



भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)

No. 2024/CEDO/SR/19(2)/12-Coach-Vande Metro

New Delhi, dated 06.09.2024

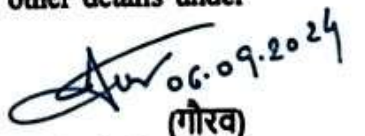
The Director General  
Research Designs & Standards Organisation,  
Manak Nagar, Lucknow-226011

The General Manager,  
All Indian Railways

Sub : Introduction of 12- Coach formation Vande Metro Coaches, as per ICF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDTC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDTC) up to a maximum speed of 110 kmph over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020.

Ref : RB's letter no. 2024/CEDO/SR/19(2)/12-Coach-Vande Metro, dated 06.09.2024

Please refer to Board's letter under reference. *Layout Drawing No. & Transportation code of Non Driving Trailer Coach* shall be read as *TS/VM/NDTC-9-0-001 alt-f & VMNDTC* respectively. Also the date of issue of RDSO's *Final Speed Certificate (FSC) no. TS/SC/Trial* shall be read as *22.07.2024*. All other details under refer letter will remain same.

  
(गौरव)  
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No. 011-23047598]  
e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/19(2)/12-Coach-Vande Metro

New Delhi, dated 06.09.2024

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.12011/06/2024-25-T.W. dated 09.08.2024
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. EDME/Chg, Railway Board

  
(गौरव)  
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड



**भारत सरकार Government of India**  
**रेल मंत्रालय Ministry of Railways**  
**(रेलवे बोर्ड Railway Board)**

**No. 2024/CEDO/SR/19/12-Coach-Vande Metro**

**New Delhi, dated 06.09.2024**

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

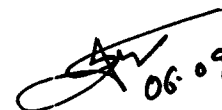
**The General Manager,**  
**All Indian Railways**

**Sub :** Introduction of 12- Coach formation Vande Metro Coaches, as per ICF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDYC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDYC) up to a maximum speed of 110 kmph over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020.

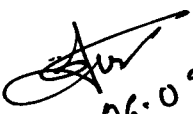
**Ref :** (i) CCRS office letter no. Q.12011/06/2024-25-T.W, dated 09.08.2024  
(ii) RDSO's letter no. TS/SC/Trial, dated 23.07.2024  
(iii) RDSO's Final Speed Certificate (FSC) no. TS/SC/Trial, dated 27.07.2024

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 12- Coach formation Vande Metro Coaches, as per ICF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDYC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDYC) up to a maximum speed of 110 kmph over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020 with the following stipulations :

- i. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. TS/SC/Trial, dated 27.07.24 for operation up to a maximum speed of 110 kmph, shall be ensured on the Railway, while seeking the sanction of General Manager, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction of General Manager as per CE(G) Directorate/Railway Board Policy Circular No. 6, 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


 06.09.24

- ii. Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
- iii. Railway shall comply all the stipulations mentioned in the EIG (ICF) letter no. ICF/E-G/EIG/RS/2024 dated 22.07.2024 for 12 car Vande Metro rake.
- iv. As per Para 6.1.2 of Revised Policy circular-6 dated 31.10.2018, trains will be introduced in the sections at the speeds as per provision of General rules 1976-Rule 4.08 1(a).
- v. It was informed that SIL-2 certification for FDS System is under process. The same shall be submitted whenever obtained.
- vi. During speed trial it was observed that even when 'Communication system' failed train could work and achieve maximum permissible speed under normal working mode. As many safety features like "spring deflated" indication are not available in case of communication failure, the software should be so modified that in case of communication failure train should be able to work only under "Rescue Driving Mode" at a maximum speed of 60 Kmph.
- vii. There should be no provision of releasing the holding brake manually by the driver during train operation. If required, the facility may be provided to maintenance staff with password protection.
- viii. During the trial it was found that Cruise Control System was not in working order. The same may be rectified before introduction of rolling stock.
- ix. The conditions under which rake shall be withdrawn from service such as defective door, deflated spring, communication failure etc shall be laid down by RDSO and all concerned staff shall be trained for the same.
- x. It shall be ensured that driver cab is locked from inside during run to prevent the entry of any unauthorized person.
- xi. Training must be imparted to crew on following aspects:
  - i. In case of emergency, to uncouple the semi-permanent Schaku coupler within about 15 min, necessary tools required for this operation must be made a part of driver/guard tool kit.
  - ii. Action to be taken in case of Passenger Alarm chain pulling as per extant norms keeping in view the emergencies like fire etc. in which immediate action is required for passenger safety.
- xii. Suitable and reliable communication shall be provided in the cab for communication between loco pilot, train manager and adjacent station master.
- xiii. Stainless steel pipes of BP, MR, air bellow, auxiliary reservoir, brake cylinder, compressor etc. should be color coded for easy identification by maintenance staff.
- xiv. All type of brake systems including regenerative brakes of all the coaches shall be maintained in good working order during operation.
- xv. Suitable setting of temperature inside coaches shall be maintained to ensure comfortable conditions to passengers, considering ambient condition and frequent opening & closing of doors.
- xvi. At least one technician shall be deputed in the train for first 15 days after its introduction.
- xvii. Regular announcements shall be made through PA system informing all persons other than passengers to disembark from the train before its departure. Also, pre-recorded

  
06.09.24

Passenger safety announcement in three languages (Regional, Hindi & English) should be made during run to sensitize passengers about personal safety norms to be observed during travel.

- xviii. Provision should be made for 'Divyangjan' and Senior Citizens as per prescribed norms. Trilingual (Local language, Hindi, English) stickers indicating the same should be pasted at appropriate locations.
- xix. Earthing in the coach body & all the panels shall always be properly maintained.
- xx. Railway shall deploy qualified and dedicated staff for the maintenance of Vande Metro Trainset. Adequate quantity of spares/ & consumable required for its maintenance shall also be ensured
- xxi. Detailed Maintenance Manual having coloured photograph should be made available to maintenance staff

 06.09.24  
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]


e-mail address: dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/19/12-Coach-Vande Metro

New Delhi, dated 06.09.2024

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.12011/06/2024-25-T.W, dated 09.08.2024
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. EDME/Chg, Railway Board

 06.09.24

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड