



PRODUCT STANDARD
TME DIVISION, BHOPAL

TM20587


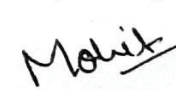
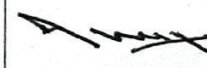
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TECHNICAL SPECIFICATION OF GEAR DRIVE ASSEMBLY FOR TRAIN SET APPLICATION

Revision : 01	Distribution	Qty.	Approved :  02/02/23 (M.Verma)		
Date: 02/02/2023			Prepared by:  (M.Parothia)	Checked by:  (A.Sharma)	Date : 02/02/2023
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1. GENERAL

This specification governs the requirement for design, manufacturing and supply of gear drive assembly for use with BHEL traction motor for train set application in Indian Railways. The gear drive assembly should be reliable for operational speed of 160 kmph and should also be able to serve at a design speed of 180 kmph. Supplier shall clearly specify compliance of each clause of this specification in their offer. In case of any deviation w.r.t any clause of this specification, supplier should also specify the same in their offer. Clearance of design & drawing of successful bidder shall be given by Research Design and Standards Organisation (RDSO), Lucknow, India.

2. SCOPE OF SUPPLY

Scope of supply for gear drive assembly shall be as given below:

Sl. No.	Component	Qty. per gear drive assy.	Remarks
1	Gear drive assembly consisting of:		
1.1	Main driving gear along with pinions	1 set	
1.2	Input Shaft for pinion & half coupling mounting	1 no.	
1.3	Gear drive housing	1 no.	
1.4	Other gear drive assembly components viz. Labyrinths, Seals, Fasteners, Reaction rod mounting bush (elastomer), 'O' rings, Bearings etc. required for complete gear drive assembly	1 set	
1.5	Reaction rod along with items required for mounting of reaction rod on gear drive housing.	1 set	
1.6	Gear drive half coupling	1 no.	
1.7	Traction motor half coupling	1 no.	

NOTE: Necessary support shall be provided by supplier for the following:

- 1) Submission of design documents as per clause 6.2 of this specification.
- 2) Discussion with RDSO for finalization and approval of design documents of gear drive assembly.



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3. INFORMATION TO BE PROVIDED BY SUPPLIER ALONG WITH TECHNO-COMMERCIAL OFFER:

- a. Supervision & training required for assembly/disassembly, testing & commissioning of gear drive assembly:

Sl. No.	Details
1	Drive system testing: a. Details of training at BHEL Bhopal for alignment of coupling halves of motor & gear drive for drive system testing with actual motor, converter, inverter at variable speed & torque. b. Details of training at BHEL Bhopal for assembly & dismantling of gear drive assembly before & after drive system testing.
2	Details of training at ICF bogie manufacturer's facility for installation/ integration of gear drive assembly on axle & bogie for initial 4 bogies (consisting of 8 gear drive assy. sets).
3	Details of training at ICF/RCF/MCF for alignment of coupling halves of gear drive assembly & motor and routine testing of gear drive assembly fitted on bogie for initial 4 bogies (consisting of 8 gear drive assy. sets).
4	Any other training required for maintenance & overhauling.

- b. Consumables required for assembly & testing:

Sl. No.	Consumables	Remarks
1	Consumables viz. grease, thread locker, oil etc. required for assembly of Gear drive assembly on axle.	Supplier to provide the make, type and quantity of consumables required for assembly of each gear drive assembly on axle.
2	Consumables viz. grease, oil, thread locker etc. required for assembly of gear drive assembly on bogie.	
3	Shims required for adjustment / levelling of gear drive w.r.t motor / alignment of coupling halves.	Supplier to provide the details and tentative quantity of shims required for adjustment/ levelling of 1 set of gear drive w.r.t motor.



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c. Tools required for assembly, disassembly & testing:


Sl. No.	Details	Remarks
1	Special tools, fixtures, gauges, templates, special equipment etc. required for assembly / installation (mounting of gear drive on axle, adjustment / levelling of gear drive w.r.t motor / alignment of coupling halves), dismantling, inspection & testing of gear drive components on axle & bogie.	List of tools required for assembly, disassembly & testing shall be provided.
2	Castor wheels/Suitable support for gear drive assembly in wheel set stage (before fitment of reaction rod on bogie).	


d. List of spares, must change items during scheduled maintenance and consumables required for satisfactory maintenance and operation of gear drive assembly for a period of 10 years.


4. OPERATING CLIMATIC AND ENVIRONMENTAL CONDITIONS


The gear drive assembly shall be designed suitably to ensure its normal working under following adverse climatic and environmental conditions:


- Relative Humidity:** up to 100% saturation during monsoon season.
- Ambient temperature** max. : 50° C
min. : -10° C
- Altitude (Max):** 1600 meter
- Rainfall:** Very heavy and continuous at any rate between 0 and 100 mm / hour (up to 2500mm during rainy season).
- Flooding:** The gear drive assembly shall be designed for train to run up to 8 km/h through water up to 203 mm above rail level, excluding the increase in the height of the water level due to wave effect. Even in case of flood levels more than the mentioned above, the gear drive assembly shall not get damaged and it should be possible to rejuvenate the gear drive assembly with minor attention without any adverse effect on its performance.
- Atmosphere during hot weather:** Extremely dusty, humid and salty. The trainset shall be working in coastal area also and thus shall be continuously exposed to highly corrosive, salty atmosphere along with industrial pollutants.


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	<p>vii. The gear drive assembly shall function in accordance with this Specification when subjected continuously to an atmosphere containing dust in concentrations up to 1.6 mg / m³.</p> <p>viii. The gear drive assembly shall function in accordance with this Specification when subjected continuously to a humid and salt laden atmosphere with maximum pH value of 8.5, sulphate content of 7 mg per litre, maximum concentration of chlorine 6 mg per litres and maximum conductivity of 130 micro Siemens / cm.</p> <p>ix. The gear drive assembly shall function in accordance with this Specification when subjected to high wind speed in certain areas, with wind pressure reaching 216 kg/m².</p> <p>x. Gear drive assembly shall function in accordance with this Specification when exposed to solar radiation in the range from 0 kW/m² to 1 kW/m².</p> <p>xi. Special care shall be taken to ensure no damage to gear drive assembly due to deposition of atmospheric salts and industrial pollutants. Supplier shall enclose the details of specific measures adopted to ensure the satisfactory working of gear drive assembly against the deposition of salts & industrial pollution.</p> <p>5. <u>TECHNICAL REQUIREMENTS</u></p> <p>5.1 Gear Drive Assembly</p> <p>i. The gear drive assembly shall be of proven design for same or higher traction/braking transmission.</p> <p>ii. The gear drive assembly shall be totally enclosed and free from lubricant leakage.</p> <p>iii. The tractive/braking effort shall be directly transferred from the input pinion to wheel gear. The torque transmission arrangement of gear drive assembly shall be simple and suitable for both traction and braking forces.</p> <p>iv. The gear drive assembly design shall be suitable for climatic and environmental conditions as specified in clause no. 4 of this specification. Special care shall be taken in design with respect to high track vibrations as mentioned in clause 5.2.</p> <p>v. The gear drive assembly design shall be furnished and finalized during design approval by RDSO Lucknow. The suitability of gear drive assembly should be proved in a type test.</p> <p>vi. The gear drive shall be compatible with the flexible coupling. Gear drive assembly movements shall be restrained by a torque reaction link between the gear drive and bogie frame. A safety device shall be incorporated to restrain gear drive rotation shall the link fail in service.</p>	


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	<p>5.2 Vibrations</p> <p>Gear drive assembly complete along with flexible coupling shall be so designed that its performance is not adversely affected due to vibration and shock as per EN13749:2021 with sufficient factor of safety. Factor of safety kept by supplier in other proven gear drive assembly designed & supplied earlier shall be provided.</p> <p>5.3 Coupling</p> <ol style="list-style-type: none"> i. The coupling shall compensates radial, axial and angular misalignments between motor and gear drive assembly. The coupling design and the motor to gear drive assembly mounting arrangement shall minimize coupling dynamic angular displacement. ii. The coupling should be suitable for operation at speed of 6000 rpm. iii. The coupling should be able to withstand the maximum level of shocks of magnitude as per EN13749:2021. iv. The sealing system should be adequate to prevent dirt/dust and water into couplings. <p>5.4 Gears and Pinion</p> <ol style="list-style-type: none"> i. Gear & pinion should be produced from case hardened alloy steel and complying with national/international standards of gears & pinion being used in traction application. ii. The MTBF for the pinion should at least be 1 million Km and for the gear wheel at least 2 million km. iii. Gear ratio of 5.158 is to be used for gear drive assembly in trainset application. iv. Supplier shall submit proof of stability for gear tooth forming and total design, description of the gear tooth forming, used materials, manufacturing and hardening procedures with corresponding specifications, Oil types, lubrication process and lubrication intervals. v. Gear & Pinion used in gear drive assembly shall be guaranteed against any failure for a period of 6 years from the date of supply. 	


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	<p>5.5 Gear drive housing</p> <ol style="list-style-type: none"> i. Gear drive housing shall be made of proven material and shall have sufficient mechanical strength so as not to get damaged due to hitting by ballast or any other foreign objects at high speed during run. Supplier may use alloys, which have been used for traction application and has been validated and time tested. Aluminium should not be used anywhere in the gear drive housing. The use of heli-inserts in the threaded holes for fastening of bolts shall not be permissible. The gear drive housing shall be totally enclosed and free from lubricant leakage during operation. ii. The gear drive housing shall be totally enclosed and free from lubricant leakage during operation. iii. The quantity of oil in the housing and its replenishment/replacement period shall be provided in the maintenance manual. It shall not be necessary to change the oil earlier than 300,000 km or once a year whatever comes first. The lubrication points of gear drive housing shall be easily accessible. The oil recommended for use in gear drive housing shall be of Indian make available readily in India. iv. Gear drive housing and its sealing arrangement shall be designed in such a way that there should not be any ingress of water inside gear drive assembly upto a height of 203 mm from rail level. v. Gear drive assembly shall be suitably painted (light grey colour) to prevent any deterioration of surface due to operation in extremely dusty, humid & salty conditions for most part of the year. <p>5.6 Bearings</p> <ol style="list-style-type: none"> i. Details of the fits kept in the bearings of gear drive assembly should be furnished during design approval by RDSO. ii. L10 life calculation report for complete duty cycle shall be submitted. <p>5.7 Mounting and suspension arrangement</p> <ol style="list-style-type: none"> i. Suitable reaction rod mounting bush (elastomer) shall be provided for suspension of gear drive housing. ii. The mounting bolts/nuts shall be accessible for easy mounting and dismounting during maintenance. <p>5.8 Packing</p> <p>Gear drive assembly shall be suitably packed to avoid any damage during transit.</p>	


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	<p>6. <u>DOCUMENTS SUBMISSION AND SUPPLIERS RESPONSIBILITY</u></p> <p>6.1 The manufacturer shall submit the following documents along with their offer and ensure their compliance:</p> <ol style="list-style-type: none"> i. Reference of projects executed for similar applications during the last 10 years wherein supplier has designed, manufactured and supplied at least 240 no. of gear drive assembly for Railway stock speed of 130 KPH or more. Firm should submit necessary supporting credentials i.e. PO, outline drawing, document indicating maximum service & design speed and invoice of supply of supplied gear drive assembly for the purpose of verification. ii. Scope of supply as per clause 2 of this specification shall be furnished along with offer. <p>Note: Based on requirements of motor & bogie, certain improvements/modifications in gear drive assembly design may be required to be done during design finalization. Final authority for approval of design will be RDSO.</p> <p>6.2 Documents submission after purchase order (PO) placement:</p> <p>Supplier shall submit the design of gear drive assembly along with required technical data and calculations to BHEL Bhopal (for further submission to RDSO for approval) within 2 months of PO placement date. Design documents shall comprises of following:</p> <ol style="list-style-type: none"> i. Detailed outline drawing indicating weight and centre of gravity. ii. General assembly/long section drawing with exploded view and complete bill of material. iii. 3D model of complete gear drive assembly. iv. Type of gear and pinion, grade of steel used and particulars of heat treatment. v. Values of gear & pinion from maintenance point of view for deciding the usability/condemning limit like chord over teeth ('k' value) etc. vi. Particulars of gear and pinion as per requirement of RDSO. vii. Material and type of construction of gear drive housing. viii. Strength calculation for gear and pinion. ix. Calculation report (bearing, gearing, safety nose, reaction rod, connection gear drive-reaction rod, shrink fit of gear axle). x. Details of fits used in assembly of different components of gear drive assembly including gear, pinion, bearings etc. 	

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<p>COPYRIGHT AND CONFIDENTIAL</p> <p>The information on this document is the property of BHARAT HEAVY ELECTRICALS LIMITED It must not be used directly or indirectly in any way detrimental to the interest of the company</p>	<p>xi. The supplier shall submit finite element analysis (FEA) report in all 3-axis which includes stress analysis, fatigue analysis, modal analysis and harmonic analysis of complete gear drive assembly including sub-components considering boundary conditions for vibration & shocks as per EN13749:2021. Factor of safety kept by vendor in other proven gear drive assembly (details provided by supplier against clause 6.1) designed & supplied earlier shall be considered for FE analysis. Note: Any other additional boundary conditions for FEA desired by RDSO shall be suitably incorporated in the FE analysis.</p> <p>xii. Make & type of bearings, L-10 life calculation of bearings for complete duty cycle and life span of bearing while considering the axle deflection.</p> <p>xiii. Make & type of lubrication compound of gear drive assembly and bearing grease along with their technical datasheet. Quantity for initial fill of lubricant and refill along with periodicity of refilling shall also be indicated. Note: The lubricant recommended for use in gear drive assembly shall be made in India.</p> <p>xiv. Quality Assurance Plan of complete gear drive assembly including gear & pinion.</p> <p>xv. Reliability prediction calculations complying the requirements of clause 5.4 (ii) of this specification.</p> <p>xvi. Source for flexible coupling. Note: The flexible coupling selected shall be such that vibration coming on motor from gear drive shall not adversely affect the performance of the complete system (motor & gear drive).</p> <p>xvii. Supplier shall suggest length, taper, diameter and other relevant dimensions to be kept in motor shaft for mounting of half-flexible coupling.</p> <p>xviii. Test schedule & format for type and routine test (with acceptance limit of each parameter).</p> <p>xix. Documents detailing assembly procedure of gear drive assembly complete with suitable photographs/views.</p> <p>xx. Documents detailing assembly procedure of reaction rod on gear drive housing & bogie with suitable photographs/views.</p> <p>xxi. Documents detailing assembly procedure of half coupling on traction motor & gear drive with suitable photographs/views.</p> <p>xxii. Documents detailing procedure for alignment of coupling halves with suitable photographs/views .</p> <p>xxiii. Testing procedure of gear drive assembly mounted on bogie</p> <p>xxiv. Maintenance manual of gear drive assembly.</p>	

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	<p>Note:</p> <ol style="list-style-type: none"> i. The approval of design documents of gear drive assembly shall be given by customer RDSO, Lucknow. ii. All the documents submitted by the supplier shall be in English language. iii. Any other documents besides above, if desired by RDSO during design approval, shall also be submitted. iv. Supplier shall be required to depute his technical experts to RDSO for discussions, finalization and approval of design documents of gear drive assembly. <p>6.3 Installation and Commissioning:</p> <p>A. At bogie manufacturer works:</p> <ol style="list-style-type: none"> i. Gear drive assembly components in kit form shall be supplied to BHEL Bhopal. ii. Installation of gear drive assembly complete on axle & bogie will be in the scope of bogie manufacturer of ICF Chennai. iii. The supplier shall submit assembly procedure, inspection check sheets etc. for proper installation of gear drive assembly complete. iv. Any special tools, fixtures, gauges, templates, special equipment etc. required for assembly / installation, inspection & testing of gear drive components with axle shall be provided by supplier. v. Castor wheels/Suitable support for gear drive assembly in wheel set stage (before fitment of reaction rod on bogie) shall be provided by supplier. vi. For initial 4 bogies (consisting of 8 gear drive assy. sets), during installation/ integration of gear drive assembly on axle & bogie, supplier shall depute its experts to supervise, train/ guide at ICF bogie manufacturer's facility. <p>B. At BHEL Bhopal:</p> <ol style="list-style-type: none"> i. Supplier shall provide assembly procedure of half coupling on traction motor. <p>C. At ICF/RCF/MCF:</p> <ol style="list-style-type: none"> i. The supplier shall submit detailed instructions for adjustment / levelling of gear drive w.r.t motor / alignment of coupling halves and any subsequent testing of gear drive assembly. ii. Special tools, fixtures, gauges & shims required for adjustment / levelling of gear drive w.r.t motor / alignment of coupling halves shall be provided by supplier. iii. For initial 4 bogies (consisting of 8 gear drive assy. sets), during routine testing of gear drive assembly fitted on bogie, supplier shall depute its experts to supervise, train/ guide at ICF. 	

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	<p>6.4 Maintenance:</p> <ol style="list-style-type: none"> i. The supplier shall submit maintenance manual for the gear drive assembly containing following details: <ol style="list-style-type: none"> a. Write up on the working of gear drive assembly. b. The dimensional drawing of complete gear drive assembly with technical data. c. The detail functioning of each item and its sub-assembly. d. Part list of components used in gear drive assembly. e. Assembly & disassembly procedure of gear drive assembly along with drawings indicating usage of special tools. f. Fitment procedure of half couplings on traction motor & half coupling. g. Testing procedure of gear drive assembly. h. Maintenance instructions for inspection, troubleshooting and recommended maintenance schedule. i. List of special tools & instruments required for assembly, disassembly & maintenance. j. List of spares, must change items during scheduled maintenance and consumables. ii. The supplier shall be responsible for carrying out improvements and modifications on the gear drive assembly supplied, provided such modifications/ improvements are decided to be necessary for meeting the requirements of reliability, performance and safety etc., jointly with Indian Railways/RDSO Lucknow. <p>7. <u>INSPECTION AND TESTING</u></p> <p>7.1 Type Test: The type test of individual items of gear drive assembly and complete gear drive assembly shall be in the scope of supplier. The supplier shall have in-house testing facility for the same. During testing, designed load and working conditions shall be simulated. The product shall conform to the designed parameters with respect to its application, efficacy and effectiveness. Axle & other test equipments for type testing by supplier, shall be in the scope of supplier.</p> <p>7.2 Routine Test: Routine testing of gear drive assembly will be done at ICF as mentioned in clause no. 6.3 (C)</p>	

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	<div>9. <u>ENCLOSURES</u> i. Annexure-1 as input datasheet required for design of gear drive assembly. ii. Annexure-2 as preliminary motor shaft view for coupling fitment. iii. Annexure-3 as BHEL drawing no.14450005052 of gear drive assembly. iv. Annexure-4 as ICF drawing no. TS/MC-0-0-001 of bogie general arrangement. v. Annexure-5 as ICF drawing no. 8900003 of Reaction rod fixing arrangement. vi. Annexure-6 as drawing no. MT18Br2 001477-7 of axle. vii. Annexure-7 as drawing no. MT18Br2 001480-4 of axle wheelset.</div>		

Annexure-1

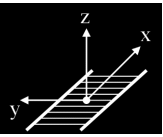
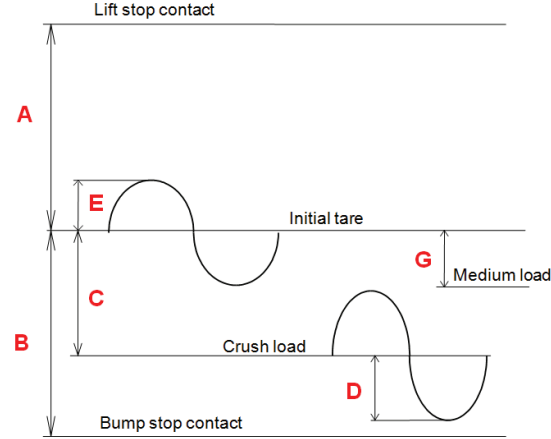
Input datasheet for design of Gear drive assembly		
General Data:		
1	End Customer	Indian Railways
2	Application	Electric Train set
3	Location	Chennai / Kapurthala / Rae Bareilly, India
Vehicle:		
1	Type of rail vehicle	Train set
2	Electrical drive type	IGBT based 3 phase drive
3	Bogie configuration (eg. Fully, partly etc.)	BO-BO
4	Axle or Wheel drive	Axle drive
5	Allowable sound power level [dB(A)]	120 dB(A)
6	Vehicle life (year)	25 years
7	Min. environment temperature (°C)	-10°C
8	Max. environment temperature (°C)	50°C
9	Max. service speed (worn wheels) (km/h)	160 Km/h
10	Max. design speed (new wheels) (km/h)	180 Km/h
11	Number of bogies	32
12	Number of motor bogies	16
13	Maximum axle load (kg)	17000 kg
14	Wheel diameter new (mm)	952 mm
15	Wheel diameter worn (mm)	877 mm
16	Track gauge (mm)	1676 mm (Broad gauge)
17	Truck wheel base (mm)	2700 mm
18	Daily running (km)	2000
Drive gear assembly:		
1	Drive concept	Traction motor fully suspended in bogie frame
2	Final drive gear type	Preferably helical
3	Number of Gear drive assembly per Bogie	2
4	Number of Gear drive assembly per Motor	1
5	Overall gear ratio	5.158
6	First stage gear ratio	5.158
7	Efficiency	98%
8	Maximum weight (kg)	400 kg
9	Min. rail clearance at fully worn wheel	91 mm
10	Gear drive suspension type (fully or partially)	Partially
11	Minimum axle diameter	179 mm (between wheels)
12	Axle diameter for Gearwheel sitting (mm)	217.5 mm
13	Axle diameter for bearings sitting (mm)	216.5 mm
14	Centre distance (axle – motor shaft)	372 mm
15	Pinion offset (Position of pinion/motor above or below axle C/L)	20 mm above axle C/L
16	Distance between C/L of gear drive & bogie (mm)	513 mm
17	Maximum distance to bottom of gear drive from axle C/L (mm)	347.5
18	Maximum distance to top of gear drive from axle C/L (mm)	350 mm

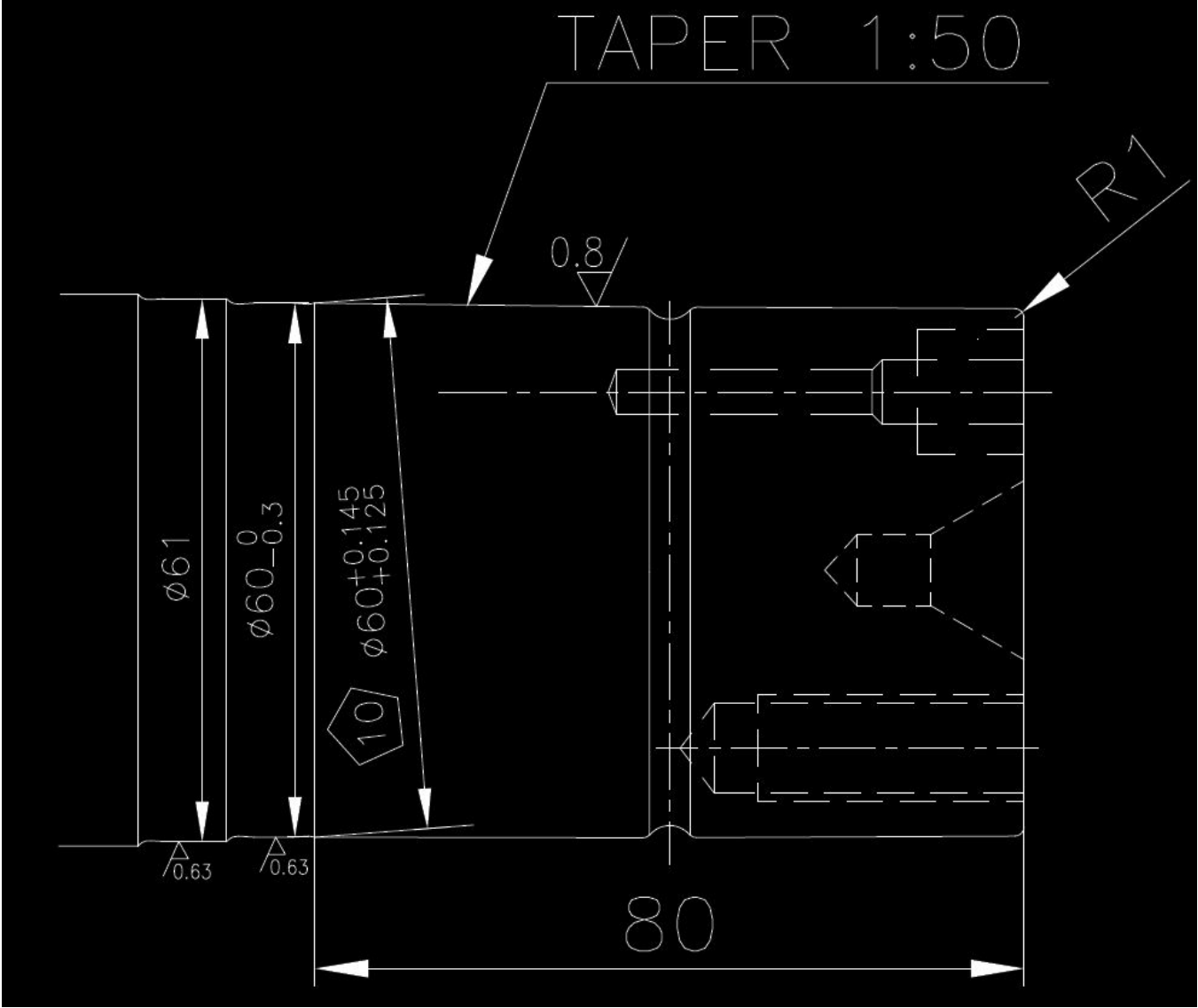
19	Maximum length of flexible coupling and gear drive (including all possible movements) (mm)	500 mm
20	Maximum width of Gear drive assembly	320 mm
21	Maximum length of Gear drive assembly upto safety catch from axle C/L (mm)	600 mm
22	Horizontal distance of bogie connection point of reaction rod (in relation to wheel axle centre) (mm)	545 mm

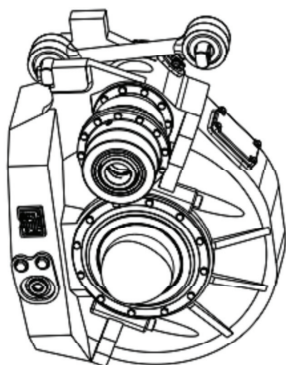
Traction motor:

1	Motor manufacturer	BHEL
2	Motor type	AC
3	Motor weight (kg)	1000±5% kg
4	Motor shaft end	Enclosed as annexure-2
5	Motor maximum power (motoring) (kW)	297
6	Motor maximum power (braking) (kW)	373
7	Motor continuous power (kW)	240
8	Motor continuous torque (Nm)	905
9	Motor continuous speed (min^{-1})	3136
10	Motor maximum speed (min^{-1})	5616
11	Maximum starting torque (Nm)	2298
12	Maximum braking torque (Nm)	2250
13	Root mean square torque (Nm)	1340
14	Motor short circuit torque [value in air gap?] (Nm)	12000

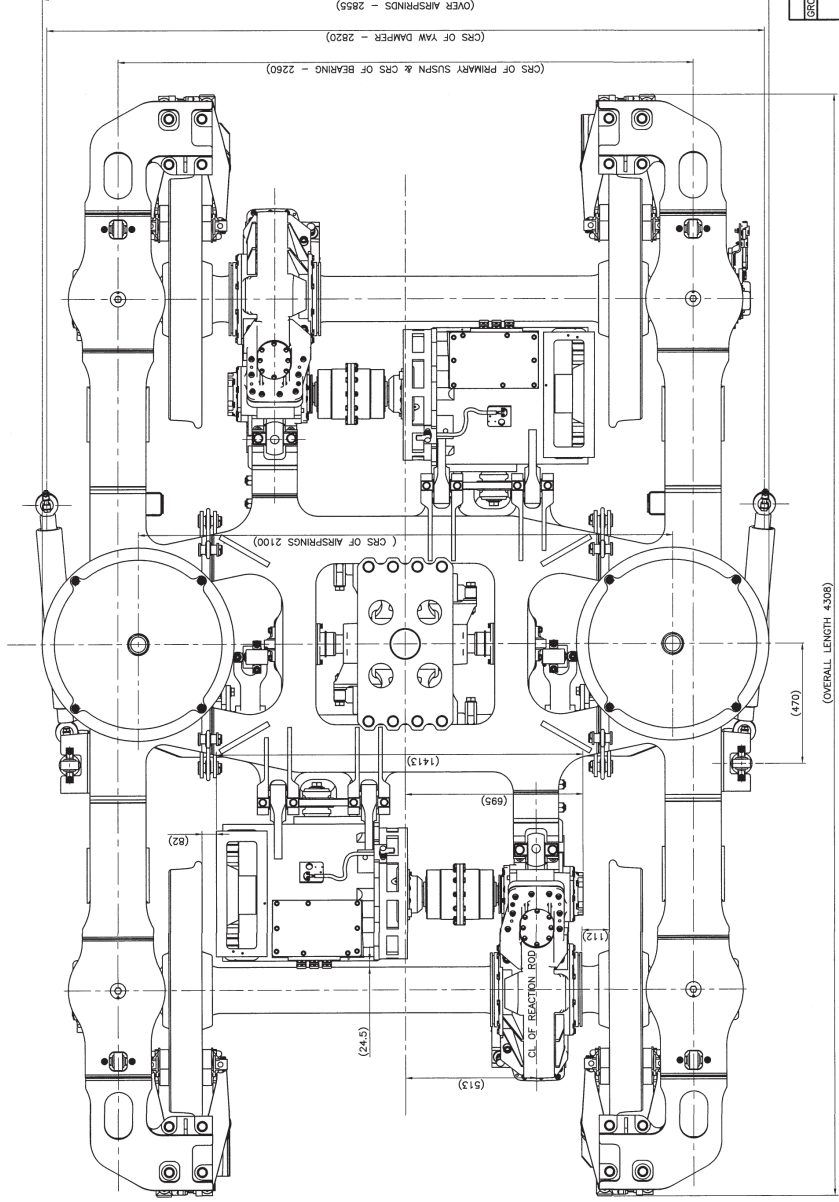
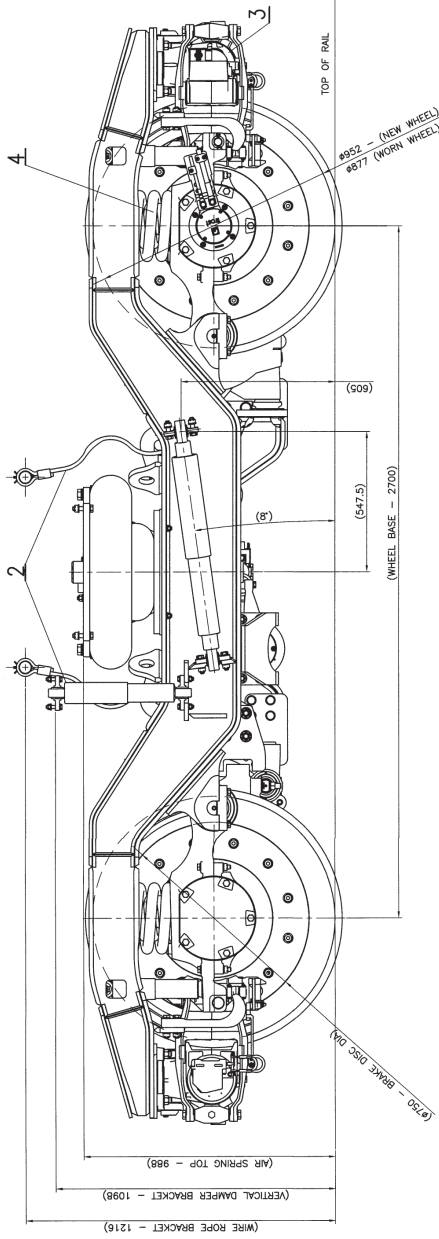
Bogie primary suspension movement

 <p>X (longitudinal) to mechanical stop + tolerances [mm] Y (lateral) to mechanical stop + tolerances [mm]</p> <p>Maximum dynamic and continuous dynamic movement values for X and Y directions.</p> <p>Z (vertical) [mm] – distances A, B to mechanical stops + tolerance of stop position along with E, C and D.</p> 	<p>(mm)</p> <p>X (longitudinal) : Mechanical stop=± 10 mm Dynamic=± 10 mm Continuous dynamic=± 10 mm Tolerances=± 10 mm</p> <p>Y (lateral) : Mechanical stop=± 8 mm Dynamic=± 8 mm Continuous dynamic=± 8 mm Tolerances=± 8 mm</p> <p>Z (vertical)= + 25 mm (lift stop) - 45 mm (bump stop)</p>
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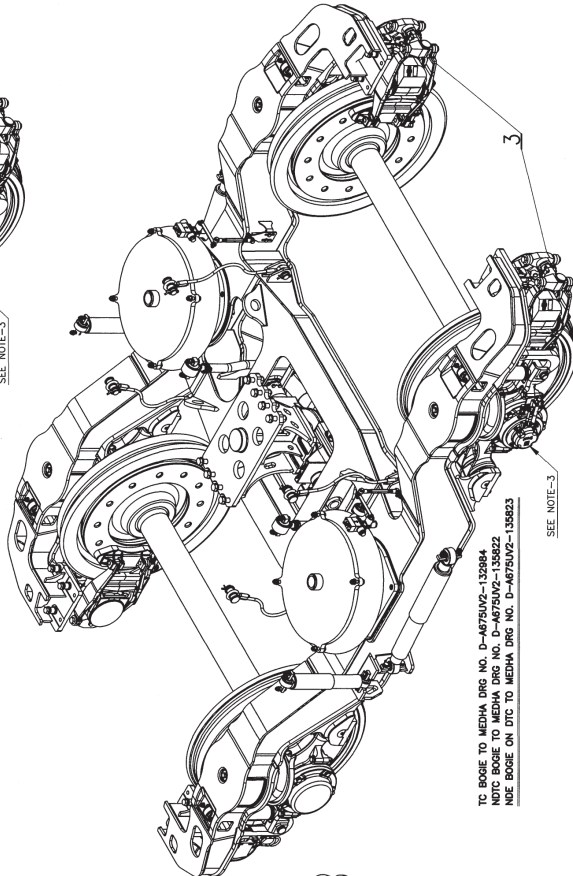
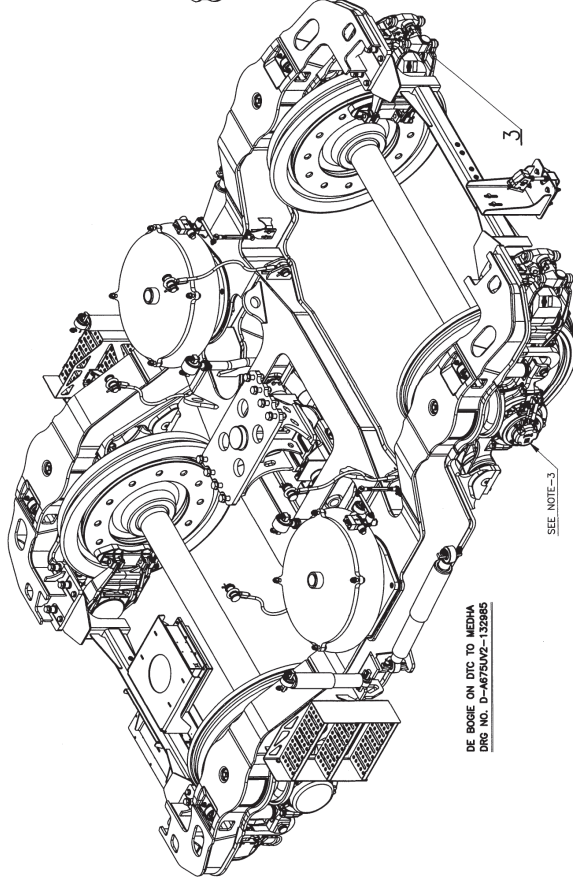
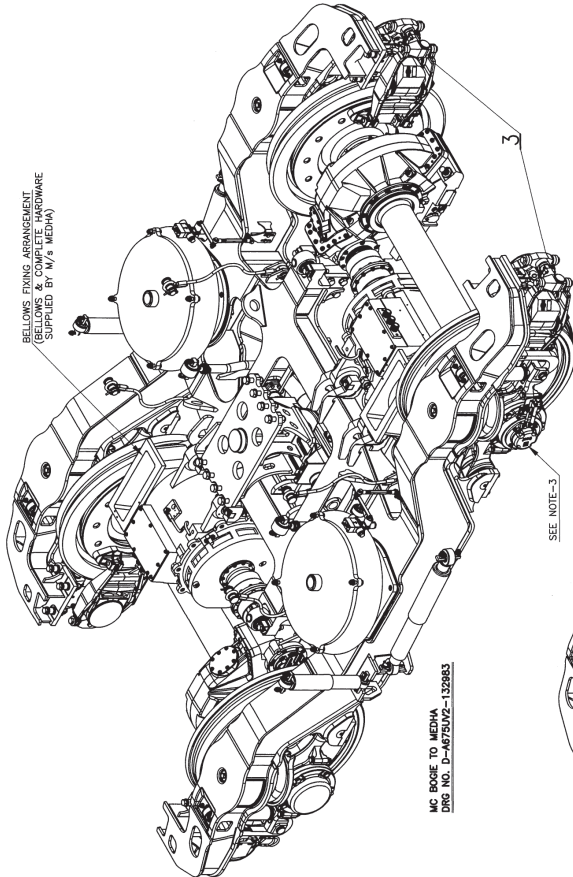
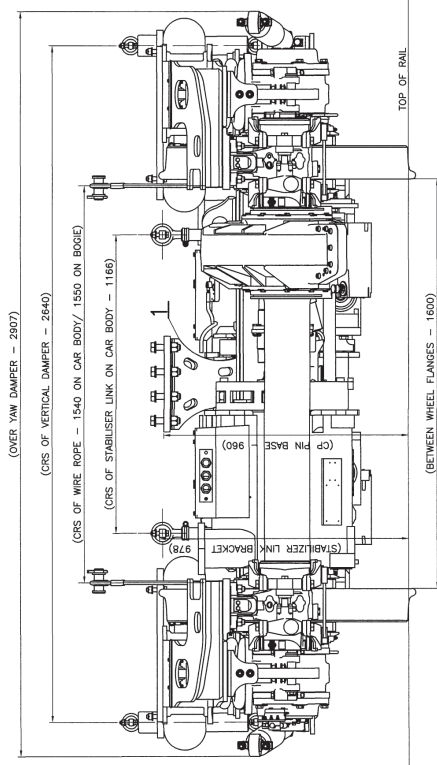


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65		10/10/00					



DESCRIPTION & DIMENSION	ITEM	REF. DRGS	MAT. SPEC	WEIGHT / UNIT	REMARKS
GROUP: 0-0					
BOGIE GENERAL ARRGT. FOR TRAINSET BOGIES					
DATA CODE NO.	890				
INDIAN RAILWAY STANDARDS					
SHEET	1 OF 2				
TS/MC-0-0-001					

ASSEMBLY DRAWINGS	DATE	BY	CHKD	APPD
15-9-2021				
DATE OF PREP ISSUE				
AME/SHE				



NOTE:

1. FOR OPEN TOLERANCES REFER NO: 027/STD-9-0-001.
2. COL-1 PERTAINS TO SHELL ITEMS.
COL-2 PERTAINS TO FLIR ITEMS.
3. LOCATION/KEY DIAGRAM OF AXLE END EQUIPMENTS AS PER DRG NO. 89002001 SHALL BE FOLLOWED.
4. BOGE ASSEMBLY
4.1 BOGE COMPLETE SUPPLIED BY M/A MEDHA.
4.2 THIS DRG IS APPLICABLE FOR FITMENT OF LOOSE ITEMS OF BOGE ON CAR BODY AND BRAKE ITEMS ON BOGE.

SO VIEWS

NO. OF ASSY. REQD. PER COACH	COLS.	
	1	2
TYPE OF COACH		
③ TS/MC, TS/TC, TS/DTC, TS/MC2	2	2
TS/NDTC/EC, TS/NDTC/EC2		

V	SUSPENSION ASSEMBLY ARRANGEMENT	4	TW- B-D-004
1	DISC BRAKE FIXING ARRANGEMENT	3	TW-BT-A/C-AC
1	SECONDARY SUSPENSION ARRANGEMENT (STAGE-2)	1	BK06001
-	CP PIN FIXING ARRG.	2	BK06001
QTY	DESCRIPTION & DIMENSION	ITEM	REF DRGS
2	GROUP: D-D		
1	PER ASSY		
TS/NITC/ECD-9-0-002			
TS/NITC/FEC-9-0-002			
TS/MPC-9-0-002			
TS/TTC-9-0-002			
TS/MC-9-0-002			
TS/DTC-9-0-002			
ASSEMBLY DRAWINGS			
DATE CODE NO. 15-9-2021 890			
INDIAN RAILWAY SHEET			
STANDARDS			
TS/MC-0-0-001			
2 OF 2			
INTERNAL CATCH FACTOR CHENNAI-38			



NOTE: REACTION ROD COMPLETE (REF. MFX TGA DRG. NO. TGA225586) SUPPLIED BY PROPULSION SYSTEM SUPPLIERS ALONG WITH MOTOR / GEAR BOX AND COVERED IN ELECTRICAL SCHEMATIC.

1. FOR GEAR BOX SIDE, ALL FASTENERS - BOLT, NUT, WASHER, ADJUSTMENT SHIMS ARE SUPPLIED BY PROPULSION SYSTEM SUPPLIER ALONG WITH MOTOR / GEAR BOX AND COVERED IN ELECTRICAL SCHEMATIC.

2. 2NC ELECTROPLATED TO GRADE A3.5. OF ANNEAL OF 61300 (PARK-ELEVEN).

3. DIMENSIONS SHOWN ARE WITH NEW WHEEL IN TARE LOAD.

4. **TECHNICALS TORQUE**
4.1 REACTION ROD TOP (503)
4.2 M24 X 160 - 100 ± 3 Nm (BATTERY CATCH)
4.3 M24 X 160 - 100 ± 3 Nm (BATTERY CATCH)

EXAMPLE:

1. FOR ASSEMBLY OF REACTION ROD, INSTRUCTIONS OF PROPULSION SYSTEM SUPPLIER SHALL BE FOLLOWED.

2. BOLTS / SCREWS (ITEMS-2 & 3) SHALL BE OF MAKE - TYS OR UNBRAKO ONLY.

7. AFTER ASSEMBLY, UNPAINTED EXPOSED MATING SURFACES ON BOSS FRAME SHALL BE SUITABLY COATED WITHOUT PREVIEW.

8. **PAINTS/COLOURS:**
A. PAINT SHALL BE OF MAKE - TYS OR UNBRAKO ONLY.
B. UNPAINTED SURFACES OF MOUNTING SHALL BE OF MAKE - TYS OR UNBRAKO ONLY.
C. PAINT SHALL BE OF MAKE - TYS OR UNBRAKO ONLY.
D. PAINT SHALL BE OF MAKE - TYS OR UNBRAKO ONLY.

9. DURING ASSEMBLY, THREADS & BEARING SURFACES OF BOLTS & NUTS SHALL BE SUITABLY APPLIED WITH ANTI-SEIZE COMPOUND (MAGNATEC 1000 OR ANTI-SEIZE 2000 C795 OF SMIAR).

10. FASTENERS & SAFETY CATCH (ITEMS - 2 TO 8) SHALL BE IN BOSS SLOPES SCOPE.



QTY.	DESCRIPTION	DIMENSIONS	ITEM NO.	REF. DESIG.	MAIL	INT. UNIT	REMARKS
8	1/8" ALL STEEL LOCK NUT	M24 - PROPERTY CLASS - 10	8				ELECTROPLATED ZINC SEE NOTE 3, 8, 10
14	WASHER ISO 7089 - 24 - 300 HV		7	ISO 7089			ELECTROPLATED ZINC SEE NOTE 3, 10
8	HEXAGON HEAD BOLT	ISO 4014-M24 x 16-10.9	6	IS1344 PART-1			ELECTROPLATED ZINC SEE NOTE 3, 8, 10
2	SAFETY CATCH		5	AA00005		10.25	SEE NOTE - 10
4	1/8" ALL STEEL LOCK NUT	M20 - PROPERTY CLASS - 10	4				ELECTROPLATED ZINC SEE NOTE 3, 8, 10
8	WASHER ISO 7089 - 20 - 300 HV		3	ISO 7089			ELECTROPLATED ZINC SEE NOTE 3, 10
4	HEXAGON HEAD BOLT	ISO 4014-M20 x 140-10.9	2	IS1344 PART-1			ELECTROPLATED ZINC SEE NOTE 3, 8, 10
2	REACTION POG		1			2.43	SEE NOTE 1, 2, 5

**REACTION ROD FIXING ARRGT.
FOR TRAIN SET MOTOR BOGIES**

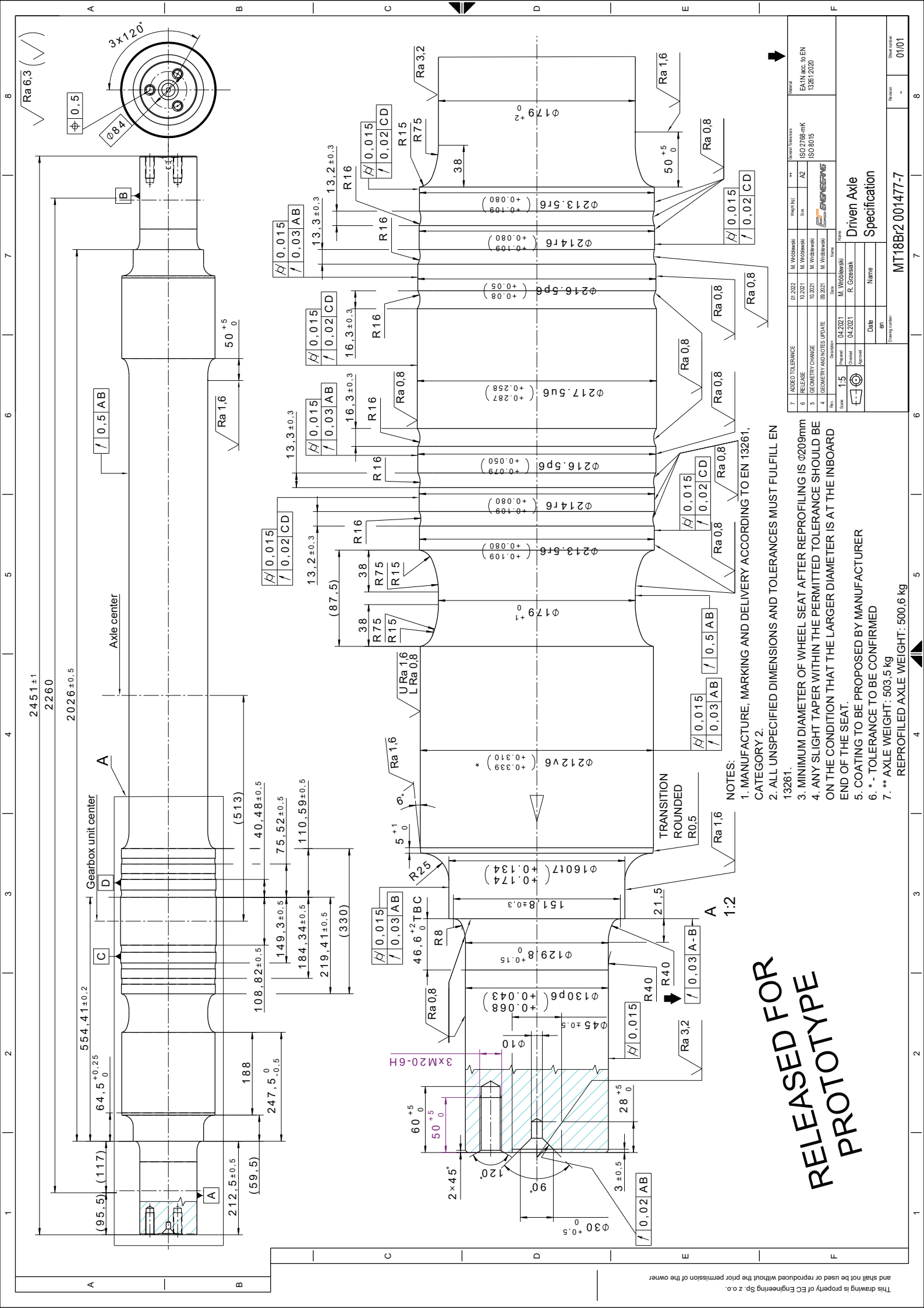
INDIAN RAILWAY STANDARDS
INTEGRAL COACH FACTORY, CHENNAI - 600038

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RELEASED FOR
PROTOTYPE

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NOTES:

1. MANUFACTURE, MARKING AND DELIVERY ACCORDING TO EN 13261, CATEGORY 2.
2. ALL UNSPECIFIED DIMENSIONS AND TOLERANCES MUST FULFILL EN 13261.
3. MINIMUM DIAMETER OF WHEEL SEAT AFTER REPROFILING IS $\phi 209\text{mm}$
4. ANY SLIGHT TAPER WITHIN THE PERMITTED TOLERANCE SHOULD BE ON THE CONDITION THAT THE LARGER DIAMETER IS AT THE INBOARD END OF THE SEAT.
5. COATING TO BE PROPOSED BY MANUFACTURER
6. *. TOLERANCE TO BE CONFIRMED
7. ** AXLE WEIGHT: 503,5 kg
REPROFILED AXLE WEIGHT: 500,6 kg

ADDED TOLERANCE		APPROVAL		MATERIAL	
7	0,022	M. Włodarczyk	**	ISO 2768-mK	ISO 8015
8	RELEASE	0,021	M. Włodarczyk	ISO 2768-mK	ISO 8015
9	GEOMETRY CHANGE	0,021	M. Włodarczyk	ISO 2768-mK	ISO 8015
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Driven Axle
Specification

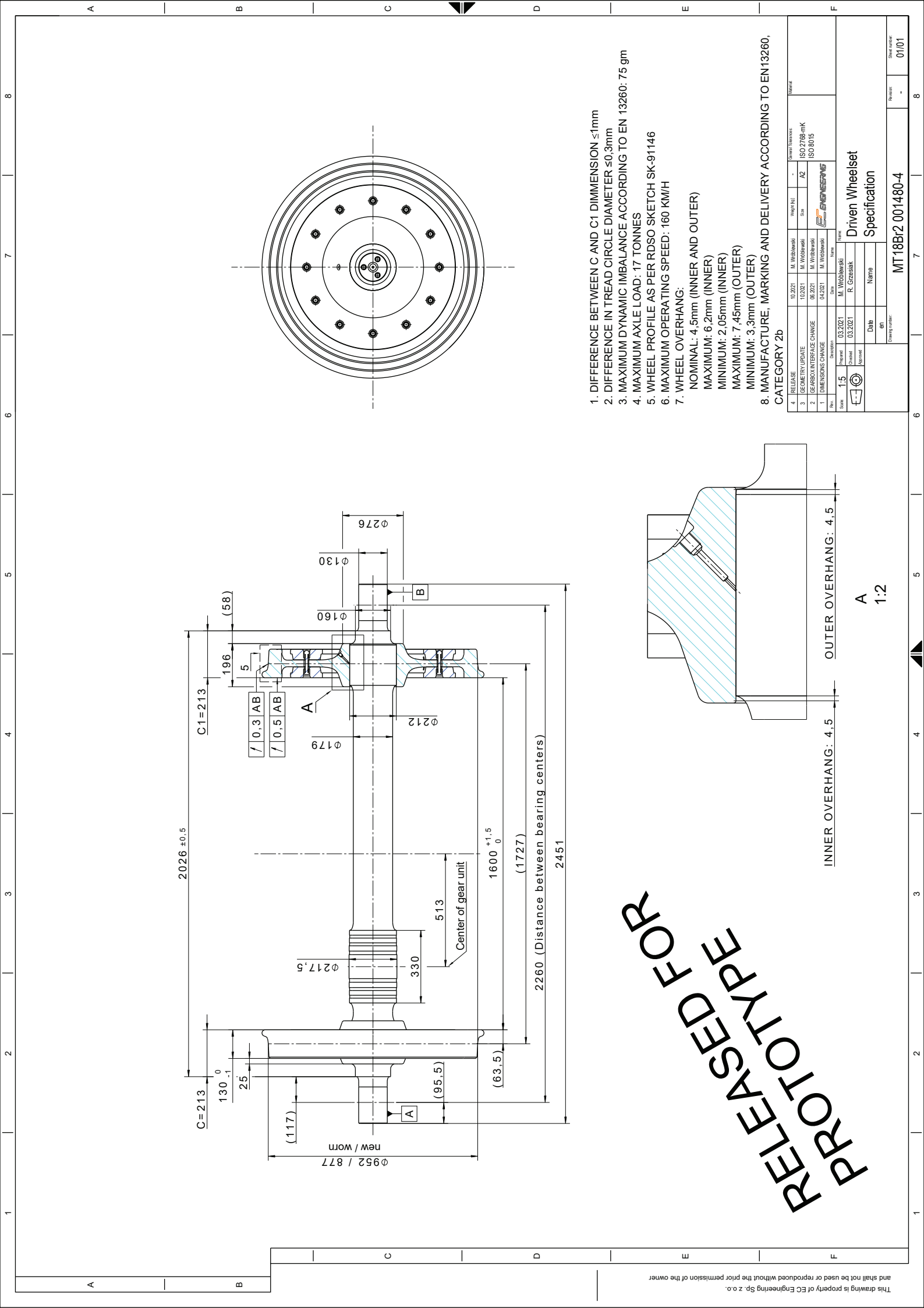
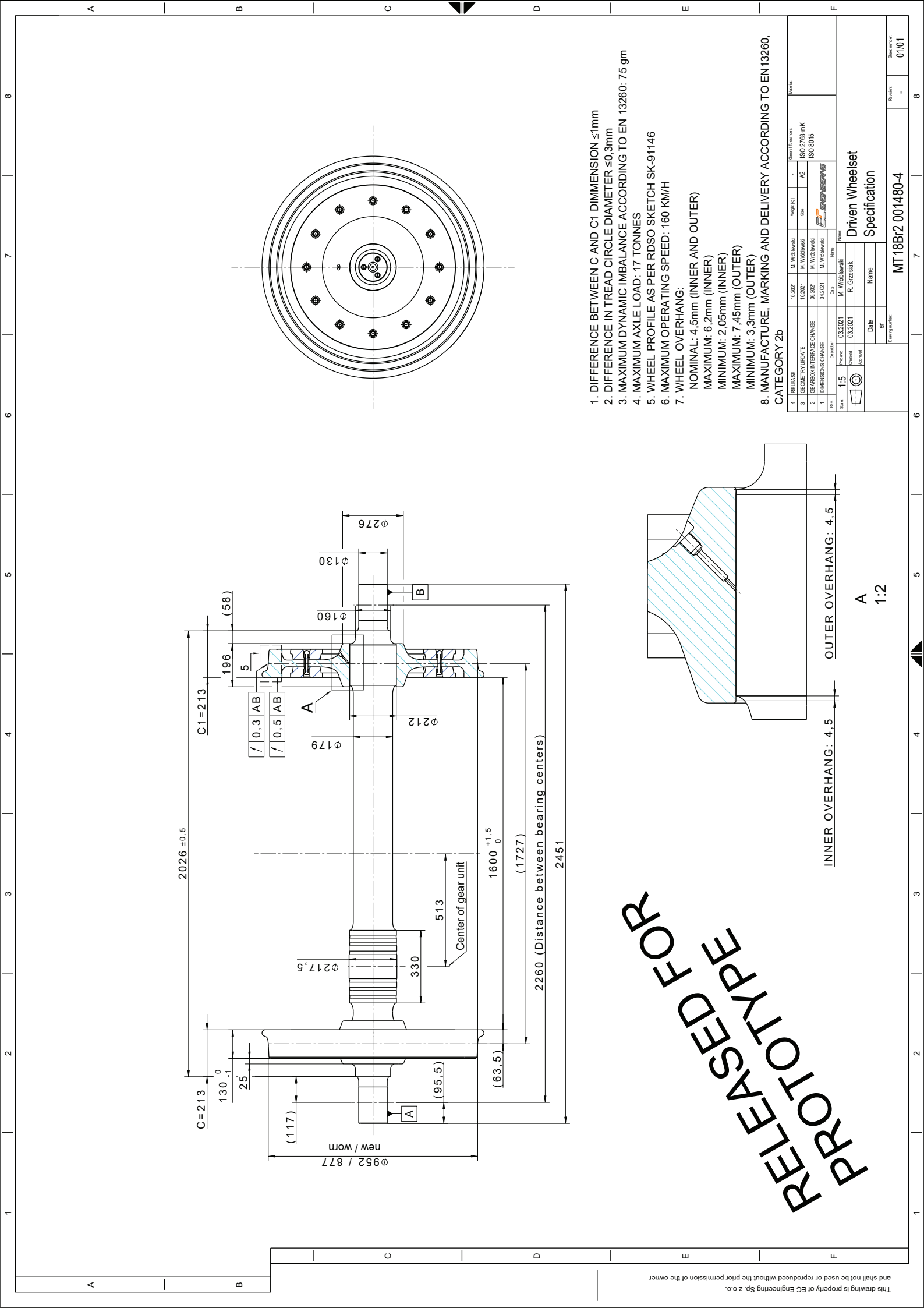
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Revision

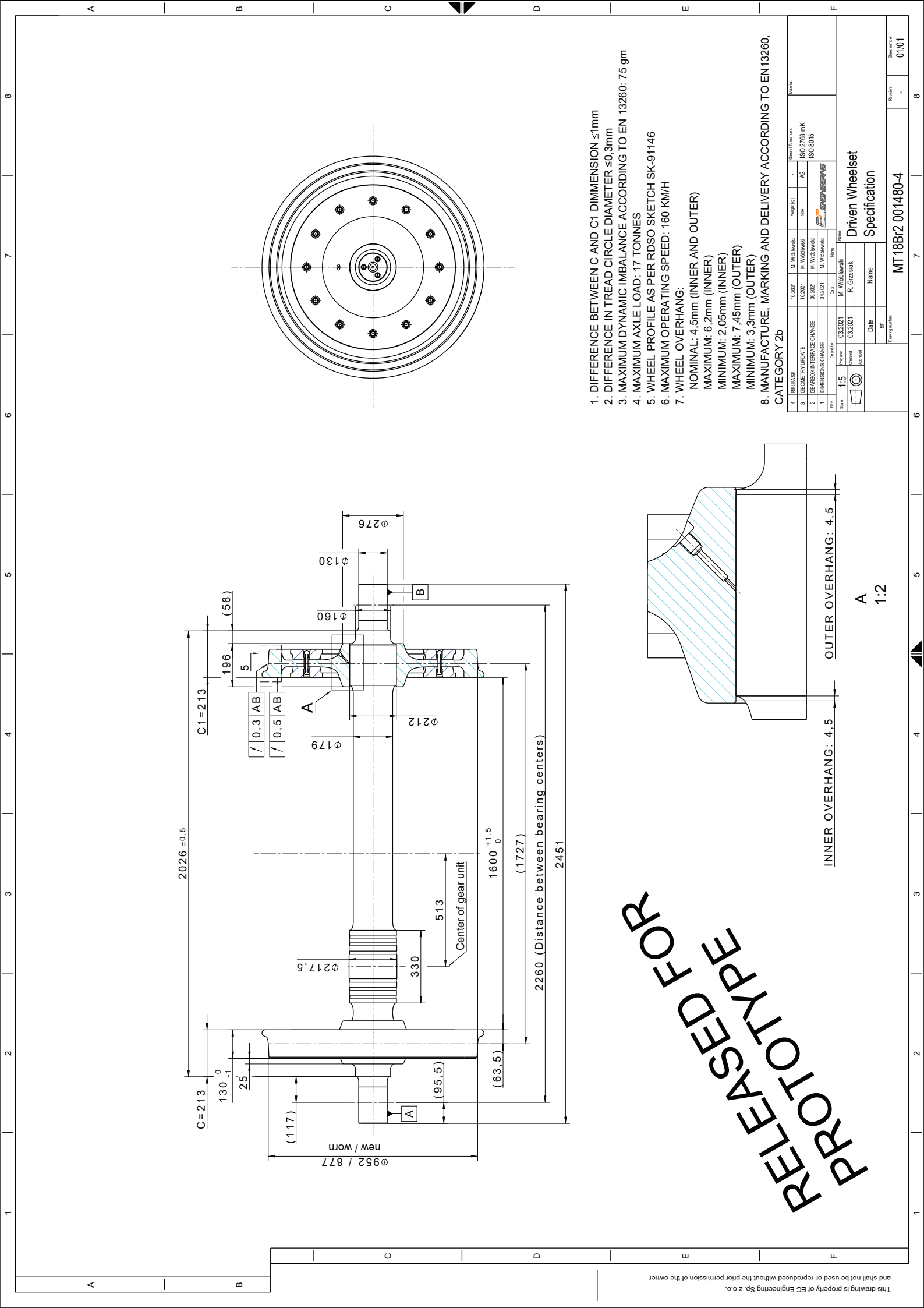
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