



रेल डिब्बा कारखाना, कपूरथला
Rail Coach Factory , Kapurthala

Page 1 of 3

ROLLING STOCK CERTIFICATE

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

| | | | | | | |
|-----|-----------------------------------|---|---------------------------------------|----------------------------|--|--------------|
| 1. | SHELL No: | 4007 | DISPATCH DATE: | | | 29.10.14 |
| 2. | Rly: | SEC | Type: | MEMU/MC | Coach No.: | 14892 |
| 3. | Booked to | SSE/C&W/BSP | | | | |
| 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) 1095 | ii) 1104 |
| | vii) | Make : | JLS | | | |
| | ix) | Shaku Coupler Height | Specified : 1035 +0 /-5 mm | | 1035 | |
| | x) | Shaku Coupler Make: | ESCORTS | | | |
| 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 | ADVANCE | 85/86 | |
| | 8.2 | APPLICATION OF PCN-123 | | SATISFACTORY | | |
| | 8.3 | INSUALTION | | SATISFACTORY | | |
| 9. | Traceability of Furnishing Items: | | | | Make | |
| | i. | BRAKE EQUIPMENT | | | ESCORTS | |
| | ii. | SEAT & BERTH | | | ARR KAYEE | |
| | lii | PVC | | | RESPONSIVE | |
| | lv | FLOOR BOARD | | | ORIENTAL | |
| | v | UIC VESTIBULE | | | KRP | |
| | Viv | LP SHEETS | | | PUNJAB LAMINATE | |
| | Vii | BODY SIDE WINDOW | | | ABC | |
| | Viii | EMERGENCY WINDOW | | | IRCP | |
| | xi | DOOR WINDOW | | | AGF | |
| 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 | | |
| | | 4007 | SECR | | MEMU/DMC | | 14892 | | 03-09-14 | | |
| 12.1 | BOGIE GENERAL ARRANGEMENT DRAWING NO.: CC00002 Alt 'a' | | | | | | | | | | |
| 12.2 | Wheel & Axle Details: | PP Side | | | | | NPP Side | | | | |
| | i. | Bogie No. | 144033 | | | | | 144034 | | | |
| | ii. | Frame No. | VS-24 | | | | | ECBT-108 | | | |
| | iii. | Axle No. | T-0998 | | S-0749 | | S-0635 | | T-1007 | | |
| | iv. | Wheel Diameter | 953.00 | 953.00 | 953.00 | 953.00 | 953.00 | 953.00 | 952.00 | 952.00 | |
| | v. | Wheel Disc No. | 04124/ 2W11 | 01958/ 2V17 | 06635/ 2W82 | 06834/ 2W53 | 06831/ 2W53 | 06833/ 2W53 | 04123/ 2W11 | 04122/2 W11 | |
| | vi. | R.B. Nos. | P-45 | P-99 | P72 | P-7 | P-10 | P-103 | P-03 | P-48 | |
| | vii. | R.B. Make | FAG | | FAG | | FAG | | FAG | | |
| | viii. | R.B. Type | Direct Mounted Spherical Roller Bearing | | | | | | | | |
| 12.3 | <u>Items Traceability:</u> | | | | | | | | | | |
| | i. | BRAKE CYLINDER (Make) | | | | | AJT,PEW | | | | |
| | ii. | SECONDARY Shock Absorber (Make) | | | | | GABRIEL | | | | |
| 12.4 | i. | Modification/ Trail (if any): | | | | | NIL | | | | |
| | ii. | Deviations (if any): | | | | | NIL | | | | |



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Page 1 of 3

ROLLING STOCK CERTIFICATE

Form No. : QMF4254; Version: 05

| | | | | | | |
|-----|-----------------------------------|---|---|----------|--|--------------|
| 1. | SHELL No: | 4010 | DISPATCH DATE: | | | 01.11.2014 |
| 2. | Rly: | SEC | Type: | MEMU/MC | Coach No.: | 14893 |
| 3. | Booked to | SSE/C&W/BSP | | | | |
| 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 : | | | JLS | |
| | 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/cm ² of BC | | Less than 05 Sec (for BMBC type) 3 to 5 Sec (for Non BMBC type) | |
| | | | Brake release time to reach .4 Kg/cm ² | | Less than 20 Sec (for BMBC type) 15 to 20 Sec (for Non BMBC type) | |
| | 7.2 | Insensitivity | BP dipped @ 0.30 Kg/cm ² n 60 sec | | No brake application | |
| | 7.3 | Sensitivity | BP dipped @ 0.60 Kg/cm ² 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 | ADVANCE | 85/86 | |
| | 8.2 | APPLICATION OF PCN-123 | SATISFACTORY | | | |
| | 8.3 | INSUALTION | SATISFACTORY | | | |
| 9. | Traceability of Furnishing Items: | | | Make | | |
| | i. | BRAKE EQUIPMENT | | | ESCORTS | |
| | ii. | SEAT & BERTH | | | ARR KAY | |
| | lii | PVC | | | RESPONSIVE | |
| | Iv | FLOOR BOARD | | | ORIENTAL | |
| | V | UIC VESTIBULE | | | KRP | |
| | Viv | LP SHEETS | | | PUNJAB LAMINATE | |
| | Vii | BODY SIDE WINDOW | | | AGF | |
| | Viii | EMERGENCY WINDOW | | | CP | |
| | xi | DOOR WINDOW | | | MOHAN | |
| 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 | | | | |
| | | 4010 | SECR | MEMU/DMC | 14893 | 14-10-14 | | | | |
| 12.1 | BOGIE GENERAL ARRANGEMENT DRAWING NO.: CC00002 Alt 'a' | | | | | | | | | |
| 12.2 | Wheel & Axle Details: | PP Side | | | | NPP Side | | | | |
| | i. | Bogie No. | 144036 | | | | 144035 | | | |
| | ii. | Frame No. | ECBT-112 | | | | ECBT-113 | | | |
| | iii. | Axle No. | S-0681 | | S-0731 | | T-0988 | | S-0602 | |
| | iv. | Wheel Diameter | 952.50 | 952.50 | 952.00 | 952.00 | 953.00 | 952.50 | 953.00 | 952.50 |
| | v. | Wheel Disc No. | 02158/ 2W24 | 00762/ 2V42 | 00763/ 2V42 | 00761/ 2V42 | 02240/ 2W24 | 02248/ 2W24 | 02239/ 2W24 | 02249/ 2W24 |
| | vi. | R.B. Nos. | P-157 | P-98 | P-59 | P-82 | P-96 | P-97 | P-155 | P-35 |
| | vii. | R.B. Make | FAG | | FAG | | FAG | | FAG | |
| | viii. | R.B. Type | Direct Mounted Spherical Roller Bearing | | | | | | | |
| 12.3 | <u>Items Traceability:</u> | | | | | | | | | |
| | i. | BRAKE CYLINDER (Make) | | | | PEW | | | | |
| | ii. | SECONDARY Shock Absorber (Make) | | | | GABRIEL | | | | |
| 12.4 | i. | Modification/ Trail (if any): | | | | NIL | | | | |
| | ii. | Deviations (if any): | | | | NIL | | | | |