

# South Central Railway

## Secunderabad Division

### Tender Document

Office of Senior Divisional Electrical Engineer (TRS), Electric Loco Shed, Kazipet

June 16, 2026

- Brief** : Electric Loco Shed, Kazipet, SC Division of SC Railway invites open tender through E-tendering system from eligible bidders for the work through the webportal <https://www.ireps.gov.in/>
- Tender No.** : ELS-KZJ-221
- Name of the Work** : Painting of Electric Locomotives at Electric Loco Shed, Kazipet for a period of 2 years Qty: 51 locos
- Approximate Cost** : ₹ 43,33,493.97 (inclusive of GST @18%)
- Earnest Money deposit** : ₹ 86,700/-
- Tender Form cost** : ₹ 0
- Validity of tender** : 60 days from the date of opening of the tender
- Stipulated date of Commencement of work** : The contractor shall start the work from the date of issue of LOA or date of intimation to start the work and shall complete the work in all respects as specified in tender details.
- Completion Period** : 2 years

# Contents

|          |   |          |
|----------|---|----------|
| <b>1</b> | <b>Mandatory documents to be submitted along with the Bid</b>   | <b>5</b> |
| <b>2</b> | <b>Price Schedule</b>   | <b>6</b> |
| <b>3</b> | <b>Scope of Work</b>  | <b>7</b> |
| 3.1      | Scheme of painting for various types of Locos. . . . .  | 7        |
| 3.2      | Scheme of Lettering . . . . .   | 7        |
| 3.3      | EMPLOYMENT OF A COMPETENT SUPERVISOR: . . . . .   | 8        |
| 3.4      | OUTER BODY (EXTERIOR SURFACE) PAINTING (with PU paint) . . . . .  | 8        |
| 3.5      | REPAINTING OF LOCOS PAINTED WITH PU PAINT . . . . .   | 8        |
| 3.5.1    | Surface preparation . . . . .   | 8        |
| 3.5.2    | Application of degrease . . . . .   | 9        |
| 3.5.3    | Application of Epoxy based ZINC PHOSPHATE Primer . . . . .  | 9        |
| 3.5.4    | Application of two pack fine polyester putty followed by sanding. . . . .                                       | 9        |
| 3.5.5    | Application of polyurethane base surface. . . . .   | 9        |
| 3.5.6    | Application of Final Premium P.U. based paint . . . . .   | 9        |
| 3.6      | UNDER-FRAME PAINTING INCLUDING PIPES AND CATTLE GUARD . . . . .   | 9        |
| 3.6.1    | Cleaning . . . . .  | 9        |
| 3.6.2    | Application of Anti-Corrosive Primer . . . . .  | 10       |
| 3.6.3    | Application of Enamel Synthetic Paint to IS: 8662/1993 . . . . .  | 10       |
| 3.7      | ROOF PAINTING . . . . .   | 10       |
| 3.7.1    | Exterior surface . . . . .  | 10       |
| 3.7.2    | Interior Surface . . . . .  | 11       |
| 3.8      | Driver's CAB . . . . .  | 11       |
| 3.8.1    | Surface preparation . . . . .   | 11       |
| 3.8.2    | Application of degreaser and tack cloth prior to application of Epoxy based ZINC PHOS-<br>PHATE Primer. . . . . | 11       |
| 3.8.3    | Application of Epoxy based ZINC PHOSPHATE primer and followed by sanding* . . . . .                             | 11       |
| 3.8.4    | Application of two pack polyester putty followed by Sanding . . . . .   | 12       |
| 3.8.5    | Application of two pack fine polyester putty followed by sanding . . . . .                                      | 12       |
| 3.8.6    | Application of polyurethane base surface. . . . .   | 12       |
| 3.9      | Application of final premium P.U. based paint . . . . .   | 12       |
| 3.10     | PROCEDURE FOR SPOT REPAIR OF POLYURETHANE PAINTED LOCOMOTIVES: . . . . .  | 12       |
| 3.11     | FACILITIES THAT WILL BE PROVIDED BY RAILWAY AT FREE OF COST . . . . .   | 13       |
| 3.12     | Warranty Period . . . . .   | 14       |
| 3.13     | Time period to complete the PU painting work . . . . .  | 14       |
| 3.14     | Inspection . . . . .  | 14       |
| 3.14.1   | Stage inspection . . . . .  | 14       |

|           |   |           |
|-----------|---|-----------|
| 3.14.2    | Final Inspection . . . . .  | 15        |
| 3.15      | Instructions for the Contractor . . . . .   | 15        |
| <b>4</b>  | <b>Similar Nature of Work Definition</b>  | <b>16</b> |
| <b>5</b>  | <b>Conditions of Contract</b>   | <b>16</b> |
| 5.1       | General Conditions of Contract . . . . .  | 16        |
| 5.2       | Documents in support of constitution of tenderer: . . . . .   | 16        |
| 5.3       | Technical & Financial Qualifying Criteria: . . . . .  | 16        |
| 5.4       | Corrigendum Notice on IREPS: . . . . .  | 16        |
| 5.5       | Quoting of rates by the tenderers: . . . . .  | 17        |
| 5.6       | Bid Security . . . . .  | 17        |
| 5.7       | Foreign Exchange: . . . . .   | 18        |
| <b>6</b>  | <b>Special Conditions of Contract</b>   | <b>18</b> |
| 6.1       | Important Notes to Tenderer . . . . .   | 18        |
| 6.2       | Special Conditions . . . . .  | 18        |
| 6.3       | Bank Guarantee SFMS (Structured Financial Messaging System) details of Railway Account . . .                                    | 19        |
| <b>7</b>  | <b>Terms of Payment to Contractor</b>   | <b>21</b> |
| 7.1       | “LETTER OF CREDIT” AS MODE OF PAYMENT . . . . .   | 22        |
| <b>8</b>  | <b>Penalty clause</b>   | <b>24</b> |
| 8.1       | Penalty for delay in painting . . . . .   | 24        |
| 8.2       | Penalty for delay in attending warranty defect loco . . . . .   | 24        |
| 8.3       | Penalty for not wearing by Uniform/ID cards/ Safety Shoes or any personal protective equipment<br>by contractor staff . . . . . | 24        |
| 8.4       | Penalty for consumption of intoxicants or tobacco items by contractor/contractor staff at ELS/KZJ<br>premises . . . . .         | 24        |
| 8.5       | Note for Penalty clause . . . . .   | 24        |
| <b>9</b>  | <b>Period of Completion</b>   | <b>24</b> |
| <b>10</b> | <b>Extension of Time</b>  | <b>25</b> |
| <b>11</b> | <b>Variation in Contract</b>  | <b>25</b> |
| <b>12</b> | <b>Other Terms</b>  | <b>25</b> |
| <b>13</b> | <b>Annexure-V</b>   | <b>27</b> |
| <b>14</b> | <b>ANNEXURE-V(A)</b>  | <b>29</b> |
| <b>15</b> | <b>Annexure –VIA</b>  | <b>30</b> |



# **1 Mandatory documents to be submitted along with the Bid**

1. Annexure V(A) to be submitted (if applicable) (as per Advance correction slip No.2 for GCC 2022)
2. All other applicable documents as mentioned in GCC-2022, ANNEXURE - I (TENDER FORM (Second Sheet) clause no-11,14 to 18 under heading “ Documents to be Submitted Along with Tender”. For example: If the bidder is a Company registered under Companies Act 2013,then, the bidder has to submit the following documents:
  - (i) The copies of MOA (Memorandum of Association) / AOA (Articles of Association) of the company
  - (ii) A copy of Certificate of Incorporation
  - (iii) A copy of Authorization/Power of Attorney issued by the Company (backed by the resolution of Board of Directors) in favour of the individual to sign the tender on behalf of the company and create liability against the company.

**Note:** Absence of the above mentioned mandatory documents, bid will be summarily rejected.

## 2 Price Schedule

**Name of the work:-**Painting of Electric Locomotives at Electric Loco Shed, Kazipet for a period of 2 years Qty:  
51 locos

| S.No          | Description of work  | Unit | Qty | Unit Rate | Amount       |
|---------------|--|------|-----|-----------|--------------|
| SW-I Painting |  |      |     |           |              |
| 1             | PU Painting of outer body(4 sides of Loco) including lettering of locos (Exterior surface) which were already painted with PU, the scope of work includes supply and Provision of Horizontal band and loco number with Red colour Retro-reflective Radium sticker on either side of loco (including GST 18%) | Loco | 51  | 49,339.87 | 25,16,333.37 |
| 2             | Painting of Pipelines, Cattle Guard, Buffer Plates (Enamel), Roof (Outside with Enamel) and Driver Cabs inside (PU) Except Bogies (including GST 18%)  | Loco | 51  | 24,941.42 | 12,72,012.42 |
| 3             | Painting of Loco Under Frame inside of Roof cover (including GST 18%)  | Loco | 51  | 10,689.18 | 5,45,148.18  |
| 4             | Total including GST @18%   |      |     |           | 43,33,493.97 |

1. The contractor/tenderer has to quote the percentage AT PAR/ABOVE/BELOW for tender estimated rate total of Rs. 43,33,493.97 The tenderer should carefully study all instructions, terms and conditions as mentioned in special conditions, Technical specifications and price schedule of this tender before quoting their offer in the Price Schedule. The tenderer should submit their offer through: IREPS website at [www.ireps.gov.in](http://www.ireps.gov.in)”.
2. On production of Documentary evidence about the payment of GST for the schedule items by the contractor, Total GST amount paid will be reimbursed when submitted along with on account bill/Final bill.
3. GST may increase or decrease as per Government rules in vogue. GST will be paid as applicable as per Government rules in vogue.
4. The rate quoted anywhere, other than respective Tender schedule shall not be considered. Any corrections to the rate once quoted by the tenderer should be within Offer submission Period i.e. Fifteen days prior to opening of tender.
5. No correspondence/representation from tenderer will be considered for their failure to quote the rates as above.

### 3 Scope of Work

**Name of the work:** Painting of Electric Locomotives at Electric Loco Shed, Kazipet for a period of 2 years Qty: 51 locos

The scope of work includes painting and stickering of locomotives. For the locomotives which are to be painted with PU paint, the cost of stickering for the loco number and horizontal band on both sides of the loco with (T-6000 series high intensity micro prismatic T6508 red) Retro- reflective Radium sticker is also included in the PU painting cost itself.

The scope of work under this contract includes painting of loco body with Polyurethane / Enamel paint and lettering of the loco as a part of maintenance schedule at ELS/KZJ. In general, the metallic surfaces of Electric Locomotives are to be painted and Non metallic parts are to be excluded from the scope of painting unless specifically mentioned in the present chapter. The following areas of Loco body are covered.

The detailed scope of work & Terms and conditions are given in the following paras of this tender schedule.

|    |                        |   |  |
|----|------------------------|---|--|
| 1. | Outer Body             | : | Exterior Surface of the WAG9 Loco                      |
| 2. | Interior Body          | : | Painting of Cab-I, Cab-II including panels WAG9 Locos. |
| 3. | Roof                   | : | Exterior roofs of WAG9 Locos                           |
| 4. | lettering & stickering | : | On outer body of WAG9 Locos and inside Cab-I & Cab-II. |

#### 3.1 Scheme of painting for various types of Locos.

Loco painting should be carried out for various types of locos at various parts of the body as follows

| S.No | Area of Painting                     | Type of Paint / Governing Specification                                  |
|------|--------------------------------------|--|
| I.   | Painting of outer body of WAG9 Locos | Polyurethane paint/ M&C/PCN/100/2018 or latest and ELRS/IR/0115 (Rev'0') |
| II.  | Painting of Under frame of WAG9      | Enamel Paint/ELRS/IR/0115 (Rev'0') of Sept 2006 or latest                |
| III. | Painting of Roof of WAP7/WAG9        | Enamel Paint/ELRS/IR/0115 (Rev'0') of Sept 2006 or latest                |
| IV.  | Painting of Driver CAB of WAG9       | Polyurethane Paint/ M&C/PCN/100/2018 or latest and ELRS/IR/0115 (Rev'0') |

**Note:** Paints supplied should have expiry period of minimum 06 months while submitted to stores.

#### 3.2 Scheme of Lettering

**Scheme of Lettering for Locos and Stickering of horizontal band on both sides of the loco with (T-6000 series high intensity micro prismatic T6508 red) Retro- reflective Radium sticker:**

1. Lettering work should be done after drying of painting on the outer body and the driver cab using decal graphics as per relevant CLW Specification No.CLW/MS/10/029 Dt: 15.03.99.The details of lettering is as per Annexure-I.

2. If any further stenciling of loco equipment is required (beyond those covered under scope of stickering), stenciling should be done by the contractor at free of cost with paint as per requirement of Railways, after painting of locomotive.
3. Loco exterior body to be provided (Stickering) horizontal band of Red colour (T6508 red) Retro- reflective Radium sticker(T-6000 series high intensity micro prismatic) with thickness 0.24mm of makes Kiwalite or 3M or Avery Dennison or DM reflective make on both sides of loco with dimensions of as per the following table after drying of painting on the outer body.

| Loco Type | Side Band length                           |
|-----------|--|
| WAG9      | 50 feet length X 1 feet width on each side |

4. In order to maintain quality, it is necessary to use the materials of standard and reputed brands only. The approved brands to be used for PU/Enamel paint is enclosed in Annexure-II. It is clarified that manufacturer's give their recommendations for the products regarding drying time etc. Such recommendations should be followed. Regarding performance parameters like DFT (dry film thickness), finish, and relevant standards may be followed.
5. While painting Drivers cab, suitable masking of all such parts e.g. cab instruments, cables, equipment, head lights, glasses etc. is necessary to avoid damages due to unintended ingress of paint / primer / putty to these parts.

### **3.3 EMPLOYMENT OF A COMPETENT SUPERVISOR:**

The contractor shall employ a supervisor at site to supervise the work and coordinate with Railways. The supervisor should have full knowledge of the painting work and should be conversant with English so that he can record the joint proformas related to the inspection of the locos at various stages.

### **3.4 OUTER BODY (EXTERIOR SURFACE) PAINTING (with PU paint)**

### **3.5 REPAINTING OF LOCOS PAINTED WITH PU PAINT**

#### **3.5.1 Surface preparation**

Unlike in the earlier case, such locomotives will have a fine layer of PU based previous paint. As the base of paint is same (i.e. PU to PU) full depainting exercise is not required. The previously applied paint is to be sanded off with orbital sander machine and paper of 180 grit. However in the rusted areas stripping should be done so as to expose the bare metal such that no traces of paint or rust are left. In other areas a DFT (dry film thickness) of 30 microns of previous primer/ paint should remain on the surface after stripping. In the areas rebuilt by welding, the weld beads must be leveled by rotary grinders.



### **3.5.2 Application of degrease**

A degreaser should be applied manually immediately after the de-painting exercise. The degreaser must evaporate leaving no residue. A tack cloth, made of non-woven material ensuring lint free surface, should be used to remove any remaining dirt/dust on the surface. Blow of compressed air should not be used to remove the remaining dirt and dust as it can deposit oil on the surface.

### **3.5.3 Application of Epoxy based ZINC PHOSPHATE Primer**

The entire surface is already having a thin layer of PU based paint as a result only the bare metal surface, if any, should be covered with this primer and to be smoothened also (i.e. the new welded part only). The total thickness of the primer including the previous paint should be 60-80 micron.

### **3.5.4 Application of two pack fine polyester putty followed by sanding.**

Wherever repaired the surface shall be applied with fine polyester putty with knife. The objective of applying putty is to achieve a thoroughly even surface free from scratches. Two – three coats of putty can be applied depending upon the conditions. One coat of putty should be applied in movements in the vertical direction. The edges of the knife should be leveled manually after putty has dried, before application of second coat of putty, in horizontal hand movements. Thereafter sanding shall be done in the above-mentioned method by grit paper to further reduce unevenness of the surface and achieve finish. At this stage wet sanding may be done manually with the help of spongy blocks and sand paper of 320 grit or with random orbital sander using 320 grit discs.

### **3.5.5 Application of polyurethane base surface.**

The full surface is now to be coated with the P.U. based two pack surface (premium PU primer) by cap gun method or by airless spray, followed by the wet sanding procedure with a water paper of 600 grit, in such a way that the coating layer should not be less than 50 microns at any place.

### **3.5.6 Application of Final Premium P.U. based paint**

It should be noted that paint has to be dried in normal atmosphere or in stoving oven if available. The drying period as specified by the manufacturer of paint for given atmospheric condition should be followed. As also the manufacturer's recommendation should be followed for using activator and thinner. The final painting is to be carried out by base coat / clear coat method by cup gun method or by airless spray according to the pattern and scheme of the locomotive. The clear coating material should be dual pack. The thickness of PU finish paint should be of 40 microns and that of clear coat should be minimum 40 microns.

## **3.6 UNDER-FRAME PAINTING INCLUDING PIPES AND CATTLE GUARD**

### **3.6.1 Cleaning**

After the locomotive is stripped off completely, the under-frame surface and pipes should be cleaned thoroughly with the help of scrapers and wire brushes to remove the bulk of muck and mud that may be stuck to it. Thereafter

the method of cleaning can be adopted, depending upon the facility available at site. It is preferable to wash the Under frame with a jet of water mixed with non-corrosive and nontoxic cleaning agents.

### **3.6.2 Application of Anti-Corrosive Primer**

After cleaning the Underframe is to be coated with an anti-corrosive red-oxide zinc chromate primer to IS:2074. The advisable DFT is of 60-80 microns. This should be achieved in minimum two coats. While doing so, necessary care should be taken so that the cables are not painted or damaged. Pipes may be applied with a suitable rust converter that should be applied evenly on the entire surface prior to application of Anti Corrosive Primer. Care should be taken to ensure that rust converter does not affect adhesion of anti-Corrosive red-oxide zinc chromate primer to IS:2074.

### **3.6.3 Application of Enamel Synthetic Paint to IS: 8662/1993**

The under frame is to be painted according to the colour scheme, with the help of brushes. The DFT of the final paint should not be less than 40 microns at any place and this thickness is to be achieved in two coats minimum.

## **3.7 ROOF PAINTING**

### **3.7.1 Exterior surface**

- 1. Surface preparation:** The locomotives will carry thick layer of paint previously applied over the surfaces. Depainting with help of flames or a suitable chemical can be considered but in doing so it must be ensured that the body sheet metal is not affected in any way. Thereafter previously applied paint shall be removed using certified iron free discs containing ceramic minerals as abrasive in order to prevent impregnation of iron particles in steel structure that promotes chances of electrochemical rusting. Finally, complete stripping to the extent of exposing the bare metal, with no trace of previous paint or primer remaining on the surface, shall be achieved. In the areas that have been rebuilt by welding, the weld beads should be leveled using rotary grinders and with certified iron free depressed center wheels. In case de painting is carried out using suitable chemicals a neutralizing agent like a metal conditioner must subsequently be used to remove traces of residue which may be housed in welded areas that can cause corrosion later on.
- 2. Application of anti corrosive primer** The surface should be cleaned thoroughly with the help of wire brushes and tack cloth. All the welded beads should be leveled with the help of rotary grinders. Subsequently, it is to be coated with red oxide zinc chromate primer to IS: 2074 making sure that the DFT is not less than 40-50 microns at any place.
- 3. Application of two pack putty:** After a drying period of at least 24 hours, all the major dents and scratches as well as well beads are to be filled with this two pack putty by knife to achieve leveling of surface and thereafter wet sanded with 80 grit paper. The purpose is to obtain maximum smoothness, maintain a perfect / symmetrical level. At this stage, the roof equipment should be refitted.
- 4. Application of Aluminium paint** The whole surface area is to be cleaned with help of tack cloth and then to be painted with the help of spray gun using cup gun method. The DFT of the paint should not be less

than 60 – 80 microns at any place and this thickness is to be achieved in minimum three coats.

### **3.7.2 Interior Surface**

The procedure for painting the roofs from inside is same as mentioned above for exterior surface. The roofs should be kept on raised stand for interior painting.

## **3.8 Driver's CAB**

### **3.8.1 Surface preparation**

The locomotives will carry thick layer of paint previously applied over the surfaces. De-painting with help of flames or a suitable chemical can be considered but in doing so it must be ensured that the body sheet metal is not affected in any way. Thereafter previously applied paint shall be removed using certified iron free discs containing ceramic minerals as abrasive in order to prevent impregnation of iron particles in steel structure that promotes chances of electrochemical resting. Finally, complete stripping to the extent of exposing the bare metal, with no trace of previous paint or primer remaining on the surface, shall be achieved. In the areas that have been rebuilt by welding, the weld beads should be levelled using rotary grinders and with certified iron free depressed centre wheels. In case de painting is carried out using suitable chemicals a neutralizing agent like a metal conditioner must subsequently be used to remove traces of residue which may be housed in welded areas that can cause corrosion later on.

### **3.8.2 Application of degreaser and tack cloth prior to application of Epoxy based ZINC PHOSPHATE Primer.**

A degreaser should be applied manually immediately after the de-painting exercise. The degreaser must evaporate leaving no residue. A tack cloth, made of non-woven material ensuring lint free surface, should be used to remove any remaining dirt/dust on the surface. Blow of compressed air should not be used to remove the remaining dirt and dust as it can deposit oil on the surface.

### **3.8.3 Application of Epoxy based ZINC PHOSPHATE primer and followed by sanding\***

The double pack product shall be applied up to a uniform coating thickness of 60-80 microns by cup gun methods / air less spray. This application shall be carried out as soon as possible after surface preparation is done as above to prevent chances of rusting. These surfaces should be sanded after the EPOXY ZINC PHOSPHATE PRIMER has dried fully to make it smooth. This may be done manually by spongy blocks and sand paper of 180 grit. The sanding can be done by dry or wet sanding method. It will have to be ensured that the layer of primer does not get stripped too much at any place. Should the primer get removed in any area, it will be necessary to reapply the same and smoothen the areas again.

\* SANDING – It's a process of rubbing the surface with help of sand paper of specified grade to achieve smoothness.

#### **3.8.4 Application of two pack polyester putty followed by Sanding**

The sanded surface shall be subjected to application of unsaturated polyester two pack putty with capability to built up to 25mm thickness by knife wherever required. All the major dents, scratches as well as the sides of weld beads should be filled up to level with this putty. After fully drying, sanding shall be done to obtain maximum smoothness with random orbital sander machine with a sanding disc of preferable polyester film backing with both we/dry capability in 180 grit.

#### **3.8.5 Application of two pack fine polyester putty followed by sanding**

The entire surface shall be applied with fine polyester putty with knife. The objective of applying putty is to achieve a thoroughly even surface free from scratches. Two – three coats of putty can be applied depending upon the conditions. One coat of putty should be applied in movements in the vertical direction. The edges of the knife should be levelled manually after putty has dried, before application of second coat of putty, in horizontal hand movements. Thereafter sanding shall be done in the above mentioned method by grit paper to further reduce unevenness of the surface and achieve finish. At this stage, wet sanding may be done manually with the help of spongy blocks and sand paper of 320 grit or with random orbital sander using 320 grit discs.

#### **3.8.6 Application of polyurethane base surface.**

The full surface is now to be coated with the P.U. based two pack surfaces (premium PU primer) by cap gun method or by airless spray, followed by the wet sanding procedure with a water paper of 600 grit, in such a way that the coating layer should not be less than 50 microns at any place.

**NOTE:** It is clarified that the even though driver desk is to be subjected to painting but the equipments of the driver's desk, i.e. gauges, master controller, etc. shall not be subjected to putty work. Suitable masking may be done for protection.

### **3.9 Application of final premium P.U. based paint**

The final paint has to be MATT FINISH two pack premium PU based paint to be applied by cup gun method. The DFT of the paint i.e. sprayed in cabin should not be less than 50 microns at any place and this thickness can be achieved by applying minimum two coats. Normally the painting work of driver's cabs should be done at the end of MTR / POH after completing all other maintenance activities. The entire exposed portion not intended to be painted should be masked properly with the help of paper tape before starting spraying process (paint / primer).

### **3.10 PROCEDURE FOR SPOT REPAIR OF POLYURETHANE PAINTED LOCOMOTIVES:**

1. Identify area where spot repair is to be done.
2. Strip paint in approx 120% of the area surrounding a spot repair. In case any sharp edges are available then the stripping is required to be done to that line. Stripping may be done using a random orbital sander of back up 3" dia using a grit 36 grit disc in the marked area.

3. Degrease with a suitable degreaser specified by railway supervisor, so that no residue remains.
4. Apply unsaturated polyester putty (Two pack) in the dented area.
5. Sand the area after putty cures with a grit 80 disc with a random orbital sander with 3” backup pad.
6. Mask area other than 120% marked earlier where overspray may come with a soft edge masking tape and with Overspray protective sheets.
7. Spray epoxy zinc phosphate primer (Two pack) in the area to be rectified.
8. Sand using grit 220 on the Random orbital sander as earlier.
9. Mask area other than 140% marked earlier where overspray may come with a soft edge masking tape and with Overspray protective sheets
10. Apply Top coat paint after matching shade with the earlier coated paint. The application may be done on a hidden area to match the shade since there may be some loss of gloss in the major area due to UV exposures and passage of time.
11. Fade out thinner should be spread on the joint between newly painted area and the old one with the stroking method.
12. Remove Masking Tape and Overspray protective sheet.
13. Degrease complete side on which touch up done with degreaser.
14. The Polyurethane clear is to be spread on 200% of the area surrounding a spot repair and then spread by fade out thinner on joints to remove any hint of touch up.

### **3.11 FACILITIES THAT WILL BE PROVIDED BY RAILWAY AT FREE OF COST**

1. Electricity and water required for execution of the work. In case of any breakdown in water and power supply, the contractor should make alternative arrangement and Railway is not liable to pay towards any loss incurred by the contractor on this account.
2. Welding plant without electrodes will be arranged.
3. Storage facility for keeping the materials, tools etc. of contractor.
4. EOT cranes for handling the roof hoods
5. Compressed air will be arranged at free of cost & Contractor has to make his arrangements for using the compressed air arranged by Railways.
6. Ladder trolley required for painting work of loco.

### **3.12 Warranty Period**

1. The performance of the painted locomotive should bear warranty by the contractor for period of 03 years from the date of issue of final inspection certificate from the Railways.
2. If any defects are noticed during the warranty period the contractor should attend the same within 7 days from the date of intimation on phone/fax/letter. The decision of Railway in regards to the cause of failure, place and nature of rectification to be carried out by the contractor during warranty period shall be final and binding on part of contractor.
3. In the event of any default in attention of the defective loco within stipulated period of 7 days from the date of intimations a penalty would be levied for delayed attention as per penalty clause.
4. However, this warranty excludes the normal wear and tear and damages caused by improper handling or lack of proper maintenance on the part of Railways or cause beyond the control of the contractor.

### **3.13 Time period to complete the PU painting work**

The contractor shall execute the work for painting of each individual Loco nominated by Sr.DEE/TRS/KZJ, S.C. Railway, Kazipet within 6 days from date of handing over of Loco to the contractor. After receiving information for painting the loco from ELS/KZJ, team arrived shall inspect the loco offered for painting work and shall clearly point out the damaged/ corroded/ badly rusted sections of the Loco super structure to the authorized representative of Sr.DEE/TRS/KZJ, So that he will arrange to do necessary cutting, bending and re-welding.

**Note:** Normally the contractor will be intimated through letter/telephone/by e.mail/by whatsapp, one (1) day in advance, of arrival of loco.

Contractor shall complete the painting of loco within 6 days from date of handing over the loco. if loco is detained due to delay in contractor's part , a penalty will be imposed as per penalty clause.

### **3.14 Inspection**

There shall be stage inspection of the entire painting process before and after the execution of each activity jointly by the contractor and authorized representative of Sr.DEE/TRS/KZJ, S.C.Railway, Kazipet. The contractor should offer the locomotive for stage inspection before proceeding next each activity (as mentioned) by the nominated representative of Sr.DEE/TRS/ Kazipet. The stage inspection may also be carried out in respect of raw materials brought out, paints and any other materials, quality assurance plan etc. as deemed fit by the Railway administration. The contractor should keep a record of material used, their source with necessary certificates of OEMs. The shed will first inspect the sample of each item to be used before it is applied. The final inspection after complete painting as per color scheme of Locomotive will be done by Sr.DEE/ELS/KZJ, S.C.Railway Kazipet or his nominated representative to ensure the quality and standard of painting of each locomotive.

#### **3.14.1 Stage inspection**

The contractor should offer the locomotive for stage inspection at each stage before proceeding to further stage of painting work. The defects and deficiencies pointed out should be recorded and attended as per Annexure-IV. The

DFT achieved after each stage should also be checked and recorded by DFT meter as per Annexure-VII. The DFT meter (Duly calibrated with traceability to NPL) for measurement shall be arranged by the contractor. In addition to above the contractor shall produce the following documents at the time of inspection:

1. The Proof of purchase of paints from OEM/Authorized dealer to be submitted.
2. Record of paints and other consumables to be used.
3. The record of paints used i.e., Paint name, purchase details (Date, challan/Bill No.) shall be maintained as per annexure –VIII. Before commencement of work on each loco PU paint/Enamel paint/Putty/Primers being used shall be shown to the Railway representative.
4. The details of brands/purchase details of paints used for each loco should be recorded in Annexure-VIII.

**Note:** The stage inspection report shall be signed by Railway representative and contractor's representative. The Railway representative should have free access to inspect the painting work at any time and stage to check the quality of work.

### **3.14.2 Final Inspection**

The Joint inspection of painted locomotive as per annexure-IX shall be carried out by the authorized representative of Railway and contractor. The final inspection report shall be signed by Railway representative; contractors representative after completion of the work on that locomotive.

The contractor has to arrange all the facilities required during stage and final inspection at free of cost and bear all the incidental charges required, if any, towards the chemical testing etc.,

### **3.15 Instructions for the Contractor**

1. This standard prescribes the requirements and methods of applying polyurethane paints on previously PU painted Electric Locomotives intended to be used for durable protection of exterior shell of locomotive and at the same time provide high gloss and finish levels for enhanced aesthetics.
2. Color scheme of WAG-9 locomotive shall be as jointly recorded on incoming loco with the Railway's representative before starting the work. Same scheme shall be replicated through "PU" painting. During initial joint inspection if Railway feels, the scheme may be changed and proposed color scheme shall be recorded. Contractor's representative and Railway's representative will prepare a initial joint inspection report.
3. To obtain the high performance of protective painting (PU) system the surface should be prepared thoroughly and correctly and the nature of the paint coating should be followed as per paint manufacturer's instructions.
4. The dry film thickness (DFT) will be as follows after completion of painting.-

#### **Exterior Surface:-**

- Primer application -160 microns.

- Finish coat -60-70 microns.
- Total -220-230 microns.

#### **Interior Surface:-**

- Primer application -40-50 microns.
- Finish coat -80-85 microns.
- Total -120-130 microns.

**Note:**The Contractor shall arrange all the testing/measuring instruments those are required to ensure the parameters of PU painting as per specification/agreement condition.

5. The contractor should offer the locomotive for stage inspection before proceeding further after each stage of painting work. The defects and deficiencies pointed out should be recorded and attended. The DFT achieved after each stage should also be checked and recorded by DFT meter. The DFT meter for measurement shall be arranged by contractor.

## **4 Similar Nature of Work Definition**

Not applicable to this tender as the tender value is below 50 lakhs

## **5 Conditions of Contract**

### **5.1 General Conditions of Contract**

This contract will be governed by the General Conditions of Contract 2022 with latest amendments issued from time to time. The General Conditions of Contract 2022 can be downloaded from the web link given below

[Indian Railways Standard General Conditions of Contract -April 2022](#)

Corrections Slips for General Conditions of Contract can be downloaded from the web link given below;

[Indian Railways Standard General Conditions of Contract - 2022 correction slips](#)

### **5.2 Documents in support of constitution of tenderer:**

Documents in support of constitution of tenderer shall be as per General Conditions of Contract 2022 .

### **5.3 Technical & Financial Qualifying Criteria:**

Not applicable to this tender as the tender value is below 50 lakhs

### **5.4 Corrigendum Notice on IREPS:**

Corrigendum Notice: For the purpose of Corrigendum in the Tender, NIT period is splitted as under:



1. Advertisement Period – Time during which all information pertaining to tender shall be available but offers cannot be submitted.
2. Offer submission Period – Fifteen days prior to opening of tender during which tenderers can submit their offer.

## 5.5 Quoting of rates by the tenderers:

1. The tenderer's are required to submit their offer online before tender closing date and time as mentioned in tender notice (NIT).
2. The tenderer's are advised to submit their offer 'Below/At Par/ Above' for each schedule separately.
3. The administration will not own any responsibility, if website is not opened for downloading /uploading the tender documents due to any technical snag.

## 5.6 Bid Security

1. The Bid Security shall be deposited either in cash through e-payment gateway or submitted as Bank Guarantee bond from a scheduled commercial bank of India or as mentioned in tender documents. The Bank Guarantee bond shall be as per Annexure-VIA and shall be valid for a period of 90 days beyond the bid validity period.
2. Any firm recognized by Department of Industrial Policy and Promotion (DIPP) as 'Startups' shall be exempted from payment of Bid Security detailed above.
3. Labour Cooperative Societies shall submit only 50% of above Bid Security detailed above.
4. In case, submission of Bid Security in the form of Bank Guarantee, following shall be ensured:
  - A scanned copy of the Bank Guarantee shall be uploaded on e-Procurement Portal (IREPS) while applying to the tender.
  - The original Bank Guarantee should be delivered in person or by post to **Senior Divisional Electrical Engineer, Traction and Rolling Stock, Electric Loco Shed, Kazipet-506003, Hanamkonda (dist.),** Telangana, India before closing date for submission of bids (i.e, excluding the last date of submission of bids. )
  - Non submission of scanned copy of Bank Guarantee with the bid on e-tendering portal (IREPS) and/or non submission of original Bank Guarantee within the specified period shall lead to summary rejection of bid.
  - The Tender Security shall remain valid for a period of 90 days beyond the validity period for the Tender.
  - The details of the BG, physically submitted should match with the details available in the scanned copy and the data entered during bid submission time, failing which the bid will be rejected

- The Bank Guarantee shall be placed in an envelope, which shall be sealed. The envelope shall clearly bear the identification “Bid for the \*\*\*\*\* Project” and shall clearly indicate the name and address of the Bidder. In addition, the Bid Due Date should be indicated on the right hand top corner of the envelope.
- The envelope shall be addressed to *Senior Divisional Electrical Engineer, Traction and Rolling Stock, Electric Loco Shed, Kazipet-506003, Hanamkonda(dist.), Telangana, India.*
- If the envelope is not sealed and marked as instructed above, the Authority assumes no responsibility for the misplacement or premature opening of the contents of the Bid submitted and consequent losses, if any, suffered by the Bidder.

## **5.7 Foreign Exchange:**

No foreign exchange and /or import license will be released / provided to the Contractor in connection with this contract. No import license for any plant / equipment or any of the components will be arranged by the Railways.

# **6 Special Conditions of Contract**

## **6.1 Important Notes to Tenderer**

1. All rates quoted in the tender shall be deemed to be inclusive of all taxes/royalties payable by the contractor to the Govt. or Public body or local authority and no additional amount will be paid or claim entertained on this account by the Railway. The rates quoted by the tenderer shall be treated as inclusive of GST @ 18%. However, an increase or decrease in the GST, as prevails, shall be applicable.
2. The railway rates are inclusive of GST @ 18%. However, an increase or decrease in the GST, as prevails, shall be applicable.
3. The Railway reserves the right to cancel the tender without assigning any reason thereto.
4. The prospective tenderers are advised to visit website <http://www.ireps.gov.in> before 15 (Fifteen) days to the date of tender closing to note any changes/corrigendum to the tender.

## **6.2 Special Conditions**

1. The following special conditions supplement to the ”Regulations of Tender/Contract, Conditions of tender and General Conditions of Contract 2022” and shall be considered as part of the contract papers. Where the provisions of the Special Conditions are at variance with the General Conditions and other documents mentioned above, the Special Conditions shall prevail.
2. The Contract is governed strictly by the General Conditions of Contract 2022 with latest correction slips if any, as well as the Special Conditions of Contract, Scope of work and Explanatory Notes.
3. Payment of Bid Security and Performance Guarantee (PG) will be governed by GCC 2022 and instructions issued by Railway Board from time to time.

4. Performance Guarantee is as per clause 16.(4) of General Conditions of Contract 2022, with latest amendments.
5. Security Deposit is as per clause 16.(1) of General Conditions of Contract 2022, with latest amendments.
6. Contractor shall be responsible for ensuring compliance with the provisions related to Labour Laws (Central/State) as applicable from time to time. The employees of the Contractor shall not be deemed to be employees of the user department/Railway. Hence the compliance of the applicable Acts/Laws will be the sole responsibility of the Contractor.
7. PVC is not applicable to the tender.
8. In the event of any accident at the work site and it is established during departmental enquiry by the Railways that the accident occurred wholly or partly due to any act of tantamounting to negligence on the part of the contractor or contract staff, due to not adhering to the instructions of engineer-in-charge, then the contractor shall be solely held responsible and is liable for damages and the contractor is also liable for legal prosecution if loss of life is involved.
9. All the terms and conditions stipulated are binding on the contractor.
10. All works should be carried out as per the instructions of Sr.DEE/TRS/KZJ or any supervisor nominated and deviation if any shall be done with the prior approval of Sr.DEE/TRS/KZJ
11. Railway Administration reserves all rights to amend / accept above conditions. The decision of Railway administration is final and binding on the contractor.

### **6.3 Bank Guarantee SFMS (Structured Financial Messaging System) details of Railway Account**

If the tenderer wants submit PG in the form of Bank Guarantee, then the Bank Guarantee issuing bank shall confirm that it is on the SFMS (Structured Financial Messaging System) and shall invariably send the advice of the Bank Guarantee to the following bank details – (as per Sr.DFM/SC office letter no. A/FX-II/MISC Dt. 18.11.2025)

|             |                                     |
|-------------|-------------------------------------|
| IFSC CODE   | SBIN000RAIL                         |
| IFSC TYPE   | BRANCH                              |
| BANK NAME   | STATE BANK OF INDIA                 |
| BRANCH NAME | RAIL                                |
| CITY NAME   | NAVI MUMBAI                         |
| ADDRESS     | SECTOR-11, CBD BELAPUR, NAVI MUMBAI |
| DISTRICT    | NAVI MUMBAI                         |

Continued on next page

(Continued)

|            |             |
|------------|-------------|
| STATE      | MAHARASHTRA |
| BG ENABLED | YES         |

Note: Bank Guarantee without feeding SFMS (Structured Financial Messaging System) details of Railway account mentioned in the above table will not be accepted as PG.

## 7 Terms of Payment to Contractor

1. No advance payment on any account shall be made by the Railways.
2. Actual billing at the time of submitting the Bill will be as per the Schedule of Rates accepted by the Railways to the extent of work carried out on the basis of the Joint Inspection Reports.
3. All relevant documents such as delivery challan, details of works done as per contract agreement duly certified by authorized Railway representative, initial, stage & final joint inspection reports, relevant documents sought in Special Conditions of Tender/Contract wherever applicable and all other documents sought by Railways time to time etc., in duplicate shall be submitted by the Contractor for arranging payment through the Sr.Divisional Finance Manager, S.C. Railway, Secunderabad. Discrepancies, if any, found on the Bill shall be notified to the Contractor by Railways for rectification.
4. Payment will be made loco based. Bill can be claimed by the Contractor as per the Railway's rules in force on completion of 100% work of each loco, duly accepted by railways.
5. Railway will deduct Income Tax for works contract from the contractor's bill amount as per the Rules in Force.
6. Bill paying authority would be Sr. Divisional Finance Manager, Secunderabad for Electric Loco Shed, Kazipet.
7. The payment to the contractor would be made through RTGS/NEFT system for which Tenderers are required to provide "Centre (City code), IFSC Code (Bank Branch specific No.), Name of Bank, Branch Code, Beneficiary Name, Account No. & type of account" along with their offer.
8. Railway will not be responsible for any accident (fatal or non fatal) or injury to any person of the firm or any financial implications, arising there upon. It will be sole responsibility of contractor to guard and protect his equipment, material in the shed during the contract period. The contractor has to compensate any loss or damage caused in the premises to Railway property by his representative while rendering his duties at Electric Loco Shed, Kazipet.
9. The Railway attach utmost importance to the timely completion of the work on or before the date contracted for. In this connection, the attention of the contractor is specially invited to the clauses regarding 'Liquidated damages' and termination of contract owing to default of contractor provided for in General Conditions of Contract.

|       |                              |                   |
|-------|------------------------------|-------------------|
| i)    | Name and address of the Bank |                   |
| ii)   | Type of Account              | SB/Current/OD A/c |
| iii ) | Account Number               |                   |
| iv)   | Bank code (MICR) or IFSC     |                   |

The attested copy of the above details by the concerned Bank Manager should be sent to this office.

## 7.1 “LETTER OF CREDIT” AS MODE OF PAYMENT

“LETTER OF CREDIT” AS MODE OF PAYMENT IN WORKS TENDERS OR SERVICE TENDERS: (Ref: Railway Board Letter No.2018/CE-I/CT/9dt.04-06-2018 communicated by PCE/SC vide letter. No.W.148/P/GCC/Vol-III dt.15-06-2018.) For all the tenders advertised cost of 10Lakhs or above; mode of payment option through Letter of credit is applicable as per Lr.no.2018/CE-I/CT/9 dated 04-06-2018

1. This is applicable only for Tenders whose advertised tender value is Rs.10 lakhs and above.
2. This is an option for the contractors to take payment from Railways through a Letter of Credit (LC) arrangement and the following are the special conditions.
  - (a) For all tenders having advertised cost of Rs.10 lakh or above, the contractor shall have the option to take payment from Railways through a letter of credit (LC) arrangement.
  - (b) This option of taking payment through LC arrangement has to be exercised in IREPS (Indian Railway Electronic Procurement System- the e-application on which tenders are called by Railways) by the tenderer at the time of bidding itself, and the tenderer shall affirm having read over and agreed to the terms and conditions of the LC option.
  - (c) The option so exercised, shall be an integral part of the bidder's offer.
  - (d) The above option of taking payment through LC arrangement, once exercised by tenderer at the time of bidding, shall be final and no change shall be permitted, thereafter, during execution of contract.
  - (e) In case tenderer opts for payment through LC, following shall be the procedure to deal release of payment through LC.
    - i. The LC shall be a sight LC.
    - ii. The contractor shall select his Advising/Negotiating bank for LC. The incidental cost towards issue of LC and its operation thereof shall be borne by the contractor.
    - iii. SBI, New Delhi, Main Branch will be the nodal branch for issue of LCs based online requests received from Railway Accounts Units for tenders opened in financial year 2018-19.SBI branches, where the respective Railway Accounts Office has its Account (local SBI branch) will be the issuance/reimbursing branch for LC issued under this arrangement. The Bank shall remain same for this tender till completion of contract. The incidental cost @ 0.15% per annum of LC value, towards issue of LC and operation thereof shall be borne by the contractor and shall be recovered from his bills.
    - iv. The LC shall be opened initially for duration of 180 to 365 days in consultation with contractor. The LC shall be extended time to time as per the progress of the contract, on the request of the contractor. The value of LC to be opened initially as well as extended thereafter shall be finalized by the engineer in consultation with the contractor on the basis of expected progress of work.
    - v. The LC terms and conditions shall inter-alia indemnify and save harmless the Railway from and against all losses, claims and demands of every nature and description brought or recovered

against the Railways by reason of any act or omission of the contractor, his agents or employees, in relation to the Letter of Credit (LC). All sums payable/borne by Railways on this account shall be considered as reasonable compensation and paid by contractor.

- vi. The LC terms and conditions shall inter-alia provide that Railways will issue a Document of Authorization (format enclosed as Annexure-(LC)-2) after passing the bill for completed work, to enable contractor to claim the authorized amount from their bank.
  - vii. The acceptable, agreed upon document for payments to be released under the LC shall be the Document of Authorization.
  - viii. The Document of Authorization shall be issued by Railway Accounts Office against each bill passed by Railways.
  - ix. On issuance of Document of Authorization, a copy of Document of Authorization shall be posted on IREPS for download by the contractor. A digitally signed copy of Document of Authorization shall also be sent by Railway accounts office to Railways bank (Local SBI branch)
  - x. The contractor shall take print out of the Document of Authorization available on IREPS and present his claim to his bank (advising Bank) for necessary payment as per LC terms and conditions. The claim shall comprise of copy of Document of Authorization, bill of exchange and Bill.
  - xi. The payment against LC shall be subject to verification from Railway's Bank (Local SBI branch)
  - xii. The contractor's bank (advising bank) shall submit the documents to the Railway's Bank (SBI local branch).
  - xiii. The Railway's bank (issuing bank) shall, after verifying the claim so received w.r.t. the digitally signed Document of Authorization received from Railway Accounts office, release the payment to contractor's bank (advising bank) for crediting the same to contractor's account.
  - xiv. Any number of bills can be dealt within one LC, provided the sum total of payments to contractor is within the amount for which LC has been opened.
  - xv. The LC shall be closed after the release of final payment including PVC amount, if any to the contractor.
  - xvi. The release of performance guarantee or security deposit shall be dealt directly by railway with the contractor i.e., not through LC.
3. For opening of LC, executive department shall make a request letter to concerned Accounts Department on a format, placed as Annexure-LC-I.
4. Necessary changes in IREPS and IPAS e- applications have already been carried out, for having option for payment to contractors through LC.

## **8 Penalty clause**

### **8.1 Penalty for delay in painting**

In case the work of Painting cannot be completed within stipulated period from the day the loco is offered for painting i.e 6 days, a penalty would be levied for each day of delay at the rate of Rs.1,000/- of the contract value of the works pertaining to the loco that is delayed in case of loss or damage to Railways due to such delay.

### **8.2 Penalty for delay in attending warranty defect loco**

For attention of warranty defects, the contractor would be intimated in advance regarding the availability of the loco for attention at ELS/KZJ. In case the staff are not deputed for attention of the loco, a penalty would be levied beyond stipulated period of 7 days from date of intimation for each day of detention of the loco at the rate of Rs.2,000/- of the contract value of the works painting to the loco which developed the defect. The penalty levied would be deducted either from the payments due to the contractor or from the security deposit pending with Railways.

### **8.3 Penalty for not wearing by Uniform/ID cards/ Safety Shoes or any personal protective equipment by contractor staff**

If any of the contractor labour/supervisor do not wear Uniform/ID cards/ Safety Shoes or any personal protective equipment on any day during the course of contract a penalty of RS. 50 per day per person would be imposed

### **8.4 Penalty for consumption of intoxicants or tobacco items by contractor/contractor staff at ELS/KZJ premises**

The contractor or his personnel shall not consume any intoxicants or tobacco items such as cigarettes, sigar, gutca, panparag etc., in the ELS premises. In case if it is noticed any time that they are either smoking or under influence of liquor penalty of Rs.1000/- per person per incident will be imposed and labour found in intoxicated condition should be debarred from working in the shed by the contractor. The contractor shall exercise his influence and authority to the utmost extent to secure strict compliance with this condition.

### **8.5 Note for Penalty clause**

In case of any delay for reasons beyond firm's control (or) on Railway account (or) other reasons, decision of Sr.DEE/TRS/KZJ in regard of penalty will be final and to be bound by the firm.

## **9 Period of Completion**

Two (2) Years form date of issue of LOA or from date of commencement. Generally the date of commencement will be within 15 days from the issue of LOA (or) mutual understanding between firm and Sr.DEE/TRS/KZJ, immediately on submission of performance guarantee after receiving LOA and carried out in consultation with



## **10 Extension of Time**

Extension of Time shall be governed as per General Conditions of Contract 2022.

## **11 Variation in Contract**

Variation in Contract shall be governed as per General Conditions of Contract 2022.

## **12 Other Terms**

1. In all matters of dispute the decision of the Railway shall be final and binding.

2. Safety Measure

I During the execution of the work, the contractor or his representative shall not leave the site where the works is being carried out. At the site of work, the contractor shall always make available his experienced and competent representative who shall be approved by the Railway Administration and who shall be invested with the adequate powers by the contractor so that orders or instructions given to the said representative by the Railway Administration in writing or otherwise could be considered as duly given or conveyed to the contractor himself and the same will be complied with by the Contractor's representative.

II The Contractor shall abide by all Railway Regulations including General & Subsidiary Rules in force for the time being and ensure that the same are followed by his representatives, agents or subcontractors or workmen. He shall give due notice to his employees and workers about provision of relevant paras of the regulations. These regulations can be seen in the office of the Engineer and/or Railway Headquarters office.

III The works must be carried out most carefully without any infringements of the Indian Railway Act or the General & Subsidiary Rule in force on the Railway, in such a way that they do not hinder Railway operation or affect the proper functioning or cause damage to any Railway equipment, structure or Rolling Stock except as agreed to by the purchaser, provided that all damages and disfiguration caused by the Contractor to any Railway property must be made good by the Contractor at his own cost failing which cost of such repairs/damages or detentions shall be recovered from the Contractor.

IV In case the Contractor carries out any work such that it causes or has potential to cause any accident/derailment of a loco or a train or in case of a mast hitting the loco or in case a OHE/PSI mast 'or' any heavy material left on track or near the track within 3.5 meter of centre of nearest Railway track, then in addition of Railway taking legal action against the Contractor and recovering damages from the

Contractor for damage to Railway's equipment like loco, trains, or for detention to Railway Traffic etc., or to Railway passengers & staff, the Railway will take suitable action against the contractor.

V If there is any conflict between special conditions and the general conditions of the contract, the conditions laid down in special conditions will be sustained.

VI The tenderer shall abide by the extent Rules of Railway stipulated under General Conditions of Contract 2022 and Rules laid under Special Conditions of the contract with latest correction slips and IRS conditions.

(Note: Copy of General Conditions of Contract 2022/ IRS conditions are available for verification in the office of Sr. Divisional Electrical Engineer/TRS /Kazipet during office working hours)

## 13 Annexure-V

### FORMAT FOR CERTIFICATE TO BE SUBMITTED / UPLOADED BY TENDERER ALONGWITH THE TENDER DOCUMENTS

I.....(*Name and designation*)\*\*appointed as the attorney/authorized signatory of the tenderer (including its constituents), M/s..... (hereinafter called the tenderer) for the purpose of the Tender documents for the work of ..... as per the tender No..... of .....(*Railway*)\*\*, do hereby solemnly affirm and state on the behalf of the tenderer including its constituents as under:

1. I/we the tenderer (s) am/are signing this document after carefully reading the contents.
2. I/We the tenderer(s) also accept all the conditions of the tender and have signed all the pages in confirmation thereof.
3. I/we hereby declare that I/we have downloaded the tender documents from Indian Railway website [www.ireps.gov.in](http://www.ireps.gov.in). I/we have verified the content of the document from the website and there is no addition, no deletion or no alteration to the content of the tender document. In case of any discrepancy noticed at any stage i.e. evaluation of tenders, execution of work or final payment of the contract, the master copy available with the railway Administration shall be final and binding upon me/us.
4. I/we declare and certify that I/we have not made any misleading or false representation in the forms, statements and attachments in proof of the qualification requirements.
5. **I/We also understand that my/our offer will be evaluated based on the documents/credentials submitted along with the offer and same shall be binding upon me/us.**
6. **I/We declare that the information and documents submitted along with the tender by me/us are correct and I/we are fully responsible for the correctness of the information and documents, submitted by us.**
7. I/we certify that I/we the tenderer(s) is/are not blacklisted or debarred by Railways or any other Ministry / Department of Govt. of India from participation in tender on the date of submission of bids, either in individual capacity or as a HUF/ member of the partnership firm/LLP/JV/Society/Trust.
8. I/we understand that if the contents of the certificate submitted by us are found to be forged/false or incorrect at any time during process for evaluation of tenders, it shall lead to forfeiture of the Bid Security and may also lead to any other action provided in the contract including banning of business for a period of upto two year. Further, I/we (*insert name of the tenderer*) \*\*:.....and all my/our constituents understand that my/our offer shall be summarily rejected.
9. I/we also understand that if the contents of the certificate submitted by us are found to be false/forged or incorrect at any time after the award of the contract, it will lead to termination of the contract, along with forfeiture of Bid Security/Security Deposit and Performance guarantee and may also lead to any other action provided in the contract including banning of business for a period of upto two year.

10. I/We have read the clause regarding restriction on procurement from a bidder of a country which shares a land border with India and certify that I am/We are not from such a country or, if from such a country, have been registered with the competent Authority. I/We hereby certify that I/we fulfil all the requirements in this regard and am/are eligible to be considered (evidence of valid registration by the competent authority is enclosed)

**SEAL AND SIGNATURE OF THE TENDERER**

Place:

Date:

*\*\*The contents in Italics are only for guidance purpose. Details as appropriate are to be filled in suitably by tenderer.*

## 14 ANNEXURE-V(A)

(This certificate is to be given by attorney/authorized signatory/ each member of Partnership firm/ Joint Venture (JV)/Hindu Undivided Family (HUF)/ Limited Liability Partnership (LLP) etc.,)

I/We..... (Name), attorney/ authorized signatory of the.....  
..... (constituent firm/ constituent partner) and member / partner of the .....  
.....(tendering firm) hereby solemnly affirm and state as under:

1. I/we certify that ..... (constituent firm/ constituent partner) is/are not blacklisted or debarred by Railways or any other Ministry/Department of Govt. of India from participation on tender on the date of submission of bids, either in individual capacity or as a HUF/member of partnership firm/LLP/JV/Society/ Trust.
2. I/We have read the clause regarding restriction on procurement from a bidder of a bidder of a country which shares a land border with India and certify that I am/We are not from such a country or, if from such a country, have been registered with the competent Authority. I/We hereby certify that I/we fulfil all the requirements in this regard and am/are eligible to be considered (evidence of valid registration by the competent authority is enclosed),

SEAL AND SIGNATURE OF THE CONSTITUENT FIRM/CONSTITUENT PARTNER

Place:

Date:

Details as appropriate are to be filled in suitably by tenderer

## 15 Annexure –VIA

### (Bid Security)

Bank Guarantee Bond from any scheduled commercial bank of India

*(On non-judicial stamp paper, which should be in the name of the Executing Bank).*

**Name of the Bank: ———**

President of India, Acting through .....,

..... Railway,

Beneficiary: ..... Railway

Date:.....

**Bank Guarantee Bond No.: Date:———**

In consideration of the President of India acting through— (Designation & address of Contract Signing Authority), .....Railway, ....., .... (hereinafter called “The Railway”) having invited the bid for.....through Notice inviting tender (NIT) No....., We have been informed that . . . . *[Insert name of the Bidder]*..... (hereinafter called “the Bidder”) intends to submit its bid (hereinafter called “the Bid”) .

WHEREAS, the Bidder is required to furnish Bid Security for the sum of *[Insert required Value of Bid Security]*, in the form of Bank Guarantee, according to conditions of Bid.

AND WHEREAS, .....*[Insert Name of the Bank]*, with its Branch .....*[Insert Address]* having its Head-quarters office at..... *[Insert Address]*, hereinafter called the Bank, acting through .....*[Insert Name and Designation of the authorised persons of the Bank]*, have, at the request of the Bidder, agreed to give guarantee for Bid Security as hereinafter contained, in favour of the Railway:

1. KNOW ALL MEN that by these present that I/We the undersigned *[Insert name(s) of authorized representatives of the Bank]*, being fully authorized to sign and incur obligations for and on behalf of the Bank, confirm that the Bank, hereby, unconditionally and irrevocably guarantee to pay to the Railway full amount in the sum of *[Insert required Value of Bid Security]* as above stated.
2. The Bank undertakes to immediately pay on presentation of demand by the Railway any amount up to and including aforementioned full amount without any demur, reservation or recourse. Any such demand made by the Railway on the Bank shall be final, conclusive and binding, absolute and unequivocal on the Bank notwithstanding any disputes raised/ pending before any Court, Tribunal, Arbitration or any Authority or any threatened litigation by the Bidder or Bank.
3. The Bank shall pay the amount as demanded immediately on presentation of the demand by Railway without any reference to the Bidder and without the Railway being required to show grounds or give reasons for its demand of the amount so demanded.
4. The guarantee herein before shall not be affected by any change in the constitution of the Bank or in the constitution of the Bidder.

5. The Bank agrees that no change, addition, modifications to the terms of the Bid document or to any documents, which have been or may be made between the Railway and the Bidder, will in any way absolve the Bank from the liability under this guarantee; and the Bank, hereby, waives any requirement for notice of any such change, addition or modification made by Railway at any time.
6. This guarantee will remain valid and effective from. ....[insert date of issue] till .....[insert date, which should be minimum 90 days beyond the expiry of validity of Bid]. Any demand in respect of this Guarantee should reach the Bank within the validity period of Bid Security.
7. The Bank Guarantee is unconditional and irrevocable.
8. The expressions Bank and Railway herein before used shall include their respective successors and assigns.
9. The Bank hereby undertakes not to revoke the guarantee during its currency, except with the previous consent in writing of the Railway. This guarantee is subject to the Uniform Rules for Demand Guarantees, ICC Publication No.758.
10. The Bank hereby confirms that it is on the SFMS (Structured Financial Messaging System) and shall invariably send the advice of this Bank Guarantee to the following bank details –

|             |                                     |
|-------------|-------------------------------------|
| IFSC CODE   | SBIN000RAIL                         |
| IFSC TYPE   | BRANCH                              |
| BANK NAME   | STATE BANK OF INDIA                 |
| BRANCH NAME | RAIL                                |
| CITY NAME   | NAVI MUMBAI                         |
| ADDRESS     | SECTOR-11, CBD BELAPUR, NAVI MUMBAI |
| DISTRICT    | NAVI MUMBAI                         |
| STATE       | MAHARASHTRA                         |
| BG ENABLED  | YES                                 |

11. The Guarantee shall be valid in addition to and without prejudice to any other security Guarantee(s) of Bidder in favour of the Railway. The Bank, under this Guarantee, shall be deemed as Principal Debtor of the Railway.

Date .....

Place.....

Bank's Seal and authorized signature(s)  
**[Name in Block letters]** .....  
**[Designation with Code No.]**.....  
**[P/Attorney]** No.

Witness:

1 Signature, Name & Address & Seal

2 Signature, Name & address & Seal

Bank's Seal

*[P/Attorney]* No.

**Note:** All italicized text is for guidance on how to prepare this bank guarantee and shall be deleted from the final document.



## **16 Checklist of documents**

1. Annexure V
2. Annexure V(A)
3. Documents in support of constitution of tenderer.

The above list is for indicative purpose only and the tenderer shall submit other documents as necessary or applicable

| S.No. | Description                                  | Height (mm) | Stickering | Radium stickering | Remarks         |
|-------|--|-------------|------------|-------------------|-----------------|
| 1     | Air dryer marking                            | 75          | Yes        | -                 | Cab-1 side wall |
| 2     | Position of cocks                            | 25          | -          | Yes               | Cab-1 side wall |
| 3     | कैब-1  | 60          | Yes        | -                 | Cab-1 side wall |
| 4     | यहां उठाएं                                   | 60          | Yes        | -                 | Cab-1 side wall |
| 5     | BC-1   | 40          | Yes        | -                 | Cab-1 side wall |
| 6     | 5 digit alpha numeric Loco No. (Big letters) | 400         | -          | Yes               | Cab-1 side wall |
| 7     | डब्ल्यूएजी-9 एचसी                            | 125         | Yes        | -                 | Cab-1 side wall |
| 8     | काजीपेट                                      | 150         | Yes        | -                 | Cab-1 side wall |
| 9     | भारतीय रेलवे                                 | 500         | Yes        | -                 | Cab-1 side wall |
| 10    | यहां उठाएं                                   | 50          | Yes        | -                 | Cab-1 side wall |
| 11    | कैब-2  | 50          | Yes        | -                 | Cab-1 side wall |
| 12    | WAG-9HC                                      | 225         | Yes        | -                 | Cab-2 front     |
| 13    | 5 digit alpha numeric Loco No.               | 100         | Yes        | -                 | Cab-2 front     |
| 14    | FP   | 50          | Yes        | -                 | Cab-2 front     |
| 15    | BP   | 50          | Yes        | -                 | Cab-2 front     |
| 16    | MR   | 50          | Yes        | -                 | Cab-2 front     |
| 17    | DB   | 50          | Yes        | -                 | Cab-2 front     |
| 18    | MU   | 50          | Yes        | -                 | Cab-2 front     |
| 19    | Shed emblem (Round)                          | -           | Yes        | -                 | Cab-2 front     |
| 20    | SCR  | 100         | Yes        | -                 | Cab-2 front     |
| 21    | KZJ  | 100         | Yes        | -                 | Cab-2 front     |
| 22    | HRPT   | 50          | Yes        | -                 | Cab-2 front     |
| 23    | National Flag                                | -           | Yes        | -                 | Cab-2 front     |
| 24    | KAVACH                                       | 100         | Yes        | -                 | Cab-2 front     |
| 25    | Cab-2  | 75          | Yes        | -                 | Cab-2 side wall |
| 26    | Lift here                                    | 50          | Yes        | -                 | Cab-2 side wall |
| 27    | BC-2   | 40          | Yes        | -                 | Cab-2 side wall |
| 28    | 5 digit alpha numeric Loco No. (Big letters) | 400         | -          | Yes               | Cab-2 side wall |
| 29    | WAG-9HC                                      | 150         | Yes        | -                 | Cab-2 side wall |
| 30    | Kazipet                                      | 140         | Yes        | -                 | Cab-2 side wall |
| 31    | Indian Railways (Big letters)                | 400         | Yes        | -                 | Cab-2 side wall |
| 32    | Lift here                                    | 50          | Yes        | -                 | Cab-2 side wall |
| 33    | Cab-1  | 50          | Yes        | -                 | Cab-2 side wall |
| 34    | डब्ल्यूएजी-9 एचसी                            | 100         | Yes        | -                 | Cab-1 front     |
| 35    | FP   | 50          | Yes        | -                 | Cab-1 front     |
| 36    | BP   | 50          | Yes        | -                 | Cab-1 front     |
| 37    | MR   | 50          | Yes        | -                 | Cab-1 front     |
| 38    | DB   | 50          | Yes        | -                 | Cab-1 front     |

| S.No. | Description                    | Height (mm) | Stickering | Radium stickering | Remarks        |
|-------|--------------------------------|-------------|------------|-------------------|----------------|
| 39    | द.म.रे                         | 60          | Yes        | -                 | Cab-1 front    |
| 40    | काजीपेट                        | 60          | Yes        | -                 | Cab-1 front    |
| 41    | Shed emblem                    | -           | Yes        | -                 | Cab-1 front    |
| 42    | National Flag                  | 300         | Yes        | -                 | Cab-1 front    |
| 43    | कवच                            | 70          | Yes        | -                 | Cab-1 front    |
| 44    | 5 digit alpha numeric Loco No. | 100         | Yes        | -                 | Cab-1 front    |
| 45    | MU                             | 50          | Yes        | -                 | Cab-1 front    |
| 46    | HC                             | 150         | Yes        | -                 | Cab-1 front    |
| 47    | HRPT                           | 50          | Yes        | -                 | Cab-1 front    |
| 48    | Reverser                       | 15          | Yes        | -                 | Inside cab     |
| 49    | Throttle                       | 15          | Yes        | -                 | Inside cab     |
| 50    | Horn                           | 15          | Yes        | -                 | Inside cab     |
| 51    | HT                             | 15          | Yes        | -                 | Inside cab     |
| 52    | LT                             | 15          | Yes        | -                 | Inside cab     |
| 53    | Assistant Horn                 | 15          | Yes        | -                 | Inside cab     |
| 54    | Assistant HT                   | 15          | Yes        | -                 | Inside cab     |
| 55    | Assistant LT                   | 15          | Yes        | -                 | Inside cab     |
| 56    | RA1                            | 15          | Yes        | -                 | Inside cab     |
| 57    | RA2                            | 15          | Yes        | -                 | Inside cab     |
| 58    | Max Speed                      | 15          | Yes        | -                 | Inside cab     |
| 59    | Speed Indicator                | 15          | Yes        | -                 | Inside cab     |
| 60    | Panel-A                        | 15          | Yes        | -                 | Inside cab     |
| 61    | Panel-B                        | 15          | Yes        | -                 | Inside cab     |
| 62    | Panel-C                        | 15          | Yes        | -                 | Inside cab     |
| 63    | Panel-D                        | 15          | Yes        | -                 | Inside cab     |
| 64    | CAB Fan                        | 15          | Yes        | -                 | Inside cab     |
| 65    | Direction arrow                | -           | -          | Yes               | Anti Clockwise |
| 66    | Red reflective band *          | 300         | -          | Yes               | Both sides     |
| 67    | BE                             | 15          | Yes        | -                 | Inside cab     |
| 68    | TE                             | 15          | Yes        | -                 | Inside cab     |
| 69    | A9                             | 15          | Yes        | -                 | Inside cab     |
| 70    | SA9                            | 15          | Yes        | -                 | Inside cab     |
| 71    | E-70/ CCB 2.0                  | 15          | Yes        | -                 | Inside cab     |
| 72    | WSM-1/1                        | 15          | Yes        | -                 | Inside cab     |
| 73    | WSM-1/2                        | 15          | Yes        | -                 | Inside cab     |
| 74    | WSM-2/1                        | 15          | Yes        | -                 | Inside cab     |
| 75    | WSM-2/2                        | 15          | Yes        | -                 | Inside cab     |
| 76    | HAND BRAKE                     | 15          | Yes        | -                 | Inside cab     |
| 77    | ADD.BP.COC                     | 50          | Yes        | -                 | Outside of Cab |
| 78    | ADD.MR.COC                     | 50          | Yes        | -                 | Outside of Cab |
| 79    | NB-11                          | 50          | Yes        | -                 | Outside of Cab |

| S.No. | Description | Height (mm) | Stickering | Radium stickering | Remarks    |
|-------|-------------|-------------|------------|-------------------|------------|
| 80    | MR          | 10          | Yes        | -                 | On Panel-A |
| 81    | FP          | 10          | Yes        | -                 | On Panel-A |
| 82    | BC          | 10          | Yes        | -                 | On Panel-A |
| 83    | AF1         | 10          | Yes        | -                 | On Panel-A |
| 84    | BP          | 10          | Yes        | -                 | On Panel-A |

**Note: -**

- The Font to be used for English words/letters shall be “Helvetica Bold” and Hindi words/letters shall be “Utsaah Bold”.
- The Radium sticker used shall be of T-6000 series high intensity micro prismatic T6508 red.
- \* Red Reflective Band of height 300 mm and length 15,240 mm to be placed on both cab wall sides of locomotive.
- Any changes due to revised guidelines, space constraints, Aesthetics, Readability , feedback from field staff etc., shall be carried out with the prior approval of Sr.DEE/TRS/KZJ.

**Approved brands**

| Product   | DUPONT                  | AKZO NOBEL                | APPG-<br>DELTRON      | ICI               |
|---|-------------------------|---------------------------|-----------------------|-------------------|
| Degreaser   | 3920S                   | M600                      | D837                  | P850- 1402        |
| Metal conditioner   | 5717S                   | EMCF PRIMER               | DERUSTER<br>APPG      | 2K DERUSTER       |
| Unsaturated two pack<br>Polyester putty for<br>dents > 6 mm | 3M BODY<br>FILLER       | AKZO FILLER               | 3M BODY<br>FILLER     | 3M BODY<br>FILLER |
| Polyester putty for<br>dents 6 mm>                          | 749R/ 762R              | POLYSTOP LP               | A656<br>GALVAPLAST    | P551- 1050        |
| Epoxy Zinc Phosphate<br>primer                              | DUPONT<br>EZP<br>PRIMER | AKZO EZP<br>PRIMER        | DELTRON<br>EZP PRIMER | ICI EZP<br>PRIMER |
| Epoxy surfacer  | 1220R                   | AUTOSURFACER<br>940HS     | D839                  | P565- 777         |
| PU top coat   | IMRON 700               | SIKKENS AUTO<br>BASE PLUS | DELTRON<br>PLUS       | 2K SERIES         |
| PU clear coat   | 3200S                   | AUTOCLEAR<br>PLUS         | D880                  | 2K EASY<br>CLEAR  |

INITIAL INSPECTION REPORTLOA NO:LOCO NO:Railway:LOA Dt:TYPE:Shed:

The locomotive was inspected on date for measurement of painting work. During inspection of loco, observations noticed are as below.

| S.No. | Location  | Colour | Dimension |
|-------|---|--------|-----------|
| 1.    | 1 <sup>st</sup> Colour patta from Top               |        |           |
| 2.    | 2 <sup>nd</sup> Colour patta from Top               |        |           |
| 3.    | 3 <sup>rd</sup> Colour patta from Top               |        |           |
| 4.    | 4 <sup>th</sup> Colour patta from Top               |        |           |
| 5.    | 5 <sup>st</sup> Colour patta from Top               |        |           |
| 6.    | CAB 1 & CAB2 as per patta 1 to patta 5              |        |           |
| 7.    | Lettering on Exterior side wall from CAB-1 LP Side. |        |           |
| 8.    | Lettering on Exterior side wall from CAB-2 LP Side. |        |           |
| 9.    | CAB-1 front side lettering                          |        |           |
| 10.   | CAB-2 front side lettering                          |        |           |
| 11.   | Loco No. in center of loco Letter size.             |        |           |
| 12.   | CAB-1 Equipment lettering                           |        |           |
| 13.   | CAB-2 Equipment lettering                           |        |           |

Place: ELS/KZJ

Date:

Firm's Representative :

Railway Representative:

STAGE INSPECTION REPORT

LOA NO:  
LOCO NO:  
Railway:

LOA Dt:  
TYPE:  
Shed:

The following defects are noticed during stage inspection and compliance of the same by contractor is given below.

| S.No. | Date | Defects/Booking | Compliance |
|-------|------|-----------------|------------|
|       |      |                 |            |

Place: ELS/KZJ

Date:

Firm's Representative:

Railway Representative:

STAGE INSPECTION REPORT  
DFT RECORDED AFTER EACH STAGE

LOA NO:  
LOCO NO:  
Railway:

LOA Dt:  
TYPE:  
Shed:

OUTER BODY

| Location No. | Initial DFT | Surface preparation | Epoxy primer Std. 60-80 microns | PU base surface Std. 50 microns | Finish PU paint Std. 40 microns | Clear coat Std. 40 microns. |
|--------------|-------------|---------------------|---------------------------------|---------------------------------|---------------------------------|-----------------------------|
|              |             |                     |                                 |                                 |                                 |                             |
|              |             |                     |                                 |                                 |                                 |                             |

INTERIOR BODY

| CAB No. | Initial DFT | Surface preparation | Red oxide Zinc Chromate primer std. 40-50 microns | Fire retardant paint Std. 80 microns. |
|---------|-------------|---------------------|---|---------------------------------------|
| CAB-1   |             |                     |   |                                       |
| CAB-2   |             |                     |   |                                       |

ROOF PAINTING EXTERIOR

| LOCATION NO. | Initial DFT | Surface preparation | Red oxide Zinc Chromate primer std. 40-50 microns | Aluminum paint two pack Std. 60-80 microns. |
|--------------|-------------|---------------------|---|---|
| 1            |             |                     |   |   |
| 2            |             |                     |   |   |

ROOF PAINTING INTERIOR

| LOCATION NO. | Initial DFT | Surface preparation | Red oxide Zinc Chromate primer std. 40-50 microns | Fire retardant paint Std. 80 microns. |
|--------------|-------------|---------------------|---|---------------------------------------|
| 1            |             |                     |   |                                       |
| 2            |             |                     |   |                                       |

DRIVER CAB 1/2

| Location No. | Initial DFT | Surface preparation | Epoxy primer Std. 60-80 microns | PU base surface Std. 50 microns | Finish PU paint Std. 50 microns | Clear coat Std. 50 microns. |
|--------------|-------------|---------------------|---------------------------------|---------------------------------|---------------------------------|-----------------------------|
| 1            |             |                     |                                 |                                 |                                 |                             |
| 2            |             |                     |                                 |                                 |                                 |                             |

UNDER FRAME

| CAB No. | Initial DFT | Surface preparation | Red oxide Zinc Chromate primer std. 60-80 microns | Fire retardant paint Std. 40 microns. |
|---------|-------------|---------------------|---|---------------------------------------|
| CAB-1   |             |                     |   |                                       |
| CAB-2   |             |                     |   |                                       |

Place: ELS/KZJ

Date:

Firm's Representative:

Railway Representative:



STAGE INSPECTION REPORT  
RECORD OF PAINTS

LOA NO:LOCO NO:Railway:LOA Dt:TYPE:Shed:

| S.No. | Product  | Make of<br>paint/primer/<br>used putty | Purchase details |                     | Remarks |
|-------|--|--|------------------|---------------------|---------|
|       |  |  | Date             | Bill/Challan<br>No. |         |
| 1.    | Degreaser  |  |                  |                     |         |
| 2.    | Metal conditioner  |  |                  |                     |         |
| 3.    | Unsaturated two pack<br>polyester putty for<br>DENTS > 6mm |  |                  |                     |         |
| 4.    | Polyesters putty for<br>dents >6mm                         |  |                  |                     |         |
| 5.    | Epoxy Zinc Phosphate<br>primer                             |  |                  |                     |         |
| 6.    | Epoxy surfacer   |  |                  |                     |         |
| 7.    | PU top coat  |  |                  |                     |         |
| 8.    | PU clear coat  |  |                  |                     |         |
| 9.    | Red Oxide Zinc<br>Chromate primer                          |  |                  |                     |         |
| 10.   | Roof paint (exterior)                                      |  |                  |                     |         |
| 11.   | Roof paint (interior)                                      |  |                  |                     |         |
| 12.   | Interior body paint  |  |                  |                     |         |
| 13.   | Under frame paint  |  |                  |                     |         |

B) Test certificates/Manufacturer's data sheets submitted: YES/NO

C) Special procedure if any submitted:- YES/NO

Place: ELS/KZJ

Date:

Firm's Representative:

Railway Representative:

FINAL INSPECTION REPORT

LOA NO:

LOCO NO:

Railway:

Following points are noted:

LOA Dt:

TYPE:

Shed:

- A) The final inspection of P.U./Enamel painted locomotive carried out jointly.
- B) All the stage booking/ defect/ deficiencies have been attended by the contractor.
- C) Final painting of exterior surface, interior surface and roofs as per scope of work and as per recorded scheme during initial inspection is carried out by the contractor.

Place: ELS/KZJ

Date:

Firm's Representative :

Railway Representative: