

No. 2023/CEDO/SR/20/AC-EMU-MEDHA

New Delhi, dated 31.10.2023

The Director General  
Research Designs & Standards Organisation  
Manak Nagar, Lucknow-226011.

The General Manager,  
All Indian Railways

**Sub:** Introduction of Air Conditioned EMU coaches [Transportation code : EW2DMCAC, EW2TCAC & EW2MCAC] to Layout Drawing No.: EMU2/DMC/AC-9-0-001,alt-f, EMU2/TC/AC-9-0-001,alt-f & EMU2/NDMC2/AC-9-0-001, alt-e for Driving Motor Coach (DMC), Trailer Coach (TC) & Non-Driving Motor Coach (NDMC) respectively fitted with 3-phase on-board propulsion system of M/S Medha electrics and pneumatic suspension in secondary stage manufactured by ICF Chennai, up to a maximum operational speed of 100 kmph on track maintained as per provisions of Para 522 of Indian Railways Permanent Way Manual, June 2020

Ref: (i) CCRS office letter no. Q.12011/02/2023-24-TW, dated 23.06.2023

(ii) RDSO's letter no. letter no. MC/Air-Conditioned/On Board EMU/MEDHA, dated 20.04.2023

(iii) RDSO's Final Speed Certificate (FSC) no. MC/Air Condition/On Board EMU/Medha, dated 20.04.2023

With reference to RDSO above application, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Air Conditioned EMU coaches [Transportation code : EW2DMCAC, EW2TCAC & EW2MCAC] to Layout Drawing No.: EMU2/DMC/AC-9-0-001,alt-f, EMU2/TC/AC-9-0-001,alt-f & EMU2/NDMC2/AC-9-0-001, alt-e for Driving Motor Coach (DMC), Trailer Coach (TC) & Non-Driving Motor Coach (NDMC) respectively, fitted with 3-phase on-board propulsion system of M/S Medha electrics and pneumatic suspension in secondary stage manufactured by ICF Chennai, up to a maximum operational speed of 100 kmph on track maintained as per provisions of Para 522 of Indian Railways Permanent Way Manual, June 2020 with the following stipulations :

1. Railway Board vide letter no. 2017/CEDO/SR/26 dated 19.12.2017 advised to provide Automatic Smoke Detection & Fire Alarm System in all coaches in two years time but the same has not been fitted till date. Automatic. Smoke/Fire Detection with Fire Alarm System as per guidelines provided by RDSO shall be retrofitted in the inspected rake as well as in future rakes in short time frame for public safety .Automatic smoke /fire detection system shall be retrofitted in the inspected rake by March 2025 and all future rakes should be turned out with Automatic Smoke/Fire Detection with Fire Alarm System.


**In case of non-compliance, Railway will seek condonation from Railway Board before putting such rakes into passenger service.**

2. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. MC/Air Condition/On Board EMU/Medha Dated 20/04/2023 for operation up to a maximum speed of 100 kmph over zonal shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway. All the documents required for the sanction of General Manager as per CE (G) Directorate/Railway Board Policy Circular No. 6,

  
31.10.2023

dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure

3. Observance of all permanent and temporary speed restrictions already in force and for those that may be imposed from time to time on various accounts.
4. All the provisions contained in the Railway Board's letter no. 2014/CE-II.TSC/I Pt.1 dated 08.09.2016 regarding track structure for speed beyond 110 Km/h should be strictly complied.
5. As per Para 7.8.9 of IRSEM 2021, important minimum signalling features shall be ensured during train running
6. As per Para 6.1.2 of Revised Policy circular-6 dated 01.05.2023, trains will be introduced in the sections at the speeds as per provision of General rules 1976-Rule 4.08 1(a).
7. Railway shall comply all the stipulations mentioned in the EIG(ICF) letter no. ICF/EG/EIG/RS/2022/1 dated 15/11/2022 for 12 car formation AC EMU rake
8. It shall be ensured that driver cab is locked from inside during run to prevent the entry of any unauthorized person.
9. Earthing in the coach body & all the panels shall always be properly maintained.
10. Height of station platform from rail level shall not exceed 900mm.
11. Emergency egress device provided in the coach shall remain unlocked for use by the passengers.
12. Withdrawal of AC EMU rake from service if more than one door on one side becomes defective.
13. Suitable setting of temperature inside coaches to ensure comfortable conditions to passengers, considering ambient condition and frequent opening & closing of doors.
14. Availability of at least one technician in AC EMU train for a period of first 15 days of its introduction. The staff shall also educate passengers for opening of automatic doors during emergency.
15. Ensuring necessary resources i.e. trained operation and maintenance staff and adequate number of spare parts/ consumables for running & operation of AC EMU train.

  
31.10.2023  
(गौरव)

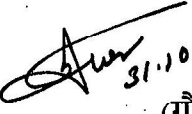
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड  
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**New Delhi, dated 31.10.2023**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No. Q.12011/02/2023-24-TW, dated 23.06.2023
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. ED/Coaching, Railway Board
6. EDME(Coaching), Railway Board

  
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