



PREQUALIFICATION CRITERIA for Main-Compressor (Oil free)

Reference: TBSG/ACMEMU/02/Main Compressor (OF)

PS: 445/1476/BOS-
Main-Comp (OF)

Revision No. 00

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1.0 Pre-Qualification Criteria: With respect to Technical specification TBSG/ACMEMU/02/Main Compressor (OF)

1.1 The bidder should be a manufacturer/supplier of Main Compressor (Oil free) for Rolling stock application of Indian Railways for 3 phase IGBT based AC EMU/MEMU or 3 Phase IGBT based Locomotives or Metros rails operating in India.

1.2 In case of Foreign Bidders, if they supply from their factory premises, they should comply to criteria as stated above. However, they can also use the manufacturing facilities of equipment manufacturers in India for sourcing these equipment, provided such manufacturers have established line of production (details of plants and machinery, testing facilities, design/technical team shall be furnished separately) for such equipment on the date of bid opening. Design of equipment has to be same as approved by Railways. Further, 10 nos. of similar equipment should have been Supplied by equipment manufacturer in India and also provide proof of satisfactory operation of such quantities of equipment/assemblies/sub-assemblies for a period of one year.

However, the responsibility for manufacture, testing, supply, commissioning & quality control will continue to rest solely with the bidder and he will be fully responsible for meeting with all contractual requirements. The bidder/sub-contractor shall enter into an agreement with such equipment manufacturer & copy of the agreement entered into shall form part of the bid documents. Alternatively, a "Letter of Intent" (to execute agreement in the event of a successful bid) signed by the bidder/subcontractor and equipment manufacturer shall be submitted with the bid. Agreement, duly signed, shall form part of the contract agreement.

Rev.00

Approved: Shekar.R

Prepared:
David J

Issued: TE

Date:
10.09.2019



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1.3 The product should have valid type test certificate complying to relevant IEC(latest) and other standards mentioned in the Technical Specification TBSG/ACMEMU/02/Main Compressor(OF)for rolling stock application on the date of submission against the tender. The vendor shall fully comply with the type and routine test& inspection clause mentioned in the technical specification TBSG/ACMEMU/02/Main Compressor (OF). The Purchaser has the right to ask to repeat the type tests either partially or fully if required without any price implication to BHEL

1.4 If the Bidder is not having the required vendor approval from RDSO/ICF/RCF/MCF for supply of the product, the bidder shall approach RDSO/customer with their technical offer for approval and get the approval from the customer within 45 days from the date of tender opening. If approval is not received within the above period, BHEL shall treat the offer is techno commercially not acceptable for this tender and offer shall be rejected. Customer approval certificate received from bidder after the due date will be considered for our future requirements. This Criteria is not applicable to the bidder who is already a RDSO/ICF/RCF/MCF approved supplier for the product. However, the technical /commercial offer will be evaluated based on the specification of this tender by the purchaser for suitability at his discretion.

2.0 DOCUMENTS TO BE SUBMITTED.

All the relevant documents proof for points referred in 1.0 shall be submitted along with the tender.

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Date:
10.09.2019

	BHARAT HEAVY ELECTRICALS LIMITED TRANSPORTATION BUSINESS & SYSTEMS GROUP, INDUSTRY SECTOR, LODHI ROAD, NEW DELHI										
	DOCUMENT No.	TBSG/ACMEMU/02/ Main Compressor(OF)			Rev. No.	00	Prepared	Checked	Approved		
	TYPE OF DOC.	TECHNICAL SPECIFICATION				NAME	Yash Bisht	Prafful Lakra	A. K Yadav		
	TITLE OIL-FREE MAIN COMPRESSOR MOTOR SET WITH AIR DRYER & FILTER					SIGN					
						DATE	01.12.2018				
						GROUP	TBSG				
	CUSTOMER/ CONSULTANT	BHEL/INDIAN RAILWAYS									
PROJECT		DESIGN, SUPPLY, TESTING & COMMISSIONING OF 3-PHASE IGBT PROPULSION SYSTEM FOR 25KV AC MEMU RAKES									
COPYRIGHT AND CONFIDENTIALITY The information on this document is the property of BHARAT HEAVY ELECTRICALS LTD. It must not be used directly or indirectly in anyway detrimental to the interest of the company	TECHNICAL SPECIFICATION OIL-FREE MAIN COMPRESSOR MOTOR SET WITH AIR DRYER & FILTER										
Rev No.	Date	Altered	Checked	Approved	REVISION DETAILS						
	Distribution		To	Office Copy	TSG- MM						
			Copies								

	TECHNICAL SPECIFICATION FOR OIL-FREE MAIN COMPRESSOR MOTOR SET WITH AIR DRYER & FILTER	PROJECT- RCF/MEMU
	DOC. No.: TBSG/ACMEMU/02/Main Compressor(OF) REV No. 00	PI No.

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SECTION – 1

SCOPE, QUANTITIES & ELIGIBILITY

1.1 SCOPE

This technical specification covers the requirements of design, manufacture, testing at works, packing and dispatch of Oil-Free Main Compressor-Motor set with Air Dryer & Filter.

The equipment is required for the following project.

Name of the customer : BHEL/INDIAN RAILWAYS

Name of the Project : DESIGN, SUPPLY, TESTING & COMMISSIONING OF
3-PHASE IGBT PROPULSION SYSTEM FOR 25KV AC
MEMU RAKES

The scope shall also include the followings:

- The supply of complete documentation for approval of design, relevant drawings and calculations to the satisfaction of purchaser and RDSO and support documentation associated with the operation and maintenance of the equipment supplied.
- The supplier shall submit list of equipment and facilities required for maintenance and overhaul of equipment offered.

1.2 BILL OF MATERIAL:

Sl. No.	Description	Qty. per Set (4 Coach Unit)	Remarks
1.	Oil-Free Main Compressor-motor set with Air Dryer & Filter along with mounting frame.	1 No.	
2.	Other accessories required for mounting and electrical connections including mounting frame.	As reqd.	Mounting frame shall be designed in consultation with ICF and shall be supplied by the bidder. (to accommodate compressor, motor, air-dryer & accessories)

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1.3 ELIGIBILITY CRITERIA

1. The Bidder should be a regular supplier to Indian Railway Projects and should have supplied the offered equipment for Indian Railways projects of 3 phase IGBT Based AC EMU/MEMU/DEMU or 3 Phase IGBT based Locomotives or Metros operating in India.
2. In case of Foreign Bidders, if they supply from their factory premises, they should comply to criteria as stated above. However, they can also use the manufacturing facilities of equipment manufacturers in India for sourcing these equipment, provided such manufacturers have established line of production (details of plants and machinery, testing facilities, design/technical team shall be furnished separately) for such equipment on the date of bid opening. Design of equipment has to be same as approved by Railways. Further, 10 nos. of similar equipment should have been supplied by equipment manufacturer in India and also provide proof of satisfactory operation of such quantities of equipment/assemblies/sub-assemblies for a period of one year.

However, the responsibility for manufacture, testing, supply, commissioning & quality control will continue to rest solely with the bidder and he will be fully responsible for meeting with all contractual requirements. The bidder/sub-contractor shall enter into an agreement with such equipment manufacturer & copy of the agreement entered into shall form part of the bid documents. Alternatively, a "Letter of Intent" (to execute agreement in the event of a successful bid) signed by the bidder/subcontractor and equipment manufacturer shall be submitted with the bid. Agreement, duly signed, shall form part of the contract agreement.

1.4 CLAUSE BY CLAUSE COMPLIANCE

Vendor to submit clause by clause compliance to complete technical specification along with the technical bid.

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Note:

1. The main compressor, motor, air dryer and filter shall be mounted on a common frame and supplied as a modular equipment. The design of mounting frame shall be discussed with ICF/RDSO/Indian Railways and finalized to make it suitable for mounting of any type of compressor by Indian Railways.
2. In case of foreign bidder, if the offered equipment is sourced from a facility in India other than the manufacturing facility of bidder, then it shall be re-type tested to confirm meeting with the technical specification requirements without any price repercussion.

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SECTION – 2

STANDARD TECHNICAL SPECIFICATION

2.1 TECHNICAL SPECIFICATION OF OIL-FREE MAIN COMPRESSOR

- I. Suitable compressor with motor having adequate capacity at 7 kg/cm² with duty cycle 50% to 70% shall be provided in each unit so as to meet compressed air requirement for brake system, control system and air suspension spring etc. The compressor shall be proven for satisfactory working in tropical and dusty conditions and shall require minimum attention/maintenance. Supplier shall quote for the proven low noise compressor of suitable capacity to suit the requirements as above. The final capacity shall be worked out during design approval. Supplier shall be responsible to submit the complete calculations for the duty cycle of the offered compressor, maintenance schedules, its provenness on similar rolling stock applications and environmental conditions given in the specification. Supplier shall also organize for the verification of the duty cycle on the EMUs/MEMUs.
- II. The motor shall be 3-phase AC motor suitable for working from 3-phase output of the auxiliary converter. The Supplier may offer soft start motor with VVVF control of motor compressor suitable for under slung mounting. In case, Direct on Line (DOL) starting of compressor is adopted, supplier shall enclose a brief justification including the references and specific design feature, which take care of fluctuations due to the compressor duty cycle.
- III. The motor-compressor unit shall be resiliently mounted with a 4-point suspension for minimizing the level of vibrations transmitted to the car body. **Finite Element Analysis (FEA) for compressor mounting arrangement shall be submitted at the design stage. Safety sling shall be provided by the supplier.**
- IV. Bidder shall specifically ensure that the noise level of the compressor shall be as low as possible so as not to cause inconvenience to the commuters. The compressor shall be **Oil free** so as to avoid need for supplementary equipment such as oil pump, filter or valve etc. Noise emission level shall not be more than 68 dBA which shall be measured in accordance with ISO 3095:2001 norms satisfying the emission noise level for EMU/MEMU as mentioned in UIC guideline for procurement of new rolling stock.
- V. The capacity of the compressor shall be selected after taking into account the frequent purging of air by the air dryer (due to high ambient humidity), which may affect the compressor duty cycle.

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- VI. Supplier shall offer the compressor of the proven design and ensure the provenness of such compressor in the dusty and humid climate as described in the section 3
- VII. An air cooler that cools discharge air from the air dryer to within 10-15°C of ambient air shall be provided.

2.2 AIR – DRYER AND AIR FILTER

- I. Regenerative type air-dryer shall be provided at the outlet of the compressor to ensure that the dry air is available for controls and pneumatic operations. Due to heavy rainfall and high humidity as prevalent in most part of India, the air dryer shall be of heavy-duty type suitable for application in coastal areas and shall not require frequent attention & changing of the coalescing element and other chemicals. Supplier shall furnish the details in this regard. The mounting arrangement shall be such that the checking of the humidity indicator and changing of the chemicals shall not essentially require the pit.
- II. Air Dryer shall be provided with exhaust silencer so that the noise emanating out of the purging operation does not cause any discomfort to passengers or otherwise.
- III. The maximum relative humidity at the output of the air dryer shall be less than 35 %.
- IV. Air shall be aspirated by the low-pressure cylinders and cleaned by a dry-type air-filter. The filter element shall be heavy-duty type and shall be specifically designed for high level of dust and debris as found in the vicinity of tracks in Mumbai. In any case, there should not be any need for cleaning the filter before the Schedule examination in the shed (refer clause 3.16). Supplier shall declare the time period after which the filter shall require cleaning. Suitable mechanism shall be provided to indicate the quality of the air.
- V. Under the ambient conditions, no condensation shall take place. Minimum particle size of 1 micron shall be removed and maximum 0.01mg/m³ oil content shall be permissible as remnant. At least 95% liquid water shall be removed even at the worst condition/efficiency of the filter.
- VI. The dryer shall be proven regenerative type under similar coastal conditions and shall preferably preceded by an automatic drain valve to collect discharge the bulk of moisture in the compressed air before it enters the air dryer. An intercooler and after cooler of liberal capacity shall be supplied.
- VII. The working of the air dryer shall be monitored and displayed in the driver's cab. In case of any malfunctioning of the dryer requiring isolation of the dryer, the system shall take suitable protective action without any interference from the driver.

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2.3 In addition to the above mentioned technical requirements, the offered equipment must comply to latest RDSO SPEC NO: -70-B-M-41 along with 3-ph drive motor to RDSO SPEC. NO. ELRS/SPEC/AUX/023, OCT 2002 or any another relevant Indian Railway Specification/IEC/other applicable standards for compressor, motor and air-dryer.

2.4 EQUIPMENT TESTING:

- (1) **Valid Type test report** is to be submitted for the equipment along with offer, if the equipment is already type tested. In case, ultimate customer insists to repeat the type tests due to any reason, the type test shall be conducted again by the supplier, for which test procedure shall also be submitted by the supplier for approval before conducting the type test. In case ultimate customer desires to witness the type tests, the supplier shall have no objection. The supplier is required to quote for the type test charges if any, separately in commercial offer. These charges will be loaded in the equipment price at the time of final evaluation.
- (2) In case of foreign bidder, if the offered equipment is sourced other than the manufacturing facility of bidder, in compliance with the Eligibility Criteria as per clause 1.3, it shall be re-type tested to confirm meeting with the technical specification requirements without any price repercussion. In case if the re-type test has already been done, then the report shall be submitted. However, in case the ultimate customer insists to repeat the re-type tests due to any reason, the same shall be conducted by the bidder again.
- (3) Supplier to submit Routine test certificates and inspection certificate of equipment as per QAP along with equipment.
- (4) Type and routine test will also confirm to clause 3.11 of section 3 of technical specification.

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2.5 DESIGN REQUIREMENTS TO BE PROVIDED BY SUPPLIER:

• Write-up/ description of each equipment	to be provided by supplier
• Type • Make • Referred standard • References where used • Type of motor • KW rating • Voltage • Rated current • Insulation class • Efficiency • Mounting • Type of compressor – reciprocating / screw / scroll • Capacity of compressor in lit/min, pressure • Noise level at 4.6 m. • Air intake / filter system • Type of lubrication • Weight • Overall dimensions	to be provided by supplier
• Circuit diagram, connection & wiring diagram, equipment drawing with mounting details, weights, center of gravity, pneumatic calculations, duty cycle calculations etc. and any other relevant drawings.	to be provided by supplier
• Datasheets of the equipment	to be provided by supplier
• Type test protocol & procedure/ Type test reports	Supplier to submit the complete reports of type test already conducted on the proposed/offered equipment. In case type test is required to be done, supplier to submit the detailed test procedures for approval. Supplier to submit Routine test certificates and inspection certificate of equipment as per QAP along with equipment.

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Complete Bill of Material for proven design	to be provided by supplier
Performance statement	to be provided by supplier in the attached format.
Performance certificate	to be provided by supplier in the attached format
RDSO Approval letter (conforming to the latest RDSO spec as applicable)	to be provided by supplier
Project specific AUTO CAD drawing-2D and 3D model	to be provided by supplier after order placement.
Project Specific Drawings in A3 size	To be provided by supplier
Calculations for life of bearings used in Traction Motors and aux. machines.	To be provided by the supplier
Calculation of shaft strength for Traction and aux. Machines, calculation of moment of inertia, shaft strength etc.	To be provided by the supplier
Auxiliary machines drawing giving longitudinal and cross section details of stator winding, motor construction etc.	To be provided by the supplier
Curves of efficiency, power factor, frequency, slip as a function of speed.	To be provided by the supplier
Reliability data of equipment, expressed in Mean Time between Failure (MTBF) and Mean distance Between Failure along with the method of calculation	To be provided by the supplier. The MTBF shall be submitted for the ambient temperatures of 45°C, 50°C and 55°C.
Technical Manual	To be provided by supplier
Installation, Operational and Maintenance Manual.	To be provided by supplier
Any other details, if any, required of RDSO/Indian Railways for the purpose design approval.	To be provided by supplier.

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SECTION – 3

PROJECT DETAILS AND GENERAL SPECIFICATIONS

3 GENERAL

This section stipulates the General Technical Requirements under the contract and will form an integral part of the Technical Specification.

The provisions under this section are intended to supplement general requirements for the materials, equipment and services covered under other sections and are not exclusive.

However, in case of conflict between the requirements specified in this section and requirements specified under other sections, the requirements specified under respective sections shall hold good.

3.1 INSTRUCTION TO BIDDERS

The bidders shall submit the technical requirements, data and information as per the technical specification, provided in Section-2.

The bidders shall furnish catalogues, engineering data, technical information, design documents, drawings etc. fully in conformity with the technical specification. Unless brought out clearly, the Bidder shall be deemed to conform to this specification scrupulously.

3.2 GENERAL DESIGN REQUIREMENTS

- i) The traction equipment shall be suitable for operation with 25 KV AC, 50 Hz supplied by overhead contact wires. In case of MEMUs, the control equipment shall be suitable to permit multiple operation up to 24 coach formation of 06 basic units here each basic unit shall comprise of 01 (one) motor coach and 03 associated trailer coaches.
- ii) The equipment design shall incorporate all essential features necessary to yield high traffic use, low maintenance requirements, easy maintainability, high reliability in operation and high efficiency with low Specific Energy Consumption (SEC).
- iii) The stock fitted with the supplied equipment shall meet the operating/service conditions and performance requirements as specified in section 3.3 Ambient

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conditions/operating conditions of this specification respectively and shall be suitable for varying loading conditions.

- iv) The entire equipment shall be designed to ensure satisfactory and safe operation under the running conditions specified in section 3.3 Ambient conditions/operating conditions and especially under sudden variations of load and electric pressure as may arise under working conditions due to faulty operation and short circuits. The design shall also facilitate erection, inspection, maintenance and replacement of the various units comprising the equipment.
- v) All working parts of the control and auxiliary circuit specifically electronics and PCBs, shall be suitably covered in cubicles with essential interlocks/keys to keep them free from moisture and dust. As a minimum, equipment shall be sealed to the standard below:
 - a. Under frame mounted equipment (except traction motor) IP65.
 - b. Equipments mounted inside the car body IP54.

The protection level (IP level) shall be furnished by the supplier during design approval.

- vi) All the electrical equipment's shall comply with the latest edition of IEC specifications unless otherwise specified. The temperature rise shall be measured according to the procedure stipulated by IEC and shall comply with the limits specified and the ambient conditions defined in this specification. Specified temperature rise of equipment shall be calculated after taking into account at least 25 % choking of air filters and radiator fins etc.
- vii) All equipment's shall be adequately earthed, insulated, screened or enclosed. They shall be provided with essential interlocks and keys as may be adequate to ensure the protection of the equipment and the safety of those concerned with its operation and maintenance.
- viii) If applicable, supplier shall study the currently available lubricants/cooling oils in India and employ these as far as possible. Full lubrication scheme and schedule for the equipment shall be submitted. Wherever the imported lubricants or cooling oil are used, Supplier shall study and furnish details of equivalent Indian lubricants/oil.
- ix) The equipment shall be designed keeping in view that the EMUs/MEMUs operates with doors and windows wide open.

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- x) The design shall also facilitate easy erection by means of suitable tools & equipment, inspection, maintenance and replacement of the various units comprising the equipment.
- xi) Supplier shall submit 3D models of propulsion & other equipment, cooling system, driver/shunting desk, cab layout and roof/under frame/HT compartment layouts populated with equipment etc.
- xii) The design of the equipment shall be based on sound, proven and reliable engineering practices. The equipment used in different sub systems shall be of proven technology and design. The supplier shall submit the supportive document for each of the assembly/sub-assembly for its proven performance under the environmental conditions prevalent in India.
- xiii) The supplier shall design the mounting arrangements suitable for coaches to be manufactured by IR. The accessories for mounting the equipment shall be in the scope of supply. The hardware for mounting, safety links for underslung equipment, the termination hardware also will be in the scope of supply all equipment.
- xiv) **SOFTWARE (IF APPLICABLE)**

- a. Software shall be written in a structured manner and fully documented during all stages of its design and development. This shall meet the requirements of EN 50126-2: Dependability for Guided Transport Systems - Part 2: Safety, EN 50128: Railway Applications: Software for Railway Control and Protection Systems, and EN 50129: Safety related Electronic Railway Control and Protection Systems. Any deviation from this requirement will need approval of RDSO in design stage.
- b. Logic of the Software of various sub-systems shall be approved by RDSO in consultation with user railways at the design approval stage. The supplier shall submit the values of parameters, list of fault messages, their environmental data sets, hierarchy of fault display, fault categorization, trouble shooting of each fault, etc. for approval of RDSO. Changes in parameters shall be demonstrated with their effect on results.
- c. The supplier shall submit software logic diagrams with detail explanation along with complete software packages to be loaded in train management system before the commissioning of the prototype rake. Parametric changes shall be possible in the software in order to meet future requirements, such

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as change in acceleration and deceleration, bogie and coach suspension, train configurations, OHE voltage and frequency, etc. While listing out the values of various parameters, the contractor must provide a range within which any change can be made without jeopardizing the functionality of the system.

- d. Software shall be fine-tuned through simulations & real life working conditions based on the extensive trials, associating user railways before putting the rake into commercial services. As it requires, instrumentation and expertise of Software Design Professional, software expert (s) of supplier shall be based at the work place along with the commissioning engineers so that all the software related issues are resolved before putting the rake into commercial service.
- e. Quality and efficacy of Trouble shooting manual, software tools and software documentation shall be validated during extensive field trials. Final version of these documents shall include the changes required based on the trials and experience of operating railways. This shall be approved by RDSO.
- f. All the changes, thereafter, in software shall be approved by RDSO in consultation with user railways before actual implementation and the supplier must give software release which shall include brief description of the problem, logics, explanations, parametric changes etc. to the satisfaction of Railways.
- g. Software documentation shall be provided to give the full understanding of the software function and operation. Documentation shall be complete, clear and concise, and include all modifications up to final acceptance. Documentation shall include software block diagram showing signal flow, logic, and hardware interfaces. A top level flow diagram and description of detailed operation shall be provided.

xv) Notwithstanding the contents of this specification, the supplier shall ensure that the equipment supplied by them is complete in all respect so as to enable the desired operation of the MEMU fitted with their equipment.

xvi) The specification has been prepared for the general guidance of the Supplier. Deviation from this specification may be proposed if it intends to improve the performance, utility and efficiency of the MEMU as a whole or part thereof. All such deviations shall be accompanied with complete technical details and justification for the proposed deviation.

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3.3 AMBIENT CONDITIONS / OPERATING CONDITIONS

MEMUs are currently running in NR, NER, ER, ECR, SECR, SCR, SWR, SR and NCR etc. These EMUs/MEMUs are operating at 25 kV AC OHE voltage fed through pantograph and vacuum circuit breaker mounted on the roof of the motor coach. The incoming power supply is fed to the primary of the main transformer and stepped down to a lower voltage, converted into AC voltage through IGBT based Converter and inverters and fed to four (04) parallel connected 3 phase traction motors. For AC MEMU, the configuration of the coaches shall be of either 8/12/16/20/24. Indicative train formation for 8 and 12 cars is as shown below:

8 car Formation:

DMC-TC-TC-TC-TC-TC-TC-DMC

12 Car Formation:

DMC-TC-TC-TC-TC-TC-TC-DMC- TC-TC-TC-DMC

DMC: Driving Motor Coach

TC: Trailer Coach

The equipment shall be designed to work satisfactorily under following environmental conditions: -

Relative Humidity	Up to 98% saturation during rainy season which may be as long as five (5) months.
Ambient temp.	i) Max. 50° C ii) Min. -5°C
Average annual ambient temperature	35°C.
Maximum temperature inside HT compartment of motor coach	Max. 55° C.
Stationary rake temperature	The temperature of stationary rake may go as high as 70-75 °C. The equipment shall not be adversely affected in any way due to exposure to such high temperatures. Supplier shall furnish the precautions taken in equipment/ component

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	selection in order to conform to this requirement.
Altitude	At any altitude between 0 and 1200 m above mean sea level.
Rainfall	Very heavy and continuous (up to 2500mm during rainy season) All underslung equipment shall be designed suitably to ensure its normal working even in adverse conditions as above. The equipment shall be so designed to run at 8 Km/h through water up to 203 mm above rail level, allowance to be made in addition for increase in the height of water level due to wave effect. In case of flood level increasing more than 203mm, the MEMU shall be made dead. There are certain sections of the track that get flooded with water to standing depth of 400mm. The traction gear and other under slung equipment must be completely water proof to this height above rail level. During the peak flood condition water may reach up to floor level. The equipment shall not get damaged due to such flooding and it should be possible to rejuvenate the equipment with minor attention without any adverse effect on their performance.
Atmosphere during hot weather	Extremely dusty, humid and salty. The MEMU shall be working primarily in coastal area and thus shall be continuously exposed to highly corrosive, salty atmosphere along with industrial pollutants. Special care shall be taken to ensure no damage to equipment due to deposition of atmospheric salts and industrial pollutants. Supplier shall enclose details of specific measures adopted to ensure the satisfactory working of equipment against the deposition of salts & industrial pollution.
Vibrations	The vibration levels at some intermittent points on

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	the track may be higher than those specified by the relevant IEC publication (IEC 61373). The suspension system and the mounting arrangements shall be so designed that the equipment's performance is not adversely affected due to such high vibrations and shocks.
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3.4 STANDARDS

The equipment covered by the specification shall be designed, engineered, manufactured, built, tested and commissioned in accordance with the Acts, Rules, Laws and Regulations of India.

The equipment to be furnished under this specification shall conform to latest issue (with all amendments) of specified standards.

In addition to meeting the specific requirement called for in Sections 2 of the Technical Specification, the equipment shall also conform to the general requirement of the applicable standards, which shall form an integral part of the specification. The Bidder shall note that standards mentioned in the specification are not mutually exclusive or complete in themselves, but intended to complement each other. When the specific requirements stipulated in the specifications exceed or differ from those required by the applicable standards, the stipulation of the specification shall take precedence.

Other internationally accepted standards, which ensure equivalent or better performance than that specified in the standards referred, shall also be accepted. The bidder shall submit copies of such standards.

3.5 SERVICES TO BE PERFORMED BY THE EQUIPMENT BEING FURNISHED

All equipment shall also perform satisfactorily under various other electrical, electromechanical and meteorological conditions of the site of installation. All equipment shall be able to withstand all external and internal mechanical, thermal and electromechanical forces due to various factors like wind load, temperature variation, ice & snow, (wherever applicable) short circuit etc. for the equipment.

3.6 ENGINEERING DATA

3.6.1 DRAWINGS

The contactor shall necessarily submit all the drawings/ documents unless anything is waived. The contactor shall submit 6 (six) sets of drawings/ design documents/ data/ test reports as may be required for the approval of the purchaser. All drawings submitted by the Manufacturer including those submitted at the time of bid shall be in sufficient detail to indicate the type, size, arrangement, material description, Bill of

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Materials, weight of each component, break-up for packing and shipment, the external connections, fixing arrangement required, dimensions required for installation and interconnections with other equipment and materials, clearances and spaces required for installation and interconnections between various portions of equipment and any other information specifically requested in the specifications.

Each drawing submitted by the Manufacturer shall be clearly marked with the name of the Customer and Project, the unit designation, the specifications title, the specification number, date of revision (if any), duly signed by the concerned technical person. If standard catalogue pages are submitted, the applicable items shall be indicated therein and should be made project specific. All titles, noting, markings and writings on the drawing shall be in English. All the dimensions should be in metric units.

Further work by the Manufacturer shall be in strict accordance with these drawings and no deviation shall be permitted without the written approval of the Purchaser, if so required.

All manufacturing and fabrication work in connection with the equipment prior to the approval of the drawings shall be at the Manufacturer's risk. The Manufacturer may make any changes in the design which are necessary to make the equipment conform to the provisions and intent of the Contract and such changes will again be subject to approval by the Purchaser. Approval of Manufacturer's drawing or work by the Purchaser shall not relieve the manufacturer of any of his responsibilities and liabilities under the Contract.

All engineering data submitted by the Manufacturer after final process including review and approval shall form part of the Contract Document and the entire works performed under these specifications shall be performed in strict conformity, unless otherwise expressly requested by the Owner in Writing.

The title block of drawings shall contain the following information incorporated in all contract drawings

1. Customer : BHEL /Indian Railways
2. Project: DESIGN, SUPPLY, TESTING AND COMMISSIONING OF 3 PHASE IGBT PROPULSION SYSTEM FOR 25KV AC MEMU RAKES TO RDSO SPECN. No. RDSO/PE/SPEC/EMU/0096-2008 (REV.-4) OF DEC 2009 WITH ICF ANNEXURE No. ICF/MEMU/0096-02(REV.0).
3. PO No.: PO No. 08/18/1848/2617/F dated 22.11.2018.
4. Main Contractor : Bharat Heavy Electricals Limited
5. BHEL Order No. & Date :

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3.6.1.1 SIZE OF DRAWINGS

The drawings of the following parts shall be to the sizes indicated below

- i. Equipment details – full size or half size
- ii. Motor Assemblies – 1:5
- iii. General Assemblies- 1:10

The dimensions, weight, capacity, etc. shall be in SI units. All drawings shall be submitted on CDs along with complete setup with software for reading and taking prints through desk top PC and suitable printer. In case the format is not compatible with AUTOCAD necessary customized hardware and software shall be submitted.

3.6.1.2 METHOD OF FILING OF DRAWINGS

To facilitate filing of drawings, it is essential that each drawing submitted for approval is marked so that it can be identified. The supplier is, therefore, required to ensure that all prints are marked legibly at the right hand bottom corner. The following information is required in respect of each drawing:

- I. Supplier's drawing number.
- II. Supplier's name and date of submission.
- III. Contract no. given by the purchaser.
- IV. Description of drawings.
- V. Relevant Specifications

3.6.2 PHOTOGRAPHS

While the equipment is under manufacture, photographs shall be taken of the various assemblies and sub-assemblies in various stages of production. Photographs on digital media and videos shall also be furnished.

3.6.3 BINDING

Each set of tracings together with a set of photographs shall be suitably bound within a cover of superior quality durable materials with the title block printed on the outside of the cover.

3.7 MARKING OF EQUIPMENT & RATING PLATE

All main assemblies of the equipment shall bear serial number for identification and initials of the purchaser. Where the sub-assemblies/components of the main

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assemblies are not inter-changeable, the sub-assemblies shall also be marked with the serial nos. of the main assembly of which they form a part.

All equipment/cubicles shall contain rating plates of anodized aluminium with embossed letters. The rating plate will give detailed rating specification and identification of equipment. The details of rating plate of each of the equipment shall be as approved by RDSO.

3.8 INFRINGEMENT OF PATENT RIGHTS

BHEL and Indian Railway shall not be responsible for infringement of patent rights arising due to similarity in design, manufacturing process, components used in design, development and manufacturing of propulsion system & other equipment and any other factor which may be a cause such dispute. The responsibility to settle any issue lies with the manufacturer.

3.9 DOCUMENT SUBMISSIONS

The scheduled dates for the submission of these as well as for, any data/information to be furnished by the Purchaser would be discussed and finalized at the time of award. The following schedule shall be followed generally for approval:

Sl.no.	No. of copies	Schedule
i)	Initial Submission Drawings, Data sheets, Type test Reports	At the time of submission of offer.
ii)	Furnishing of distribution copies of drawings in bound volume	2 Weeks from the date of award. 3 copies for Railways plus 3 copies for BHEL.
iii)	Furnishing of distribution copies of type test reports in bound volumes	Hard copy to be submitted 1 Week from the date of type test and total 3 copies for Railways plus 3 copies for BHEL to be given. Soft copy to be submitted immediately after the completion of the test by email.
iv)	Furnishing of distribution copies of Routine test reports	Hard copy to be submitted 1 Week from the date of routine test and 3 copies for Railways plus 3 copies for BHEL to be given. Soft copy to be submitted immediately after the completion of the test by email.

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v)	CD/pen drive containing all documents including Installation, Operation & Maintenance manuals.	2 Weeks from the date of award. 3 sets of hard copy and soft copy in editable format i.e. MS word/ MS excel.
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3.10 QUALITY ASSURANCE PROGRAMME

To ensure that the equipment and services under the scope of this Contract, whether manufactured or performed within the Manufacturer's Works or at his Sub-manufacturer's premises or at the Purchaser's site or at any other place of Work, are in accordance with the specifications, the Manufacturer shall adopt a suitable quality assurance program to control such activities at all points, as necessary. Such program shall be outlined by the Manufacturer and shall be finally accepted by the Purchaser after discussions before the award of Contract. A quality assurance program of the manufacturer shall generally cover the following:

- a) Manufacturer's organization structure for the management and implementation of the proposed quality assurance program;
- b) Documentation control system;
- c) Qualification data of bidder's key personnel;
- d) The procedure for purchases of materials, parts components and selection of sub-Manufacturer's services including vendor analysis, source inspection, incoming raw material inspection, verification of material purchases etc.
- e) System for shop manufacturing and site erection controls including process controls and fabrication and assembly control;
- f) Control of non-conforming items and system for corrective actions;
- g) Inspection and test procedure both for manufacture and field activities;
- h) Control of calibration and testing of measuring instruments and field activities;
- i) System for indication and appraisal of inspection status;
- j) System for quality audits;
- k) System for authorizing release of manufactured product to the Purchaser
- l) System for maintenance of records;
- m) System for handling storage and delivery; and
- n) A quality plan detailing out the specific quality control measures and Procedures adopted for controlling the quality characteristics relevant to each item of equipment furnished and/or services rendered.

The Purchaser or his duly authorized representative reserves the right to carry out quality audit and quality surveillance of the system and procedure of the Manufacturer/'his vendor's quality management and control activities.

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3.10.1 QUALITY ASSURANCE DOCUMENTS

The Manufacturer shall be required to submit the following all the Quality Assurance Documents as stipulated in the quality plan at the time of purchaser's inspection of equipment/ material.

3.11 TYPE AND ROUTINE TESTING & INSPECTION

- 1) The individual equipment, systems and sub systems shall be type and routine tested in accordance with the relevant RDSO/IEC/BS/DIN/JIS/IS or equivalent Specification inclusive of the mandatory and optional tests along with the special tests as specified.
- 2) All type tests shall be carried out at the Supplier's cost where ever performed in presence of and to the satisfaction of BHEL/RDSO/Indian Railways (IR)/ Third Party, who reserves the right to witness any or all of the tests.
- 3) Wherever any equipment, system, sub system is not specifically covered by an international recognized specification or test procedure, the tests which are acceptable to both to Supplier and to the IR's representative shall be devised.
- 4) Without prejudice to any provisions of the contract, the purchaser reserves the right to witness any or all of the type tests and to require submission of any or all test specification and reports.
- 5) The price of conducting all tests and additional type tests is deemed to be included in Bid price. In case any bidder indicates that he shall not carry out a particular test, his offer shall be considered incomplete and shall be liable to be rejected.
- 6) The Purchaser, his duly authorized representative and/or outside inspection agency acting on behalf of the Purchaser shall have at all reasonable times free access to the Contractors premises or Works and shall have the power, at all reasonable times to inspect and examine the materials and workmanship of the works during its manufacture or erection if part of the Works is being manufactured or assembled at other premises or works, the Manufacturer shall obtain for the Engineer and for his duly authorized representative permission to inspect as if the works were manufactured or assembled on the Manufacturer's own premises or works. Inspection may be made at any stage of manufacture, dispatch or at site as the option of the Purchaser and the equipment if found unsatisfactory due to bad workmanship or quality, material is liable to be rejected.

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- 7) In all cases where the Contract provides for tests whether at the premises or at the works of the Manufacturer or of any Sub-Contractor, the Manufacturer except where otherwise specified, shall provide free of charge items such as labor, materials, electricity, fuel, water, stores, apparatus and instruments as may be reasonably demanded by the Purchaser /Inspector or his authorized representative to carry out effectively such tests of the equipment in accordance with the Contract and shall give facilities to the Purchaser Inspector or to his authorized representative to accomplish testing.
- 8) The inspection by Purchaser and issue of Inspection Certificate thereon shall in no way limit the liabilities and responsibilities of the Manufacturer in respect of the agreed quality assurance program forming a part of the Contract.
- 9) The Purchaser reserves the right for getting any field tests not specified in respective sections of the technical specification conducted on the completely assembled equipment at site.
- 10) During the prototype tests/trials or services, if any problems arise or feedback information is obtained, which warrants a re-check of the design/manufacture/quality of the equipment and components, action will be taken as may be necessary by the Supplier to carry out the required investigations and to incorporate the improvements considered most appropriate to reach compliance with the specification without any extra costs to the Purchaser.
- 11) The prototype rakes fitted with the supplied equipment, shall be subjected to pre-revenue service trials. Service trials are intended to prove the satisfactory running performance of the supplied MEMU equipment and evaluate their reliability in service, ease of maintenance and operations. The performance of the equipment shall be assessed based on the experience gained during the service trials. Necessary modification as required and also as desired by the RDSO/Indian Railway shall be implemented in the series production without any extra costs to the Purchaser.
- 12) Before carrying out any modification, as found necessary on the basis of tests and trials, the drawings and execution plan shall be got approved from the RDSO.

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3.12 MATERIALS AND WORKMANSHIP

Equipment materials and components shall be new, of high grade and good quality and be to the latest engineering practice. The material and workmanship throughout shall be in accordance with the purpose for which they are intended. Each component shall be designed to be consistent with its duty.

All the information concerning materials or components to be used in manufacturing, machinery, equipment, materials and components supplied, installed or used shall be submitted for approval. Without such approval the supplier shall run risk of subsequent rejection. The cost as well as time delay associated with such rejection shall be borne by the supplier.

3.13 PACKING AND STORAGE

All the equipment's shall be suitably protected, coated, covered or boxed and crated to prevent damage or deterioration during transit, handling and storage at site till the time of erection. On request of the purchaser, the manufacturer shall also submit packing details/ associated drawing for any equipment/ material at a later date, in case the need arises.

While packing all the materials, the limitation from the point of view of availability of Railway wagon sizes in India should be taken into account. The manufacturer shall be responsible for any loss or damage during transportation, handling and storage due to improper packing. Any demurrage, wharf age and other such charges claimed by the transporters, railways etc. shall be to the account of the manufacturer. Purchaser takes no responsibility of the availability of the wagons.

All coated surfaces shall be protected against abrasions, impact, discoloration and any other damages. All exposed threaded portions shall be suitably protected with either a metallic or a non-metallic protecting device.

Supplier shall ensure that equipment shall be properly packed, blocked, padded, coated and protected so that it is not damaged due to possible mishandling. Storage requirements shall be clearly defined by the supplier. Packing shall be such that if required, long time storage at site should not deteriorate the performance of the equipment.

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3.14 FIRE PREVENTION

- i) The equipment's shall be designed to minimize the risk of any fire.
- ii) Materials used in the manufacture of equipment's shall be selected to reduce the heat load, rate of heat release, propensity to ignite, rate of flame spread, smoke emission and toxicity of combustion gases.
- iii) The Supplier shall comply with specification NF F 16-101: (Railway Rolling Stock Fire behavior "Choice of Material"), NF F 16-102: (Railway Rolling Stock Fire behavior "Material choosing, application for electric system" category A2), BS 6853 – 1999 Category II or DIN 5510, EN 45545(for rolling stoke design) CET.HL-2 or any other equivalent/superior international standard for fire safety plan in respect of their equipment. Whichever standard is selected for meeting the fire safety, the standard shall be declared and a copy shall be furnished to BHEL/RDSO.

3.15 MAINTENANCE MANUAL, SPARE PARTS CATALOGUE & MATERIAL SPECIFICATION

The detailed maintenance and service manual (including the trouble shooting directory shall be prepared for the various equipment's and 3 sets of hard copies & soft copy of the same shall be supplied free of charge.

Detailed spare parts catalogue listing all components manufactured or purchased by the supplier along with their rating, source & schematic position etc. (40 copies) each shall also be supplied free of charge.

The documentation shall be provided on compact discs & floppies (5 no's) along with relevant software and complete arrangements to read them or edit them in future to take prints in color.

3.16 MAINTAINABILITY

- 3.16.1 Supplier shall submit the basic maintenance schedules of the proposed equipment. Minimum interval between two maintenance schedules for the equipment supplied under the specification in the depot shall be 90 days except for the pantograph strips and 3 years for major works in workshop/major depot.
It may be noted that the periodicity of the present maintenance schedules are as under: -

I 'A'	45 days
I 'C'	180 days
POH	18 months

The maintenance programme prepared by supplier shall have the following objectives ascertaining the above periodicity of maintenance schedules:

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- a) Enhancement of EMU/MEMU availability
- b) Minimization of maintenance costs
- c) Minimization of coach downtime /MTTS (meantime to restore serviceability).

3.16.2 Based on the proposed maintenance schedules the supplier will submit average downtime on account of scheduled maintenance for the equipment to be supplied excluding the time required for transfer of rake to and from the maintenance depot. Ineffective on this account should not exceed Two percent. Supplier should also submit an estimate for the downtime for unscheduled maintenance in respect of equipment to be supplied. The supplier shall assess and submit the figure for 'total percentage Ineffective', in terms of percentage of rakes expected to be ineffective/unserviceable due to schedule and unscheduled repairs/maintenance of equipment supplied (excluding the time taken for transfer of the rakes to and from maintenance depot) against the total number of rakes fitted with the equipment under his scope of supply. This ineffective figure shall not exceed FOUR percent in any week (Monday-Sunday) calculated on 24 hourly basis. If during the test and service trial period of prototype rakes, it is experienced that downtime due to unscheduled repairs/scheduled maintenance of the equipment supplied is excessive, supplier shall be required to take suitable remedial measures to bring the ineffective figure within the limit submitted during the design approval stage without any cost."

3.16.3 Modular design principles shall be employed. Requirements for adjustments after module interchange shall be avoided except as required in the specification. All systems, components and structural areas serviced as part of inspection or periodic preventive maintenance shall be readily accessible for service and inspection.

3.17 RELIABILITY

In addition to meeting the performance requirements, the equipment, shall incorporate high standards of reliability to ensure that operating cost and operation performance are optimized.

The supplier shall provide the achieved quantitative reliability data of major subsystem/equipment, expressed in Mean Time between Failures (MTBF) and/or Mean distance between Failure (MDBF), based on operations of proven coaches fitted with similar equipment for a minimum of 3 years and 450,000 kilometres per coach in revenue service, for purchaser's and IR's evaluation. The definition of MTBF & MDBF for this purpose may be considered as: MTBF = No. of equipment (Population) x Period

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(Time)/Total number of failures during that period. MDBF = No. of equipment (Population) x Kilometres run (Distance)/Total number of failures during that distance.

The values for the temperature expected inside the HT compartment as per the Supplier's calculation shall be submitted at design approval stage.

Failure is defined as "An electrical multiple unit/Main Line Multiple Unit (on units) on a suburban service should be considered to have failed, when through some mechanical or electrical defect in the stock: -

a) either unit is unable to complete its booked working throughout the day

or

b) a delay of not less than 15 minutes is caused to any train included in the booked working of the day. Failures of all coaches, whether employed on traffic or departmental service, are to be included.

IGBT BASED 3-PHASE DRIVE AC MEMU PROFORMA FOR PERFORMANCE STATEMENT

Name of the Equipment:

Name of Firm :

[illegible]

PERFORMANCE CERTIFICATE

Name of firm:

TO WHOMSOEVER IT MAY CONCERN

Sub : Confirmation letter for service performance

Dear Sir,

We hereby confirm that We have manufactured _____ number of sets of(Name of Equipment with Model No.) for 3 Phase IGBT based EMUs/MEMUs/DEMUs/Metros/LOCos.

We further confirm that number of sets of(Name of Equipment with Model No.) for 3 Phase IGBT based EMUs/ MEMUs/DEMUs/Metros/Locos are in satisfactory operation for railway rolling stock application.

Proforma for performance statement confirming above is also attached.

Yours faithfully

For (Name of Firm)