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| **Stainless Steel Electrical Multiple Units** (for Sub-Urban operations of Indian Railways) | | | |
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| * Aesthetically Designed Interior FRP paneling. * Windows- Wider horizontal slidingshutter type with toughened glass. * Polycarbonate moulded seats. * Compartment illumination with fluorescent light (110 V AC) * Compartment ventilation – Roof mounted ceiling fans & Forced Air Ventilation Systems. * Improved design of Strap Hangers, Stainless anti skid floor sheet. * FRP partition paneling, Aesthetically semi bulkhed gril assembly. * FRP Cab Mask & Aesthetically designed doors. * Side wall design – Most modern – Suits fitment of both AC & Non-AC Windows. * Coupling arrangement – High capacity semi permanent coupling.   Austenitic Stainless steel carbody (except Bolster region) | | | |
| **Track** Data | Rail Gauge | 1676mm | |
| Minimum Curve Radius | 175 mtrs | |
| Maximum Gradient | 1 in 100 | |
| **Current Collection System** | Supply Voltage Current Collection | 25 kV AC  Pantograph | |
| **Type of Car** | DMC, TC | Driving Motor Coach; Trailer Coach | |
| **Basic Specifications** | | | |
| **Train Composition** | Multiples of 3 Car Unit configurable to 6/9/12/15/18 | DMC-TC-TC | |
| **Axle capacity** | DMC | 20.32 tonnes | |
| TC | 16.25 tonnes | |
| **Tare Weight** | DMC | 59.30 tonnes | |
| TC | 34.00 tonnes | |
|  | Wheel Diameter | 952 mm (New) 877(DMC)/857(TC) mm (fully worn) | |
| **Passenger Carrying Capacity** | Seating Standing  Trailer Coach with Vendors Compartment 88 241 Trailer Coach with Ladies Compartment 110 481 Driving Motor Coach 98 264 | | |
| **Speed Control System**  **Brake System** | Rheostatic Voltage control across full bridge rectifier | | |
| 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 105 kmph | | |
| ii) Maximum Operation Speed 100 kmph | | |
| **Car Body**  **Dimensions in mm** | Length over body  Width over body  Height from rail to top of roof:  Wheel base  Distance between bogie centers: | | 20,726  3,658  3,810  2,896  14,630 |
| **Bogie & Driving Gear Unit** | 1. Bogie Type   ii) **Suspension** · Primary · Secondary  iii) **Driving Gear Unit** | | Light weight high corrosion resistant Bolstered bogie  Bo’-Bo’ arrangement for motor coach  Steel coil Spring Air Spring  One Stage Helical Gear with bipartite housing |
| **Propulsion System** | **Traction Motor** | | DC Series Motor |
| **Converter** | | Bridge Rectifier |
| **Insulation** | Material: Double side aluminium clad Glass Wool | | |
| **Floor Covering** | Material: Al/SS chequered plate | | |
| **Customer** | Indian Railways | | |
| **Cars Supplied** | 54 Nos. (as on 31-Mar-2017) | | |