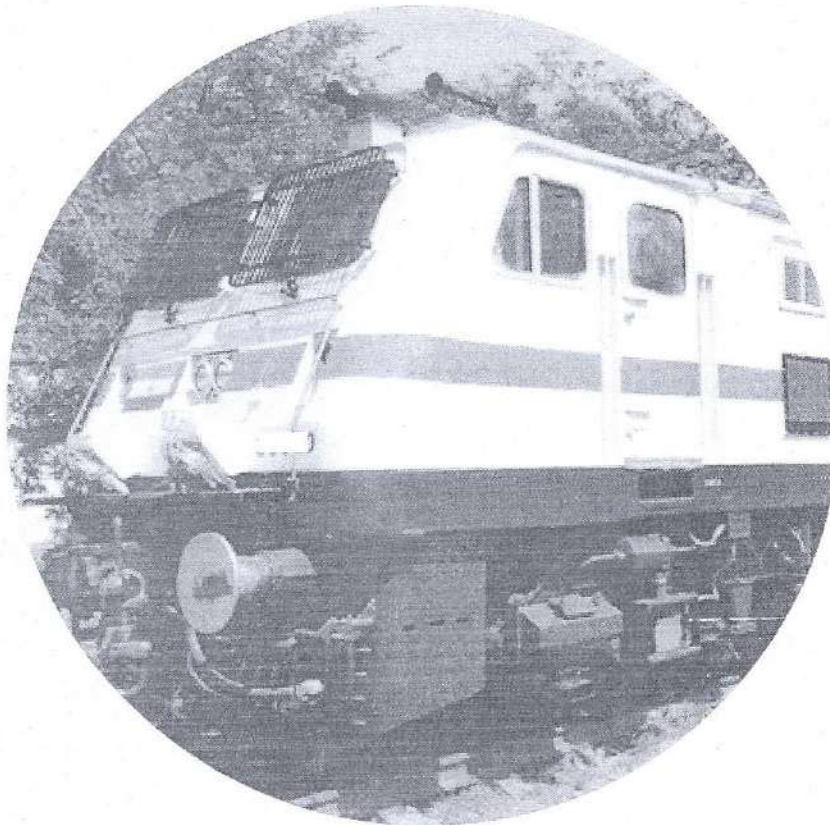




# भारतीय रेल Indian Railways

डीजल रेलइंजिन आधुनिकीकरण कारखाना, पटियाला  
Diesel Loco Modernisation Works, Patiala



## LOCO TESTING & DISPATCH REPORT OF IGBT BASED 3 PHASE ELECTRIC LOCOMOTIVE

LOCO NO. :	39193
TYPE:	WAP-7
RAILWAY SHED:	WR/BRC
PROPULSION SYSTEM:	BT
HOTEL LOAD:	MEDHA
DATE OF DISPATCH:	19.04.2021

लोको निर्माण रिकार्ड



# डीजल रेलइंजिन आधुनिकीकरण कारखाना, पटियाला

## Diesel Loco Modernisation Works, Patiala

LOCO NO. – 39193

RAILWAY/SHED: WR/BRC

DOD: APRIL 2021

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**1.0 Continuity Test of the cables****1.1 Continuity Test of Traction Circuit Cables**

As per cable list given in Para 1.3 of document no. 3 EHX 410 124, check the continuity with continuity tester and megger each cable to be connected between following equipment with 500V megger.

From	To	Continuity (OK/Not OK)	Prescribed Megger Value (min)	Measured Megger Value
Filter Cubicle	Transformer	OK	100 MΩ	1000
Filter Cubicle	Terminal Box of Harmonic Filter Resistor (Roof)	OK	100 MΩ	1000
Filter Cubicle	Earthing Choke	OK	100 MΩ	1000
Earthing Choke	Earth Return Brushes	OK	100 MΩ	1000
Transformer	Power Converter 1	OK	100 MΩ	1000
Transformer	Power Converter 2	OK	100 MΩ	1000
Power Converter 1	TM1, TM2, TM3	OK	100 MΩ	1500
Power Converter 2	TM4, TM5, TM6	OK	100 MΩ	1500
Earth	Power Converter 1	OK	100 MΩ	2000
Earth	Power Converter 2	OK	100 MΩ	2000

**1.2 Continuity Test of Auxiliary Circuit Cables**

As per cable list given in Para 1.4 of document no. 3 EHX 410 124, check the continuity with continuity meter and megger each cable to be connected between following equipment with the help of 500V megger.

  
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From	To	Continuity(OK/ Not OK)	Prescribed Megger Value (min)	Measured Megger Value M-2
Transformer	BUR1	OK	100 MΩ	1500
Transformer	BUR2	OK	100 MΩ	1500
Transformer	BUR3	OK	100 MΩ	1500
Earth	BUR1	OK	100 MΩ	2000
Earth	BUR2	OK	100 MΩ	2000
Earth	BUR3	OK	100 MΩ	2000
BUR1	HB1	OK	100 MΩ	2000
BUR2	HB2	OK	100 MΩ	2000
HB1	HB2	OK	100 MΩ	2000
HB1	TM Blower 1	OK	100 MΩ	200
HB1	TM Scavenge Blower 1	OK	100 MΩ	200
HB1	Oil Cooling Unit 1	OK	100 MΩ	1500
HB1	Compressor 1	OK	100 MΩ	1500
HB1	TFP Oil Pump 1	OK	100 MΩ	200
HB1	Converter Coolant Pump 1	OK	100 MΩ	1500
HB1	MR Blower 1	OK	100 MΩ	200
HB1	MR Scavenge Blower 1	OK	100 MΩ	200
HB1	Cab1	OK	100 MΩ	1000
Cab1	Cab Heater 1	OK	100 MΩ	1000
HB2	TM Blower 2	OK	100 MΩ	1500
HB2	TM Scavenge Blower 2	OK	100 MΩ	1000
HB2	Oil Cooling Unit 2	OK	100 MΩ	2000
HB2	Compressor 2	OK	100 MΩ	1000
HB2	TFP Oil Pump 2	OK	100 MΩ	2000
HB2	Converter Coolant Pump 2	OK	100 MΩ	2000
HB2	MR Blower 2	OK	100 MΩ	1500
HB2	MR Scavenge Blower 2	OK	100 MΩ	2000
HB2	Cab2	OK	100 MΩ	2000
Cab2	Cab Heater 2	OK	100 MΩ	1500

  
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**1.3 Continuity Test of Battery Circuit Cables**

Check continuity of following cables as per Para 2.3 of document no. 3 EHX 610 299

From	To	Condition	Continuity (OK/Not OK)
Battery (wire no 2093)	Circuit breakers 110-2, 112.1-1, 310.4-1	By opening and closing MCB 112	OK
MCB 110	Connector 50.X7-1	By opening and closing MCB 110	OK
Battery (Wire no. 2052)	Connector 50.X7-2	----	OK
SB2 (Wire no 2050)	Connector 50.X7-3	----	OK

Close the MCB 112, 110, 112.1, and 310.4 and measure the resistance of battery wires 2093, 2052, 2050 with respect to the loco earth.	Prescribed value > 0.5 MΩ	Measured Value <u>10</u> MΩ
Measure the resistance between 2093 & 2052, 2093 & 2050, 2052 & 2050	Prescribed value: > 50 MΩ	Measured Value <u>80</u> MΩ

Commission the indoor lighting of the locomotive as per Sheet No 7A &amp; 7B.

**1.4 Continuity Test of Screened Control Circuit Cables**

Check the continuity and isolation of the screen cable of the following circuits with the help of sheet no. mentioned against each as per document no. 3 EHX 610 299.

Screened control circuit cables for	Corresponding Sheet Nos.	Continuity & Isolation (OK/Not OK)
Battery voltage measurement	04B	OK
Memotel circuit of cab1 & 2	10A	OK
Memotel speed sensor	10A	OK
Primary voltage detection	01A, 12A	OK
Brake controller cab-1 & 2	06F, 06G	OK

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Master controller cab-1 &2	08C, 08D	OK
TE/BE meter bogie-1 & 2	08E, 08F	OK
Terminal fault indication cab-1 & 2	09F	OK
Brake pipe pressure actual BE electric	06H	OK
Primary current sensors	12B, 12F	OK
Harmonic filter current sensors	12B, 12F	OK
Auxiliary current sensors	12B, 12F	OK
Oil circuit transformer bogie 1	12E, 12I	OK
Magnetization current	12C, 12G	OK
Traction motor speed sensors (2 nos.) and temperature sensors (1 no.) of TM-1	12D	OK
Traction motor speed sensors (2nos) and temperature sensors (1 no.) of TM-2	12D	OK
Traction motor speed sensors (2nos) and temperature sensors (1 no.) of TM-3	12D	OK
Traction motor speed sensors (2 nos.) and temperature sensors (1 no.) of TM-4	12H	OK
Traction motor speed sensors (2nos) and temperature sensors (1 no.) of TM-5	12H	OK
Traction motor speed sensors (2nos) and temperature sensors (1 no.) of TM-6	12H	OK
Train Bus cab 1 & 2 (Wire U13A& U13B to earthing resistance= 10KΩ± ± 10%)	13A	OK
UIC line	13B	OK
Connection FLG1-Box TB	13A	OK

  
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**2.0 Low Tension test****2.1 Measurement of resistor in OHMS ( $\Omega$ )**

Measure the resistances of the load resistors for primary voltage transformer, load resistors for primary current transformer and Resistor harmonic filter as per Para 3.2 of the document no. 3 EHX 610 279.

Name of the resistor	Prescribed value	Measured value
Load resistor for primary voltage transformer (Pos. 74.2).	$3.9K\Omega \pm 10\%$	3.9K $\Omega$
Resistor to maximum current relay.	$1\Omega \pm 10\%$	1 $\Omega$
Load resistor for primary current transformer (Pos. 6.11).	$3.3\Omega \pm 10\%$	3.3 $\Omega$
Resistance harmonic filter (Pos 8.3). Variation allowed $\pm 10\%$	WAP7	WAP7
Between wire 5 & 6	0.2 $\Omega$	0.2 $\Omega$
Between wire 6 & 7	0.2 $\Omega$	0.2 $\Omega$
Between wire 5 & 7	0.4 $\Omega$	0.4 $\Omega$
For train bus, line U13A to earthing.	10 k $\Omega \pm 10\%$	10K $\Omega$
For train bus, line U13B to earthing.	10 k $\Omega \pm 10\%$	9.99K $\Omega$
Insulation resistance of High Voltage Cable from the top of the roof to the earth (by 1000 V megger).	200 M $\Omega$	300M $\Omega$
Resistance measurement earth return brushes Pos. 10/1.	$\leq 0.3\Omega$	0.28 $\Omega$
Resistance measurement earth return brushes Pos. 10/2.	$\leq 0.3\Omega$	0.3 $\Omega$
Resistance measurement earth return brushes Pos. 10/3.	$\leq 0.3\Omega$	0.29 $\Omega$
Resistance measurement earth return brushes Pos. 10/4.	$\leq 0.3\Omega$	0.3 $\Omega$
Earthing resistance (earth fault detection) Harmonic Filter -I; Pos. 8.61.	$2.2k\Omega \pm 10\%$	2.2K $\Omega$
Earthing resistance (earth fault detection) Harmonic Filter -II; Pos 8.62.	$2.7k\Omega \pm 10\%$	2.69K $\Omega$
Earthing resistance (earth fault detection) Aux. Converter; Pos. 90.3.	$3.9k\Omega \pm 10\%$	3.88K $\Omega$
Earthing resistance (earth fault detection) 415/110V; Pos. 90.41.	$1.8k\Omega \pm 10\%$	1.8K $\Omega$
Earthing resistance (earth fault detection) control circuit; Pos. 90.7.	$390\Omega \pm 10\%$	390 $\Omega$
Earthing resistance (earth fault detection) Hotel load; Pos. 37.1(in case of WAP5).	$3.3k\Omega \pm 10\%$	NA
Resistance for headlight dimmer; Pos. 332.3.	$10\Omega \pm 10\%$	10 $\Omega$

  
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Make sure that the earthing brush device don't make direct contact with the axle housing, earth connection must go by brushes.


2.2 Check Points

Items to be checked	Remarks
Check whether all the earthing connection in roof and machine room as mentioned in sheet no. 22A is done properly or not. These earthing connections must be flexible and should be marked yellow & green	checked OK
Check whether all the earthing connection between loco body and bogie is done properly or not. These cables must be flexible having correct length and cross section	checked OK

2.3 Low Tension Test Battery Circuits (without control electronics)

These tests are done with the help of the special type test loop boxes as per procedure given in Para 3.6 of the document no. 3 EHX 610 279

Name of the test	Schematic used.	Remarks
Test 24V supply	Sheet 04F and other linked sheets	OK
Test 48V supply	Sheet 04F & sheets of group 09	Fan supply to be checked. OK
Test traction control	Sheets of Group 08.	OK
Test power supply bus stations.	Sheets of Group 09.	Fan supply to be checked. OK
Test control main apparatus	Sheets of Group 05.	OK
Test earth fault detection battery circuit by making artificial earth fault to test the earth fault detection	Sheet 04C	OK
Test control Pneumatic devices	Sheets of Group 06	OK
Test lighting control	Sheets of Group 07	OK
Pretest speedometer	Sheets of Group 10	OK
Pretest vigilance control and fire system	Sheets of Group 11	OK
Power supply train bus	Sheets of Group 13	OK

  
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**3.0 Downloading of Software**

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3.1 Check Points.	Yes/No
Check that all the cards are physically present in the bus stations and all the plugs are connected.	Yes
Check that all the fibre optic cables are correctly connected to the bus stations.	Yes
Make sure that control electronics off relay is not energized i.e. disconnect Sub-D 411.LG and loco is set up in simulation mode.	Yes
Check that battery power is on and all the MCBs (Pos. 127.*) in SB1 & SB2 are on	Yes

**3.2 Download Software**

The software of Traction converter, Auxiliary converter and VCU should be done by commissioning engineer of the firm in presence of supervisor. Correct software version of the propulsion equipment to be ensured and noted:

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

**3.3 Analogue Signal Checking**

Check for the following analogue signals with the help of diagnostic tool connected with loco.

Description	Signal name	Prescribed value	Measured Value
Brake pipe pressure	FLG2;01--_01XPrAutoBkLn	100% (= 5 Kg/cm <sup>2</sup> )	OK
Actual BE electric	FLG2; AMSB_0201- Wpn BEdem	100% (= 10V)	OK
TE/BE at 'o' position from both cab	FLG1; AMSB_0101- Xang Trans FLG2; AMSB_0101- Xang Trans	Between 9% and 11 %	10% 10%
TE/BE at 'TE maximal' position from both cab	FLG1; AMSB_0101- Xang Trans FLG2; AMSB_0101- Xang Trans	Between 99 % and 101 %	100%
TE/BE at 'TE minimal' position from both cab	FLG1; AMSB_0101- Xang Trans FLG2; AMSB_0101- Xang Trans	Between 20 % and 25 %	24%

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TE/BE at 'BE maximal' position from both cab	FLG1; AMSB_0101-XangTrans FLG2; AMSB_0101-XangTrans	Between 99% and 101%	100%
TE/BE at 'BE Minimal' position from both cab	FLG1; AMSB_0101-XangTrans FLG2; AMSB_0101-XangTrans	Between 20% and 25%	24%
TE/BE at '1/3' position in TE and BE mode in both cab.	HBB1; AMS_0101-LT/BDEM>1/3 HBB2; AMS_0101-LT/BDEM>1/3	Between 42 and 44%	43%
TE/BE at '1/3' position in TE and BE mode in both cab.	HBB1; AMS_0101-LT/BDEM>2/3 HBB2; AMS_0101-LT/BDEM>2/3	Between 72 and 74%	73%
Both temperature sensor of TM1	SLG1; AMSB_0106-Xatmp1Mot	Between 10% to 11.7% depending upon ambient temperature 0°C to 40°C	checked
Both temperature sensor of TM2	SLG1; AMSB_0106-Xatmp2Mot	Between 10% to 11.7% depending upon ambient temperature 0°C to 40°C	
Both temperature sensor of TM3	SLG1; AMSB_0106-Xatmp3Mot	Between 10% to 11.7% depending upon ambient temperature 0°C to 40°C	
Both temperature sensor of TM4	SLG2; AMSB_0106-Xatmp1Mot	Between 10% to 11.7% depending upon ambient temperature 0°C to 40°C	
Both temperature sensor of TM5	SLG2; AMSB_0106-Xatmp2Mot	Between 10% to 11.7% depending upon ambient temperature 0°C to 40°C	
Both temperature sensor of TM6	SLG2; AMSB_0106-Xatmp3Mot	Between 10% to 11.7% depending upon ambient temperature 0°C to 40°C	

  
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**3.4 Functional test in simulation mode**

Conduct the following functional tests in simulation mode as per Para 5.5 of document no.3EHX 610 281. through the Diagnostic tool/laptop :

Test Function	Result desired in sequence	Result obtained
Emergency shutdown through emergency stop switch 244	VCB must open. Panto must lower.	checked ok
Shut Down through cab activation switch to OFF position	VCB must open. Panto must lower.	checked ok
Converter and filter contactor operation with both Power Converters during Start Up.	FB contactor 8.41 is closed. <b>By moving reverser handle:</b> <ul style="list-style-type: none"> <li>• Converter pre-charging contactor 12.3 must close after few seconds.</li> <li>• Converter contactor 12.4 must close.</li> <li>• Converter re-charging contactor 12.3 must open.</li> </ul> <b>By increasing TE/BE throttle:</b> <ul style="list-style-type: none"> <li>• FB contactor 8.41 must open.</li> <li>• FB contactor 8.2 must close.</li> <li>• FB contactor 8.1 must close.</li> </ul>	checked ok
Converter and filter contactor operation with both Power Converters during Shut Down.	<b>Bring TE/BE to O .</b> Bring the cab activation key to "O" <ul style="list-style-type: none"> <li>• VCB must open.</li> <li>• Panto must lower.</li> <li>• Converter contactor 12.4 must open.</li> <li>• FB contactor 8.1 must open.</li> <li>• FB contactors 8.41 must close.</li> <li>• FB contactor 8.2 must remain closed.</li> </ul>	checked ok


  
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Contactor filter adaptation by isolating any bogie	<p>Isolate any one bogie through bogie cut out switch. Wait for self-test of the loco.</p> <ul style="list-style-type: none"> <li>• Check that FB contactor 8.1 is open.</li> <li>• Check that FB contactor 8.2 is open.</li> </ul> <p>After raising panto, closing VCB, and setting TE/BE</p> <ul style="list-style-type: none"> <li>• FB contactor 8.1 closes.</li> <li>• FB contactor 8.2 remains open.</li> </ul>	checked ok
Test earth fault detection battery circuit positive & negative	<p>By connecting wire 2050 to earth, create earth fault negative potential.</p> <ul style="list-style-type: none"> <li>• message for earth fault</li> </ul> <p>By connecting wire 2095 to earth, create earth fault positive potential.</p> <ul style="list-style-type: none"> <li>• message for earth fault</li> </ul>	checked ok
Test fire system. Create a smoke in the machine room near the FDU. Watch for activation of alarm.	<p>When smoke sensor-1 gets activated then</p> <ul style="list-style-type: none"> <li>• Alarm triggers and fault message priority 2 appears on screen.</li> </ul> <p>When both smoke sensor 1+2 gets activated then</p> <ul style="list-style-type: none"> <li>• A fault message priority 1 appears on screen and lamp LSF1 glow.</li> <li>• Start/Running interlock occurs and TE/BE becomes to 0.</li> </ul>	checked ok
Time, date & loco number	Ensure correct date time and Loco number	ok

  
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**4.0 Sensor Test and Converter Test**

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**4.1 Test wiring main Transformer Circuits**

Apply  $198V_p/140V_{RMS}$  to the primary winding of the transformer (at 1u; wire no. 2 at surge arrestor and at 1v; wire no. 100 at earthing choke). Measure the output voltage and compare the phase of the following of the transformers.

Output Winding nos.	Description of winding.	Prescribed Output Voltage & Polarity with input supply.	Measured output	Measured polarity
2U <sub>1</sub> & 2V <sub>1</sub>	For line converter bogie 1 between cable 801A-804A	10.05V <sub>p</sub> and same polarity	10.05V <sub>p</sub>	OK
2U <sub>4</sub> & 2V <sub>4</sub>	For line converter bogie 1 between cable 811A-814A	10.05V <sub>p</sub> and same polarity	10.04V <sub>p</sub>	OK
2U <sub>2</sub> & 2V <sub>2</sub>	For line converter bogie 2 between cable 801B-804B	10.05V <sub>p</sub> and same polarity	10.05V <sub>p</sub>	OK
2U <sub>3</sub> & 2V <sub>3</sub>	For line converter bogie 2 between cable 811B-814B	10.05V <sub>p</sub> and same polarity	10.05V <sub>p</sub>	OK
2U <sub>B</sub> & 2V <sub>B</sub>	For aux. converter 1 between cable 1103-1117 (in HB1) For Aux converter 2 between cable 1103-1117 (in HB2)	7.9V <sub>p</sub> , 5.6V <sub>RMS</sub> and same polarity.	7.9V <sub>p</sub> 5.6V <sub>RMS</sub>	OK
2U <sub>F</sub> & 2V <sub>F</sub>	For harmonic filter between cable 4-12 (in FB)	9.12V <sub>p</sub> , 6.45V <sub>RMS</sub> and same polarity.	9.12V <sub>p</sub> 6.45V <sub>RMS</sub>	OK

**4.2 Test wiring auxiliary transformer 1000V/415V-110V (pos. 67)**

Apply  $141V_p / 100V_{RMS}$  to input of the auxiliary transformer at cable no 1203 -1117 and measure the output at

Description of wire no.	Prescribed Output Voltage & Polarity with input supply.	Measured output	Measured polarity
Cable no. 1218 - 1200	58.7V <sub>p</sub> , 41.5V <sub>RMS</sub> and opposite polarity.	58.7V <sub>p</sub> 41.4V <sub>RMS</sub>	OK
Cable no. 1218 - 6500	15.5V <sub>p</sub> , 11.0V <sub>RMS</sub> and opposite polarity.	15.5V <sub>p</sub> 11.0V <sub>RMS</sub>	OK

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DIESEL LOCO MODERNISATION WORKS, PATIALATesting & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCULocomotive No.: **39193**Type of Locomotive: WAP-7  
Page : 12 of 27**4.3 Primary Voltage Transformer**

Apply  $250V_{eff}/350V_p$  by variac to roof wire 1 and any wire 0 and measure the magnitude and polarity of the output of the primary voltage transformer for both bogies as per the procedure specified and suggested by the traction converter manufacturer. Primary voltage measurement converters (Pos. 224.1/\*) & catenary voltmeter (Pos. 74/\*).

This test is to be done for each converter.

Activate cab in driving mode and supply  $200V_{RMS}$  through variac to wire no 1501 and 1502. Monitor the following parameters through Diagnostic tool and in catenary voltmeter.

Signal name	Prescribed value in catenary voltmeter	Prescribed value in Micview	Monitored value in catenary voltmeter	Monitored value in SR diagnostic tool
SLG1_G 87-XUPrim	25kV	250%	25KV	250%
SLG2_G 87-XUPrim	25 kV	250%	25KV	250%

Decrease the supply voltage below  $140 V_{RMS}$ . VCB must open at this voltage. In this case the readings in Diagnostic Tool and catenary voltmeter will be as follows.

Signal name	Prescribed value in catenary voltmeter	Prescribed value in Micview	Monitored value in catenary voltmeter	Monitored value in SR diagnostic tool
SLG1_G 87-XUPrim	17kV	170%	17KV	170%
SLG2_G 87-XUPrim	17 kV	170%	17KV	170%

Reactivate VCB to on by increasing this voltage to 175% (17.5 kV).

Increase the supply to  $240 V_{RMS}$  through variac. VCB must open at this voltage, In this case the readings in **diagnostic tool** and catenary voltmeter will be as follows:

Signal name	Prescribed value in catenary voltmeter	Prescribed value in Micview	Monitored value in catenary voltmeter	Monitored value in SR diagnostic tool
SLG1_G 87-XUPrim	30kV	300%	30KV	300%
SLG2_G 87-XUPrim	30 kV	300%	30KV	

Reactivate VCB to on by decreasing this voltage to 290% (29 kV).

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## 4.4 Minimum voltage relay (Pos. 86)

## Functionality test:

Minimum voltage relay (Pos. 86) must be adjusted to approx 68%	
Activate loco in cooling mode. Check Power supply of 48V to minimum voltage relay. Disconnect primary voltage transformer (wire no. 1511 and 1512) from load resistor (Pos. 74.2) and connect variac to wire no. 1501 and 1502. Supply 200V <sub>RMS</sub> through variac. In this case; Minimum voltage relay (Pos. 86) picks up	✓(Yes/No)
Try to activate the cab in driving mode: Contactor 218 do not close; the control electronics is not be working.	✓(Yes/No)
Turn off the variac : Contactor 218 closes; the control electronics is be working	✓(Yes/No)
Test Under Voltage Protection;	
Activate the cab in cooling mode; Raise panto; Supply 200V <sub>RMS</sub> through variac to wire no. 1501 & 1502; Close the VCB; Interrupt the supply voltage The VCB goes off after 2 second time delay.	✓(Yes/No)
Again supply 200V <sub>RMS</sub> through variac to wire no. 1501 & 1502; Decrease the supply voltage below 140V <sub>RMS</sub> ± 4V; Fine tune the minimum voltage relay so that VCB opens.	✓(Yes/No)

## 4.5 Maximum current relay (Pos. 78)

Disconnect wire 1521 & 1522 of primary current transformer; Connect variac to wire 1521 & 1522 (including the resistor at Pos. 6.11); Put loco in simulation for driving mode; Open R <sub>3</sub> – R <sub>4</sub> on contact 136.3; Close VCB; supply 3.6A <sub>RMS</sub> at the open wire 1521; Tune the drum of the maximum current relay Pos. 78 for correct over current value;	
VCB opens with Priority 1 fault message on display.	✓(Yes/No)
Keep contact R <sub>3</sub> – R <sub>4</sub> of 136.3 closed; Close VCB; Tune the resistor 78.1 for the current of 7.0A <sub>RMS</sub> /9.9A <sub>p</sub> at the open wire 1521;	
VCB opens with Priority 1 fault message on display.	✓(Yes/No)

  
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## 4.6 Test current sensors

Name of the sensor	Description of the test	Prescribed value	Set/Measured value
Primary return current sensor (Test-1, Pos.6.2/1 & 6.2/2)	Activate cab in driving mode supply 10A. Measure the current through diagnostic tool or measuring print.	(Variation allowed is $\pm 10\%$ )	—
Primary return current sensor (Test-2, Pos.6.2/1 & 6.2/2)	Supply 90mA <sub>DC</sub> to the test winding of sensor through connector 415.AA/1or 2 pin no. 7(+) & 8(-)	—	—
	Supply 297mA <sub>DC</sub> to the test winding of sensor through connector 415.AA/1or 2 pin no. 7(+) & 8(-)	—	298 mA
Auxiliary winding current sensor (Pos. 42.3/1 & 42.3/2)	Supply 90mA <sub>DC</sub> to the test winding of sensor through connector 415.AC/1or 2 pin no. 7(+) & 8(-)	—	335 mA
	Supply 333mA <sub>DC</sub> to the test winding of sensor through connector 415.AC/1 or 2 pin no. 7(+) & 8(-)	—	
Harmonic filter current sensors (Pos.8.5/1 & 8.5/2)	Supply 90mA <sub>DC</sub> to the test winding of sensor through connector 415.AE/1or 2 pin no. 7(+) & 8(-)	—	—
	Supply 342mA <sub>DC</sub> to the test winding of sensor through connector 415.AE/1or 2 pin no. 7(+) & 8(-)	—	350 mA
Hotel load current sensors (Pos. 33/1 & 33/2)	Switch on hotel load. Supply 90mA <sub>DC</sub> to the test winding of sensor through connector 415.AG/1or 2 pin no. 7(+) & 8(-)	—	—
	Supply 1242mA <sub>DC</sub> to the test winding of sensor through connector 415.AG/1or 2 pin no. 7(+) & 8(-)	—	1245 mA

  
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**4.7 Test DC Link Voltage Sensors (Pos 15.6/\*)**

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This test is to be done by the commissioning engineer of the firm if required.

**4.8 Verification of Converter Protection Circuits (Hardware limits) -**

This test is to be done as per para 6.17 of the document no. 3EHX 610 282 for both the converters.

Protection circuits	Limit on which shutdown should take place	Measured limit
Current sensors (Pos 18.2/1, 18.2/2, 18.2/3, 18.4/4, 18.5/1, 18.5/2, 18.5/3) for Power Converter 1	Increase the current quickly in the test winding of the current sensors, VCB will off at 2.52A with priority 1 fault for each sensor.	For 18.2/1= For 18.2/2= For 18.2/3= For 18.4/4= For 18.5/1= For 18.5/2= For 18.5/3= <i>ok</i>
Current sensors (Pos 18.2/1, 18.2/2, 18.2/3, 18.4/4, 18.5/1, 18.5/2, 18.5/3) for Power Converter 2	Increase the current quickly in the test winding of the current sensors, VCB will off at 2.52A with priority 1 fault for each sensor.	For 18.2/1= For 18.2/2= For 18.2/3= For 18.4/4= For 18.5/1= For 18.5/2= For 18.5/3= <i>ok</i>
Fibre optic failure In Power Converter1	Remove one of the orange fibre optic plugs on traction converter. VCB should trip	<i>ok</i>
Fibre optic failure In Power Converter2	Remove one of the orange fibre optic plugs on traction converter. VCB should trip	<i>ok</i>

**4.9 Sequence of BUR contactors**

The sequence of operation of BUR contactors for 'ALL BUR OK' BUR 1 out BUR 2 out and BUR 3 out condition has to be verified by putting the Loco in driving mode (VCB should not be closed) and isolating the BURs one by one. In these condition following will be the contactor sequence.

Status	52/1	52/2	52/3	52/4	52/5	52.4/1	52.4/2	52.5/1	52.5/2
Al BUR OK	Close	Open	Close	Open	Close	Open	Close	Close	Open
BUR1 off	Close	Open	Close	Close	Open	Close	Open	Open	Close
BUR2 off	Open	Open	Close	Close	Close	Close	Open	Open	Close
BUR3 off	Open	Close	Open	Close	Close	Close	Open	Open	Close

*fs*  
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Page : 16 of 27**Monitored contactor sequence**

Status	52/1	52/2	52/3	52/4	52/5	52.4/1	52.4/2	52.5/1	52.5/2
AI BUR OK	close	open	close	open	close	open	close	close	open
BUR1 off	close	open	close	close	open	close	open	open	close
BUR2 off	open	open	close	close	close	close	open	open	close
BUR3 off	open	close	open	close	close	close	open	open	close

**5.0 Commissioning with High Voltage****5.1 Check List**

Items to be checked	Yes/No
Fibre optic cables connected correctly.	Yes
No rubbish in machine room, on the roof, under the loco.	Yes
All the electronic Sub-D and connectors connected	Yes
All the MCBs of the HB1 & HB2 open.	Yes
All the three fuses 40/* of the auxiliary converters	Yes
The fuse of the 415/110V auxiliary circuit (in HB1) open.	Yes
Roof to roof earthing and roof to cab earthing done	Yes
Fixing, connection and earthing in the surge arrestor done correctly.	Yes
Connection in all the traction motors done correctly.	Yes
All the bogie body connection and earthing connection done correctly.	Yes
Pulse generator (Pos. 94.1) connection done correctly.	Yes
All the oil cocks of the gate valve of the transformer in open condition.	Yes
All covers on Aux & Power converters, Filter block, HB1, HB2 fitted	Yes
KABA key interlocking system.	Yes

**5.2 Safety test main circuit breaker**

Prepare to switch off the catenary supply during the first charging of the locomotive in case of any unexpected behavior of the electrical component of the loco. Charge the loco for the first time by closing BLDJ switch. The VCB will trip after certain time as no oil/coolant pumps are running yet.

Perform the following safety test of main circuit breaker through both the cabs of the locomotive.

  
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Name of the test	Description of the test	Expected result	Monitored result
Emergency stop in cooling mode	Raise panto in cooling mode. Put the brake controller into RUN position. Close the VCB. Push emergency stop button 244.	VCB must open. Panto must lower. Emergency brake will be applied.	checked ok
Emergency stop in driving mode	Raise panto in driving mode in. Put the brake controller into RUN position. Close the VCB. Push emergency stop button 244.	VCB must open. Panto must lower. Emergency brake will be applied.	checked ok
Under voltage protection in cooling mode	Raise panto in cooling mode. Close the VCB. Switch off the supply of catenary by isolator	VCB must open.	checked ok
Under voltage protection in driving mode	Raise panto in driving mode. Close the VCB. Switch off the supply of catenary by isolator	VCB must open with diagnostic message that catenary voltage out of limits	checked ok
Shut down in cooling mode.	Raise panto in cooling mode. Close the VCB. Bring the BL-key in O position.	VCB must open. Panto must lower.	checked ok
Shutdown in driving mode	Raise panto in driving mode. Close the VCB. Bring the BL-key in O position.	VCB must open. Panto must lower.	checked ok
Interlocking pantograph-VCB in cooling mode	Raise panto in cooling mode. Close the VCB. Lower the pantograph by ZPT	VCB must open.	checked ok
Interlocking pantograph-VCB in driving mode	Raise panto in driving mode. Close the VCB. Lower the pantograph by ZPT	VCB must open.	checked ok

  
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Page : 18 of 27**5.3 Auxiliary Converter Commissioning**

Switch on the high voltage supply and set up the loco in driving mode. Raise the panto. Close the VCB. Check that there is no earth fault in the auxiliary circuit, Switch off the VCB. Lower the panto. Create the earth fault in auxiliary circuit by making connection between wire no 1117(in HB2 cubicle) and earth. After 3 minutes a diagnostic message will come that "Earth fault auxiliary circuit."

**5.3.1 Running test of 3 ph. auxiliary equipments**

Switch on the 3 ph. auxiliary equipment one by one. Check the direction of rotation of each auxiliary machine and measure the continuous current and starting current drawn by them.

Name of the auxiliary machine	Typical phase current	Measured continuous phase current	Measured starting phase current
Oil pump transformer 1	9.8 amps	9.6	12.0
Oil pump transformer 2	9.8 amps	9.5	9.6
Coolant pump converter 1	19.6 amps	4.8	7.8
Coolant pump converter 2	19.6 amps	4.8	6.0
Oil cooling blower unit 1	40.0 amps	40.0	124.0
Oil cooling blower unit 2	40.0 amps	40.0	142.0
Traction motor blower 1	34.0 amps	29.2	188.0
Traction motor blower 2	34.0 amps	30.2	204.0
Sc. Blower to Traction motor blower 1	6.0 amps	3.5	14.0
Sc. Blower to Traction motor blower 1	6.0 amps	3.6	16.0
Compressor 1	25 amps at 0 kg/cm <sup>2</sup> 40 amps at 10 kg/cm <sup>2</sup>	25.0	144.0
Compressor 2	25 amps at 0 kg/cm <sup>2</sup> 40 amps at 10 kg/cm <sup>2</sup>	26.6	135.0

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**5.3.2 Performance of Auxiliary Converters**

Measure the performance of the auxiliary converters through software and record it.

**BUR1 (Condition: Switch off all the load of BUR 1)- to be filled by commissioning engineer of the firm.**

Signal name	Description of the signal	Prescribed value	Monitored value	Value under Limit (Yes/No)
BUR1 7303 XUUN	Input voltage to BUR1	75% (10%=125V)	1042V	Yes
BUR1 7303 XUUZ1	DC link voltage of BUR1	60% (10%=100V)	620V	Yes
BUR1 7303 XUIZ1	DC link current of BUR1	0% (10%=50A)	45Am	Yes

**BUR2 (Condition: Switch off all the load of BUR 2, Battery Charger on) to be filled by commissioning engineer of the firm.**

Signal name	Description of the signal	Prescribed value by the firm	Monitored value	Value under Limit (Yes/No)
BUR2 7303-XUUN	Input voltage to BUR2	75% (10%=125V)	1048V	Yes
BUR2 7303-XUUZ1	DC link voltage of BUR2	60% (10%=100V)	622V	Yes
BUR2 7303-XUIZ 1	DC link current of BUR2	1% (10%=50A)*	44Am	Yes
BUR2 7303-XUILG	Current battery charger of BUR2	3% (10%=100A)*	42 Amh	Yes
BUR2 7303-XUIB1	Current battery of BUR2	1.5%(10%=100A)*	15Am	Yes
BUR2 7303 -XUUB	Voltage battery of BUR2	110%(10%=10V)	110V	Yes

\* Readings are dependent upon charging condition of the battery.

**BUR3 (Condition: Switch off all the load of BUR 3, Battery Charger on) to be filled by commissioning engineer of the firm.**

Signal name	Description of the signal	Prescribed set value by the firm	Monitored value	Value under limit (Yes/No)
BUR3 7303-XUUN	Input voltage to BUR3	75% (10%=125V)	1048V	Yes
BUR3 7303-XUUZ1	DC link voltage of BUR3	60% (10%=100V)	620V	Yes
BUR3 7303-XUIZ 1	DC link current of BUR3	1% (10%=50A)*	45Am	Yes
BUR3 7303-XUILG	Current battery charger of BUR 3	3% (10%=100A)*	40 Amh	Yes
BUR3 7303-XUIB1	Current battery of BUR 3	1.5%(10%=100A)*	16Am	Yes
BUR3 7303-XUUB	Voltage battery of BUR 3	110%(10%=10V)	110V	Yes

\* Readings are dependent upon charging condition of the battery.

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Page : 20 of 27**5.3.3 Performance of BURs when one BUR goes out**

When any one BUR goes out then rest of the two BURs should take the load of all the auxiliaries at ventilation level 1 3 of the locomotive.

Condition of BURs	Loads on BUR1	Loads in BUR2	Loads in BUR3
All BURs OK	Oil Cooling unit 1&2	TM blower1&2, TFP oil pump 1&2, SR coolant pump 1&2.	Compressor 1&2, Battery charger and TM Scavenger blower 1&2
BUR 1 out	-----	Oil Cooling unit 1&2, TM blower1&2, TM Scavenger blower 1&2	Compressor 1&2, TFP oil pump 1&2, SR coolant pump 1&2 and Battery charger.
BUR 2 out	Oil Cooling unit 1&2, TM blower 1&2, TM Scavenger blower 1&2	-----	Compressor 1&2, TFP oil pump 1&2, SR coolant pump 1&2 and Battery charger.
BUR 3 out	Oil Cooling unit 1&2, TM blower1&2, TM Scavenger blower 1&2	Compressor 1&2, TFP oil pump 1&2, SR coolant pump 1&2 and Battery charger.	-----

checked

**5.4 Auxiliary circuit 415/110**

For checking earth fault detection, make a connection between wire no. 1218 and vehicle body. On switching on VCB, Earth fault relay 89.5 must pick up and after 3 minutes a message will come in the Diagnostic display that Earth Fault 415/110V Circuit

Switch on the 1 ph. auxiliary equipment one by one. Check the direction of rotation of each auxiliary machine and measure the continuous current and starting current drawn by them.

Name of the auxiliary machine	Typical phase current	Measured phase current	Measured starting current
Machine room blower 1	15.0 amps*	5.6	10.0
Machine room blower 2	15.0 amps*	6.0	18.0
Sc. Blower to MR blower 1	1.3 amps	1.6	5.6
Sc. Blower to MR blower 2	1.3 amps	1.8	7.4
Ventilator cab heater 1	1.1 amps	1.0	1.3
Ventilator cab heater 2	1.1 amps	1.0	1.3
Cab heater 1	4.8 amps	5.0	5.2
Cab heater 2	4.8 amps	5.0	5.2

\* For indigenous MR blowers.

  
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**5.5 Hotel load circuit**For WAP-7 locomotive with Hotel load converter refer to **Annexure-HLC****5.6 Traction Converter Commissioning**

This test is carried out in association with Firm.

Traction converter commissioning is being done one at a time. For testing Converter 1, switch off the traction converter 2 by switch bogie cut out switch 154. For testing Converter 2, switch off the traction converter 2 by switch bogie cut out switch 154. Isolate the harmonic filter also by switch 160. Start up the loco by one converter. Follow the functionality tests.

**For Converter 1**

Test Function	Results desired	Result obtained
Measurement of charging and pre-charging and charging of DC Link of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok
Measurement of discharging of DC Link of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok
Earth fault detection on positive potential of DC Link of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok
Earth fault detection on negative potential of DC Link of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok
Earth fault detection on AC part of the traction circuit of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok
Pulsing of line converter of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok
Pulsing of drive converter of Converter 1	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok

  
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**For Converter 2**

Test Function	Results desired in sequence	Result obtained
Measurement of charging and pre-charging and charging of DC Link of Converter 2	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok
Measurement of discharging of DC Link of Converter 2	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok
Earth fault detection on positive potential of DC Link of Converter 2.	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok
Earth fault detection on negative potential of DC Link of Converter 2.	Traction converter manufacturer to declare the successful operation and demonstrate the same to the supervisor/v	checked ok
Earth fault detection on AC part of the traction circuit of Converter 2.	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok
Pulsing of line converter of Converter 2.	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok
Pulsing of drive converter of Converter 2	Traction converter manufacturer to declare the successful operation and demonstrate the same to the DMW supervisor.	checked ok

  
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**5.7 Test protective shutdown SR**

Test Function	Results desired in sequence	Result obtained
Measurement of protective shutdown by Converter 1 electronics.	Start up the loco with both the converter. Raise panto. Close VCB. Move Reverser handle to forward or reverse. Remove one of the orange fibre optic feedback cable from converter 1. Check that converter 1 electronics produces a protective shut down. • VCB goes off • Priority 1 fault mesg. on DDU appears <i>Disturbance in Converter 1</i>	checked ok
Measurement of protective shutdown by Converter 2 electronics.	Start up the loco with both the converter. Raise panto. Close VCB. Move Reverser handle to forward or reverse. Remove one of the orange fibre optic feedback cable from converter 2. Check that converter 2 electronics produces a protective shut down. • VCB goes off • Priority 1 fault mesg. on diagnostic display appears <i>Disturbance in Converter 2</i>	checked ok

**5.8 Test Harmonic Filter**

Switch on the filter by switch 160

Test Function	Results desired in sequence	Result obtained
Measurement of filter currents	Start up the loco with both the converter. Raise panto. Close VCB. Move Reverser handle to forward or reverse. Apply a small value of TE/BE by moving the throttle. • FB contactor 8.41 must open.	checked ok

  
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	<ul style="list-style-type: none"> <li>• FB contactor 8.2 must close.</li> <li>• FB contactor 8.1 must close</li> <li>• Check the filter current in diagnostic laptop</li> </ul> <p>Bring the TE/BE throttle to O</p> <p>Switch off the VCB</p> <ul style="list-style-type: none"> <li>• FB contactor 8.1 must open.</li> <li>• FB discharging contactor 8.41 must close</li> <li>• Check the filter current in diagnostic laptop</li> </ul>	checked ok
Test earth fault detection harmonic filter circuit.	<p>Make a connection between wire no. 12 and vehicle body. Start up the loco. Close VCB.</p> <ul style="list-style-type: none"> <li>• Earth fault relay 89.6 must pick up.</li> <li>• Diagnostic message comes that - <b>Earth fault in harmonic filter circuit</b></li> </ul>	checked ok
Test traction motor speed sensors for both bogie in both cabs	Traction converter manufacturer to declare the successful operation and demonstrate the same to the supervisor/ DMW	checked ok

## 5.9 Test important components of the locomotive

Items to be tested	Description of the test	Monitored value/remarks
Speedometer	VCU converter manufacturer to declare the successful operation and demonstrate the same to the supervisor/ DMW	checked ok
Time delay module of MR blower	The time after which the starting capacitor for MR blower should go off the circuit should be set to 10-12 seconds	checked ok
Ni-Cd battery voltage	At full charge, the battery voltage should be 110V DC.	checked ok
Flasher light	From both cab flasher light should blink at least 65 times in one minute.	checked ok
Head light	Head light should glow from both cabs by operating ZLPRD. Dimmer operation of headlight should also occur by operating the switch ZLPRD.	checked ok

  
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Marker light	Both front and tail marker light should glow from both the cabs	checked ok
Cab Light	Cab light should glow in both the cabs by operating the switch ZLC	checked ok
Spot lights	Both Drivers and Asst. Drivers Spot light should glow in both cabs by operating ZLDD	checked ok
Instrument lights	Instrument light should glow from both cab by operating the switch ZLI	checked ok
Illuminated Push button	All illuminated push buttons should glow during the operation	checked ok
Contact pressure of the high rating contactors	The contact pressure of FB contactors (8.1, 8.2) is to be measured <b>Criteria:</b> The minimum contact pressure is 54 to 66 Newton.	For contactor 8.1: } For contactor 8.2: } OK
Crew Fan	All crew fans should work properly when VCB of the loco is switched on. The airflow from each cab fan is to be measured. <b>Criteria:</b> The minimum flow of air of cab fan should be $25 \text{ m}^3/\text{minute}$	Cab 1 LHS: } Cab 1 RHS: } OK Cab 2 LHS: } Cab 2 RHS: }

**6.0 Running Trial of the locomotive**

SN	Description of the items to be seen during trail run	Action which should take place	Remarks
1	Cab activation in driving mode	No fault message should appear on the diagnostic panel of the loco.	checked ok
	Loco charging	Loco to be charged and all auxiliaries should run. No fault message to appear on the diagnostic panel of the loco. Raise MR pressure to $10 \text{ Kg/cm}^2$ , BP to $5 \text{ Kg/cm}^2$ , FP to $6 \text{ Kg/cm}^2$ .	checked ok
3.	Check function of Emergency push stop.	This switch is active only in activated cab. By pushing this switch VCB should open & pantograph should be lowered.	checked ok
4.	Check function of BPCS.	<ul style="list-style-type: none"> <li>Beyond 5 kmph, press BPCS, the speed of loco should be constant.</li> <li>BPCS action should be cancelled by moving TE/BE throttle, by dropping BP below <math>4.75 \text{ Kg/cm}^2</math>, by pressing BPCS again.</li> </ul>	checked ok
5.	Check train parting operation of the Locomotive.	Operate the emergency cock to drop the BP Pressure LSAF should glow.	checked ok

  
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DIESEL LOCO MODERNISATION WORKS, PATIALATesting & Commissioning Format For 3-Phase Locomotive fitted with IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

Locomotive No.: 39193

Type of Locomotive: WAP-7

Page : 26 of 27

6.	Check vigilance operation of the locomotive	<p>Set the speed more than 1.5 kmph and ensure that brakes are released i.e. <math>BC &lt; 1 \text{ Kg/cm}^2</math>.</p> <p>For 60 seconds do not press vigilance foot switch or sanding foot switch or TE/BE throttle or BPVG switch then</p> <ul style="list-style-type: none"> <li>• Buzzer should start buzzing.</li> <li>• LSVW should glow continuously.</li> </ul> <p>Do not acknowledge the alarm through BPVG or vigilance foot switch further for 8 seconds then:-</p> <ul style="list-style-type: none"> <li>• Emergency brake should be applied automatically.</li> <li>• VCB should be switched off.</li> </ul> <p>Resetting of this penalty brake is possible only after 180 seconds by bringing TE/BE throttle to 0 and acknowledge BPVR and press &amp; release vigilance foot switch.</p>	checked OK
7.	Check start/run interlock	<ul style="list-style-type: none"> <li>• At low pressure of MR (<math>&lt; 5.6 \text{ Kg/cm}^2</math>).</li> <li>• With park brake in applied condition.</li> <li>• With direct loco brake applied (<math>BP &lt; 4.75 \text{ Kg/cm}^2</math>).</li> <li>• With automatic train brake applied (<math>BP &lt; 4.75 \text{ Kg/cm}^2</math>).</li> <li>• With emergency cock (<math>BP &lt; 4.75 \text{ Kg/cm}^2</math>).</li> </ul>	checked OK NA
8.	Check traction interlock	Switch of the brake electronics. The Tractive /Braking effort should ramp down, VCB should open and BP reduces rapidly.	checked OK
9.	Check regenerative braking.	Bring the TE/BE throttle to BE side. Loco speed should start reducing.	checked OK
10.	Check for BUR redundancy test at ventilation level 1 & 3 of loco operation	<p>In the event of failure of one BUR, rest of the two BURs can take the load of all the auxiliaries. For this switch off one BUR.</p> <p>Auxiliaries should be catered by rest of two BURs. Switch off the 2 BURs; loco should trip in this case.</p>	checked OK
11.	Check the power converter isolation test	Create disturbance in power converter by switching off the electronics. VCB should open and converter should get isolated and traction is possible with another power converter.	checked OK

  
 Signature of the JE/SSE/Loco Testing

DIESEL LOCO MODERNISATION WORKS, PATIALATesting & Commissioning Format For 3-Phase Locomotive fitted with  
IGBT based Traction Converter, Auxiliary Converter and TCN based VCU

Locomotive No.: 39193

Type of Locomotive: WAP-7

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**7.0 Final check list to be verified at the time of Loco dispatch**

Condition /Operations of the following items are to be checked:

SN	Item	Cab-1	Cab-2	Remarks
1	Head lights	OK	OK	
2	Marker Red	OK	OK	
3	Marker White	OK	OK	
4	Cab Lights	OK	OK	
5	Dr Spot Light	OK	OK	
6	Asst Dr Spot Light	OK	OK	
7	Flasher Light	OK	OK	
8	Instrument Lights	OK	OK	
9	Corridor Light	OK	OK	
10	Cab Fans	OK	OK	
11	Cab Heater/Blowers	OK	OK	
12	All Cab Signal Lamps Panel 'A'	OK	OK	

  
Signature of the JE/SSE/Loco Testing

DIESEL LOCO MODERNISATION WORKS, PATIALATesting & Commissioning Format for 2x500KVA IGBT based Hotel Load Converter for 3-phase Electric LocomotivesLocomotive No.: 39193

Page: 1 of 6

Type of Locomotive: WAP-7Make of Hotel Load Converter: MEBHA

Details of Equipment: -

Equipment	Sl. No	Equipment	Sl. No
HLC1	2953	IV Coupler CAB1 ALP	—
HLC2	2951	IV Coupler CAB1 LP	—
Converter-1	2953	IV Coupler CAB2 ALP	—
Converter-2	2952	IV Coupler CAB2 LP	—
UIC Coupler for Hotel Load Converter (353.3/2 CAB2)	—	UIC Coupler for Hotel Load Converter (353.3/3 CAB1)	—

## 1. Polarity test of Hotel Load Winding:

Apply 198 /140 to the primary winding of the transformer (at 1U; wire no. 2 at surge arrester and at 1V; wire no. 100 at earthing choke). Measure the output voltage and compare the phase of the following of the transformer.

Output Winding Nos.	Description of winding	Prescribed Output Voltage & Polarity with input supply	Measured Output	Measured Polarity
2UH1 & 2VH1	For Hotel load between cable 91- 94	5.9 ,4.2 and same polarity	5.8	Same Polarity
2UH2 & 2VH2	For Hotel load between cable 91A- 94A	5.9 ,4.2 and same polarity	5.8	—

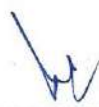
  
 Signature of the JE/SSE/Loco Testing

## 2. Visual Inspection:

## Fitment of Units and Earthing to Sub-assemblies

Verify the following Equipments Fitment and grounding cables are connected to Locomotive body.

Sl. No.	Equipment Name	Unit Fitment (Yes/No)	Provision of Earthing (Yes/No)
1	HLC1	yes	yes
2	HLC2	y	"
3	Output Contactor unit1 HLC1	"	"
4	Output Contactor unit2 HLC2	"	"
5	IV Coupler CAB1 ALP	"	"
6	IV Coupler CAB1 LP	"	"
7	IV Coupler CAB2 ALP	"	"
8	IV Coupler CAB2 LP	"	"
9	UIC Coupler for Hotel Load Converter (353.3/3 CAB1)	"	"
10	UIC Coupler for Hotel Load Converter (353.3/2 CAB2)	"	"
11	CT (LEM sensor) under HLC1	"	"
12	CT(LEM sensor) under HLC2	"	"

  
Signature of the JE/SSE/Loco Testing

### 3. Cable Routing and Laying

#### 3.1 Control cable routing and layout

Verify the connections, tightness and cable routing of the following Control cable.

Sl. No.	Cables Details	Performed (Yes/No)
1	From Wago SB1 to HLC1 are connected as per wiring format	Yes
2	From SB1 to UIC Coupler Hotel Load Converter (353.3/3 CAB2) through Bayonet connector XK22HL:01(22pin)is connected as per wiring format	✓
3	From SB1 wago(XF22S:01/53) to IV coupler CAB1 ALP are connected as per wiring format	✓
4	From SB1 wago(XF22S:01/54) to IV coupler CAB1 LP are connected as per wiring format	✓
5	From Wago SB2 to HLC2 are connected as per wiring format	✓
6	From SB2 to UIC Coupler Hotel Load Converter (353.3/2 CAB2) through Bayonet connector XK77HL:02 (22 pin) is connected as per wiring format	✓
7	From SB2 wago (XF77S:01/53) to IV coupler CAB2 ALP are connected as per wiring format	✓
8	From SB2 wago (XF77S:01/54) to IV coupler CAB2 LP are connected as per wiring format	✓
9	From HLC1 to Contactor unit 1 through 4 Core Cable are connected as per wiring format	✓
10	From HLC2 to Contactor unit 2 through 4 Core Cable are connected as per wiring format	✓
11	From SB to VCU are connected as per wiring format	✓
12	From CT (HLC1 LEM sensor) to SR1 are connected as per wiring format	✓
13	From CT (HLC2 LEM sensor) to SR2 are connected as per wiring format	✓

Signature of the JE/SSE/Loco Testing

### 3.2 Power cable routing and layout

Verify the connections, tightness and cable routing of the following Power cable.

Sl. No.	Cables Details	Performed Yes/No)
1	From Transformer to HLC1(2UH1 & 2VH1) are connected as per wiring format	yes
2	From Transformer to HLC2(2UH2 & 2VH2) are connected as per wiring format	✓
3	From HLC1 to Output Contactor unit1 are connected as per wiring format	✓
4	From HLC 2 to Output Contactor unit 2 are connected as per wiring format	✓
5	From Output Contactor unit 1 to IV Coupler CAB1 ALP and IV Coupler CAB2ALP through Junction box are connected as per wiring format	✓
6	From Output Contactor unit 2 to IV Coupler CAB2 LP and IV Coupler CAB1 LP through Junction box are connected as per wiring format	✓

### 4. Continuity test:

Check the continuity test for the External connections made to Equipments.

**Note:** This continuity test should be done before power ON the Locomotive Battery.

#### 4.1 Control cable continuity

Sl. No.	Cables Details	Performed (Yes/No)
1	From Wago SB1 to HLC1 are connected as per wiring format	yes
2	From SB1 to UIC Coupler Hotel Load Converter (353.3/3 CAB2) through Bayonet connector XK22HL:01(22pin)is connected as per wiring format	✓
3	From SB1 wago(XF22S:01/53) to IV coupler CAB1 ALP are connected as per wiring format	✓
4	From SB1 wago(XF22S:01/54) to IV coupler CAB1 LP are connected as per wiring format	✓
5	From Wago SB2 to HLC2 are connected as per wiring format	✓
6	From SB2 to UIC Coupler Hotel Load Converter (353.3/2 CAB2) through Bayonet connector XK77HL:02(22pin) is connected as per wiring format	✓
7	From SB2 wago (XF77S:01/53) to IV coupler CAB2 ALP are connected as per wiring format	✓
8	From SB2 wago(XF77S:01/54) to IV coupler CAB2 LP are connected as per wiring format	✓
9	From HLC1 to Contactor unit 1 through 4 Core Cable are connected as per wiring format	✓
10	From HLC2 to Contactor unit 2 through 4 Core Cable are connected as per wiring format	✓
11	From SB to VCU are connected as per wiring format	✓
12	From HLC1 LEM sensor to SR1 are connected as per wiring format	✓
13	From HLC2 LEM sensor to SR2 are connected as per wiring format	✓

Signature of the JE/SSE/Loco Testing

#### 4.2 Power cable continuity

These cables continuity should be checked before mounting of converter in the locomotive.

Sl. No.	Cables Details	Performed (Yes/No)
1	From Transformer to HLC1(2UH1 & 2VH1) are connected as per wiring format	Yes
2	From Transformer to HLC2(2UH2 & 2VH2) are connected as per wiring format	✓
3	From HLC1 to Output Contactor unit1 are connected as per wiring format	✓
4	From HLC 2 to Output Contactor unit 2 are connected as per wiring format	✓
5	From Output Contactor unit 1 to IV Coupler CAB1 ALP and IV Coupler CAB2ALP through Junction box are connected as per wiring format	✓
6	From Output Contactor unit 2 to IV Coupler CAB1 LP and IV Coupler CAB2 LP through Junction box are connected as per wiring format	✓

#### 5. Battery power ON

##### Tests Supply Voltages

Remove all Control cable connectors (Analog and Digital Input/output connectors) from HLC1, HLC2. While Switch ON Battery supply observe is there any MCBs tripping. Wait for one or two minutes after switching ON Circuit breaker(MCB1) and observe for any overheating symptoms like smell, smoke, temperature etc. from the wire bunches. If any such symptoms are noticed, there might be a short circuit in the wire bunch. Check up once again continuity wherever suspected. After that check the Voltage levels at all equipments connectors as mentioned below.

Test Details	Acceptance	Observations
Voltage Level at HLC1 : I. Between wago terminal XF22S:03/54 and XF22S:03/58 II. Between wago terminal XF22S:03/53 and XF22S:03/58	~110VDC	110V DC
Voltage Level at HLC2 : I. Between wago terminal XF77S:03/52 and XF77S:03/56 II. Between wago terminal XF77S:03/51 and XF77S:03/56	~110VDC	110V DC

**Note:** After Above tests switch off the Power and restore all removed connectors and once again switch ON the 110 V Supply and ensure that no MCB tripping due to abnormality.





Signature of the JE/SSE/Loco Testing

## 6. Converter operation (ON/OFF) test

Power supply is directly available to the Hotel Load Converter via Hotel Load Converter winding (2UH1-2VH1) and (2UH2-2VH2). As soon as BLDJ is closed power will be available to the Hotel Load Converter. Connect the test jig of Hotel Load Converter to the UIC and IV Coupler. Charge the locomotive and switch on the BLHO, LSHO indication should glow. Hotel Load Converter screen will show message "waiting for ON command". One by one Hotel Load Converter can be switched on by test jig. Finally both the Hotel Load Converter should be turned out simultaneously. Observe the flow of air from the air duct, this will ensure that Hotel Load Converter is ON. Both the Hotel Load Converters are ON, then voltage and frequency should be measured as per the table below:-

Converters should run without any irregularities.

Hotel Load Converter 1			Output Frequency (Hz)
Output Voltage			
U-V	V-W	U-W	
—	—	—	—

Hotel Load Converter 2			
Output Voltage			Output Frequency (Hz)
U-V	V-W	U-W	
			

## 7. Earth Fault Test

**7.1 Input Earth Fault:-**Ground the input terminal of the Hotel Load Converter using a proper resistance and then turn on the Hotel Load Converter. The converter should trip with the message "Input earth fault".

**7.2 Output Earth Fault:-**Ground the output terminal of the Hotel Load Converter using a proper resistance and then turn on the Hotel Load Converter. The converter should trip with the message "Output earth fault".


**Note:** These to be done for the both the converters (HLC1 and HLC2) separately.

Signature of the JE/SSE/Loco Testing

## Status of RDSO modifications

LOCO NO: \_\_\_\_\_

Sn	Modification No.	Description	Remarks
1.	RDSO/2008/EL/MS/0357 Rev.'0' Dt 20.02.08	Modification in control circuit of Flasher Light and Head Light of three phase electric locomotives.	Ok/Not Ok
2.	RDSO/2009/EL/MS/0377 Rev.'0' Dt 22.04.09	Modification to voltage sensing circuit in electric locomotives.	Ok/Not Ok
3.	RDSO/2010/EL/MS/0390 Rev.'0' Dt 31.12.10	Paralleling of interlocks of EP contactors and Relays of three phase locomotives to improve reliability.	Ok/Not Ok
4.	RDSO/2011/EL/MS/0399 Rev.'0' Dt 08.08.11	Removal of interlocks of control circuit contactors no. 126 from MCPA circuit.	Ok/Not Ok
5.	RDSO/2011/EL/MS/0400 Rev.'0' Dt 10.08.11	Modification sheet for shifting the termination of SGKW, 1.8 KV, 70 sq mm cables and 2x2.5 sq mm cables housed in lower portion of HB2 panel and provision of Synthetic resin bonded glass fiber sheet for three phase locomotives.	Ok/Not Ok
6.	RDSO/2011/EL/MS/0401 Rev.'0' Dt 10.08.11	Modification sheet for relaying of cables in HB-2 panel of three phase locomotives to avoid fire hazards.	Ok/Not Ok
7.	RDSO/2011/EL/MS/0403 Rev.'0' Dt 30.11.11	Auto switching of machine room/corridor lights to avoid draining of batteries in three phase electric locomotives.	Ok/Not Ok
8.	RDSO/2012/EL/MS/0408 Rev.'0'	Modification of terminal connection of heater cum blower assembly.	Ok/Not Ok
9.	RDSO/2012/EL/MS/0411 Rev.'1' dated 02.11.12	Modification sheet to avoid simultaneous switching ON of White and Red marker light in three phase electric locomotives.	Ok/Not Ok
10.	RDSO/2012/EL/MS/0413 Rev.'1' Dt 25.04.16	Paralleling of interlocks of EP contactors and auxiliary contactors of three phase locomotives to improve reliability.	Ok/Not Ok
11.	RDSO/2012/EL/MS/0419 Rev.'0' Dt 20.12.12	Modification sheet to provide rubber sealing gasket in Master Controller of three phase locomotives.	Ok/Not Ok
12.	RDSO/2013/EL/MS/0420 Rev.'0' Dt 23.01.13	Modification sheet to provide mechanical locking arrangement in Primary Over Current Relay of three phase locomotives.	Ok/Not Ok
13.	RDSO/2013/EL/MS/0425 Rev.'0' Dt 22.05.13	Modification sheet for improving illumination of head light in dimmer mode in three phase electric locomotives.	Ok/Not Ok
14.	RDSO/2013/EL/MS/0426 Rev.'0' Dt 18.07.13	Modification sheet of Bogie isolation rotary switch in three phase electric locomotives.	Ok/Not Ok
15.	RDSO/2013/EL/MS/0427 Rev.'0' Dt 23.10.13	Modification sheet for MCP control in three phase electric locomotives.	Ok/Not Ok
16.	RDSO/2013/EL/MS/0428 Rev.'0' Dt 10.12.13	Modification sheet for relocation of earth fault relays for harmonic filter and hotel load along with its resistors in three phase electric locomotives.	Ok/Not Ok
17.	RDSO/2014/EL/MS/0432 Rev.'0' Dt 12.03.14	Removal of shorting link provided at c-d terminal of over current relay of three phase electric locomotives.	Ok/Not Ok
18.	RDSO/2017/EL/MS/0464 Rev.'0' Dt 25.09.17	Provision of Auxiliary interlock for monitoring of Harmonic filter ON (8.1)/adoption (8.2) Contactor in GTO/IGBT locomotives.	Ok/Not Ok
19.	RDSO/2017/EL/MS/0467 Rev.'0' Dt 07.12.17	Modification in blocking diodes to improve reliability in three phase electric locomotives.	Ok/Not Ok
20.	RDSO/2018/EL/MS/0475 Rev.'0'	Modification in existing Control Electronics (CE) resetting scheme of 3 phase electric locomotives.	Ok/Not Ok
21.	RDSO/2019/EL/MS/0477 Rev.'0' Dt 18.09.19	Implementation of push pull scheme.	Ok/Not Ok

  
 Signature of JE/SSE/TRS

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DMW/PATIALA

Loco No.: 39193  
WAP-7.**PNEUMATIC TEST PARAMETERS OF 3-PHASE ELECTRIC LOCOMOTIVES**

(As per DG/RDSO/LKO's letter No.-EL/3.2.19/3phase, dated-29.03.2012)

SN	Parameters	Reference	Value	Result
1.0	<b>Auxillary Air supply system (Pantograph &amp; VCB)</b>			
1.1	Ensure, Air is completely vented from pantograph Reservoir (Ensure Panto gauge reading is Zero)		0	0
1.2	Turn On BL Key. Now MCPA starts. Record pressure Build up time (8.5kg/cm <sup>2</sup> )		60 sec. (Max.)	58 Sec.
1.3	Auxillary compressor safety Valve 23F setting	Faiveley Doc. No. DMTS-014-1, 8 CLW's check sheet no. F60.812 Version 2	8.5±0.25kg/cm <sup>2</sup>	8.5 kg/cm <sup>2</sup>
1.4	Check VCB Pressure Switch Setting	CLW's check sheet no. F60.812 Version 2	Opens 4.5±0.15 kg/cm <sup>2</sup> closes 5.5±0.15 kg/cm <sup>2</sup>	4.6 kg/cm <sup>2</sup> 5.6 kg/cm <sup>2</sup>
1.5	Set pantograph Selector Switch is in Auto, Open pan-1&2 Isolating Cocks & KABA cock by Key (KABA Key)			
1.6	Set Cab-1 Pan UP in Panel A.		Observed Pan-2 Rises.	OK
1.7	Close Pan-2 isolating Cock Open Pan -2 isolating Cock		Panto-2 Falls Down Panto-2 Rises	OK
1.8	Record Pantograph Rise time		06 to 10 seconds	10 Sec.
1.9	Record Pantograph Lowering Time		06 to 10 seconds	10 Sec.
1.10	Panto line air leakage		0.7 kg/cm <sup>2</sup> in 5 Min.	0.4 kg/cm <sup>2</sup>
2.0	<b>Main Air Supply System</b>			
2.1	Ensure, Air is completely vented from locomotive. Drain out all the reservoirs by opening the drain cocks and then closed drain cocks. MR air pressure build up time by each compressor from 0 to 10 kg/cm <sup>2</sup> . i) with 1750 LPM compressor ii) with 1450 LPM compressor	Theoretical calculation and test performed by Railways.	i) 7 Mts. Max. ii) 8.5 Mts. Max.	6.8 mts.
2.2	Drain air below MR 8 kg/cm <sup>2</sup> to start both the compressors		Check Starting of both compressors	OK
2.3	Drain air from main reservoir up to 7 kg/cm <sup>2</sup> . Start compressors, Check pressure build time of individual compressor from 8 kg/cm <sup>2</sup> to 9 kg/cm <sup>2</sup>		30 Sec. (Max)	CP1- 28 Sec
2.4	Check Low MR Pressure Switch Setting (37)	D&M test spec. MM3882 & MM3946	Closes at 6.40±0.15 kg/cm <sup>2</sup> Opens at 5.60±0.15kg/cm <sup>2</sup>	CP2- 28 Sec 6.5 kg/cm <sup>2</sup> 5.6 kg/cm <sup>2</sup>
2.5	Check compressor Pressure Switch RGCP setting (35)	D&M test spec. MM3882 & MM3946	Closes at 10±0.20 kg/cm <sup>2</sup> Opens at 8±0.20 kg/cm <sup>2</sup>	10.6 kg/cm <sup>2</sup> 8.0 kg/cm <sup>2</sup>
2.6	Run both the compressors Record Pressure build up time	Trial results	3.5 Minutes Max.	3.3 min.

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## DMW/PATIALA

Loco No.: 39193

5.2	Record time to BP pressure drop to 3.5 kg/cm <sup>2</sup> Ensure Automatic Brake Controller handle is Full Service from Run	D&M test spec. MM3882 & MM3946	8±2 sec.	8 sec.
5.3	Operate Asst. Driver Emergency Cock,	D&M test spec. MM3882 & MM3946	BP pressure falls to Below 25 kg/cm <sup>2</sup>	ok
5.4	Check brake Pipe Pressure Switch 69F operates	CLW's check sheet no. F60.812 Version 2	Closes at BP 4.05- 4.35 kg/cm <sup>2</sup> Opens at BP 2.85- 3.15 kg/cm <sup>2</sup>	4.2 kg/cm <sup>2</sup> 3.2 kg/cm <sup>2</sup>
5.5	Move Auto Brake Controller handle from Running to Emergency BC filling time from 0.4 kg/cm <sup>2</sup> i.e. 95% of Max. BC developed WAP5 - BC 5.15 ± 0.3 kg/cm <sup>2</sup> apply time WAP7 - BC 2.50 ± 0.1 kg/cm <sup>2</sup> WAG9 - BC 2.50 ± 0.1 kg/cm <sup>2</sup>	D&M test spec. MM3882 & MM3946	4±1 sec. 7.5±1.5 sec. 21±3 sec.	8.0 sec.
5.6	Move Auto Brake Controller handle to full service and BP pressure 3.5 kg/cm <sup>2</sup> . Move Brake controller to Running position BC Release time to fall BC Pressure up to 0.4 kg/cm <sup>2</sup> i.e. 95% of Max. BC developed BC release Time WAG9 / WAP7 WAP5	D&M test spec. MM3882 & MM3946	17.5±25 sec. 52±7.5 sec.	18 sec.
5.7	Move Auto Brake Controller handle to Release, Check BP Pressure Steady at 5.5 0.2 kg/cm <sup>2</sup> time.	CLW's check sheet no. F60.812 Version 2	60 to 80 Sec.	75 sec.
5.8	Auto Brake capacity test : The capacity of the A9 valve in released condition must conform to certain limit in order to ensure compensation for air leakage in the train without interfering with the automatic functioning of brake. * Allow The MR pressure to build up to maximum stipulated limit. * Close brake pipe angle cock and charge brake pipe to 5 kg/cm <sup>2</sup> by A (Automatic brake controlling) at run position. * Couple 7.5 dia leak hole to the brake hose pipe of locomotive. Open the angle cock for brake pipe. The test shall be carried out with all the compressors in working condition.	RDSO Motive power Directorate report no. MP Guide No. 11 July, 1999 Rev.1	BP pressure should not fall below 4.0 kg/cm <sup>2</sup> with in 60 Sec.	4.7 kg/cm <sup>2</sup>
5.9	Keep Auto Brake Controller (A-9) in Full Service. Press Driver End paddle Switch (PVEF)		BC comes to '0'	0
6.0	<b>Direct Brake (SA-9)</b>			
6.1	Apply Direct Brake in Full Check BC pressure WAG9/WAP7 WAP5	CLW's check sheet no. F60.812 Version 2	3.5±0.20 kg/cm <sup>2</sup> 5.15±0.3 kg/cm <sup>2</sup>	3.5 kg/cm <sup>2</sup>
6.2	Apply Direct Brake, Record Brake Cylinder charging time	D&M test spec. MM3882 & MM3946	8 sec. (Max.)	7 sec.

डीजल रेकडेंजन आधुनिकीकरण कारखाना पटियाला।  
**DIESEL LOCO MODERNISATION WORKS, PATIALA**

LOCO NO: 39193

**ELECTRIC LOCO CHECK SHEET**

Rly: WR

Shed: BRC

S. No.	ITEM TO BE CHECKED	Specified Value	Observed Value		
1.1	Check proper Fitment of Motor Load Converter & its output contactor.	OK	OK		
1.2	Check proper Fitment of MR Blower 1 & 2, MR Scavenging Blower 1 & 2, TM Blower 1 & 2.	OK	OK		
1.3	Check proper of Fitment of oil cooling unit (OCU).	OK	OK		
1.4	Check proper Fitment of HB 1 & 2 and its respected lower part on its	OK	OK		
1.5	Check proper Fitment of FB panel on its position.	OK	OK		
1.6	Check proper Fitment of assembled SB1 & SB2 with VCU1 & VCU2.	OK	OK		
1.7	Check proper Fitment of Auxiliary converter 1, 2 & 3-(BUR-1, 2 & 3).	OK	OK		
1.8	Check proper Fitment of Traction converter 1 & 2 (SR-1 & 2).	OK	OK		
1.10	Check proper fitment, torquing & Locking of Main transformer bolt.	OK	OK		
1.12	Check proper fitment of compressor both side with the compressor safety wire rope.	OK	OK		
1.13	Proper setting of the dampers as required.	OK	OK		
1.14	Check proper position of Secondary Helical Springs between Bogie & Shell	OK	OK		
1.15	Check proper fitment of Body Bogie Safety Chains fitted properly.	OK	OK		
1.16	Check proper fitment of Cow catcher.	OK	OK		
1.17	Check coolant level in SR 1 & 2 Expansion Tank	OK	OK		
1.18	Check Transformer Oil Level in both conservators Tank (Breather Tank).	OK	OK		
1.19	Cattle Guard Height (150 mm) Drg No IB061-00160.	150 mm	OK		
1.20	Check proper fitment of both battery box.	OK	OK		
1.21	Check proper fitment of Push Pull rod its bolt torquing and safety slings.	OK	OK		
1.22	Buffer height: Range (1085 mm to 1105 mm) Drg No IB031-02002.	1090-1105 mm	L/S	R/S	
1.23	Buffer Length: Range (633.5 mm to 637 Mm) Drg No-SK.DL-4748.	633.5 - 637 mm	FRONT	1105	1096
			REAR	1105	1103
			L/S	R/S	
			FRONT	636	635
1.25	Height of Rail Guard. (114 mm + 5 mm,-12 mm) Drg No-	114 mm + 5 mm,-12 mm	REAR	636	636
			L/S	R/S	
			FRONT	116	118
			REAR	117	119
1.26	CBC Height : Range (1085 mm to 1105 mm) Drg No- IB031-02002	1085-1105 mm	FRONT:	1100	
			REAR:	1096	

(Signature of SSE/Elect. Loco)

NAME BLUPINDER SINGH

DATE 19/04/2021

(Signature of JE/Elect Loco)

NAME SATISH KUMAR

DATE 19/04/2021

(Signature of JE/UP)

NAME SANJAY KUMAR

DATE 19/04/2021

# **DIESEL LOCO MODERNISATION WORKS, PATIALA**

LOCO NO :-39193

Under frame component

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S.N.	Description of component	PL No.	Make	Mfg. date & Serial no.	Warranty covered up to
1	Shell	29171064	SHIVA ENGG. WORKS	01/03,2021	As per PO condition
2	Main Transformer	29731057	BHEL	77-03-21-2050705 ,2021	
3	Conservator Tank BREATHER	29731057	APPEL	2052922, 6236	
4	Compressor both side	29511008	ELGI	EUKS925761(02/21),EUKS925768(02/21)	
5	Battery Box both side	29680013	Chandra udogya	11 , .....	
6	Traction Bar Cab-1	29100069	TEW	2293,11/20	
7	Traction Bar Cab-2	29100069	TEW	2292, 11/20	
8	Side Buffer Assly Both Side	11803587	FASP	Lp12-20-116, 12-20-220, Lp12-20-192,12-20-154	
9	Oil Cooling Pump both Side	29530027	Flow well	20060117 ,20060135	
10	Transformer oil Steel pipes	29230044	vikrant Engg. Works , Kolkata		
11	Soft Draft Gear (CBC)		FAS	2471 ,2698	
12	Secondry Helical Spring on Bogie	29045034	GRUEBER	1210-01380, 1813732	
13	ELASTIC RING ( Center pivot Ring)	29100010	SSPL		
14	Center Pivot Housing	29100057	K.M.R.I. pvt.ltd	475(02/20) ,118(02-20)	

## **Machine room Component cab 1**

1	Hotel Load Contactor	29741087	MEDHA	03/21 & 2953	As per PO condition
2	Hotel Load Converter	29741087	MEDHA	03/21 & 2953	
3	TM-Blower	29440075	AIR CONTROL & CHEMICAL ENGG. LTD & CGL	03/21 & AC-45423,CGLUCAM-5722 IMP NO-:2110	
4	TM- Scavenging Blower Motor	29440117	SAINI ELECTRICAL & ENGG.	11/20 & 20W18005, FAN-:20W18AF005	
5	Axillary Control Cubical (HB-1)	29171180	HIND RECTIFIER	12/19 & HB1/2021/A/0488/275	
6	Filter Cubical (FB-1)	29480140	TROLEX INDIA PVT. LTD.	02/21 & 2102437	
7	Complete Control Cubicle SB-1	29171209	TROLEX INDIA PVT. LTD.	11/20 & 20405	
8	Vehicle Control Unit (VCU)	29741075	BOMBARDIER	BTIL/04/2021/26/PROPULSION_A/1447	
9	Aux. Converter (BUR) 1	29741075	BOMBARDIER	04/21 & 2021D/10578/28A/0793	
10	Oil Cooling Unit (OCU)	29470043	SAINI ELECTRICAL & ENGG.	02/21 & 321021558 FAN NO-:32102AF1558	
11	OCU RADIATOR	29470031	APPOLO	03/21, FG415002/M2/20-21/1018	
12	M/C Room Blower	29440105	AIR CONTROL & CHEMICAL ENGG. LTD & CGL	03/21 & AC-41810 & CGLUBAM -13189 IMP NO-:765	
13	M/C Room Scavenging Blower	29440129	G.T.R. CO. (P) LTD	12/20 & SM-20-12-328	
14	Traction Converter	29741075	BOMBARDIER	BTIL/04/2021/26/PROPULSION_A/1448	
15	Hotel load convertor I.V. Coupler	29741087	MAA LAXMI	20-12-M-754	

## **MACHINE ROOM COMPONENT Cab-2**

1	Hotel Load Contactor	29741087	MEDHA	03/21 & 2951	As per PO condition
2	Hotel Load Converter	29741087	MEDHA	03/21 & 2952	
3	TM-Blower	29440075	AIR CONTROL & CHEMICAL ENGG. LTD & CGL	03/21 & AC-45426 ,CGLUCAM-5726 IMP NO-:2115	
4	TM- Scavenging Blower Motor	29440117	SAINI ELECTRICAL & ENGG.	11/20 & 20W18006, FAN-20W18AF006	
5	Axillary Control Cubical HB-2	29171192	KAYSONS ELECTRICAL PVT.	03/21 & KSEL/HB2/040	
6	Complete Control Cubicle SB-2	29171210	TROLEX INDIA PVT. LTD.	11/20 & 20558	
7	Vehicle Control Unit (VCU)	29741075	BOMBARDIER	BTIL/04/2021/26/PROPULSION_A/1448	
8	Aux. Converter (BUR) 2&3	29741075	BOMBARDIER	04/21 & 2021D/10578/28B/0793	
9	Oil Cooling Unit (OCU)	29470043	SAINI ELECTRICAL & ENGG.	02/21 & 321021557 FAN NO-:32102AF1557	
10	OCU RADIATOR	29470031	APPOLO	03/21, FG415002/M2/20-21/1024	
11	M/C Room blower	29440105	AIR CONTROL & CHEMICAL ENGG LTD & CGL	03/21 & AC-41816 & CGLUBAM 14915 IMP NO-792	
12	M/C Room Scav. blower	29440129	SAMAL HARAND PVT. LTD.	07/19 & D-25-3875	
13	Traction Converter	29741075	BOMBARDIER	BTIL/04/2021/25/PROPULSION_A/1445	
14	Hotel load convertor I.V. Coupler	29741087	MAA LAXMI	20-12-M-754	

## **Driver Cabin**

1	Hand Brake	29140050	company fitted		As per PO condition
2	Air Conditioner	29811028	INTEC CORPORATION	21B-627 & 21B-636	
3	Cab Heater	29170011	ELECOS	881, 890	
4	Crew Fans	29470080	MENUTECH	1649, 1647, 1648, 1651	
5	Driver Seats	29171131	TARUDEEP	32,56, 14, 51	

SIGN \_\_\_\_\_

## ELECTRIC LOCO HISTORY SHEET (TRS)

ELECTRIC LOCO NO: 39193 RLY: WR SHED: BRC PROPULSION SYSTEM: MEDHA HOTEL LOAD CONVERTER: MEDHA

## LIST OF ITEMS FITTED BY TRS

SN	DESCRIPTION OF ITEM	ITEM PL NO.	ITEM SR. NO.		MAKE/SUPPLIER	QPL	WARRANTY COVERED
			CAB-1	CAB-2			
1	HEAD LIGHT LAMP	29610023	2188	2086	M/s PEE/HWH	04 Nos.	AS PER IRS / P.O CONDITIONS
2	LED BASED FL LIGHT	25984962	22871	22833	M/s MATSUSHI	02 Set	
3	LED MARKER LIGHT	25984860	2495,2400	2413,2517	M/s POWER TECH	04 Set	
4	DRIVER CAB LIGHT	29610461	1317,1214	1323,1349	M/s EIC	04 Nos.	
5	CAB HEATER	29170011	881	890	M/s ELECOS	02 Set	
6	CREW FAN	29470080	1649,1647	1648,1651	M/s. MTI	04 Nos.	
7	MASTER CONTROLLER	29860015	2759	2768	M/s WOAMER	02 Nos.	
8	COMPLETE PANEL A,C,D	29178204	KT-106	KT-091	M/s. KONTACT	02 Set	
9	COMPLETE CUBICLE- F PANEL	29178162	CG/CF21020633	CG/CF21020641	M/s. CROMPTON	02 Nos.	
10	HEATER ROTERY SWITCH	29700012	PCE/966/3/2021	PCE/971/3/2021	M/s PATRA & CHANDA	02 Nos.	
11	DIFFRENCIAL AMPLIFIRE	29500059	7443	7415	Ms. TROLEX	02 Nos.	
12	SPEED IND. & REC. SYSTEM	29200040	MTLS2101238	MTLS2101259	M/s LAXVEN	01 Set	
13	BATTERY (Ni- Cd)	29680025	Battery Set No.-201 (Along with Battery maintenance kit)		HBL	01 Set	
14	HARNESSED CABLE COMPLETE	29600418	PPS DMW		PPS DMW	01 Set	

SSE/TRS

JE/TRS

39193 ✓

## ROOF COMPONENT CAB 1 &amp; 2

S.No.	Description	QPL /Nos.	Supplier	Sr. no.	Warranty
1	Pantograph	2	Contransys Private Ltd. Kolkata	B8839 & B8842	Mfg. 08/20, 08/20
2	Servo motor	2	Contransys Private Ltd. Kolkata	B8580 & B8484	Mfg. 06/20, 03/20
3	Air Intake filter Assly	2	Vikrant	Vikrant	
4	Insulator Panto Mtg.	8	BHEL12/19	BHEL 12/19	
MIDDLE ROOF COMPONENT					
5	High Voltage Bushing	1	ABB		
6	Voltage Transformer	1	RITZ	B2019-440	
7	Vacuum Circuit Breaker VCB	1	Autometer Alliance Ltd.	2020/51460505	
8	Insulator Roof line	9	BHEL 12/19	2003831	
9	Harmonic Filter	1	Resitech Electricals	BHEL 12/19	
10	Earth Switch	1	Autometer Alliance Ltd.	09/19/192040/07	
11	Surge Arrester	2	ABB	AALN/01/2020/022/ES/169	
Air Brake Components					
12	Air Compressor	2	Elgi	EUKS 925768 & EUKS 925761	
13	Air Dryer	1	Trident	LD2-02-5975-21	
14	Air Brake Panel	1	Knorr	20-12-CO-1713	
15	Auxiliary Compressor	1	CEC	RC - 406	
16	Contoller	2	Knorr	20-08-Eo-1623 & 21-03-Eo-1623	
17	Wiper Motor	4	Elgi		
18	Breakup Valve	2	Knorr		

As per IRS/PO conditions

SSE/Testing

SSE/ABS

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# DIESEL LOCO MODERNISATION WORKS

(U2)

**Loco No.** 39193

**Rly:** WR

**Shed:** BRC

**Month:** Apr.21

**1. BOGIE FRAME:**

BOGIE	FRAME NO	Make	PL No.	PO No. & dt.	Warranty Period
FRONT	SL-864	ECBT	29942007	100053	As per PO/IRS conditions
REAR	SL-885	ECBT		100053	

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

**3. AXLES:**

AXLE POSITION NO	1	2	3	4	5	6
MAKE/	DMW	DMW	DMW	DMW	DMW	DMW
S.NO	21243	21209	21245	21173	21192	21097
Ultrasonic Testing	OK	OK	OK	OK	OK	OK

**4. WHEEL DISCS NO. AND TYPE**

AXLE POSITION NO	1	2	3	4	5	6
GEAR END	CNC-21/185	21/282	21/300	21/296	21/272	21/142
Ultrasonic Testing	OK	OK	OK	OK	OK	OK
FREE END	CNC-21/172	21/283	21/299	21/297	21/271	21/141
Ultrasonic Testing	OK	OK	OK	OK	OK	OK

**5. AXLE ROLLER BEARING (CRU) (PL No. 29010020, Warranty: As per PO/IRS conditions )**

AXLE POSITION NO		1	2	3	4	5	6
Gear End	MAKE	NBC	NBC	NBC	NBC	NBC	SKF
	PO NO. & dt	771567	771567	771567	771567	771567	771678
Free End	MAKE	NBC	NBC	NBC	NBC	NBC	SKF
	PO NO. & dt	771567	771567	771567	771567	771567	771678

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

AXLE POSITION NO	1	2	3	4	5	6
BULL GEAR END	942	917	866	838	882	880
FREE END	963	933	950	903	943	882

Loco No. 39193

Rly: WR

Shed: BRC

Month: Apr. 21

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## 7. DIAMETER AFTER PROFILE TURNING: SPECIFIED 1092 + 5 mm – 0 mm

AXLE POSITION NO	1	2	3	4	5	6
DIA IN mm GE	1093	1093	1093	1093	1093	1094
DIA IN mm FE	1093	1093	1093	1093	1093	1094
WHEEL PROFILE GAUGE (1596±0.5mm)	OK	OK	OK	OK	OK	OK

## 8. SUSPENSION TUBE &amp; ITS TAPER ROLLER BEARING:

AXLE POSITION NO		1	2	3	4	5	6
S.T.	MAKE	KPE	KPE	KPE	KPE	KPE	IN
G.E. BEARING	MAKE	FAG	FAG	FAG	FAG	FAG	FAG
F.E. BEARING	MAKE	FAG	FAG	FAG	FAG	FAG	FAG

## 9. GEAR CASE &amp; BACKLASH:

AXLE POSITION NO	1	2	3	4	5	6
MAKE	KM	KM	KM	KM	KM	KM
BACKLASH (0.254 – 0.458mm)	0.310	0.300	0.340	0.410	0.400	0.310

## 10. A/BOX TO BOGIE FRAME LATERAL CLEARANCES (SPECIFIED 15.0 to 19.0mm):

AXLE POSITION NO	1	2	3	4	5	6
RIGHT SIDE	18.81	18.25	19.00	16.91	18.75	15.60
LEFT SIDE	16.66	19.00	16.48	17.75	17.46	17.52

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

AXLE POSITION NO	MAKE	PO No. & date	S. NO.
1	DMW/PTA	-	DMW-481
2	DMW/PTA	-	DMW-524
3	DMW/PTA	-	DMW-506
4	DMW/PTA	-	DMW-536
5	DMW/PTA	-	DMW-539
6	DMW/PTA	-	DMW-364

SSE/ Bogie Shop

TOP 13 COSTLIEST ITEMS OF WAP-7 LOCO WITH WARRANTY CONDITIONS AS PER TENDERS				
S No	PL No	DESCRIPTION	Warranty Period	
1	29741075	IGBT BASED 3-PHASE DRIVE PROPULSION EQUIPMENT	60 months after commissioning or 72 months from date of supply whichever earlier as per special conditions given by CLW	
2	29741087	2X500KVA IGBT Based Hotel Load Converter to CLW Specn. no. CLW/ES/3/IGBT/0490 aLT.D (REV.1) issued on December, 2017	As per clause no. 3.1.6 of CLW SPECN. NO. CLW/ES/3/IGBT/0490 ALT.D REV.1 ISSUED ON DEC-2017. [60 months after commissioning or 72 months from date of supply whichever earlier]	
3	29731057	MAIN TRANSFORMER 7775 KVA TYPE LOT 7500 FOR WAP7 3- PHASE ELECTRIC LOCOMOTIVE TO CLW SPECN NO. CLW/ES/3/0660/C	AS PER IRS CONDITIONS OF CONTRACT [i.e. 30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER] WILL BE APPLICABLE.	
4	29171064	COMPLETE SHELL ASSLY (PIPED & PAINTED) FOR WAP-7 LOCO TO CLW SPEC. NO. CLW/MS/3/152 ALT-8	AS PER IRS CONDITIONS-30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER.	
5	29600418	SET OF HARNESSSED CABLE FOR 3-PHASE ELECTRIC LOCOMOTIVES TO CLW SPECN. NO. CLW/ES/03/646 ALT-NIL WITH DMW REQUIREMENT OF HARNESSSED CABLE FOR WAP-7, ALT-A1 DATED 27/11/2018.	As per clause no.9 of CLW Specn. CLW/ES/3/0458 & Clause No.10 of CLW Specn.-CLW/ES/3/0459. [18 months after commissioning or 20 months from date of supply for single core & 18 months after commissioning or 24 months from date of supply for multi core]	

6	29180016	BRAKE CONTROL SYSTEM INCLUDING DRIVER'S VIGILANCE CONTROL DEVICE TO SET LIST NO.EL29180016.	As per specification no. CLW/MS/3/001 Alt. 16 i.e. the manufacturer is required to guarantee that the brakevalves/equipment work satisfactorily for a period of five (5) years after commissioning. Any equipment/part which fails during the guarantee period shall be replaced free of cost by the manufacturer. The replaced components shall further be under warranty for five (5) years from the date of their fitment and should the replaced components prove unsatisfactory in service, they shall be replaced by modified and improved components by the supplier free of cost.
7	29480140	COMPLETE FILTER CUBICLE ALONG WITH ALL EQUIPMENTS AND CABLING TO DRG./SPEC NO. [1] CLW/ES/3/0193 ALT-F OR LATEST AND CLW DRG. NO. 1209-15-143-004 ALT-10 AND PART DRG./SPEC NO AS PER ANNEXURE-A ATTACHED.	AS PER IRS CONDITIONS OF CONTRACT [i.e. 30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER] WILL BE APPLICABLE.
8	29942007	3-PHASE ASYNCHRONOUS TRACTION MOTOR (RESISTANCE RING MECHANICALLY INTERLOCKED TO END PLATE DESIGN ROTOR, SCHEME-II), TYPE 6FRA-6068 FOR WAP-7 ELECTRIC LOCO WITHOUT ACTIVE SPEED SENSOR TO SPECIFICATION NO. 4TMS.096.081 ALT-2 AND STR NO. CLW/2008/3PHTM/STR/0001.	AS PER IRS CONDITIONS OF CONTRACT [i.e. 30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER] WILL BE APPLICABLE.

9	29105146	Bogie Frame Complete for WAP-7 for 3 Phase Co Co Locomotive to CLW specification No. CLW/MS/3/Bogie/003 alt-1 and CLW Drg.No.1209.01.112-202 Alt-Nil	As per clause 16 of Spec.No.CLW/MS/3/Bogie/003 Alt-1. [60 months after commissioning or 72 months from date of supply]
10	29171192	COMPLETE AUXILIARY CUBICLE HB2 ALONG WITH ALL EQUIPMENTS AND CABLING TO CLW SPEC.NO.CLW/ES/3/0192 ALT-E OR LATEST FOR WAP7 LOCO WITH HOTEL LOAD WITH BARE CUBICLE AS PER CLW SPEC.NO.CLW/MS/3/155 ALT-NIL.	AS PER IRS CONDITIONS OF CONTRACT [i.e. 30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER] WILL BE APPLICABLE.
11	29171210	COMPLETE CONTROL CUBICLE SB2 ALONG WITH ALL EQUIPMENTS AND CABLING (EXCLUDING CONTROL ELECTRONICS) TO CLW SPECN. NO. CLW/ES/3/0195/A ALT-H OR LATEST FOR WAP7 LOCO WITH HOTEL LOAD	AS PER IRS CONDITIONS OF CONTRACT [i.e. 30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER] WILL BE APPLICABLE.
12	29171209	COMPLETE CONTROL CUBICLE SB1 (PUSH PULL SCHEME COMPLIANT) ALONG WITH ALL EQUIPMENTS AND CABLING (EXCLUDING CONTROL ELECTRONICS) TO CLW SPECN. NO. CLW/ES/3/0194 ALT-G OR LATEST FOR WAP7 LOCO WITH HOTEL LOAD	AS PER IRS CONDITIONS OF CONTRACT [i.e. 30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER] WILL BE APPLICABLE.
13	29171180	COMPLETE AUXILIARY CUBICLE HB1 ALONG WITH ALL EQUIPMENTS AND CABLING TO CLW SPEC.NO.CLW/ES/3/0191 ALT-D OR LATEST FOR WAP7 LOCO WITH HOTEL LOAD WITH BARE CUBICLE AS PER CLW SPEC.NO.CLW/MS/3/155 ALT-NIL.	AS PER IRS CONDITIONS OF CONTRACT [i.e. 30 MONTHS FROM THE DATE OF SUPPLY OR 24 MONTHS FROM THE DATE OF COMMISSIONING, WHICHEVER IS EARLIER] WILL BE APPLICABLE.

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DMW/PATIALA

Loco No.: 39193  
WAP-7.**PNEUMATIC TEST PARAMETERS OF 3-PHASE ELECTRIC LOCOMOTIVES**

(As per DG/RDSO/LKO's letter No.-EL/3.2.19/3phase, dated-29.03.2012)

SN	Parameters	Reference	Value	Result
1.0	<b>Auxillary Air supply system (Pantograph &amp; VCB)</b>			
1.1	Ensure, Air is completely vented from pantograph Reservoir (Ensure Panto gauge reading is Zero)		0	0
1.2	Turn On BL Key. Now MCPA starts. Record pressure Build up time (8.5kg/cm <sup>2</sup> )		60 sec. (Max.)	58 Sec.
1.3	Auxillary compressor safety Valve 23F setting	Faiveley Doc. No. DMTS-014-1, 8 CLW's check sheet no. F60.812 Version 2	8.5±0.25kg/cm <sup>2</sup>	8.5 kg/cm <sup>2</sup>
1.4	Check VCB Pressure Switch Setting	CLW's check sheet no. F60.812 Version 2	Opens 4.5±0.15 kg/cm <sup>2</sup> closes 5.5±0.15 kg/cm <sup>2</sup>	4.6 kg/cm <sup>2</sup> 5.6 kg/cm <sup>2</sup>
1.5	Set pantograph Selector Switch is in Auto, Open pan-1&2 Isolating Cocks & KABA cock by Key (KABA Key)			
1.6	Set Cab-1 Pan UP in Panel A.		Observed Pan-2 Rises.	OK
1.7	Close Pan-2 isolating Cock Open Pan -2 isolating Cock		Panto-2 Falls Down Panto-2 Rises	OK
1.8	Record Pantograph Rise time		06 to 10 seconds	10 Sec.
1.9	Record Pantograph Lowering Time		06 to 10 seconds	10 Sec.
1.10	Panto line air leakage		0.7 kg/cm <sup>2</sup> in 5 Min.	0.4 kg/cm <sup>2</sup>
2.0	<b>Main Air Supply System</b>			
2.1	Ensure, Air is completely vented from locomotive. Drain out all the reservoirs by opening the drain cocks and then closed drain cocks. MR air pressure build up time by each compressor from 0 to 10 kg/cm <sup>2</sup> . i) with 1750 LPM compressor ii) with 1450 LPM compressor	Theoretical calculation and test performed by Railways.	i) 7 Mts. Max. ii) 8.5 Mts. Max.	6.8 mts.
2.2	Drain air below MR 8 kg/cm <sup>2</sup> to start both the compressors		Check Starting of both compressors	OK
2.3	Drain air from main reservoir up to 7 kg/cm <sup>2</sup> . Start compressors, Check pressure build time of individual compressor from 8 kg/cm <sup>2</sup> to 9 kg/cm <sup>2</sup>		30 Sec. (Max)	CP1- 28 Sec
2.4	Check Low MR Pressure Switch Setting (37)	D&M test spec. MM3882 & MM3946	Closes at 6.40±0.15 kg/cm <sup>2</sup> Opens at 5.60±0.15kg/cm <sup>2</sup>	CP2- 28 Sec 6.5 kg/cm <sup>2</sup> 5.6 kg/cm <sup>2</sup>
2.5	Check compressor Pressure Switch RGCP setting (35)	D&M test spec. MM3882 & MM3946	Closes at 10±0.20 kg/cm <sup>2</sup> Opens at 8±0.20 kg/cm <sup>2</sup>	10.6 kg/cm <sup>2</sup> 8.0 kg/cm <sup>2</sup>
2.6	Run both the compressors Record Pressure build up time	Trial results	3.5 Minutes Max.	3.3 min.

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2.7	Check unloader valve operation time		Approx. 12 Sec.	10.5 sec.
2.8	Check Auto Drain Valve functioning (124 & 87)		Operates when Compressor starts	OK.
2.9	Check CP-1 delivery safety valve setting (10/1). Run CP Direct by BLCF.	D&M test spec. MM3882 & MM3946	11.50±0.35kg/cm2	11.7 kg/cm2
2.10	Check CP-2 delivery safety valve setting (10/2). Run CP direct by BLCF	D&M test spec. MM3882 & MM3946	11.50±0.35kg/cm2	11.7 kg/cm2
2.11	Switch 'OFF' the compressors and ensure that the safety valve to reset at pressure 12 kg/cm2 less than opening pressure.	D&M test spec. MM3882 & MM3946		OK
2.12	BP Pressure: Switch 'OFF' compressor, Drain MR Pressure by drain cock of 1" Main Reservoir, Start Compressor, check setting pressure of Duplex Check Valve 92F.	CLW's check sheet no. F60.812 Version 2	5.0±0.10kg/cm2	5.0 kg/cm2
2.13	FP pressure: Fit Test Gauge in Test point 107F FPTP. Open isolate cock 136F. Check pressure in Gauge.	CLW's check sheet no. F60.812 Version 2	6.0±0.20kg/cm2	6.0 kg/cm2
3.0	<b>Air Dryer Operation</b>			
3.1	Open Drain Cock 90 of 2 <sup>nd</sup> MR to start Compressor, leave open for Test Check Air Dryer Towers to change.		Tower to change i) Every minute (FTIL & SIL) ii) every two minute (KBIL)	OK
3.2	Check Purge Air Stops from Air Dryer at Compressor stops			
3.3	Check condition of humidity indicator		Blue	Blue
4.0	<b>Main Reservoir Leakage Test</b>			
4.1	Put Auto Brake (A-9) in full service, Check MR Pressure air leakage from both cabs.	D&M test spec. MM3882 & MM3946	Should be less than 1 kg/cm2 in 15 minutes	0.6 kg/cm2 15 minutes
4.2	Check BP Air leakage (isolate BP charging cock-70)	D&M test spec. MM3882 & MM3946	0.15 kg/cm2 in 5 minutes	
5.0	<b>Brake Test (Automatic Brake operation)</b>			
5.1	Record Brake Pipe & Brake Cylinder pressure at Each Step			
	Check proportionality of Auto Brake system	CLW's check sheet no. F60.812 Version 2		
	Auto controller position	BC (WAG-9 & WAG-7) Kg/cm2	BC (WAP-5) Kg/cm2	
	BP Pressure kg/cm2	Value	Result	Value Result
Run	5±0.1 5.0 kg/cm2	0.00	0.0 kg/cm2	0.00
Initial	4.60±0.1 0.4 kg/cm2	0.40±0.1	0.4 kg/cm2	0.75±0.15
Full service	3.35±0.2 3.5 kg/cm2	2.50±0.1	2.5 "	5.15±0.30
Emergency	Less than 0.3 0.1 kg/cm2	2.50±0.1	2.5 "	5.15±0.30

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5.2	Record time to BP pressure drop to 3.5 kg/cm <sup>2</sup> Ensure Automatic Brake Controller handle is Full Service from Run	D&M test spec. MM3882 & MM3946	8±2 sec.	8 sec.
5.3	Operate Asst. Driver Emergency Cock,	D&M test spec. MM3882 & MM3946	BP pressure falls to Below 25 kg/cm <sup>2</sup>	OK
5.4	Check brake Pipe Pressure Switch 69F operates	CLW's check sheet no. F60.812 Version 2	Closes at BP 4.05- 4.35 kg/cm <sup>2</sup> Opens at BP 2.85- 3.15 kg/cm <sup>2</sup>	4.21 kg/cm <sup>2</sup> 3.21 kg/cm <sup>2</sup>
5.5	Move Auto Brake Controller handle from Running to Emergency BC filling time from 0.4 kg/cm <sup>2</sup> i.e. 95% of Max. BC developed WAP5 - BC 5.15 ± 0.3 kg/cm <sup>2</sup> apply time WAP7 - BC 2.50 ± 0.1 kg/cm <sup>2</sup> WAG9 - BC 2.50 ± 0.1 kg/cm <sup>2</sup>	D&M test spec. MM3882 & MM3946	4±1 sec. 7.5±1.5 sec. 21±3 sec.	8.0 sec.
5.6	Move Auto Brake Controller handle to full service and BP pressure 3.5 kg/cm <sup>2</sup> . Move Brake controller to Running position BC Release time to fall BC Pressure up to 0.4 kg/cm <sup>2</sup> i.e. 95% of Max. BC developed BC release Time WAG9 / WAP7 WAP5	D&M test spec. MM3882 & MM3946	17.5±25 sec. 52±7.5 sec.	18 sec.
5.7	Move Auto Brake Controller handle to Release, Check BP Pressure Steady at 5.5 0.2 kg/cm <sup>2</sup> time.	CLW's check sheet no. F60.812 Version 2	60 to 80 Sec.	75 sec.
5.8	Auto Brake capacity test : The capacity of the A9 valve in released condition must conform to certain limit in order to ensure compensation for air leakage in the train without interfering with the automatic functioning of brake. * Allow The MR pressure to build up to maximum stipulated limit. * Close brake pipe angle cock and charge brake pipe to 5 kg/cm <sup>2</sup> by A (Automatic brake controlling) at run position. * Couple 7.5 dia leak hole to the brake hose pipe of locomotive. Open the angle cock for brake pipe. The test shall be carried out with all the compressors in working condition.	RDSO Motive power Directorate report no. MP Guide No. 11 July, 1999 Rev.1	BP pressure should not fall below 4.0 kg/cm <sup>2</sup> with in 60 Sec.	4.7 kg/cm <sup>2</sup>
5.9	Keep Auto Brake Controller (A-9) in Full Service. Press Driver End paddle Switch (PVEF)		BC comes to '0'	0
6.0	<b>Direct Brake (SA-9)</b>			
6.1	Apply Direct Brake in Full Check BC pressure WAG9/WAP7 WAP5	CLW's check sheet no. F60.812 Version 2	3.5±0.20 kg/cm <sup>2</sup> 5.15±0.3 kg/cm <sup>2</sup>	3.5 kg/cm <sup>2</sup>
6.2	Apply Direct Brake, Record Brake Cylinder charging time	D&M test spec. MM3882 & MM3946	8 sec. (Max.)	7 sec.

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6.3	Check Direct Brake Pressure switch 59 (F)	D&M test spec. MM3882 & MM3946	0.2±0.1 kg/cm <sup>2</sup>	0.2 kg/cm <sup>2</sup>
6.4	Release direct brake & BC Release time to fall BC pressure up to 0.4 kg/cm <sup>2</sup>		10 -15 Sec.	13 Sec.
7.0	<b>Dynamic Brake (Brake Blending)</b>			
7.1	This test is to be done by forcing signal by laptop 06H Actual BE E1 = 100%	D&M test spec. MM3882 & MM3946	WAP7 & WAG9 - 2.5 kg/cm <sup>2</sup> . WAP5-5.15kg/cm <sup>2</sup>	-
7.2	This test is to be done by forcing signal by laptop 06H Actual BE E1 = 50%	D&M test spec. MM3882 & MM3946	WAP7 & WAG9 - 1.25 kg/cm <sup>2</sup> . WAP5-2.55kg/cm <sup>2</sup>	-
8.0	<b>Parking Brake</b>			
8.1	Press BPPB to Release brake	D&M test spec. MM3882 & MM3946	PB released Lamp off in Panel pressure in parking Brake gauge 60kg/cm <sup>2</sup>	-
8.2	Press BPPB to apply parking brake		PB applied, Lamp On in panel Pressure in parking Brake gauge 0.0 kg/cm <sup>2</sup>	-
8.3	Manually release and apply Parking Brake by pressing solenoid valve 30F		Verify release and application of parking Brake.	-
8.4	Check Pressure in PB Gauge		6.0±0.15 kg/cm <sup>2</sup>	
8.5	Check Brake Block clearance	D&M test spec. MM3882 & MM3946	10 mm in TBU 3 mm in Disc. Brake (WAP5)	-
9.0	<b>Sanding Equipment</b>			
9.1	Check Isolating Cock-134F is in open position. Press sander paddle Switch. (To confirm EP valves Operates)		Sand on Rail	ok
10.0	Test Vigilance equipment : As per D&M test specification			ok

Signature of Loco testing staff

Signature of SSE/Shop