

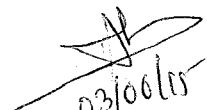
OPERATING CONDITIONS FOR STATION/YARD CRASH MANAGEMENT SYSTEM AT DEAD END

1. **Coach Type**
 - i) BG passenger coach fitted with Centre Buffer Coupler (LHB coaches)
 - ii) BG passenger coach fitted with Semi-permanent coupler (EMU, MEMU, DMU coaches)
 - iii) BG passenger coach fitted with screw coupling and side buffer (ICF Coaches)
 - iv) Goods wagons of mixed type (BCN, BOXN etc.)
2. **Mass**
 - i) Passenger train – 2000 t. Goods train – 5200 t.
 - ii) Impact speed – 05 kmph
 - iii) Maximum permitted shunting speed – 15 kmph
3. **Side Buffer Type**
 - i) Height - $1105^{+0/-15}$ mm. -- 1030 mm. (centre line from rail level)
 - ii) Distance between Side Buffers – 1956 mm.
4. **Centre Buffer Coupler type**
 - i) Height -- 1105 mm. (Centre line from rail level)
 - ii) Distance between centre lines of the side buffers
(end coaches are equipped with side buffers) -- 1956 mm
5. **Wheel diameter** - 952 mm (new), 825 mm (condemning)
6. **Maximum length of coach** – 24000 mm, **Maximum width of coach** – 3660 mm.

Maximum height of coach – 4381 mm.
7. **Axle load** – 16.25 t. to 20.32 t.
8. **Gauge** – 1676 mm. (Broad Gauge)
9. **Environmental conditions** –
Climatic & Environmental Conditions

-Maximum Temperature	: 70 °C
(Under the sun)	
-Maximum Temperature	: 45 °C
(Under shade)	
- Minimum Temperature (at night)	: -5 °C
- Rainfall	: Fairly Heavy
- Humidity	: 100% saturation
- Environment	: Dusty during hot weather and saline in coastal areas
10. **Maximum stopping distance** – 5 metres, However in case stopping distance of 5 metres leads to loss of berthing capacity, there should be provision in the system for catering to lesser speed impacts with reduced stopping distance.
11. **Maximum Buffer/CBC drop under full load** – 75 mm.

12. **Maximum operational speed** – 160 kmph
13. **Maximum gradient** – 1 in 37
14. **Radius of sharpest curve** – 175 M (10^0 curve)
15. **Brake System** –
 - i) Coach – Twin pipe air brake system and Electro pneumatic brake system
 - ii) Wagon - Single pipe air brake system.
16. **Coach strength** - Satisfies end load requirements as per UIC 566.
Wagon strength - Satisfies end load requirements as per UIC 566.
17. Track is maintained as per permission of Indian Railway Permanent Way Manual.
18. System should be capable of accommodating the variations in gradient /and curvature for the platforms / sidings where it is installed


03/06/15
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