall be such that the performance and life of the lamp does not get affected due to variations in battery voltage. Gauges and meters shall be fitted with self-illuminating lights, preferably light-emitting diodes.

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SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 48 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

### 3.2.14.2 Head Lights

Twin beam head lights shall be provided at each end, working on 110 V LED lamps. Headlight units shall be pre-focused, capable of giving 4.8 lux at a distance of 305 meters. The design shall provide for easy replacement of components. Arrangement shall be made for focusing adjustment and dimming the headlight output when required. The head lights shall be provided in suitable waterproof enclosures conforming to IP 65. The head light shall work in neutral section also.

### 3.2.14.3 Marker/ Ditch Lights

The Locomotive shall be provided with four LED based marker/ ditch lights on each end. The marker/ditch lights shall have high reliability and long life. They shall be provided in suitable waterproof enclosures conforming to IP 65 and window toughened front glass. The visibility of these lights, in the vicinity of the Locomotive, shall be up to a distance of 2 kilo meter. The marker/ditch light shall work in neutral section also.

### 3.2.14.4 Flasher Lights

Two flasher lights, one at each end of the Locomotive, shall be provided. It shall be designed to provide  $40 \pm 5$  flashes per minute. It shall emit sufficiently bright amber-yellow light with dominant wavelength of 590-595 nanometers to be visible at a distance of 2 Kms. in clear daylight and not be affected by sunlight glare. The lux measured in axial direction shall not be less than 500 lux at 1 meter and 55 lux at 3 meters. The flasher lights shall be provided in suitable waterproof enclosures conforming to IP 65. These shall work on battery supply. The flasher light shall work in neutral section also.

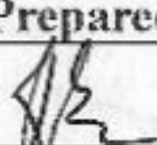

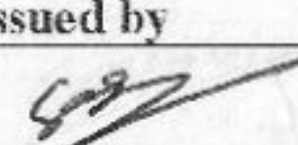
Facility for monitoring and positive confirmation whether flasher light is lit or not shall be provided in the form of audio-visual indication in driver cabs.

### 3.2.14.5 Lights for Signal Exchange

The locomotive shall be provided with inbuilt flashing LED based lights (green and red) for signal exchange during operation to avoid frequently opening and closing of doors/windows. It shall be provided outside corner of both the cabs such that it shall be visible at a distance of 2 kms in clear day light. The spring loaded push button control shall be provided on driver as well as assistant driver desk of the locomotive. Indication of these lights shall be provided on Driver/Assistant Driver desk also.

### 3.2.15 Speed indicating and recording equipment

The Locomotive shall be provided with speed indicating-cum-recording equipment in each cab. The speed indicating-cum-recording equipments with electrical/electronic type of drive having scale range of 0 to 140/150 Km/h shall be used. The equipment shall also incorporate the feature of indicating and recording kilometers traveled by the Locomotive.

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### 3.2.16 Driver's display

3.2.16.1 Colour graphics display units for driver shall be provided in each cab on driver's desk displaying important information relevant to the driver, including operational aspects, fault status and messages. The display shall be menu driven. The interface with the driver shall be very simple considering average level of proficiency of drivers in handling electronic devices.

3.2.16.2 The display shall be designed to provide full guidance and assistance to the driver about the action to be taken in case of a fault. The interface shall be user friendly and there shall not be any need for a separate trouble shooting directory for the driver's use.

3.2.16.3 Selection of display medium shall take into account high ambient temperature and light, due to direct sunlight on the driver's desk. Backlit arrangement shall be provided for all time visibility. The display system shall be protected against dust and moisture to an IP rating of IP 65.

### 3.2.17 Insulating materials

Materials of insulation shall be suitable for use in the climatic and environmental conditions as specified in these Specification and Standards.

### 3.2.18 Safety measures

3.2.18.1 Standard protective systems, shall be provided, in accordance with the Good Industry Practice, for protection of the electrical equipments against abnormal currents, excessive voltages, etc., with indicating facilities, so as to ensure safe and correct operations. All equipments shall be adequately earthed, insulated, screened or enclosed and provided with essential interlocks and keys as may be appropriate to ensure the protection of the equipments and safety of those concerned with its operation and maintenance.


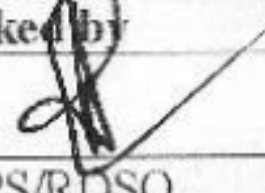

The Locomotive shall be provided with a manually operated two position earthing switch. The operation of the switch shall enable earthing of the power circuit of the Locomotive and allow attention to the HT equipments by releasing interlocked keys from a box fitted to the earthing switch.

A sensitive and reliable protection arrangement against earth fault shall be provided in each circuit group.

All electrical circuits shall be fully insulated from the superstructure on both the positive and negative sides and the super-structure shall not be used as a part of any earth return circuit.

### 3.2.18.2 Fire prevention measure

The Locomotive shall be designed and constructed in accordance with BSEN 45545 standard.

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A reliable fire detection and alarm system shall be provided. The fire detection system shall be located in the machine room/cab and shall be suitably interfaced with the vehicle control unit to notify the driver of an incident.

The design of equipment shall incorporate all measures to prevent fires and shall be such that should any fire take place, the effect shall be minimized and no spread of fire shall take place. Materials, which are not fire-retardant, shall not be used.

All safety features in design, construction and materials used shall conform to the best safety standards and shall in particular prevent fires in Locomotives in accordance with Good Industry Practice.

The Locomotive shall be provided with one fire extinguisher of suitable capacity in each driver's cab/machine room in accordance with Good Industry Practice for protection of machine room/cab equipment from fire. These fire extinguishers shall be manually operable by the driver.




The Locomotive shall be provided with a fire extinguisher pipe line to match the equipment layout within the machine room/cab. This shall be connected with the fire extinguishers provided in both the driver's cab. Provision shall also be made to operate fire extinguisher of other section/cab from active cab.

### 3.2.19 Event recorder

The event recorder shall monitor and record various events so that data is available for analysis to assist in determining the cause of accident, incident or operating irregularities. The equipment shall be designed in such a way so as to provide an intelligence based recording of the following parameters against the time axis (time interval shall be decided by recorder itself whenever there is a change in the respective parameter). Most recent data for below mentioned events for a minimum of the last 24 hours in loop form shall be recorded.

The following parameters shall be recorded:

- (a) Speed in Km/h;
- (b) OHE voltage;
- (c) OHE current;
- (d) Input power factor;
- (e) tractive/braking effort;
- (f) battery voltage;
- (g) brake pipe pressure;

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- (h) brake cylinder pressure;
- (i) cab1/cab2 activated cab;
- (j) pantograph up/down position;
- (k) status of main circuit breaker i.e., open/close;
- (l) mode of operation i.e., traction mode/braking mode;
- (m) direction of travel i.e., forward/reverse with respect to activated cab;
- (n) head light status on/off;
- (o) flasher light status on/off;
- (p) horn status on/off;
- (q) status of penalty brake application;
- (r) status of emergency brake by assistant driver;
- (s) wiper on/off;
- (t) vigilance control;
- (u) wheel slip/slide;
- (v) temperature of major assemblies and
- (w) any other parameter considered necessary.

The event recorder shall be designed to:

- (i) Permit rapid extraction and analysis of data for the purpose of monitoring driver or Locomotive system ;
- (ii) assist retrieval of data after an incident or accident; and
- (iii) mitigate the effects on recorded data of foreseeable impact or derailment.

All forms of data download shall be read only and the data shall be protected against unauthorized corruption or deletion. The data recorder shall be capable of downloading whilst the Locomotive is moving, without any interruption in continuous recording during such download. The recorder shall record each occurrence of a download as an event

The event recorder shall be designed and constructed to ensure the integrity of the recorded data and the ability to extract data following an incident. The event recorder

Prepared by	Checked by	Issued by
		
SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 52 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

shall be tested in accordance with a recognised international standard such as the UK Railway Group Standard GM/RT2472.

### 3.2.20 End of Train Telemetry (EoTT) System

Locomotive shall have provision for End of Train Telemetry (EoTT) System.

### 3.2.21 Driver Advise/Assistance System (DAS)

Driver Advise/Assistance System (DAS) shall be provided in locomotive. It assists to driver for achieving better energy efficiency, energy saving, reducing wear, improving driving skill and improving safety by minimising human error.

### 3.2.22 Mobile Train Radio Communication System (MTRC)

GSM-R/LTE-R standard system shall be provided for mobile train radio communication and train automation & protection system. The GSM-R shall be as per RDSO/SPN/TC/88/2021, Revision 2.0 with latest EIRENE (European Integrated Radio Enhanced Network) FRS and SRS releases and the future system LTE-R (Future Railway Mobile Communication System) shall be as per 3<sup>rd</sup> generation partnership project and UIC specifications.

### 3.2.23 Dehumidifier


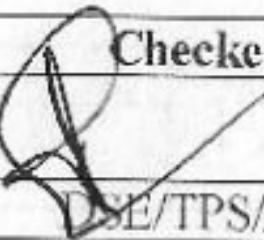

Locomotive shall be equipped with dehumidifier to control the humidity of machine room up to the level at which the electronics and other equipments performance not adversely affected.

## 3.3 General mechanical design

3.3.1 The Locomotive shall be aerodynamically designed to reduce wind resistance/drag. The overall dimensions of the cab shall take full advantage of the overall moving dimensions specified in clause 2.3 of these Specifications and Standards. All major mechanical components shall be designed for a life of 35 years.

3.3.2 The general layout of the equipments in the Locomotive shall ensure equitable weight distribution. The tolerance in working order shall be limited to  $\pm 2\%$  for axle load and  $\pm 1\%$  for total Locomotive weight. Difference in weights on different wheels of the same bogie shall not exceed 4% of the axle load.

3.3.3 The general lay out of the equipments in the Locomotive shall ensure availability of walk way envelop of at least 1.83 m height and 600 mm width inside the Locomotive from one end to the other end of the Locomotive. There shall be a space envelop available in the machine room for the provision of a Train Protection and Warning System (TPWS)/TCAS/KAVACH in the future by the Employer. The locomotive shall be equipped with water closet at suitable location.

Prepared by	Checked by	Issued by
		
SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 53 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

3.3.4 The mechanical design of the Locomotive shall be suitable for axle load of  $25 \pm 2\%$  tonnes (Locomotive weight of  $200 \pm 1\%$  tonnes). Provision shall be kept in the design to enable ballasting of the Locomotive so as to increase the axle load to 25 tonnes from 22.5 tonnes. The Contractor shall indicate the scheme to be adopted for increasing the axle load. The ballast weight(s) shall be able to be fitted without relocation of equipment. It shall not be necessary to carry out any major mechanical modifications such as attention to the bogie at the time of upgrading the axle load and only attention to springs and coupler height is permitted without any extra cost. The necessary ballast, to be fitted in the Locomotive in the future shall be supplied along with the Locomotive.

3.3.5 Adequate safeguards such as anti-collision post and anti-climbing bars shall be provided to minimize damage to the Locomotive and human life during collision/derailment. The front portion shall be provided with rugged cattle guard that can withstand collisions with animals weighing up to 600 kg and shall be strong enough and profiled to prevent the entry of animals under the Locomotive after collision. Crashworthiness calculation in this regard shall be provided to IR at Design Stage. The Locomotive shall be designed, taking sufficient precautions to prevent water penetration inside the Locomotive, so as to allow periodic cleaning of the Locomotive in automatic washing facilities by spraying liquid detergents and water.

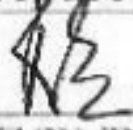
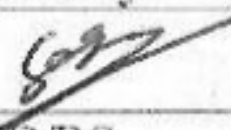
3.3.6 Draw and buffing gear

3.3.6.1 The Locomotive shall be equipped with high tensile automatic center buffer coupler (transition) with AAR "E" type coupler head and with AAR "F" type shank and AAR "F" type yoke and screw coupling in accordance with RDSO drawing No. SKDL 2494. It shall conform to AAR specification No. M-211 with grade E steel. The gathering range of coupler shall be sufficient for proper functioning of the coupler including locking on curves of 175 m radius and 1 in 8½ turnouts. The coupler shall be located at the height of 1090+15/-5 mm from rail level. Vehicle draft gear capacity and performance shall be compatible with the design buff and draft forces of 400 tonnes as specified in clause 2.3 of these Specifications and Standards.

3.3.6.2 Side buffer

Side buffers shall be provided to suite passenger train operations also in case of emergency. Side buffer shall be of 30 kilo joules in capacity to drawing No. SK.DL4748. The locations of side buffers shall be as given below:

- |       |  |      |
|-------|--|------|
| (i)   | Distance apart for centre of buffers<br>mm                         | 1955 |
| (ii)  | Maximum height above rail level for centers of buffers<br>mm       | 1105 |
| (iii) | Minimum height above rail level for centers of buffers under worst |      |

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SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 54 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

condition of lowest wheel diameter and serviceable suspension springs 1030 mm

### 3.3.6.3 Multiple unit coupling

The electrical coupling of the Locomotives in multiple formation shall have an internationally used coupler for locomotive. To provide redundancy two couplers shall be fitted.

### 3.3.6.4 Pneumatic coupling


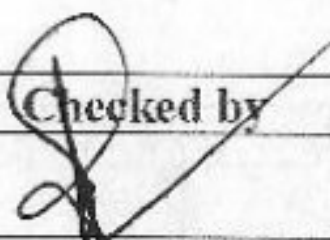

The pneumatic hoses shall be compatible with that of the existing rolling stocks of IR.

### 3.3.7 Wheel, axle & axle journal / axle box roller bearing

#### 3.3.7.1 Wheel

Wheel shall conform to the following:

- (i) Monobloc wheels of solid one-piece multiple wear type made of heavy-duty steel according to IRS specification No. IRS R-34;
- (ii) the wheel shall be designed for nominal  $25 \pm 2\%$  tonnes axle load and dynamic augment of 100% over vertical static load;
- (iii) wheel tread diameter of 1250 mm (in new condition) shall be provided while maintaining leading parameters (e.g. maximum moving dimensions, buffer/CBC height) of Locomotive according to clause 1.10 and 2.3 of these Specifications and Standards. Suitable design calculation on above particular wheel dia. shall be furnished;
- (iv) wheel shall be able to withstand input of 35 kW minimum for at least 45 minutes without any detriment;
- (v) the distance between the inside gauge face of the rim of the wheels on the same axle shall be 1596 mm;
- (vi) wear adapted profile as shown in drawing no. SK.DL-2561, Alt.8 placed as Annex - A2 shall be provided on all wheels;
- (vii) maximum static imbalance as allowed 75 gm-m checking of maximum residual imbalances of wheels shall be done ;
- (viii) all punching shall be only at the hub portion in hot condition not falling in machining area;
- (ix) the wheel shall be designed so as not to have a finite fatigue life;

Prepared by	Checked by	Issued by
		
SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 55 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

- (x) thermo mechanical behaviour (FEA) of wheel shall be provided to IR at Design Stage; and
- (xi) dynamometer test report to know brake block & wheel behaviour shall be provided to IR at Prototype Testing Stage.

### 3.3.7.2 Axle

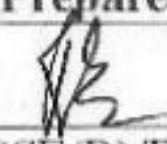


Axle shall conform to the following:

- (i) The axle material shall be in accordance to IRS specification no. IRS R-43;
- (ii) the design shall take into account the type of roller bearing axle boxes to be provided;
- (iii) Hollow axles shall not be acceptable;
- (iv) axles shall be designed so as not to have a finite fatigue life;
- (v) the axle shall be designed for a load of 25 tonnes  $\pm$  2%. Dynamic augment of 50% of the vertical journal load shall be used in calculating the axle stresses in addition to the vertical and horizontal forces and moments;
- (vi) axle shall be tested in accordance with IRS R-43;
- (vii) the design of the Locomotive shall be capable of wheel floating and the Contractor shall provide know how and necessary wheel floating / towing arrangement for use in case of axle box/ MSU bearing failure; and
- (viii) axle strength calculation shall be provided to IR at Design Stage.

### 3.3.7.3 Axle journal / axle box roller bearing

Axle journal/ axle box roller bearing shall conform to the following:

- (i) Roller bearing supplied by manufacturer approved by UIC/AAR to cater for the axle load prescribed under dynamic loading conditions and track geometry indicated in clause 1.10 of these Specifications and Standards, shall be used;
- (ii) static and dynamic load rating, safety factor and L-10 life calculation based on ISO: 281 & ISO:76 shall be given. Value of all parameters required for detailed calculation shall be provided. The life of the bearing shall be such that its replacement is not required before Periodic Overhaul Schedule;
- (iii) (requirements of Scheduled Maintenance, frequency of maintenance and special equipments and skills required for maintenance shall be indicated in the Maintenance Manual;

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SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 56 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

- (iv) type of grease and quantity for initial filling shall be indicated in the Maintenance Manual and periodic interval for greasing shall be in synchronization with Scheduled Maintenance;
- (v) the design of the labyrinth seal shall be such as to prevent the ingress of dust and moisture into the axle boxes or the outflow of grease from the axle boxes; And
- (vi) FEA of axle box shall be provided to IR at Design Stage.

3.3.7.4 Components including wheels, secured to the axle by interference fit shall be designed to remain secure over appropriate temperature ranges, in accordance with the Good Industry Practice. The design of the complete wheel set shall include suitable corrosion protection measures, and the maintenance instructions shall mandate means of preserving the protection over the service life.

3.3.7.5 The wheel set shall be designed so as to facilitate non destructive testing of the axle in Maintenance Depots.

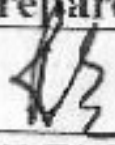


3.3.7.6 The design of the Locomotive shall allow wheel sets to be machined on under-floor wheel lathes.

### 3.3.8 Underframe

3.3.8.1 Design of the under frame/body of the Locomotive shall be made to safely withstand the following loading conditions. Also detailed FEA report for these loading conditions shall be provided to IR at Design Stage:

- (i) Multiple unit operations with 200 tonnes load applied at the center buffer coupler, and allowing for an increase of not less than 50% in the static vertical load to cater for dynamic augment encountered in service;
- (ii) lifting of the Locomotive at one end of the headstock with the adjacent bogie suspended from the under frame and the other bogie resting on the rails/ground representing the conditions during the re-railing operations after an accident;
- (iii) lifting the entire Locomotive including the bogies at the jacking pads using jacks/overhead cranes;
- (iv) lifting the entire Locomotive without the bogies at the buffer beams using jacks/overhead cranes; and
- (v) stationary Locomotive under a squeeze load of 400 tonnes applied at the center buffer coupler.

3.3.8.2 The design of the under-frame and body of the Locomotive shall be such that the stresses shall not exceed endurance limit of the material for loading conditions prescribed in clause 3.3.8.1.

Prepared by	Checked by	Issued by
		
SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 57 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

3.3.8.3 The pivot arrangement transferring forces between body and bogies shall be designed and manufactured not only for the repeated traction and braking cycles, but also for repeated shunting shocks.

### 3.3.9 Bogie

#### 3.3.9.1 Design of bogie:

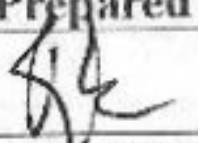


- (i) The bogie shall be capable of running up to a test speed of 135 Kmph. Simulation studies shall be carried out by the Contractor, to check stability of the locomotive, to confirm stability at 135 kmph. The bogie shall be provided with two stage suspension, suitable damping both in lateral & vertical modes and controlled guidance of the axle. The bogie design shall be suitable for the existing tracks of IR, with suitable arrangements to ensure minimum wear to wheels & track with minimum angle of attack. If bogie is provided with pedestals; the pedestal and axle box wear liners shall be of non-metallic wear resistant self-lubricating material.; and
- (ii) the bogie shall be so designed that in normal running condition, the stresses at critical locations are always within the endurance limit of the material employed together with appropriate safety factor. The design shall be based on 50% dynamic augment loading over the vertical static load. In this regard, FEA report shall be provided to IR at Design Stage.

3.3.9.2 The bogie frame shall be tested for static and dynamic load tests (10 million cycles) in accordance with UIC/EN standards. The bogie frame shall not show any sign of deformation/development of cracks during the above tests. The stress values shall remain within 60 % of yield stress limit except 2g (two times the static vertical load) & 3g (three times the static vertical load) cases where it shall be restricted to yield stress limit.

3.3.9.3 The springs shall be designed and manufactured for reliable service with respect to its specified characteristics for a minimum period of 18 years. Spring stresses under conditions of maximum dynamics augment shall be within endurance dynamic limits of the spring material. The springs, if metallic, shall be painted with suitable anti-corrosive paints.

3.3.9.4 The Contractor shall ensure the mechanical safety in case of breakage of links like traction bar, axle box link, etc. whose breakage may lead to loco derailment. Simulation result shall be submitted at Design Stage.

3.3.9.5 The Bogie design shall be such that it shall facilitate dropping of one wheel set along with Traction motor and other assemblies during maintenance.

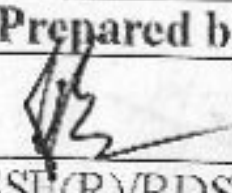
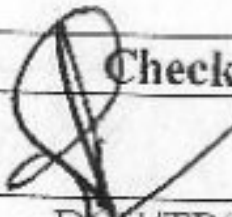

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**3.3.10 Braking requirements and Brake equipment**

- 3.3.10.1 The Locomotive shall be fitted with brake system as per RDSO Specification no. "RDSO/2017/EL/SPEC/0126 REV-0, for Computer/Microprocessor controlled air brake system with advance features with data logging and self diagnostic features using integrated panel, consisting of multi layers plates (not less than three), on which brake valves shall be directly mounted, with the provision of pneumatic interconnections of valves within the panel itself thereby avoiding any need of external piping. The brake system shall be compatible with trailing stock fitted with twin pipe gradual release air brake system in accordance with RDSO specification No. 02-ABR-02. List of all the components with their average life, tools and machinery required to maintain the Brake equipment and procedures of maintenance shall be furnished to the end users.
- 3.3.10.2 The regenerative braking shall be applied by loco pilot as primary braking of the Locomotive. In case the regenerative brake has broken down due to OHE failure or any other reason, the regenerative brake effort substitute to pneumatic brakes application in locomotive as well as in the train. The driver shall be able to control the train with regenerative brakes and/or using the automatic train brakes.
- 3.3.10.3 The Locomotive shall be provided with self-lapping type independent direct acting brake valve to apply the desired level of loco brake. The braking capability shall be to hold train load of 300 tonnes in 1 in 37 gradient when independent brake is applied full.
- 3.3.10.4 The automatic brake valve shall be of self-lapping type and shall have 'RELEASE', 'RUN', 'MINIMUM REDUCTION', 'FULL SERVICE', & 'EMERGENCY' positions in accordance with the UIC code. The 'release' position shall be spring-loaded.
- 3.3.10.5 The direction of rotation of driver's automatic and independent direct acting brake valve handles shall preferably be on the horizontal plane and in anticlockwise direction, as seen from top, for 'application' of brake. Alternatively, Independent and automatic brake valves combined with Display unit into one module shall be fitted on control stands such that movement of handles is in vertical plane with push to apply may be offered.
- 3.3.10.6 It shall be possible to release the Locomotive brakes by pressing pedal switch "PVEF/BAIL-OFF" when the brakes of trailing stock are applied through MINIMUM REDUCTION, FULL SERVICE positions of drivers automatic brake valve.


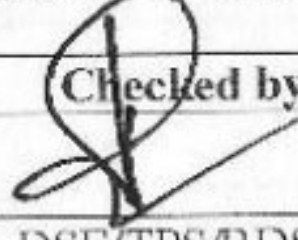
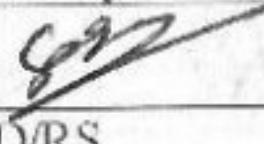
However, in case of emergency brake application by any means, locomotive brakes shall not be released through "PVEF/BAIL-OFF".

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Page No 59 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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- 3.3.10.7 The Locomotive shall be fitted with air flow measuring and indicating devices to provide indication to the driver about level of leakage from brake pipe. In case of train parting during run, flasher light shall be automatically switched 'on'.
- 3.3.10.8 In case of parting between the coupled Locomotives, the brakes on the Locomotives shall be applied automatically. It shall also be possible to apply independent brakes on the leading Locomotive in case of parting.
- 3.3.10.9 Emergency brake valve shall be provided on right hand side in each cab near assistant driver for direct opening of air brake pipe during emergency in addition to independent and automatic brake valves.
- 3.3.10.10 In the event of failure of electrical regenerative brakes while operating a train, the proportionate brakes on the train and the Locomotive shall be applied automatically to prevent any speed surge.
- 3.3.10.11 Twin pipe air brake system shall run from end to end of the Locomotive with two isolating cocks at either end terminating outside. There shall also be a provision of additional isolating cock (with vent) in series with existing BP & FP angle cocks on both pipes at either end, located below each buffer beam of the Locomotive. To ensure the 'Open' position of additional isolating cocks fitted in the non-driving end of the locomotive, the concern pressure gauges of driving cab should be connected to the pipes beyond the additional isolating cock of non-driving end and vice-versa. It will ensure inadvertent operation of additional isolating cocks.
- 3.3.10.12 All piping shall be of stainless steel with flare less compression fittings for tropical conditions. Copper pipes can be used, as alternative, inside machine room and drivers' cab.
- 3.3.10.13 Isolating valves and switches shall be provided to enable parts of the system to be isolated. All isolating valves that require operations by train crew in normal operation or in emergencies shall be easily accessible either from within the Locomotive or from track level as appropriate. Isolating cock handles shall lie parallel to the pipe in which it is installed, in the normal operational (open) position, and perpendicular to the pipe in the isolated (closed) position, and shall operate in the horizontal plane only. Cable ties shall provide a ready means of identification of a cock which has been operated.
- 3.3.10.14 Emergency stop push-buttons shall be installed in each cab. Activation of the buttons shall apply the emergency brakes under all conditions, including from the inactive cabs. Activation of the emergency brake by any means shall result in the propulsion system being disabled in a safe critical manner by opening main circuit breaker and lowering pantograph. The propulsion system shall not be re-enabled until the train is at zero speed and the emergency condition has been reset.
- 3.3.10.15 Design of the brake system and its interconnections shall be fail-safe. In the event of failure of brake equipment and brake electronics, brakes shall be automatically applied. In case of failure of brake electronics there should also have redundancy

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features with availability of back-up brake valve for having Brake pipe control for applying and release of train brakes and Locomotive brakes. The details regarding availability of this feature should be submitted along with the offer.

3.3.10.16 Use of pipe fittings with rubber 'o' rings or similar types of seal shall not be acceptable. Suitable colour coding shall be applied to all pipe work for identification. As usual being adopted in IR. Use of flexible hoses shall be kept to a minimum.

3.3.10.17 The pneumatic valves shall not require overhauling before six years of service including rubber kit changing and overhauling periodicity shall be synchronized with minor/major inspection schedules of locomotives.

### 3.3.11 Brake Rigging

3.3.11.1 All wheels of the Locomotive shall be provided with either tread or disc brakes with high composition brake blocks not containing any asbestos material. With full brake pressure, the total braking force shall be 7-12% of the maximum designed weight of the Locomotive in working order. Means shall be provided to permit variation in this brake power above or below 9.5%. The system shall include a suitable device for automatically taking up slacks due to wheel and brake blocks wear, etc.

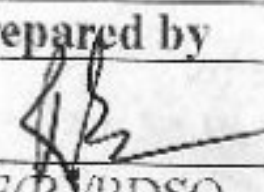
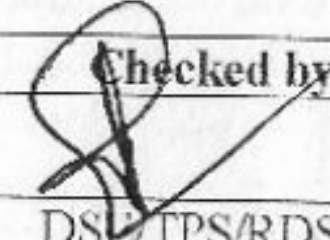
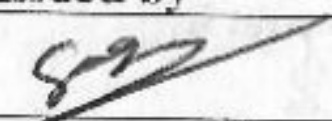
3.3.11.2 Adequate safety straps shall be provided below the moving components of brake rigging to prevent fouling with the track in the event of failure of any component.

3.3.11.3 The pneumatic isolation of both the bogies shall be possible individually by using isolating cocks located suitably and protected to avoid inadvertent operation.

### 3.3.12 Compressed air system

#### 3.3.12.1 Compressor

Total derated capacity (free air delivery) of the air compressors system shall be around 5000 lpm at 10 kg/cm sq. pressure, after accounting climatic conditions as specified in clause 1.11 of these Specifications and Standards. Two or more identical compressors, equally distributed on both Bo-Bo units of the Locomotive, shall be used. The compressors can be of any type like reciprocating or screw. The compressors shall be suitable for continuous operation at a pressure of 10 kg/cm sq. (without causing high temperature, damage and unusual wear of components) with pressure governor setting to cut out at 10 kg/cm<sup>2</sup> and cut in at 8 kg/cm<sup>2</sup> and safety valve setting of 10.5 kg/cm<sup>2</sup>. The temperature of air at the inlet of first main reservoir shall not be more than 20 degree Celsius above ambient air temperature at a pressure of 10 kg/cm sq. The compressors shall be driven by dedicated electric motors. The compressor overhauling period shall be in synchronization with the Scheduled Maintenance of the Locomotive and shall not be less than six years in any case. The consumption of lubricant should be defined clearly in design document indicating the sump capacity & oil top up periodicity for compressor. List of all the components with their average life, tools and

Prepared by	Checked by	Issued by
		
SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 61 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
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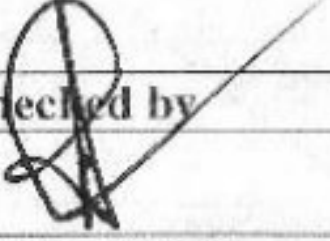
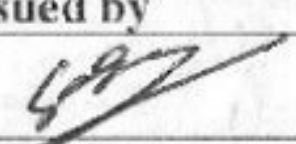
machinery required to maintain the compressor and procedures of maintenance shall be furnished to the end users.

The motor compressor unit shall be under slung, resiliently mounted with the under frame to minimize the levels of vibrations transmitted to the Locomotive body. The mounting arrangement shall be of proven design. Addition safety slings at least two for each compressor unit with suitable hanging arrangement shall be provided to avoid falling of the compressor on track during run. The compressor shall preferably be splash lubricated to avoid the need for oil pump, filter, valve, etc. The oil sump inlet shall be so designed to avoid any over filling during service. An oil level indicator to be provided that shall be easily visible, approachable and its location should be safe from external hitting. The Contractor may offer alternative design such as, oil free compressor. . The motor-compressor unit may be provided preferably in the machine room to avoid failures due to Cattle Run over or external hitting. However, design of compressor in machine room shall be such that, there shall not be contamination in machine room due to oil/oil fumes.

The intake air shall be directed through a properly designed dry type filter, suitable for the specified dusty atmospheric conditions. The inlet air filter shall be so mounted on compressor so that it can be easily taken out for cleaning purpose. The cleaning periodicity shall not be less than six months. Arrangement shall be made so that the compressor does not start against back pressure. A non-return valve shall be provided between the compressor and the main reservoir supply line for each compressor. A safety valve shall be provided to protect the compressor against excess pressure.

### 3.3.12.2 Air Dryer

The air delivered to the pneumatic system shall be clean and dry free from water vapor, oil and particles. A heatless regenerative twin tower type air dryer of matched capacity shall be provided between the air compressor and the main reservoir so as to provide dry compressed air to the Locomotive brake system. The air dryer shall be preceded by automatic drain valve and oil separator, which collects and discharges bulk of the moisture and oil present in the compressed air, before it enters the air dryer. Air drier shall be so located /protected in under frame to avoid any hitting during run. Alternatively air drier can be provided in machine room with provision of purging outside the Locomotive. Pressure loss on account of purging should be mentioned so that actual FAD available for main reservoir of locomotive may be displayed. A visual indication shall be provided to indicate the saturation of water vapor filter capsule externally. List of all the components with their average life, tools and machinery required to maintain the Air dryer and procedures of maintenance shall be furnished to the end users.

Prepared by	Checked by	Issued by
		
SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 62 of 71	Issued in June 2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

### 3.3.12.3 Air Reservoirs

Main reservoirs of adequate capacity, made of corrosion resistant material, shall be provided on each Bo-Bo unit of the Locomotive with provision of suitable safety valve and automatic drain valve.

### 3.3.13 Sanding

3.3.13.1 Pneumatic sanding gear of adequate capacity shall be provided for all the wheels and it shall be operative in either direction of travel. Automatic sanding arrangement during wheel slipping by means of wheel slip detection system shall be provided. The sanding shall be direction selective. The Contractor shall install a suitable regime for the interaction between sanding and active wheel slip adhesion control system so that wheel slip adhesion control system shall not be prohibited from working.

3.3.13.2 Four sand boxes per bogie, two at the front and two at the rear of the Bogie of the Locomotive shall be provided. The sand boxes shall be easily accessible for filling from outside. Each sand box shall have a capacity of not less than 35 liters.

3.3.13.3 The sand box lids shall be so designed as to avoid water entering the boxes so as to prevent clogging of the injector inlet in the box.

3.3.13.4 The sanding gear shall be capable of functioning properly in the tropical humid climate which increases the propensity of sand remaining moist. The sand ejection mechanism shall be designed such that it does not get choked due to moist sand.

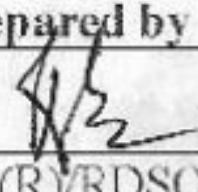


### 3.3.14 Horns

Dual tone electric or pneumatic horns shall be provided facing outwards at each end of the Locomotive and complied with RDSO specification no. MP.0.99.00.04 of November 1990. The two horns shall have different tones but shall be in harmony with each other when blown together. Push buttons placed next to each other or Joy stick shall be provided on the driver side as well as on the assistant driver side for the operation of either one or both the horns at any time by the driver or assistant driver.

### 3.3.15 Painting and Marking

Any paint system used, shall be durable and resistant to damage, and shall ensure that the life of the coating is at least 6 (six) years before a re-paint is necessary. During this period the coating shall remain securely attached to the substrate and through normal service in freight operations.

Subject to re-painting at 6 (six) year intervals and attention provided during maintenance to attend to any damage to the paint system caused by accidental impacts, the paint system shall protect the substrate from corrosion over the design life of the Locomotive. The paint system shall be capable of withstanding the effects of any detergents used in cleaning and the use of washing machines.

Prepared by	Checked by	Issued by
		
SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 63 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

Rectification of coating damage which occurs due to impacts shall be repairable at the Maintenance Depots. The Contractor shall describe in the Maintenance Manual the materials, equipment and processes required for such repairs to the paint system. The paint system and the repair process selected by the Contractor for use on Maintenance Depots shall not cause environmental problems or hazards to personal health.

Lettering and labeling shall be applied to the Locomotive exterior and interior to inform staff of matters such as positions of equipment, safety warnings etc. Lettering and labels shall be durable, visible, self-illuminating/retro reflective.

The design of the Locomotive shall promote preservation of asset value. The design shall protect against corrosion through the use of materials and coatings as appropriate. The design of the structure shall ensure that no water traps exist. Dissimilar metal corrosion shall be prevented and anti-corrosion paint shall also be applied.

### 3.3.16 Driving Cabs

3.3.16.1 A cab shall be provided at each end of the Locomotive with provision for adequate forward visibility. The cab shall be adequately insulated against noise, vibration and heat and ingress of water and dust. Driving cabs shall be adequately reinforced and connected with the main under frame at the cab ends.

The cab shall be ergonomically designed for convenience and to minimize fatigue of the driver. Ergonomic and human engineering aspects of the cab design shall be compatible with the range 5<sup>th</sup> percentile Indian adult female to 95<sup>th</sup> percentile Indian adult male. The visibility diagram shall be in accordance with UIC 651.

Air conditioning including cooling, heating and ventilation arrangement shall be provided in the cab space. There shall be sufficient space for four persons in the cab. The air conditioning and heating system shall maintain temperature as per UIC 651, during summers and between 19-21 degree Celsius, by compressor cut in/ cut out and humidity between 40% - 60%. During air conditioning and heating minimum fresh air quantities shall be 1.40 m<sup>3</sup> / minute. In addition, two crew fans shall also be provided one each for the driver and assistant driver. Temperature and humidity indicators shall be provided in both the cabs. Cab design shall be as per UIC 651 and BS EN 16186 shall applicable for items which not covered in UIC 651.

All window, rearview mirror and door glasses shall be of shatterproof type laminated glass, set in sun and heat resisting synthetic rubber sections. Electric or pneumatic windscreen wipers with washers shall be provided on the look out windows with foolproof drive arrangement and emergency manual control. Rolling blinds and sun visors shall be provided on the windscreens. The front look out glass shall be plastic laminated.

3.3.16.2 The layout of the driving cab and the driving position shall be ergonomically sound enabling the driver, in the interest of safety, to concentrate his attention outside of the cab to observe line side signals and instructions as applicable. The driver shall be able

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to undertake this task in both seated as well as standing position. All necessary controls and instrumentation shall be presented in a manner that shall aid the correct reflex action from the driver in both normal and emergency situations. The driving position shall be on the left side of the driving cab and the brake handles shall be located on the left hand side of the driver in the running direction. Their relative positions shall be similar to those available on IR's present electric locomotives. A second seat shall be provided for the assistant driver. Seat positions shall be adjustable. Contractor shall get the proposed cab layout approved by the Employer at Design Stage.



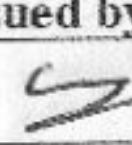
3.3.16.3 Access to the cab shall be from either side of the cab by means of sliding or inward opening doors having minimum height of 1675 mm and minimum width of 600 mm. The door leading to machine room from cab shall open into the machine room. The cab access doors shall be provided with lock and key. The fixed front glass panel of the cab windscreen, the glasses on the doors and side windows of the cab and the fixed glass panels of the equipment compartment shall be of shatter proof laminated duplex glass.

3.3.16.4 Hinged grill for prevention of damage to the front glass panel of the windscreen shall be provided.

3.3.16.5 In addition to above, each driver's cab shall be provided with the following:

- (i) Two cabinets in the rear and locker for toolbox;
- (ii) one fire extinguisher in addition to the one in the equipment compartment;
- (iii) one LED based rechargeable torch with socket and charger;
- (iv) VCD for monitoring alertness of the Locomotive crew through multi-resetting system which resets by specified normal operational activities of the crew, in addition to acknowledgement of the vigilance check by pressing a pedal switch provided for this purpose. Absence of the normal driving functions and acknowledgement at specified interval of one minute shall cause audio visual warning. If audio visual warning is not acknowledged for  $16 \pm 4$  seconds, it shall result into emergency brake application which shall only be resettable after  $32 \pm 2$  seconds. Standard VCD cycle timing as per IR practice should be followed as below;

Operating cycles	Time periods (seconds)	Indications	Possibility to Reset
Vigilance cycle( $T_0$ )	$60 \pm 2$	None	Yes
Warning cycle ( $T_1$ ) Level I	$8 \pm 2$	Yellow flashing	Yes
Warning cycle ( $T_2$ )	$8 \pm 2$	Yellow flashing light	Yes

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SSE(R)/RDSO	DSE/TIS/RDSO	ED/RS



Page No 65 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

Level II		and alarm sound	
Penalty brake (T <sub>3</sub> ) Level I	32±2	Yellow flashing light	No
Penalty brake (T <sub>4</sub> ) Level II	Unit reset	Yellow flashing & Buzzer continue till reset	Yes

- (v) suitable LED based lighting in cab. There shall also be provision that during running of the Locomotives only the drivers' desk, time table and caution order area shall be illuminated so as not to reduce the visibility of driver; and;
- (vi) suitable trays with clamps for working time table, caution orders, walkie-talkie etc.

### 3.3.17 Environmental noise standards

3.3.17.1 The Products shall limit the interior noise and vibration of the Locomotive.

3.3.17.2 The noise levels emitted from the equipment shall be as low as possible and the equipment shall be designed to prevent drumming, rattles or vibrations throughout the Design Life of the Locomotive.

3.3.17.3 The following noise standards shall be followed.



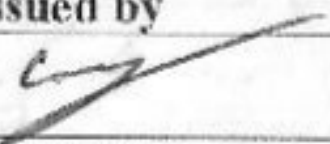
(i) Stationary Locomotive

The noise level inside the cab shall not exceed 68 dB (A) with all auxiliary equipment including cab air conditioner operating at its greatest noise out put. The noise level shall be measured in the cab along the center line between 1200 mm and 1600 mm above the floor and at a distance over 600 mm from the end of the cab. The measurement shall be conducted in accordance with ISO 3381.

(ii) Moving Locomotive

The noise level inside the cab, when the Locomotive is running at the maximum speed shall not exceed 75 dB (A) with all auxiliary equipment including cab air conditioner operating. The noise level shall be measured in the cab along the center line between 1200 mm and 1600 mm above the floor and at a distance over 600 mm from the end of the cab. The measurement shall be done according to ISO 3381.

- (iii) All noise levels listed above are in decibels referred to 20 micro pascals as measured with "A" weighting network of standard Type 1 sound level meter with time weighting F.

Prepared by	Checked by	Issued by
		
SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 66 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

3.3.18 Crew voice and video recording system shall be provided as per RDSO specification no. RDSO/2015/EL/SPEC/0118 Rev.1 with amendment no. 1 issued on March-2022 or latest in accordance with good industrial practices. In addition to the specified locations the provision for video recording shall also be for each pantograph to record the panto-OHE interaction of live pantograph. Further possibility of using cameras for rear view in the cab shall be discussed during Design Stage. The equipments in the equipment compartment shall be protected by means of expanded metal doors or panels. Glazed panels shall be provided for fittings, which require frequent visual inspection. Space provided in the corridors shall permit unrestricted movement of driving crew and maintenance staff. Detachable waterproof roof panels shall be provided in the roof for permitting removal of equipments from inside the Locomotive machine room. The joints of the roof panels shall be watertight.

3.3.19 Provision shall be made to enable the Employer to implement a Train Protection and Warning System (TPWS)/Train Collision Avoidance System (TCAS)/KAVACH and Cab-radio in the Locomotive as per the contract. The Contractor shall be required to interface with the other contractor of Employer to ensure compliance of the requirement.

#### 3.3.20 Gangway

The gangway fitted between Bo-Bo units shall allow the safe movement of staff between the Bo-Bo units at any speed and over specified track configuration. The gangway shall be stable under all dynamic and aerodynamic forces including through tunnels.

A door shall be fitted at the body end. The door arrangement shall be weatherproof and capable of being locked for security if the Bo-Bo unit is parted. The door shall be capable of being clipped in the open position during running.

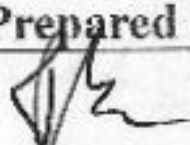
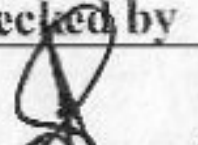
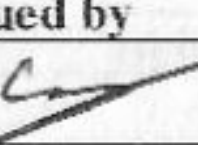
The design of the gangway shall not allow the ingress of water into the gangway. No water shall enter the body or structure. No significant amounts of dust or solid particles shall enter into the gangway or into the body or structure.

Lighting shall be provided to illuminate the interior area of the gangway. The gangway floor shall be non-slip and the arrangement shall not create any hazard to personnel through tripping, trapping of hand, or otherwise.

#### 3.4 Redundancy requirements

3.4.1 The Locomotive shall be designed to achieve a high level of reliability, particularly under the extreme environmental conditions experienced in India.

3.4.2 No single-point failure of the equipment shall cause the complete failure of the Locomotive except Main transformer, VCB and earthing switch, current transformer, potential transformer, surge arrestors and the number of single point failures which would result in a loss of more than 1/8<sup>th</sup> (one eighth) of the traction power and tractive effort shall be minimised. The Contractor shall identify and advise the Employer of any single-

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SSK(R)/RDSO	DSE/TPS/RDSO	ED/RS



Page No 67 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

point failures that shall cause a loss of power and tractive effort of  $1/8^{\text{th}}$  (one eighth) or greater of the traction power and tractive effort at Design Stage.

3.4.3 In the event of breakdown of any component or basic unit of equipment, it shall be possible to continue to haul the train with the least reduction possible in its services, operating within restricted but permissible conditions.

3.4.4 Where the system design of the equipment incorporates component redundancy as the method of reducing the consequences of a single point failure, such redundancy shall not allow hidden faults to remain undetected.

3.4.5 The basic principles and procedures to be followed in the event of a breakdown shall be:

(i) Breakdown of line side converter/drive side converter / electrical failure of any traction motor:

The traction power/tractive effort of the Locomotive shall be reduced only by  $1/8^{\text{th}}$ ;

(ii) Breakdown of power unit during traction or electrical braking:

The faulty power unit may be isolated;

(iii) Breakdown of an auxiliary converter:

Redundancy in auxiliary converter shall be provided so that in the event of its failure, the traction capacity of the Locomotive does not get affected;

(iv) Breakdown in the air braking system of a bogie:

It shall be possible to isolate the air brake in the bogie;

(v) Breakdown in the electric control of the automatic air brake:

It shall be substituted by the emergency brake;

(vi) Battery charger:

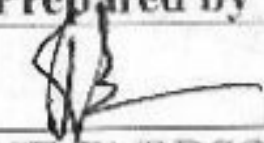
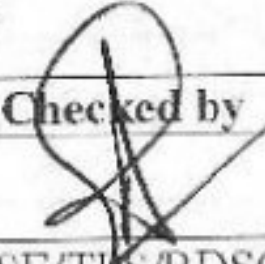

The battery charger of each Bo-Bo unit shall be able to take care of battery charging needs of other Bo-Bo unit in case of failure of the battery charger; and

(vii) Control electronics (VCU) shall have adequate redundancy so that a breakdown shall not affect the traction, braking and safety related control operations.

(viii) failure of drive controller unit of a line/drive converter of any traction converter

the traction power and tractive effort of the Locomotive shall only be reduced not more than by  $1/8^{\text{th}}$

(ix) failure of speed sensor:

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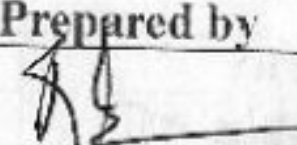
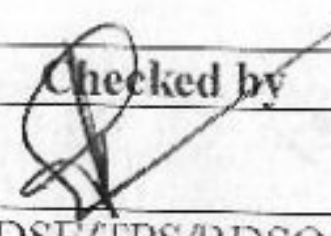
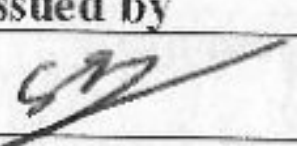


Page No 68 of 71	Issued in June'2022	Spec. No. RDSO/2006/EL/SPEC/0044, Rev '14'
------------------	---------------------	--

the traction power and tractive effort of the Locomotive shall not be reduced.

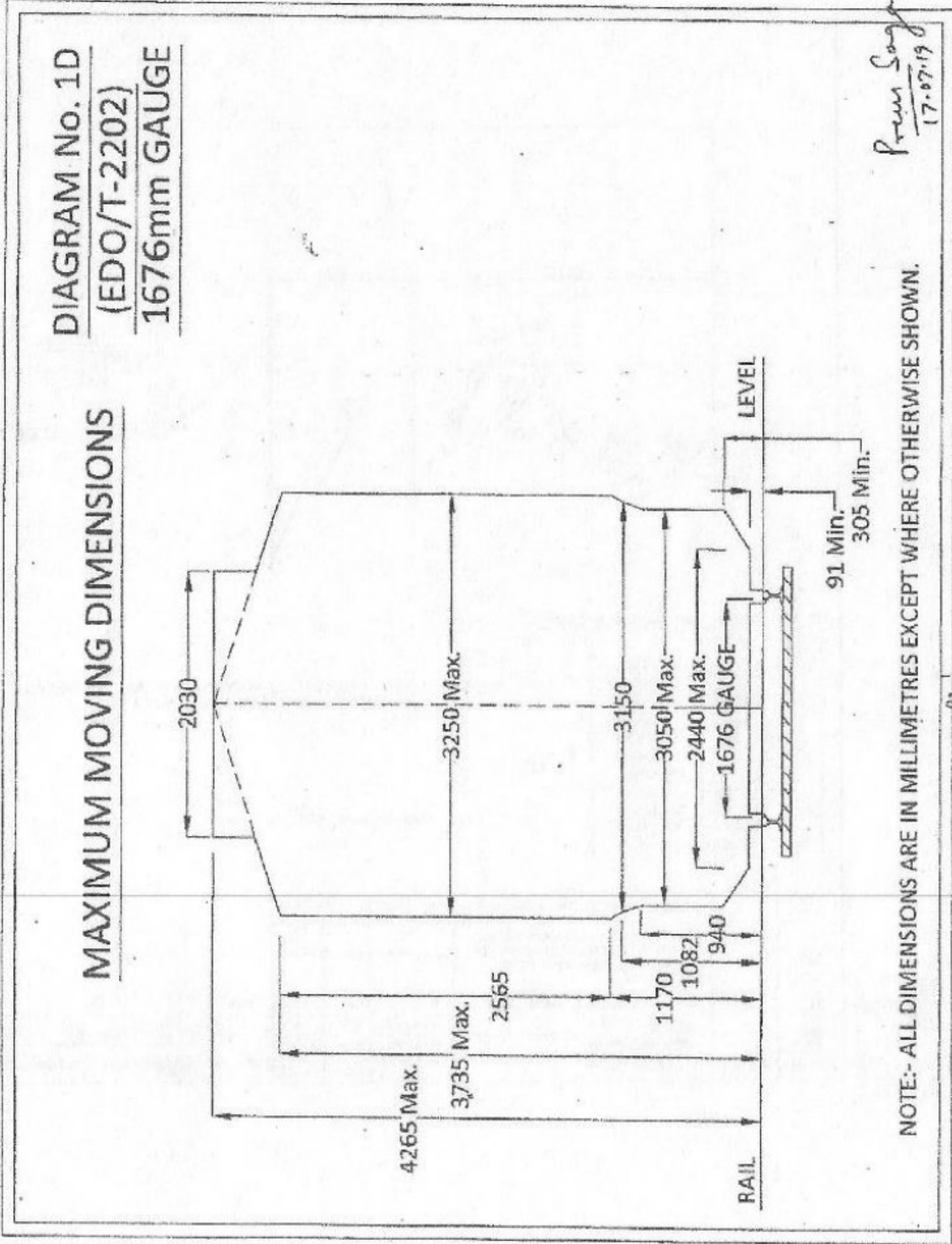
### 3.5 Measuring wheel for oscillation trials

Contractor shall supply minimum two wheel set (for one bogie set Axle1 & 2) as measuring wheel duly calibrated and instrumented with Data Accusation System for the purpose of oscillation trial for measurement of lateral / vertical forces.

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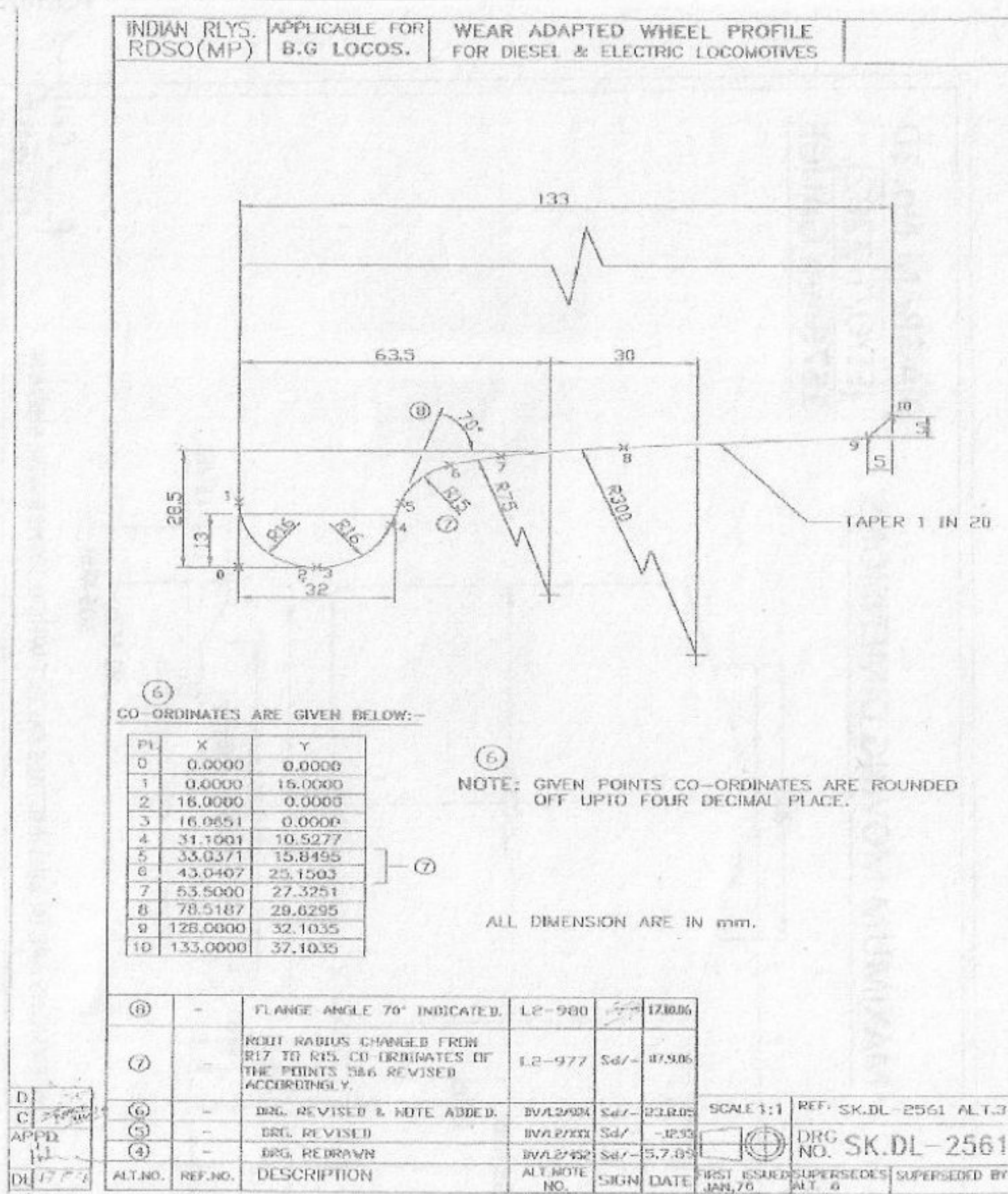
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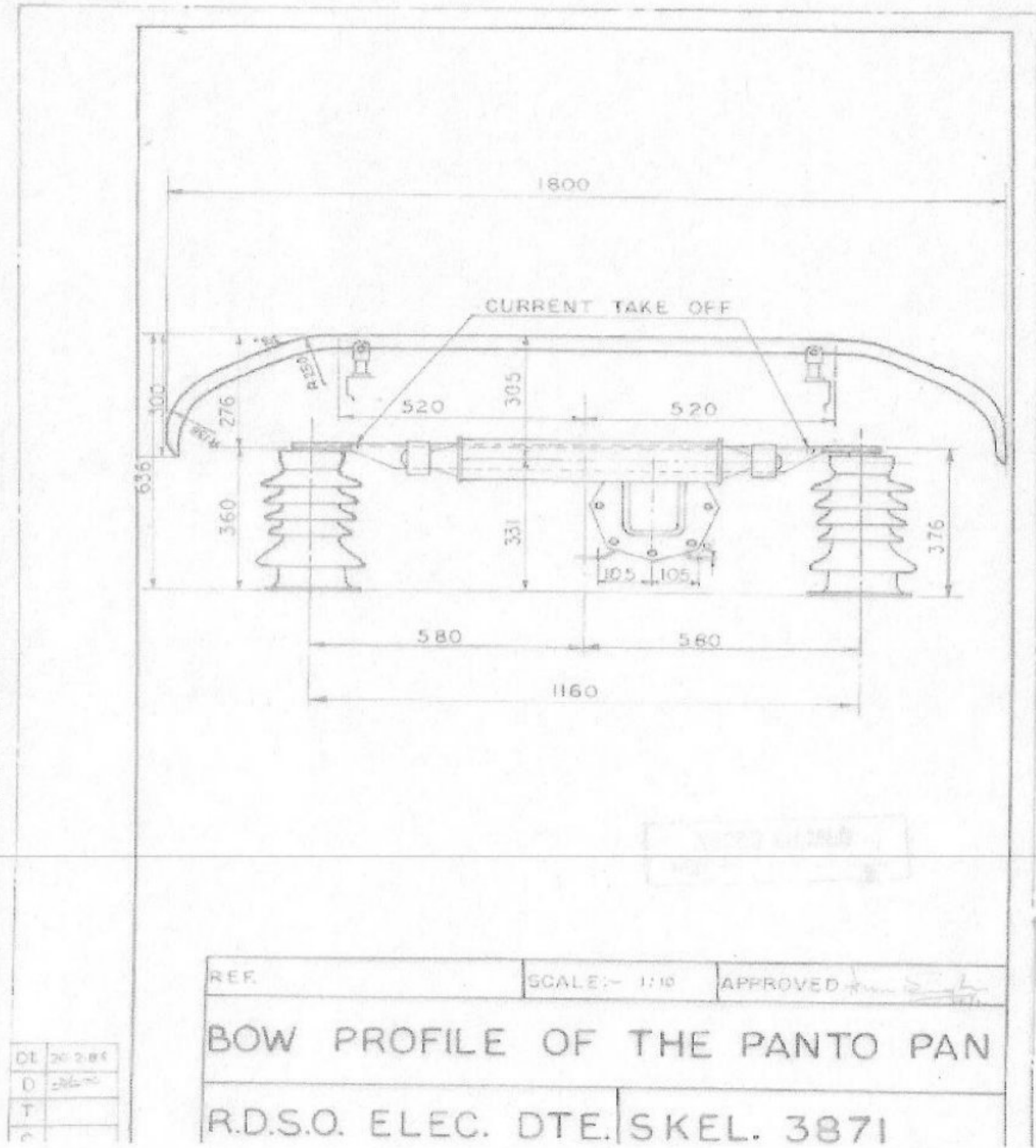
## Annex - A2



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SSE(R)/RDSO	DSE/TPS/RDSO	ED/RS



Annex - A3



Prepared by	Checked by	Issued by
SSB(R)/RDSO	DSE/TPS/RDSO	ED/RS