

## **Scope of work**

1. This scope of work is for Machining and transportation of Bogie frame for IR-FIAT Bogies as per drawing number LW03007 ALT F / LW03002 ALT G / LG03001 or any other variants and MDTs 212 Rev '02' or latest and scope of work as follows-
  - i) Un-machined LHB Bogie frame will be provided by BMF/BGB and to be received by the firm against bank guarantee/FDR of amount to the cost of material. Approx. value of the one Bogie Frame is Rs. 3,00,000.00 (Rupees Three Lakh only). On basis of that the Firm needs to deposit the bank guarantee/FDR of amount equivalent to the cost of the consignment. The exact amount will be informed before sending of un-machined bogie frame for machining.
  - ii) Contractor has to arrange to & fro transportation and loading/unloading of un-machined/machined bogie frame on his own cost under his supervision. EOT crane and fork lifter with driver will be provided by railway at BMF/BGB Premises for loading and unloading of Bogie Frame free of cost.
  - iii) All the un-machined bogie frame shall be machined as per drawing no. LW03007 ALT F / LW03002 ALT G / LG03001 and MDTs 212 REV '02' or latest revision as desired by Railway Administration.
  - iv) Wastage/off-cuts will be retained by the contractor.
  - v) After delivery by the firm, Machined bogie frame shall be inspected by Railway representative at BMF/BGB. If machining of the components found unsatisfactory or not as per drawing, the same shall be attended by the contractor immediately and firm has to rectify the same at his own cost. No extra payment shall be paid for this work.
  - vi) In case of minor rectification required it shall be carried out by contractor at his own cost.
  - vii) Period of completion shall be 05 months from date of issue of LOA
  - viii) Outturn will be minimum 25 nos. bogie frame per month or as per the requirement of BMF/BGB
  - ix) The work should be commenced within 07 days after issue of LOA
2. **INSPECTION AND QUALITY CONTROL:**
  - i) The finished bogie frame shall be free from visual defects. The finished bogie frame will be inspected by the railway representative i.e. SSE/BMF/BGB. In case of any deficiencies pointed out by representative of BMF/BGB, the same shall have to be attended by the Contractor immediately.
  - ii) The Contractor or his authorized representative shall have the ultimate responsibility for the quality of work.
  - iii) Final inspection shall be carried out by representative of BMF/BGB. In case of any deviation from specified parameter, the decision of BMF/BGB shall be final.
  - iv) **CMM/3D Measuring Machine report of every machined bogie frame to be provided by the firm without any additional charge.**
3. **PLACEMENT OF LORRIES/Truck/Trolley:**
  - i. The contractor should be ready to arrange for the loading and transportation of the LHB Bogie as per communication received from authorized official of BMF/BGB by means of mobile phone/fax/letter/whatsapp etc.
  - ii. Vehicle for loading shall be placed at the loading point in the first half or at a time specified by the railway official on the specified date. Placement of Vehicles in 2<sup>nd</sup> half of the day may, however, be allowed with specific approval of Dy. CME/BMF/BGB.
  - iii. No claim for idle labour and or idle machinery etc., on any account will be entertained. Similarly, no claim shall be entertained for business loss or any such loss.
4. **LOADING & UN-LOADING –MANUAL & MECHANICAL (if applicable):**
  - (i) Loading and unloading facilities i.e. Crane, Fork lifters etc. (along with operators) shall be provided by the Railways at the premises of BMF/BGB. However, lacing, security & packing of

consignment shall be done by the Contractor at loading point. Unloading of bogie and loading of finished bogie at the firm premises shall be done by Contractor.

In case, the materials are damaged during any of these operations, the damage shall have to be made good by the contractor and in this respect the decision of Dy. CME/BMF/BGB would be final and binding in this regard.

- (ii) Efforts would be made to load the trailer on date as per program, however if the loading cannot be completed on the same day, the same will be done on the next working day. However, nothing extra will be paid to the contractor for the over stay at destination in any such cases.

## **5. CARRIER'S RISK:**

- i. It will be the responsibility of the contractor to protect the material from rain and theft etc. during transportation. He will have to make arrangements for protection and proper cover of material at his own cost.
- ii. Contractor should ensure that the railways goods should not be transshipped from one trailer to another and if it is unavoidable, damages, if any caused to Railway's goods shall be attributed to the contractor's account. All losses of damaged goods on this account shall become recoverable from the contractor.

## **6. MISCELLANEOUS TERMS AND CONDITIONS:**

- i) The Contractor shall be fully responsible for accidents caused due to his or his agents or workmen's negligence or carelessness in regard to the observance of the safety requirements and shall be liable to pay compensation. If any Contractor's staff is injured, the Contractor shall immediately arrange necessary medical treatment by registered Medical Practitioner at his own cost.
- ii) Wherever there is a conflict between the indicated specifications or drawings and the clause enshrined in Tender documents, the write of Tender documents shall prevail.
- iii) In the case of any loss/damage to the Railways property during the execution of contract by the contractor, the cost of damages shall be recovered from the contractor. BMF/BGB will not be responsible for any loss/damage for the contractor's equipment/material during transport/storage/execution of contract.
- iv. The Contractor is required to facilitate his representative with mobile phone for day-to-day coordination with BMF/BGB and concerned workshop.
- v. Taxes as applicable will be deducted from invoice while making the payment.
- vi. All the bidders/tenderers should ensure that they are GST compliant and their tax structure/rates are as per GST law.
- vii. Any damage to the Railway material shall be recovered from the bill of the Contractor.
- viii. If the Contractor persistently disregards the instructions of the Engineer or disregards persistently provisions of contract, his security deposits may be forfeited or contract may be terminated or both actions may be taken.
- ix. Railway reserves the right to increase/decrease the overall quantity of bogie frame as per provision of GCC for works.
- x. In addition to these conditions, there will be an overall binding of General Conditions of Contract (GCC) for works of Indian Railways.

## **7. OBSERVATION OF VARIOUS ACTS:**

- i. The contractor shall be fully responsible for observance of Motor Vehicle Act and any penalty paid by him on account of violation of the same, will be borne by the transporter himself.
- ii. All the road permits or any other relevant authorization from competent authority shall be obtained by the contractor at its own cost. Any contingency arising in this respect shall be the responsibility of the transporter. Also, the transporter shall be responsible

for any mishap, accident en-route and consequences thereof including legal complications, if any.

- iii. The contract as entered into between BMF/BGG and the contractor shall in no way, nullify, reduce, mitigate or absolve the parties of any responsibility, obligation or liability that may devolve upon them under the Carriers Act 1865 (as amended up to date).
- iv. The contractor will provide the vehicle having valid **Pollution Under Control** Certificate.

## **8. OPERATIONS AND PROCESS SHEET FOR FIAT BOGIE FRAME:**

FIAT Bogie frame to Drawing No. LW03007 (Coil Spring frame), LG03001 (NAC Air Spring frame) & LW03002 (AC Air Spring frame) (Sheet 1 of 2) is required to be machined as per machining process/ operations shown below and also duly indicated on the relevant drawings.

- a) Milling operation of Control Arm Brackets at four locations having two control arm brackets per locations i.e. total of 08 control arm brackets per bogie frame. Also finish machining of holes of each of control arm bracket.
- b) Milling operation on mounting brackets for fitment of disk brakes for four locations which Involves Horizontal and vertical milling operations. Also machining of holes in vertical and horizontal direction.
- c) Finish Machining of 02 holes of each bracket and surface machining of Anchor link brackets at two locations in bogie frame located diagonally opposite.
- d) Finishing machining of holes and surface machining of each of cross section brackets on cross tube assembly, at four locations.
- e) Finish machining of four holes (with chamfer and tapping) of each of Anti Roll Bar Brackets at two locations (LH & RH)
- f) Machining of spring guide tube at bottom at four locations of primary suspensions.

Note: The machining of holes and faces is at 6° to vertical and horizontal axes on break support.

**Drawings will be provided by the railway. These drawings being confidential documents shall not be disclosed or published to third party in India or abroad without prior written permission of Rail Coach Factory (Indian Railways) and shall not be used for any other purpose except for study of the job requirements.**