

169.	9.02.XXXX.2.01.Y	Rubber Items	Cabin & Other Mountings	Branded	Cabin & Other Mountings which are identified for one to one replacement and used in lieu	0
170.	9.03.XXXX.2.01.Y	Rubber Items	Conveyor Belts	Branded	All types of Conveyor Belts	37
171.	9.04.XXXX.1.01.Y	Rubber Items	Other Rubber Items	PAC	Rubber Items for which no other brand is identified till now	06
172.	9.04.XXXX.3.01.Y	Rubber Items	Other Rubber Items	Own	Rubber items for which specification are available and not of critical nature	1
173.	9.05.XXXX.1.01.Y	Rubber Items	Brooms	PAC	ALL Brooms	13
174.	9.06.XXXX.1.01.Y	Rubber Items	Oil Seals & O-Rings	PAC	Items for which no other brand is identified till now	37
175.	9.06.XXXX.2.01.Y	Rubber Items	Oil Seals & O-Rings	Branded	All seals & O-Rings which are identified for one to one replacement and used in lieu	0
176.	9.07.XXXX.1.01.Y	Rubber Items	Tamping Unit Seals	PAC	Items for which no other brand is identified till now	08
177.	9.07.XXXX.3.01.Y	Rubber items	Tamping unit seal	Own	Seal of guide tamping unit rod, damping ring, rubber washer etc	0
178.	9.09.XXXX.3.01.Y	Rubber items	Tamping unit seal	Own	Seal of guide tamping unit rod, damping ring, rubber washer etc	0
TOTAL						6309

3.6 Manufacture's identification Code

A unique code for identifying the machine manufacturer has also been assigned as tabulated below. This code is to be suffixed to SPN.

Firm's name	Code	Firm's name	Code	Firm's name	Code
Plasser India	PL	Kalugaputmash	KA	Gemac	GE
Cummins	CU	Metex	ME	Kershaw	KE
Greaves	GR	Phooltas	PH	Srida	SR
Caterpillar	CA	Harsco	HA	Ameca	AM
Deutz	DE	SAN	SA	Sun	SU
Ashok Leyland	AS	Trident	TR	BHEL	BH

Kirloskar	KI	Loram	LO	CRCC	CR
Simplex	SI				

For example, SPN '2.01.0001.1.01.6 PL' indicates hydraulic pump (OEM item) manufactured by Plasser India.

4.0 Mode of Procurement: The committee deliberated on the present practices being followed by zonal railways for procurement of spares and recommended the following modes of procurement of spares.

4.1 Annual Maintenance Contract (AMC) with OEMs

Railway may enter into AMC with OEMs of machines and OEMs of engines of machines. The AMC will include service charges and spares. The spare list with AMC will consist of all related items included in Annexure-I, II, IIIA & IIIB and any other item proposed by OEM. This spare list should have SPN along with OEM parts no. However, the committee observed that there may be reservations from the OEM in quoting SPN initially. In such a case, AMC will be entered into based on the current practice of having OEM part no. only and SPN can be added in due course. The items through AMC may be taken on the basis of OEM Service Engineer report normally. Railway should try to use Branded and own make items available in stock against service engineer report to the extent possible. However, for use of spares other than Annexure-I from OEM, the approval of DyCE/TM shall be taken.

Spares required for stocking, if any, for maintenance of machines by railway may also be taken through AMC with the approval of CE/Track machine.

4.2 Rate Contracts with OEMs

Rate contract may be entered by Railways with OEM or his authorized dealer for supply of spares for items in Annexure-I for spares required for POH of track machines done by them and for meeting the requirement of spares for regular maintenance by Railways. This spare list will have SPN along with OEM parts number.

For CPOH, rate contract with OEM or his authorized dealer shall include items in Annexure-I, II and III and any other items required but not included in these annexures. CPOH should try to use Branded and own make items available in

stock to the extent possible. However, for use of spares other than Annexure-I items from rate contract, the approval of DyCE/CPOH shall be taken.

4.3 Single tender with OEMs

Railway may go for procurement of those Items included in Annexure-I on single tender basis from OEM or their authorized dealers after PAC certification.

4.4 Open tender for branded items

Railway shall procure the items from the listed brands only as open tender. Procurement of Branded items is to be done only through authorized dealer/manufacturer. Tenderer should enclose certificate from the manufacturer in support of his authorization for the sale of concerned branded item.

4.5 Open Tender for Own Make Items

Annexure-III is in two parts. Annexure-III(A) includes all items for which drawing and specification have been issued by RDSO. Annexure-III(B) contains other items being procured by CPOH and Railways on the basis of drawing and specification developed by them.

Tenders for procurement of items in Annexure-III(A) shall be invited as per the drawing and specifications only. However, the committee observed that some spare parts of the machines supplied by Phooltas/Russian/Chinese firms etc are not being made available by OEMs and it is also not possible to draw the specifications of these items at present. It may be necessary to procure the items from open market based on the sample for keeping the machines running. In such cases, specific approval of CE/TMC shall be taken for procurement of such items on the basis of sample.

Drawing and specification developed by CPOHs/Railways shall be sent to RDSO mentioning their SPN and OEM's part no and all such drawings shall be finalized by RDSO within next one year. CPOHs/Railway shall send the drawing in AutoCAD, specification and one sample to RDSO. Since the performance of items in this group is yet to be established, these items will continue to be procured as per current practice for a period of one year after approval of policy or final decision of the standing committee regarding their category whichever is earlier. If drawings/specifications are not finalized within this period, such items

can further be procured as own make only after approval from CE/TMC and EDTM/RDSO.

- After finalization of drawing and specification of particular item by RDSO, the same shall be updated in the list & thereafter tender shall be called on the basis of RDSO drawing and specifications only.
- Railways shall identify Govt., reputed accredited (NABL etc) test labs for getting the items tested for its conformity to RDSO/Own specification. The supplier must submit test report for conformity to specified properties from such labs for items being supplied. Railway may go for additional test check whenever required. RDSO should revisit and specify the acceptance test for all items in Annexure IIIA.

5.0 Procedure for trial of new branded/own make items

Any new equivalent brand other than those mentioned in Annexure-II, shall be tried only through CPOH/zonal railway for the machines being overhauled (POH) by them after checking the functional adequacy and fitment issues of the item proposed and after approval of CE/TMC. The provision for other manufacturers offering similar/equivalent product shall be kept in tender for supply of items through open tender of CPOH subject to fitment of items without any modification of installation base. The manufacturer may also supply their items free of cost to CPOH/zonal railway for trial. CPOHs/zonal railway shall conduct trial for sufficient time period and after satisfactory performance, propose the item to standing committee (referred in Para 6) with the performance report for inclusion of the brand in approved brand list/own make list. For the machines being overhauled (POH) in zonal railways, the abovementioned procedure shall be adopted by them for adoption of new equivalent brand.

Similar procedure for trial of own makes items shall be adopted by CPOH/zonal railway after developing the drawing and specifications.

6.0 Procedure for addition and deletion from the list:

- 6.1 The list of items in different annexure is dynamic and any spare in one annexure may be shifted to another annexure based on the experience gained. Similarly, the specified brands for a particular item can also be added or deleted. A standing committee consisting of the following members shall be responsible for revision of the spare List falling in different annexure on the basis of performance reports from Railways/CPOH.

- i) Director/Track Machine/RDSO (Co-ordinator)
- ii) Dy.CE/CPOH/ALD
- iii) Dy.CE/CPOH/RYP
- iv) Dy. CE/TMC/ER

v) Dy. CE/TMC/WR

The first list finalized by this committee shall be taken as initial list of spares falling in different categories including for Brands finalized in Branded categories (Annexure-II). The standing committee shall accordingly review the list periodically and submit their recommendation to ED/TM/RDSO who shall be the accepting authority for revised list and his decision shall be final.

- 6.2 All proposals for revision of the list from Railways shall be addressed to Director/TM/RDSO who shall compile all such proposals for putting it to the standing committee. The standing committee shall meet at least twice every year in April-May and Oct-Nov to review the list for addition and deletion as required and shall submit their recommendation accordingly to the accepting authority. All subsequent revision shall be done to the last accepted list.
- 6.3 Railway should send the proposal along with the performance report duly signed by Chief Engineer/Track Machines to Director/TM/RDSO for consideration of the standing committee. The standing committee shall recommend to include/delete/shift the item from one category to another on the basis of available report or it may ask one or more zonal Railway or the same Railway for further trial after approval of ED/TM/RDSO.
- 6.4 Shifting of OEM (Annexure-I) to branded/own make items category (Annexure-II/III), shall be considered by standing committee based on the recommendations of CPOHs only for machine for which POH is done at CPOH or Zonal Railways for track machines being overhauled by Zonal Railways. The prospective vendors will approach CPOHs or Zonal Railways with their product and CPOHs or Zonal Railways will check the fitment and functional adequacy of the proposed items. If product found satisfactory, CPOHs or Zonal Railways shall propose to the standing committee with performance report for further decision of the standing committee.
- 6.5 The committee has observed that one of the major component affecting the performance of tamping machines is tamping unit. As per the present practice, the vibration shaft and other components being used during overhauling of tamping units are own make items (placed at Annexure-IIIA). The performance of these banks is about 600-800kms while the original tamping units of OEM make give a performance of more than 1500 kms. Therefore, there is a prima facie case that OEM made vibration shafts and other items as per list given below should only be used to increase the life of tamping unit.

S. No.	Plasser Part no.	Description
1	DL23.401	Vibration Shaft (Imported)
2	UD25.1101	Vibration Shaft (Imported)

3	UD25.1102	Vibration Shaft (Imported)
4	CU20.301	Vibration Shaft (Imported)
5	2E31-02A	Spacer sleeve
6	2E 31-04	Tamping arm Bolt
7	DL23.108	Spacer Ring
8	2E34.210	Bush (imported) O/Size
9	DL12.06	Bush(Imported)

However, a detailed life cycle based cost analysis of using these items of OEM and own make during overhauling of tamping unit is to be carried out to take a final decision in this respect. CPOH workshops will use the OEM components for overhauling of few banks to assess their performance and carry out their life cost analysis to submit the same to the standing committee. The committee can review the existing practice based on the same. However till final decision in this regard, these items may be procured from OEM also with approval of CE/TMC.

6.6 The list of items along with final report of committee is to be uploaded on the RDSO website & TMS.


7.0 A module should be developed in TMS for uploading of purchase orders by railways for different spares similar to what have been for track components. This will help railways to assess reasonable rates during tender finalization.

8.0 Recommendations

The committee has deliberated upon the existing system of procurement of spares for track machines, as detailed above and recommends the following:

1. A unique identification system for track machine spares as detailed in Para 3.2 above should be adopted for proper management and uniform system of procurement of spares over Indian Railways. This unique identification number is proposed to be called Spare Part Number (SPN).
2. Classification of various spares of track machines should be done in three categories namely OEM spares, branded spares and own make spares as detailed in Para 3(iii) for economizing the repairs without compromising on the reliability of track machines.
3. The classification of the items in different annexures is dynamic in nature and the procedure for periodic review is proposed to be done by a standing committee, as proposed in Para 6.0 above.
4. The items which are not included in any of the annexures at present should be procured by Zonal railway/CPOH as OEM/Branded/Own make depending upon the type and criticality of the item with the approval of CE/Track Machines. The details of the same should be advised to RDSO duly recommending as per para 6 for deliberations by the standing committee for inclusion in appropriate list. Policy for procurement of spares for track machines by zonal railways and CPOH is proposed in Para 4.0 above.

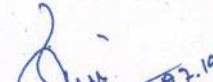
5. Policy for procurement of spares for track machines by zonal railways and CPOH is proposed in Para 4.0 above.
6. Procedure for trial and induction of new items (Branded spares as well as Own make spares) has been proposed in Para 5.0
7. CE/TMC will be competent to take decisions on issues pertaining to procurement of spares for track machines not covered by this policy.
8. A module should be developed in TMS for uploading of purchase orders by railways for different spares for track machines. This will help railways to assess reasonableness of rates.


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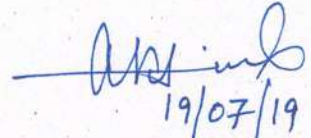
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19/7/19

P. K. Garg
CE/TM/CR
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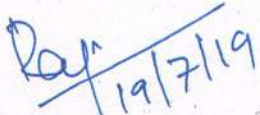

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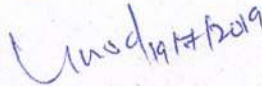

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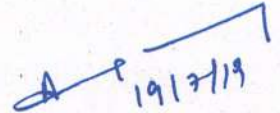



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