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| **Mainline Electrical Multiple Units -MEMUs**(for Sub-Urban operations of Indian Railways) |
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| **Track** Data | Rail Gauge | 1676mm |
| MinimumCurve Radius | 175 mtrs  |
| Maximum Gradient | 1 in 100  |
| **Type of Car** | DPC, TC | Driving Power Car; Trailer Coach |
| **Basic Specifications** |
| **Train Composition** |  Multiples of 4 Car Unit configurable to 8/12/16/20 | DPC-TC-TC-TC |
| **Axle capacity** | DPC | 20.32 tonnes |
| TC | 16.25 tonnes |
| **Tare Weight** | DPC | 74.20 tonnes |
| TC | 34.00 tonnes |
|  | Wheel Diameter | 952 mm (New)877(DMC)/857(TC) mm (fully worn) |
| **PassengerCarrying Capacity** |  Seating StandingTrailer Coach with Vendors Compartment 97 246Trailer Coach 96 218 Driving Power Coach 52 34 |
| **Speed ControlSystem****Brake System** | Engine RPM Selection to control output of Alternator |
| Electro Pneumatic Compressed Air Brake with bogie Mounted Brake Cylinder & graduate application & release system.Tread brake unit with double shoe. |
| **Train Speed** | i) Maximum Design Speed 110 kmph |
| ii) Maximum Operation Speed 105 kmph |
| **Car Body****Dimensions in mm**  | Length over body Width over body Height from rail totop of roof: Wheel base Distance betweenbogie centers:  | DPC:21,417 TC: 21,3373,2454,0252,89614,783 |
| **Bogie & DrivingGear Unit** | 1. Bogie Type

ii) **Suspension**· Primary· Secondaryiii) **Driving Gear Unit** | Light weight high corrosion resistant Bolstered bogie  Bo’-Bo’ arrangement for motor coachSteel Coil springAir SpringOne Stage Helical Gear with bipartite housing |
| **Propulsion System** | * Motive Power of 1400 HP from Diesel Engine coupled to 3 Phase 415 Volt alternator.
* Control Equipment Permits Multiple Operation of Units
* 4 Traction Motors of 208 KW each per Driving Power coach
 |
| **Insulation** | Material: Double side aluminium clad Glass Wool |
| **Floor Covering** | Material: Al/SS chequered plate |
| **Customer** | Indian Railways  |
| **Cars Supplied** | 160 Nos. (as on 31-Mar-2017) |