



रेल डिब्बा कारखाना, कपूरथला
Rail Coach Factory , Kapurthala

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ROLLING STOCK CERTIFICATE

Form No. : **QMF4254; Version: 05**

1.	SHELL No:	5014	DISPATCH DATE:			01.03.2016
2.	Rly:	ER	Type:	MEMU/MC	Coach No.:	25038
3.	Booked to	SSE/C&W/ASN				
4.	Tare Weight of Coach :	61 T				
5.	Carrying Capacity :	Seating:	65	Standing	138	Luggage: NIL
6.	Shell Details: (SG-90004 alt 'b')					
	6.1	Leading Dimensions;				
	i)	Maximum height above rail to top of Roof ventilator			4100 ± 5 (for NAC) 4250 +0/-5 (for WGACCN only)	
	ii)	Maximum length over Body			21337 ± 10	
	iii)	Maximum length over Buffer			22297 ± 15	
	iv)	Maximum width over Body			3245 ± 5	
	v)	Maximum width over Flasher light			3402 +0/-5	
	vi)	Minimum height above rail level to the lowest fitting			181.5 (AE63143) mm	
	vii)	Buffer/CBC Height	Specified : 1104 +0 /-10 mm		i) 1100	ii) 1100
	vii)	Make :	ATUL			
	ix)	Shaku Coupler Height	Specified : 1035 +0 /-5 mm		1035	
	x)	Shaku Coupler Make:	SANROK			
7.	Air Brake Testing:					
		Description			Specified	
	7.1	Emergency Application	Time for 0 to 3.6 Kg/cm2 of BC		Less than 05 Sec (for BMBC type) 3 to 5 Sec (for Non BMBC type)	
			Brake release time to reach .4 Kg/cm2		Less than 20 Sec (for BMBC type) 15 to 20 Sec (for Non BMBC type)	
	7.2	Insensitivity	BP dipped @ 0.30 Kg/cm2 n 60 sec		No brake application	
	7.3	Sensitivity	BP dipped @ 0.60 Kg/cm2 in 6 sec		Brakes "ON"	
	7.4	Passenger alarm by pulling chain		BP Blasts out, Brakes "ON"		
	7.5	Piston stroke for BMBC type coach only		19 +10/-0 mm (NAC)		
8.	PAINTING DEATAILS:					
			TYPE OF PAINT	MAKE	AVERAGE GLOSS VALUE	
	8.1	PAINT	PU PAINT	GS	85/86	
	8.2	APPLICATION OF PCN-123		SATISFACTORY		
	8.3	INSUALTION		SATISFACTORY		
9.	Traceability of Furnishing Items:			Make		
	i.	BRAKE EQUIPMENT		WSF		
	ii.	SEAT & BERTH		OVPL		
	lii	PVC		RESPONSIVE		
	Iv	FLOOR BOARD		TAYAL		
	V	UIC VESTIBULE		WRM		
	Viv	LP SHEETS		PUNJAB LAMINATE		
	Vii	BODY SIDE WINDOW		MECIDONE		
	Viii	EMERGENCY WINDOW		IRCP		
	xi	DOOR WINDOW		MECIDONE		
10.	10.1	Modification/ Trial (if any):		NIL		
	10.2	Deviations (if any):		NIL		



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12.	Bogie Details:	Shell No.	Railway		Type		Coach No.		Dispatch Date		
		5014	ER		MEMU/DMC		25038		21-08-2015		
12.1	BOGIE GENERAL ARRANGEMENT DRAWING NO.: CC00002 Alt 'a'										
12.2	Wheel & Axle Details:	PP Side				NPP Side					
	i. Bogie No.	154023				154024					
	ii. Frame No.	ECBT-134				ECBT-128					
	iii. Axle No.	A-7411		A-7398		A-7465		A-7401			
	iv. Wheel Diameter	953.00	953.00	952.50	952.00	954.00	954.00	953.00	953.00		
	v. Wheel Disc No.	08077/ 55290	08318/ 59251	08318/ 59178	40041/ 46665	07430/ 2W81	05158/ 2W52	05560/ 2W31	01828/2V 62		
	vi. R.B. Nos.	X-0669	X-0756	X-0814	X-0678	E0745	E0734	X0772	X0666		
	vii. R.B. Make	FAG		FAG		FAG		FAG			
	viii. R.B. Type	Direct Mounted Spherical Roller Bearing									
12.3	<u>Items Traceability:</u>				PP SIDE			NPP SIDE			
	i.	BRAKE CYLINDER Make & NO.				PEW- 9006,2691,14623,3054			PEW- 9056,9051,3051,943 3		
	ii.	SECONDARY Shock Absorber Make &NO.				GAB-904,812			IAI-124401,124414		
12.4	i.	Modification/ Trail (if any):				NIL					
	ii.	Deviations (if any):				NIL					

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ROLLING STOCK CERTIFICATE

Form No. : **QMF4254; Version: 05**

1.	SHELL No:	5013	DISPATCH DATE:			04.02.2016
2.	Rly:	ER	Type:	MEMU/MC	Coach No.:	25037
3.	Booked to	SSE/C&W/ASN				
4.	Tare Weight of Coach :	61 T				
5.	Carrying Capacity :	Seating:	65	Standing	138	Luggage: NIL
6.	Shell Details: (SG-90004 alt 'b')					
	6.1	Leading Dimensions;				
	i)	Maximum height above rail to top of Roof ventilator			4100 ± 5 (for NAC) 4250 +0/-5 (for WGACCN only)	
	ii)	Maximum length over Body			21337 ± 10	
	iii)	Maximum length over Buffer			22297 ± 15	
	iv)	Maximum width over Body			3245 ± 5	
	v)	Maximum width over Flasher light			3402 +0/-5	
	vi)	Minimum height above rail level to the lowest fitting			181.5 (AE63143) mm	
	vii)	Buffer/CBC Height	Specified : 1104 +0 /-10 mm		i) 1104	ii) 1104
	vii)	Make :			SANROK	
	ix)	Shaku Coupler Height	Specified : 1035 +0 /-5 mm		1035	
	x)	Shaku Coupler Make:			SANROK	
7.	Air Brake Testing:					
	Description			Specified		
	7.1	Emergency Application	Time for 0 to 3.6 Kg/cm2 of BC		Less than 05 Sec (for BMBC type) 3 to 5 Sec (for Non BMBC type)	
			Brake release time to reach .4 Kg/cm2		Less than 20 Sec (for BMBC type) 15 to 20 Sec (for Non BMBC type)	
	7.2	Insensitivity	BP dipped @ 0.30 Kg/cm2 n 60 sec		No brake application	
	7.3	Sensitivity	BP dipped @ 0.60 Kg/cm2 in 6 sec		Brakes "ON"	
	7.4	Passenger alarm by pulling chain		BP Blasts out, Brakes "ON"		
	7.5	Piston stroke for BMBC type coach only		19 +10/-0 mm (NAC)		
8.	PAINTING DEATAILS:					
			TYPE OF PAINT	MAKE	AVERAGE GLOSS VALUE	
	8.1	PAINT	PU PAINT	GS	85/86	
	8.2	APPLICATION OF PCN-123		SATISFACTORY		
	8.3	INSUALTION		SATISFACTORY		
9.	Traceability of Furnishing Items:				Make	
	i.	BRAKE EQUIPMENT		WSF		
	ii.	SEAT & BERTH		AAR KAY FOAMS		
	iii	PVC		RESPONSIVE		
	Iv	FLOOR BOARD		TAYAL		
	V	UIC VESTIBULE		WRM		
	Viv	LP SHEETS		PUNJAB LAMINATE		
	Vii	BODY SIDE WINDOW		MECIDONE		
	Viii	EMERGENCY WINDOW		IRCP		
	xi	DOOR WINDOW		MECIDONE		
10.	10.1	Modification/ Trial (if any):		NIL		
	10.2	Deviations (if any):		NIL		



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11.	Bogie Details:	Shell No.	Railway	Type	Coach No.	Dispatch Date			
		5013	ER	MEMU/DMC	25037	30-12-2015			
11.1	BOGIE GENERAL ARRANGEMENT DRAWING NO.: CC00002 Alt 'a'								
11.2	Wheel & Axle Details:	PP Side				NPP Side			
	i. Bogie No.	154035				154036			
	ii. Frame No.	VS-31				VS-32			
	iii. Axle No.	G-7192		G-7263		H-4236		G-7205	
	iv. Wheel Diameter	953.00	953.00	953.00	953.00	953.00	953.00	954.00	954.00
	v. Wheel Disc No.	59196/141	55293/141	05531/2W40	05551/2W31	65848/10395	65804/10395	65819/10395	65883/10395
	vi. R.B. Nos.	X0699	X0770	O-681	X776	O-147	O-136	O-130	X0769
	vii. R.B. Make	FAG		FAG		FAG		FAG	
	viii. R.B. Type	Direct Mounted Spherical Roller Bearing							
11.3	<u>Items Traceability:</u>				PP SIDE		NPP SIDE		
	i.	BRAKE CYLINDER Make & NO.				PEW-2710,2706,3064,2207		PEW-3153,3076,3123,3102	
	ii.	SECONDARY Shock Absorber Make &NO.				K/B-9190,9186		K/B 9171,9163,	
11.4	i.	Modification/ Trail (if any):				NIL			
	ii.	Deviations (if any):				NIL			

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