

Tokyo Metro's procurement plan of major railway related goods subject to government procurement (public tenders) for FY2024/25 - FY2026/27 (October 2024 - March 2027)

Listed below are Tokyo Metro's procurement prospects of major railway related goods subject to government procurement (public tenders) for FY2024/25 - FY2026/27 (October 2024-March 2027). The list is based on the information as of the date indicated on the document, and may be subject to change without notice.

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Category	Item	Planned order quantity for each FY		
		2024/25 FY	2025/26 FY	2026/27 FY
Rolling Stock	Car wheel lathes [P2]	-	1 set	-
Track	Rails* [P3-4]	-	46,500m	47,200m
	Switches and crossings [P5-16]	Scissors crossover JIS 50N Rail 10#: 1 set <Omotesando Station>	Single crossover JIS 50N Rail 10#: 2 set <Minamisunamachi Station>	Scissors crossover JIS 60 Rail 16#: 1set <Kotake-mukaihara Station>
	Track motor cars (Infrastructure Maintenance Dept.) [P17-18]	-	2 [20t car]	-
Electric, Signalling, Communication	Millimeter-wave transmission controller, Millimeter-wave transmitter [P19-20]	1 set [Hibiya Line]	-	-
	Electronic Interlocking system [P21-22]	1 set [Saginuma Depot, Takenotsuka Depot]	-	-

* participation in a tender may require obtaining and submitting of Product Approval Sheets issued by Tokyo Metro or other relevant certifications. Issuance of Product Approval Sheets or obtaining other relevant certificates may require a period of 1 year or more to complete. There is a risk of failing to meet tender deadlines if the approval or certification process is started after the public announcement of a tender. Therefore, companies willing to participate in Tokyo Metro open tenders should consider the required time and contact our procurement team well beforehand.

Rolling Stock > Car wheel lathes (1/1)

1. Public notification year and quantity	2025/26FY: Car wheel lathes, 1 set
2. Installation location	Nakano depot
3. Product specification	
(1) Summary	Equipment for grinding and measuring wheels as they are without removing the wheels from the cars. (Underfloor type car wheel lathe machine)
(2) Target	<ul style="list-style-type: none"> • Series 1000 EMUs on Ginza Line. • Series 2000 EMUs on Marunouchi Line.
(3) Configuration of equipment	Equipment consists of a lathe, hydraulic unit, control panel, smoke suction device, chip processing device, etc.
(4) Size and Weight	<ul style="list-style-type: none"> • Lathe body about W 2,500mm x D 2,100mm x H 2,300mm Weight: about 20,000kg • Hydraulic unit: about W 1,220mm x D 850mm x H 1,210mm Weight: about 500kg • Control panel about W 2,250mm x D 650mm x H 2,000mm Weight: about 900kg
(5) Equipment spec	<ul style="list-style-type: none"> • Grinding method: CNC method • Gauge: 1,435 mm (standard gauge) • Grinding wheel: diameter 600~1,400mm, width 120~145mm • Grinding accuracy: 0.1mm or less runout at the wheel • Left and right wheel diameter difference 0.1 mm or less • Contour shape error 0.2 mm or less • Grinding ability: Grinding speed 6~125m/min • Feed amount 0.15~3.0mm/rev • Maximum depth of cut 0.5 to 10 mm • Maximum axle weight that can be grinding: 25,000 kg
(6) Others	Comply with JIS, JEM, JEC, electrical equipment technical standards, and other related laws and regulations.
4. Delivery conditions	To be delivered at contractor's expense to a designated location in Japan

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Track > Rails (1/2)

1. Public notification year and quantity	2025/26 FY: rails, 46,500m 2026/27 FY: rails, 47,200m																																
2. Product specification																																	
(1) Rail types	50N rails, 50N head hardened rails (weight 50.4 kg/m): 12.5m, 15.0m, 25.0m 60 rails, 60 head hardened rails (weight 60.8 kg/m): 12.5m, 15.0m, 25.0m																																
(2) Standards	Tokyo Metro's specification Flat bottom railway rails, Head hardened rails.																																
(3) Shape	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>50N rail</p> </div> <div style="text-align: center;"> <p>60 rail</p> </div> </div>																																
(4) Dimensional deviation	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="2">Dimension</th> <th>50N rail</th> <th>60 rail</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Length</td> <td>Less than 12.5m</td> <td colspan="2">±7.0mm</td> </tr> <tr> <td>Greater than 12.5m, less than 25m</td> <td colspan="2">±10.0mm</td> </tr> <tr> <td>Greater than 25m</td> <td>+10.0mm -5.0mm</td> <td>+10.0mm -3.0mm</td> </tr> <tr> <td colspan="2">Height</td> <td colspan="2">+1.0mm -0.5mm</td> </tr> <tr> <td colspan="2">Head width</td> <td>+1.0mm -0.5mm</td> <td>+0.8mm -0.5mm</td> </tr> <tr> <td colspan="2">Web width</td> <td>+1.0mm -0.5mm</td> <td>+1.0mm -0.5mm</td> </tr> <tr> <td colspan="2">Foot max. width and half width</td> <td>±1.0mm</td> <td>±0.8mm</td> </tr> </tbody> </table>			Dimension		50N rail	60 rail	Length	Less than 12.5m	±7.0mm		Greater than 12.5m, less than 25m	±10.0mm		Greater than 25m	+10.0mm -5.0mm	+10.0mm -3.0mm	Height		+1.0mm -0.5mm		Head width		+1.0mm -0.5mm	+0.8mm -0.5mm	Web width		+1.0mm -0.5mm	+1.0mm -0.5mm	Foot max. width and half width		±1.0mm	±0.8mm
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Track > Rails (2/2)

4. Installation environment and conditions	Flat bottom rails: straight and plane curve sections with curve radius of $\geq 600\text{m}$ at above-ground sections, tunnels and bridges Head hardened rails: plane curve and turnout sections with curve radius of $< 600\text{m}$ at above-ground sections and tunnels
5. Notes on public tender participation	<p>In principle, participation in the tender requires submitting of “Certificate of Product Approval” issued by Tokyo Metro. Please refer to the Notice “Issuance of Certificate of Product Approval”^{**} for details. If it is necessary to conduct prototype product tests for evaluation, the process may require a period of 1 year or more to complete. Therefore, suppliers intending to participate in the tender are advised to contact our procurement team beforehand.</p> <p>(a) Items for evaluation^{**}:</p> <ol style="list-style-type: none">1. Contract execution capability (financial metrics, past records of similar scale orders delivery, design management system, manufacturing management system, maintenance system, etc.)2. Product conformity to the level required by Tokyo Metro (conformity with specifications, production capacity, third-party technical evaluation (technical standards conformity certificate), reliability under Tokyo Metro lines conditions) <p>(b) Evaluation method:</p> <ol style="list-style-type: none">1. Documents screening2. (If necessary) Performance evaluation tests on finished products by methods designated by Tokyo Metro (commercial lines tests, third-party evaluation) for period of about 1-2 years. <p>(c) Notes: Cost of tests are, in principle, to be borne by the supplier. Test prototypes shall be returned to the supplier after completion of the tests.</p> <ul style="list-style-type: none">• The document can be found at the following URL : https://www.tokyometro.jp/lang_en/corporate/business/procurement/index.html <p>^{**} Includes items that are evaluated again during the tender process.</p>

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Switches and crossings (Scissors crossover, JIS 50N Rail, 10#) (1/3)

1. Public notification year and quantity	2024/25 FY : Switches and crossings, 1 set of scissors crossover			
2. Product specification				
(1) Geometrical form	Scissors crossover, 50N rail, 10# (The angle of crossing vee is 5°43')			
(2) Standards	<p>Japanese Industrial Standard</p> <ul style="list-style-type: none"> ① JIS E 1303 Railway turnouts and crossings ② Other JIS E series (Standard series for railway) <p>Tokyo Metro's specification</p> <ul style="list-style-type: none"> ③ Switches and crossings, Vibration-reducing equipment for switches and crossings, Flat bottom railway rails, Head hardened rails, Synthetic sleepers, Manganese crossings. 			
(3) Tolerances for geometry quality	Items		Rail profile	Additional information
			50N	
	Track gauge	Main line	±2mm	The difference of the tolerances between adjacent fastening systems shall be ± 1mm.
		Branch line		
	Alignment	Main line		It shall be measured by 10m chord length. The tolerance of 1m chord length shall be ± 1mm.
		Branch line		
	Cross level	Main line		-
		Branch line		
Check gauge	H type check rail	Specified value +2mm, 0mm	-	
	Others	Specified value +3mm, -1mm	-	
Range of movement for switch and movable obtuse crossing		± 5 mm	-	

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Switches and crossings (Scissors crossover, JIS 50N Rail, 10#) (2/3)

	Items		Rail profile	Additional information
			50N	
	Joint	Difference of rail alignment	1.0mm	-
		Unevenness in height	0.5mm	-
	Distance between outside rail and check rail		+1mm, -0.5mm	-
	Difference of the height of outside rail and check rail		+1.5mm, -2mm	-
(4) Dimensional deviation	Measurement point		Tolerance	
	Entire length of the switch and crossing		±10mm	
	Joint gap		±1mm	
	Skewing of the switch and crossing (beginning side and end side)		±5mm	
(5) Contact and fixing conditions of the stock rail and the switch rail	<p>Contact condition: In the area of 500mm from the switch rail toe, the gap between the switch rail and stock rail shall be less than 0.5mm. In the other area, the gap shall be less than 1mm.</p> <p>Fixing condition: Under the 0.98kN pressure, 500mm from the switch rail toe and stock rail shall be completely in close contact (In case of the flexible switch, the pressure shall be 2.94kN).</p>			
3. Delivery conditions	To be delivered at contractor's expense to a designated location in Japan			
4. Installation environment and conditions	Above-ground sections and tunnels			

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Switches and crossings (Scissors crossover, JIS 50N Rail, 10#) (3/3)

5. Notes on public tender participation

In principle, the rails used for the turnouts at participation in the tender shall be rails that have obtained "Certificate of Product Approval" issued by Tokyo Metro, or rails procured from manufacturers that have obtained "Certificate of Product Approval". Please refer to the Notice "Issuance of Certificate of Product Approval"* for details. If it is necessary to conduct prototype product tests for evaluation, the process may require a period of 1 year or more to complete. Therefore, suppliers intending to participate in the tender are advised to contact our procurement team beforehand.

(a) Items for evaluation**:

1. Contract execution capability (financial metrics, past records of similar scale orders delivery, design management system, manufacturing management system, maintenance system, etc.)
2. Product conformity to the level required by Tokyo Metro (conformity with specifications, production capacity, third-party technical evaluation (technical standards conformity certificate), reliability under Tokyo Metro lines conditions)

(b) Evaluation method:

1. Documents screening
2. (If necessary) Performance evaluation tests on finished products by methods designated by Tokyo Metro (commercial lines tests, third-party evaluation) for period of about 1-2 years.

(c) Notes: Cost of tests are, in principle, to be borne by the supplier. Test prototypes shall be returned to the supplier after completion of the tests.

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** Includes items that are evaluated again during the tender process.

Switches and crossings (Scissors crossover, JIS 60kg Rail, 16#) (1/3)

1. Public notification year and quantity	2024/25 FY : Switches and crossings, 1 set of scissors crossover																																				
2. Product specification																																					
(1) Geometrical form	Scissors crossover, 60kg rail, 16# (The angle of crossing vee is 3°34.5')																																				
(2) Standards	Japanese Industrial Standard ① JIS E 1303 Railway turnouts and crossings ② Other JIS E series (Standard series for railway) Tokyo Metro's specification ③ Switches and crossings, Flat bottom railway rails, Head hardened rails, Synthetic sleepers, Manganese crossings.																																				
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Switches and crossings (Scissors crossover, JIS 60kg Rail, 16#) (2/3)

	Items	Rail profile	Additional information	
		60kg		
	Joint	Difference of rail alignment	1.0mm	-
		Unevenness in height	0.5mm	-
	Distance between outside rail and check rail		+1mm, -0.5mm	-
	Difference of the height of outside rail and check rail		+1.5mm, -2mm	-
(4) Dimensional deviation	Measurement point		Tolerance	
	entire length of the switch and crossing		±10mm	
	Joint gap		±1mm	
	Skewing of the switch and crossing (beginning side and end side)		±5mm	
(5) Contact and fixing conditions of the stock rail and the switch rail	Contact condition: In the area of 500mm from the switch rail toe, the gap between the switch rail and stock rail shall be less than 0.5mm. In the other area, the gap shall be less than 1mm.			
	Fixing condition: Under the 0.98kN pressure, 500mm from the switch rail toe and stock rail shall be completely in close contact (In case of the flexible switch, the pressure shall be 2.94kN).			
3. Delivery conditions	To be delivered at contractor`s expense to a designated location in Japan			
4. Installation environment and conditions	Above-ground sections and tunnels			

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Switches and crossings (Scissors crossover, JIS 60kg Rail, 16#) (3/3)

5. Notes on public tender participation

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(a) Items for evaluation^{**}:

1. Contract execution capability (financial metrics, past records of similar scale orders delivery, design management system, manufacturing management system, maintenance system, etc.)
2. Product conformity to the level required by Tokyo Metro (conformity with specifications, production capacity, third-party technical evaluation (technical standards conformity certificate), reliability under Tokyo Metro lines conditions)

(b) Evaluation method:

1. Documents screening
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Switches and crossings (Single crossover, JIS 50N Rail, 10#) (1/3)

1. Public notification year and quantity	2025/26 FY : Switches and crossings, 2 set of single crossover			
2. Product specification				
(1) Geometrical form	Single crossover, 50N rail, 10# (The angle of crossing vee is 5°43')			
(2) Standards	Japanese Industrial Standard ① JIS E 1303 Railway turnouts and crossings ② Other JIS E series (Standard series for railway) Tokyo Metro's specification ③ Switches and crossings, Vibration-reducing equipment for switches and crossings, Flat bottom railway rails, Head hardened rails, Synthetic sleepers, Manganese crossings.			
(3) Tolerances for geometry quality	Items		Rail profile	Additional information
			50N	
	Track gauge	Main line	±2mm	The difference of the tolerances between adjacent fastening systems shall be ±1mm.
		Branch line		
	Alignment	Main line		It shall be measured by 10m chord length. The tolerance of 1m chord length shall be ±1mm.
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	Cross level	Main line		-
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Check gauge	H type check rail	Specified value +2mm, 0mm	-	
	Others	Specified value +3mm, -1mm	-	
Range of movement for switch and movable obtuse crossing		± 5 mm	-	

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	Items		Rail profile	Additional information
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	Joint	Difference of rail alignment	1.0mm	-
		Unevenness in height	0.5mm	-
	Distance between outside rail and check rail		+1mm, -0.5mm	-
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Switches and crossings (Scissors crossover, JIS 60kg Rail, 16#) (1/3)

1. Public notification year and quantity	2026/27 FY : Switches and crossings, 1 set of scissors crossover																																				
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(1) Geometrical form	Scissors crossover, 60kg rail, 16# (The angle of crossing vee is 3°34.5')																																				
(2) Standards	Japanese Industrial Standard ① JIS E 1303 Railway turnouts and crossings ② Other JIS E series (Standard series for railway) Tokyo Metro's specification ③ Switches and crossings, Flat bottom railway rails, Head hardened rails, Synthetic sleepers, Manganese crossings.																																				
(3) Tolerances for geometry quality	<table border="1"> <thead> <tr> <th colspan="2" data-bbox="585 589 1022 682" rowspan="2">Items</th> <th data-bbox="1022 589 1244 639">Rail profile</th> <th data-bbox="1244 589 1843 682" rowspan="2">Additional information</th> </tr> <tr> <th data-bbox="1022 639 1244 682">60kg</th> </tr> </thead> <tbody> <tr> <td data-bbox="585 682 780 822" rowspan="2">Track gauge</td> <td data-bbox="780 682 1022 751">Main line</td> <td data-bbox="1022 682 1244 751">±1mm</td> <td data-bbox="1244 682 1843 822" rowspan="2">The difference of the tolerances between adjacent fastening systems shall be ±1mm.</td> </tr> <tr> <td data-bbox="780 751 1022 822">Branch line</td> <td data-bbox="1022 751 1244 822">±2mm</td> </tr> <tr> <td data-bbox="585 822 780 958" rowspan="2">Alignment</td> <td data-bbox="780 822 1022 891">Main line</td> <td data-bbox="1022 822 1244 891">±1mm</td> <td data-bbox="1244 822 1843 958" rowspan="2">It shall be measured by 10m chord length. The tolerance of 1m chord length shall be ±1mm.</td> </tr> <tr> <td data-bbox="780 891 1022 958">Branch line</td> <td data-bbox="1022 891 1244 958">±2mm</td> </tr> <tr> <td data-bbox="585 958 780 1093" rowspan="2">Cross level</td> <td data-bbox="780 958 1022 1026">Main line</td> <td data-bbox="1022 958 1244 1026">±1mm</td> <td data-bbox="1244 958 1843 1093" rowspan="2">-</td> </tr> <tr> <td data-bbox="780 1026 1022 1093">Branch line</td> <td data-bbox="1022 1026 1244 1093">±2mm</td> </tr> <tr> <td data-bbox="585 1093 780 1162" rowspan="2">Check gauge</td> <td data-bbox="780 1093 1022 1162">H type check rail</td> <td data-bbox="1022 1093 1244 1162">Specified value +2mm, 0mm</td> <td data-bbox="1244 1093 1843 1162">-</td> </tr> <tr> <td data-bbox="780 1162 1022 1230">Others</td> <td data-bbox="1022 1162 1244 1230">Specified value +3mm, -1mm</td> <td data-bbox="1244 1162 1843 1230">-</td> </tr> <tr> <td colspan="2" data-bbox="585 1230 1022 1298">Range of movement for switch and movable obtuse crossing</td> <td data-bbox="1022 1230 1244 1298">± 5 mm</td> <td data-bbox="1244 1230 1843 1298">-</td> </tr> </tbody> </table>			Items		Rail profile	Additional information	60kg	Track gauge	Main line	±1mm	The difference of the tolerances between adjacent fastening systems shall be ±1mm.	Branch line	±2mm	Alignment	Main line	±1mm	It shall be measured by 10m chord length. The tolerance of 1m chord length shall be ±1mm.	Branch line	±2mm	Cross level	Main line	±1mm	-	Branch line	±2mm	Check gauge	H type check rail	Specified value +2mm, 0mm	-	Others	Specified value +3mm, -1mm	-	Range of movement for switch and movable obtuse crossing		± 5 mm	-
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Switches and crossings (Scissors crossover, JIS 60kg Rail, 16#) (2/3)

	Items	Rail profile	Additional information	
		60kg		
	Joint	Difference of rail alignment	1.0mm	-
		Unevenness in height	0.5mm	-
	Distance between outside rail and check rail		+1mm, -0.5mm	-
	Difference of the height of outside rail and check rail		+1.5mm, -2mm	-
(4) Dimensional deviation	Measurement point		Tolerance	
	entire length of the switch and crossing		±10mm	
	Joint gap		±1mm	
	Skewing of the switch and crossing (beginning side and end side)		±5mm	
(5) Contact and fixing conditions of the stock rail and the switch rail	Contact condition: In the area of 500mm from the switch rail toe, the gap between the switch rail and stock rail shall be less than 0.5mm. In the other area, the gap shall be less than 1mm.			
	Fixing condition: Under the 0.98kN pressure, 500mm from the switch rail toe and stock rail shall be completely in close contact (In case of the flexible switch, the pressure shall be 2.94kN).			
3. Delivery conditions	To be delivered at contractor`s expense to a designated location in Japan			
4. Installation environment and conditions	Above-ground sections and tunnels			

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Switches and crossings (Scissors crossover, JIS 60kg Rail, 16#) (3/3)

5. Notes on public tender participation

In principle, the rails used for the turnouts at participation in the tender shall be rails that have obtained “Certificate of Product Approval” issued by Tokyo Metro, or rails procured from manufacturers that have obtained “Certificate of Product Approval”. Please refer to the Notice “Issuance of Certificate of Product Approval”^{**} for details. If it is necessary to conduct prototype product tests for evaluation, the process may require a period of 1 year or more to complete. Therefore, suppliers intending to participate in the tender are advised to contact our procurement team beforehand.

(a) Items for evaluation^{**}:

1. Contract execution capability (financial metrics, past records of similar scale orders delivery, design management system, manufacturing management system, maintenance system, etc.)
2. Product conformity to the level required by Tokyo Metro (conformity with specifications, production capacity, third-party technical evaluation (technical standards conformity certificate), reliability under Tokyo Metro lines conditions)

(b) Evaluation method:

1. Documents screening
2. (If necessary) Performance evaluation tests on finished products by methods designated by Tokyo Metro (commercial lines tests, third-party evaluation) for period of about 1-2 years.

(c) Notes: Cost of tests are, in principle, to be borne by the supplier. Test prototypes shall be returned to the supplier after completion of the tests.

- The document can be found at the following URL :

https://www.tokyometro.jp/lang_en/corporate/business/procurement/index.html


^{**} Includes items that are evaluated again during the tender process.

Track > Track motor cars (Infrastructure Maintenance Dept.) (1/2)

1. Public notification year and quantity	2025/26 FY: Track motor cars (2 pcs) (20t car, G=1,067)																																																	
2. Product specification																																																		
(1) Summary	Track motor cars to run on Tokyo Metro lines (1,067mm gauges), equipped with a hydraulic crane and generator aimed to transport heavy equipment coupled with various transport vehicles.																																																	
(2) Running performance	20t car: Able to run at speed of 5 km/h on tracks of 55/1,000 (55‰) with traction load of 60t (excluding own weight).																																																	
(3) Main dimensions	<table border="1"> <thead> <tr> <th data-bbox="579 521 788 554">Carbody</th> <th data-bbox="788 521 1137 554">G=1, 067 (1)</th> <th data-bbox="1137 521 1487 554">G=1, 067 (2)</th> </tr> </thead> <tbody> <tr> <td data-bbox="579 554 788 611">Max. length</td> <td data-bbox="788 554 1137 611">8,000mm +0mm -20mm</td> <td data-bbox="1137 554 1487 611">8,000mm +0mm -20mm</td> </tr> <tr> <td data-bbox="579 611 788 668">Max. width</td> <td data-bbox="788 611 1137 668">2,600mm +0mm -20mm</td> <td data-bbox="1137 611 1487 668">2,400mm +0mm -20mm</td> </tr> <tr> <td data-bbox="579 668 788 753">Max. height</td> <td data-bbox="788 668 1137 753">3,800mm from the rail level. +0mm -20mm</td> <td data-bbox="1137 668 1487 753">3,400mm from the rail level. +0mm -20mm</td> </tr> <tr> <td colspan="3" data-bbox="579 753 1487 768" style="text-align: center;">Including hanger.</td> </tr> <tr> <th data-bbox="579 768 788 801">Floor</th> <th data-bbox="788 768 1137 801">G=1, 067 (1)</th> <th data-bbox="1137 768 1487 801">G=1, 067 (2)</th> </tr> <tr> <td data-bbox="579 801 788 858">Length</td> <td data-bbox="788 801 1137 858">7,000mm +0mm -10mm</td> <td data-bbox="1137 801 1487 858">7,000mm +0mm -10mm</td> </tr> <tr> <td data-bbox="579 858 788 915">Width</td> <td data-bbox="788 858 1137 915">2,600mm +0mm -10mm</td> <td data-bbox="1137 858 1487 915">2,600mm +0mm -10mm</td> </tr> <tr> <td data-bbox="579 915 788 972">Height</td> <td data-bbox="788 915 1137 972">1,100mm from the rail level. ±15mm</td> <td data-bbox="1137 915 1487 972">1,100mm from the rail level. ±15mm</td> </tr> <tr> <th data-bbox="579 986 788 1019">Driver's cab</th> <th data-bbox="788 986 1137 1019">G=1, 067 (1)</th> <th data-bbox="1137 986 1487 1019">G=1, 067 (2)</th> </tr> <tr> <td data-bbox="579 1019 788 1076">Length</td> <td data-bbox="788 1019 1137 1076">2,500mm ±10mm</td> <td data-bbox="1137 1019 1487 1076">2,500mm ±10mm</td> </tr> <tr> <td data-bbox="579 1076 788 1133">Width</td> <td data-bbox="788 1076 1137 1133">2,400mm +0mm -10mm</td> <td data-bbox="1137 1076 1487 1133">2,400mm +0mm -10mm</td> </tr> <tr> <td data-bbox="579 1133 788 1190">Height</td> <td data-bbox="788 1133 1137 1190">1,600mm or more.</td> <td data-bbox="1137 1133 1487 1190">1,600mm or more.</td> </tr> <tr> <td colspan="3" data-bbox="579 1190 1487 1205" style="text-align: center;">Within the maximum height of the vehicle.</td> </tr> <tr> <td data-bbox="579 1219 788 1276">Check gauge</td> <td data-bbox="788 1219 1137 1276">989mm +1mm -0mm</td> <td data-bbox="1137 1219 1487 1276">989mm +1mm -0mm</td> </tr> <tr> <td data-bbox="579 1276 788 1309">Empty weight</td> <td data-bbox="788 1276 1137 1309">20,000kg</td> <td data-bbox="1137 1276 1487 1309">20,000kg</td> </tr> </tbody> </table>		Carbody	G=1, 067 (1)	G=1, 067 (2)	Max. length	8,000mm +0mm -20mm	8,000mm +0mm -20mm	Max. width	2,600mm +0mm -20mm	2,400mm +0mm -20mm	Max. height	3,800mm from the rail level. +0mm -20mm	3,400mm from the rail level. +0mm -20mm	Including hanger.			Floor	G=1, 067 (1)	G=1, 067 (2)	Length	7,000mm +0mm -10mm	7,000mm +0mm -10mm	Width	2,600mm +0mm -10mm	2,600mm +0mm -10mm	Height	1,100mm from the rail level. ±15mm	1,100mm from the rail level. ±15mm	Driver's cab	G=1, 067 (1)	G=1, 067 (2)	Length	2,500mm ±10mm	2,500mm ±10mm	Width	2,400mm +0mm -10mm	2,400mm +0mm -10mm	Height	1,600mm or more.	1,600mm or more.	Within the maximum height of the vehicle.			Check gauge	989mm +1mm -0mm	989mm +1mm -0mm	Empty weight	20,000kg	20,000kg
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Track > Track motor cars (Infrastructure Maintenance Dept.) (2/2)

<p>(4) Miscellaneous</p>	<p>Level of exhaust gas shall conform to standard values set by the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan.</p>
<p>3. Delivery conditions</p>	<p>To be delivered at contractor`s expense to a designated location in Japan.</p>
<p>4. [Reference] Product image</p>	 <p>The image block contains three photographs of track motor cars. The first is a white motor car with a crane arm, viewed from the front-left. The second is a blue motor car with a crane arm, viewed from the front-right. The third is a blue motor car with a crane arm, viewed from the front-right, parked on a track.</p>

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Electric, Signalling, Communication >

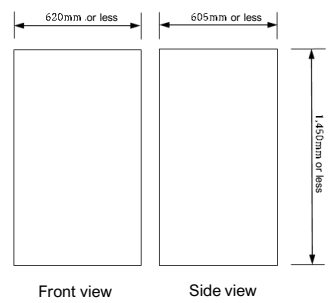
Millimeter-wave transmission controller, Millimeter-wave transmitter (1/2)

1. Public notification year and quantity	2024/25 FY: Millimeter-wave transmission controller, Millimeter-wave transmitter for Hibiya Line – 1set	
2. Product specifications		
(1) Summary (Main function)	This is ground equipment and aggregates the video signals from the cameras used to check the status of the platform, train doors, etc., at the millimeter-wave transmission controller in accordance with various external conditions, such as the platform door controller. The aggregated video images from the cameras, etc. are transmitted to the on-board by the millimeter-wave transmitter.	
(2) Main performance	<p>[Millimeter-wave transmitter controllers]</p> <ul style="list-style-type: none"> - The transmitter can control the transmission of millimeter-wave transmitters according to various conditions from outside. - The system can switch between multiple camera images according to various conditions from the outside. - The system can distribute the video signal from the camera. - The system can superimpose specified characters on the video signals from the cameras. <p>[Millimeter-wave transmitter]</p> <ul style="list-style-type: none"> - The transmitting frequency is in the millimeter-wave frequency band. - It is capable to aggregate up to four images from the millimeter-wave transmission controllers and transmit them on a single unit. 	
(3) Others	Transmission frequency -CH1: 43.52 GHz -CH2: 43.56 GHz -CH3: 43.60 GHz -CH4: 43.64 GHz	Power supply voltage -AC100V AC ± 10%, 50Hz
3. Delivery conditions	To be delivered at contractor’s responsibility to a designated location in Japan	

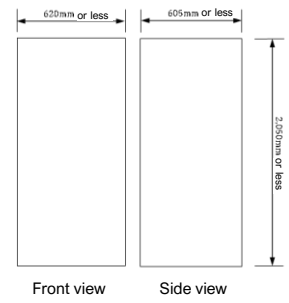
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Millimeter-wave transmission controller, Millimeter-wave transmitter (2/2)

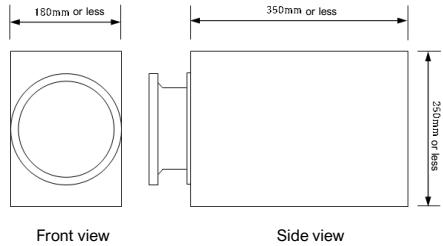
4. [Reference] Product images



Millimeter-wave transmission controller (for 3 cars of train set)



Millimeter-wave transmission controller (for 6, 8 or 10 cars of train set)



Millimeter-wave transmitter

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Electric, Signalling, Communication > Electronic Interlocking system (1/2)

1. Public notification year and quantity	2024/25 FY: Electronic Interlocking system – 1 set <Saginuma train depots, Takenotsuka train depots> (To be replaced according to the Electronic Interlocking system's replacement)
2. Product specifications	
(1) Summary	In order to safely and reliably carry out car transfers in train depots, the routes (conflicting, opposing, etc.) and point machines are locked, and the routes and point machines are interlocked in certain order and certain controls.
(2) General rating of Electronic Interlocking system (per interlocking station / train depot)	
a. Quantity of routes	150 / 56 routes (Maximum quantity for the system operation cycle)
b. Quantity of Track circuits	80 / 60 tracks (Maximum quantity for the system operation cycle)
c. Quantity of Controlling point machines	50 / 46 sets [Singular control(1 set) or Plural control(2 sets, 3 sets or 4 sets are controlled at the same time)] (Maximum quantity for the system operation cycle)
d. Quantity of Controlling signals	50 / 56 units (Maximum quantity for the system operation cycle)
e. Details of controlling and locking	TBA
f. System operation cycle	300 / 200 ms or less
g. Interlocking sequence	The interlocking sequence is based on relay sequence diagrams
h. AC input voltage	105 V AC \pm 10% (10kVA max) / 105 V AC \pm 10% (10kVA max)
i. DC power supply voltage	5 V DC \pm 5% / 5 V DC \pm 5% (for internal use) 24 V DC \pm 10% / 24 V DC \pm 10% (for internal use) 28 V DC \pm 10% / 26 V DC \pm 10% (for external use)
j. Route setting time (from lever reversal to lock completion)	With switching of point machine: Switching time + 3sec or less / + 3sec or less Without switching of point machine: 2sec or less / 3sec or less

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Electric, Signalling, Communication > Electronic Interlocking system (2/2)

<p>3. Delivery conditions</p>	<p>To be delivered at contractor`s responsibility to a designated location in Japan</p>
<p>4. System overview</p>	<div style="text-align: center;"> <p>Electronic Interlocking system</p> <p><i>In the bold frame: procurement scope</i></p> </div>

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