



NORTHERN RAILWAY

Office of the Sr. DEE (OP),
N.R., DRM Office, Firozpur.

Date: - 16.05.2026

No.516-M/O/M-I/ Special Drive/25

DEE/OP/FZR

AEE/OP/FZR, AEE/RSO/LDH & AEE/Tr/ASR.

All CCC/ FZR, LDH, JUC & ASR

All CLIs FZR Divn, CTC/FZR

Technical Circular No. (Elect. RSO) -01/2026

Sub:- Counselling of crew regarding troubleshooting procedure.

Ref:- Sr DEE/RS/GZB Letter No- 230-Elect/RS/GZB/p-5/t-4 dated-12.05.2026.

In reference to the above subject, it is submitted that an incident occurred on 15.04.2026 while working Train No. 15098 with Loco No. 39037/WAP-7/GZB, wherein "FLG-2/STB-2 life sign missing" and "FLG-1 Angle transmitter failed" messages were logged.

As the locomotive is provided with cab redundancy feature, after isolation of VCU-2 processor FLG-2, the VCU-1 processor FLG-1 took over. However, for the "FLG-1 Angle transmitter failed" message, the crew did not follow the prescribed troubleshooting procedure.

As per TSD instructions, the crew is required to operate the locomotive in Failure Mode by operating rotating switch 152 from '0' to '1' position, located in SB-1 panel. The detention caused in this case could have been avoided if proper troubleshooting had been carried out by the crew.

The above measures are essential to enhance operational safety and to avoid recurrence of such incidents leading to train detention.

Hence, all officers and CLIs over FZR Division are hereby instructed to conduct one round of counselling of all Running Staff regarding the troubleshooting procedure to be followed in such scenarios. Special emphasis should be given on proper understanding and practical handling of failure mode operation as per TSD instructions.

16/5/26

Sr. Divil. Elect.Engineer (OP)
N. Rly; Firozpur



कार्यालय वरिष्ठ मंडल विद्युत अभियंता/टी आर एस
Office of the Sr. Divisional Elect. Engineer (TRS)
विद्युत लोको शेड / Electric Loco Shed, गाज़ियाबाद/Ghaziabad
ई/मेल-E-mail:-gzbelsstech@gmail.com

पत्रांक:-230-विद्युत कर्षण चल स्टॉक/गाज़ियाबाद/P-5/T-4

Date : 12.05.26

Sr. Divisional Electrical Engineer / RSO
DLI, LKO, FZR, UMB, MB
E-mail:-sr.deersodli@gmail.com, sr.deersonrko@gmail.com
sr.deetrdfzr@gmail.com, sr.deetrdmb@gmail.com &
sr.deetrdumb@gmail.com

Subject: Counselling of crew regarding troubleshooting procedure.

In subject to above, recently, a case was observed in Train No. 15098 with GZB based locomotive no. 39037/WAP-7 on dated 15.04.2026, wherein "FLG-2/STB-2 life sign missing" and "FLG-1 Angle transmitter failed" messages were logged. As Locomotive have cab redundancy feature after isolation of VCU -2 processor FLG-2, VCU-1 Processor FLG-1 took over. For 'FLG-1 Angle transmitter failed' message crew didn't follow proper trouble shooting. As per TSD Crew has to Drive Loco in Failure mode operation (by operating rotating switch 152 from '0' to '1' position) located in SB1 Panel.

Detention could have been avoided if crew has done proper troubleshooting.

In view of the above, it is requested that all crew may please be counselled regarding the trouble shooting procedure in such scenario.

Sr. Divisional Electrical Engineer/RS
Electric Loco Shed, Ghaziabad

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- (i) CEE/OP/NR: For kind information.
- (ii) CELE/NR: For kind information.