

Specification	SPECIAL TERMS AND CONDITION FOR PROCUREMENT OF RETENTION TANK SYSTEM FOR IR BG COACHES	MDTS 224 REV-05 PAGE 3 OF 9 DATED 10.05.2013
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meet these requirements, it should be clearly spelt out in the offer and the maintenance requirements shall be furnished. However if any choking or mal function occurs due to any unforeseen reason, tenderer will rectify it under warranty with proper tools and equipments to ensure cleanliness and hygiene in the depot.

- 4.3. The tenderer must have adequate plant and manufacturing capacity to manufacture and supply the tank system being offered to IR within the delivery schedule. Tenderer should have supplied these types of tanks or similar fabrication items.
- 4.4. The tenderer should have established quality control system and organization to ensure quality of the product and should be an ISO 9000 certified company or should have an internationally certified quality control system.
- 4.5. The tenderer should have adequate financial stability and status to meet the obligations under the contract and should submit a report from a recognized bank or a financial institution. The tenderer should also submit a copy of his company's annual report of last three years.

5. OPERATING CONDITIONS

5.1. Ambient Conditions:

-4°C to 55°C with 100% humidity and dust. Retention tank system should not get damaged in these conditions. Quality of manufacturer should be excellent. Temperature variations can be quite high in the same journey or short period of time. Most coaches are based in coastal cities, with continued exposure to salt laden air.

5.2. Car-body dynamics and forces on retention tank system:

- ±100 mm vertically
- ±55 mm laterally
- ±10 mm longitudinally
- ± 4° bogie rotation about centre pivot

Maximum Speed of train - 130 KMPH.

Fitment installation and commissioning with two security ropes of SS should be done to ensure safety along with positive mounting.

6. MARKING

- 6.1. Manufacturer's name with the serial/batch number along with month and year of manufacture shall be marked at a visible location for identification.
- 6.2. Separate indication as " Jointly developed by IR and DRDO" shall be marked.
- 6.3. Notices for users and maintenance personnel shall also be supplied for fixing in the coach, as decided between the tenderer and IR in three languages.

7. TESTING AND APPROVAL OF PROTOTYPE

- 7.1. Tenderer must submit and get approval of Quality Assurance Plan from CDE/RCF before taking up prototype manufacture.
- 7.2. One prototype of each variant shall be inspected at firm premises on test stand by CDE/RCF. After inspection at firm premises on test stand same prototype will be fitted on coach for fitment approval before bulk supply. Supplier has to incorporate any changes noticed during the inspection without any additional cost. Bulk manufacturing will be commenced only after clearance of prototype by CDE/RCF.
- 7.3. Test certificates to be submitted by the manufacturer for raw material and testing of all critical components/assemblies.

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