

Clarification/Remarks on Queries raised by Bidders during Pre Bid Meeting dated 23.09.2025

Name of Work: Operation & Maintenance of DFCCIL's 2 (two) CSM and 1 (one) DTS Machines including supply of spares and other items for 2 years within DFCCIL Network under APM/TM/ New Dadri Shed

NIT No: HQENTMC-CSMDTSDERNOM2Y Dated: 12.09.2025

Sl. No	Clause No. & Page No.	Tender Condition	Tenderer's Queries	DFCCIL Response
A. Queries of M/s Plasser India vide letter dated 23.09.2025				
1	SOR Page 13 of 177	<p>Schedule A (For Manpower for Operation and Maintenance of CSM & DTS):</p> <p>Operation and Maintenance of DFCCIL owned CSM Machines (2 Nos.). The rate of this item includes all cost of Manpower, taxes, duties, Consumables (which includes all type of filters, lubricants and oils except HSD) required for smooth Operation and maintenance of Machine. This item also covers the cost of all oils (Except HSD) and filters need to be replaced in IOH schedules and also visit charges of Service Engineers for Preventive Maintenance of Machine and all planned Schedules of maintenance (except IOH) and Breakdown.</p>	<p>We request that to reconsider the estimation with the following:</p> <p>1. O&M Cost Assessment (Schedule-A): The latest LAR (Last Accepted Rate) has not been considered in the cost assessment for Schedule-A under Operation and Maintenance. We request that the updated LAR be taken into account to ensure a realistic and fair estimation with appropriate escalation provisions.</p> <p>In support of this, we refer LOA No. WDFC FIELD UNIT-AJMERCIVIL/AII-EN-WDFC-TM-23 /01163050076647 DT:10.05.2023, which pertains to the 1st year (May-2023) cost (i.e. Rs.23,89,500.00 per month) for similar works and should serve as a relevant benchmark for the current estimation.</p> <p>2. Datamatic 2.0 – Remote Data Analytics Services Package: The cost for the Datamatic 2.0 remote data analytics services package, has not been considered in the assessment. We kindly request that this cost be reviewed and appropriately included in the overall evaluation.</p> <p>If this package has not been considered by the client, it will be understood that remote data analytics services are not required for monitoring</p>	<p>1. Advertised rates have been rationalized by rationalizing the Mandatory Manpower requirements and cost of consumables.</p> <p>2. Datamatic 2.0 – Remote Data Analytics Services Package is not included in the scope of this tender, as the same can be undertaken only by the OEM. However, the replacement/repair of the electronic circuitry of the machine and the Datamatic system shall be carried out by an authorized engineer of the OEM using OEM-recommended OEM parts as mentioned in Note No. 2 of item 1 of schedule-B of SOR para 2, Form 3 & Form 4 of RFP. The primary responsibility for arranging such OEM parts shall rest with the O&M Contractor, and necessary provision for the same has been included in the bid document.</p>

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			<p>the health of the machine. Consequently, any such services from the OEM will be discontinued.</p> <p>Should there be a future requirement for these services, a separate line item or work order will need to be issued to the OEM accordingly.</p> <p>3. Hydraulic Oil – Request for Exclusion from O&M Cost: We respectfully request that the cost of hydraulic oil be excluded from the O&M cost under Schedule A. It is further requested that the provision of the recommended brand/make of hydraulic oil during the operation period be arranged by the Department/Client, free of cost to the Contractor, as and when required.</p> <p>We kindly request that this be reviewed, and the necessary amendments be made to reflect the updated rates in the final cost estimation.</p>	<p>3. Remote Data Analytics Services equipments/software available on the MC are to be maintained through this tender.</p> <p>4. Request for Hydraulic Oil exclusion from O&M LS monthly cost cannot be agreed.</p>
2	SOR Page 13 of 177	<p>Schedule A (For Manpower for Operation and Maintenance of CSM & DTS):</p> <p>Operation and Maintenance of DFCCIL owned DTS Machine (1 No.). The rate of this item includes all cost of Manpower, taxes, duties, Consumables (which includes all type of filters, lubricants and oils except HSD) required for smooth Operation and maintenance of Machine. This item also covers the cost of all oils (Except HSD) and filters need to be replaced in IOH schedules and also visit charges of Service Engineers for Preventive Maintenance of Machine and all planned Schedules of maintenance (except IOH) and Breakdown.</p>	<p>We request that to reconsider the estimation with the following:</p> <p>1. O&M Cost Assessment (Schedule-A): The latest LAR (Last Accepted Rate) has not been considered in the cost assessment for Schedule-A under Operation and Maintenance. We request that the updated LAR be taken into account to ensure a realistic and fair estimation with appropriate escalation provisions.</p> <p>In support of this, we refer LOA No. WDFC FIELD UNIT-AJMER CIVIL/AII-EN-WDFC-TM-23 /01163050076647 DT:10.05.2023, which pertains to the 1st year (May-2023) cost (i.e. Rs.19,76,500.00 per month) for similar works and should serve as a relevant benchmark for the current estimation.</p> <p>2. Datamatic 2.0 – Remote Data Analytics Services Package: The cost for the Datamatic 2.0 remote data analytics services package has not been considered in the assessment. We kindly request that this cost be</p>	<p>1. Advertised rates have been rationalized by rationalizing the Mandatory Manpower requirements and cost of consumables.</p> <p>2. Datamatic 2.0 – Remote Data Analytics Services Package is not included in the scope of this tender, as the same can be undertaken only by the OEM. However, the replacement/repair of the electronic circuitry of the machine and the Datamatic system shall be carried out by an authorized engineer of the OEM using OEM-recommended OEM parts as mentioned in Note No. 2 of item 1 of schedule-B of SOR para 2, Form 3 & Form 4 of RFP. The primary responsibility for</p>

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			<p>reviewed and appropriately included in the overall evaluation.</p> <p>If this package has not been considered by the client, it will be understood that remote data analytics services are not required for monitoring the health of the machine. Consequently, any such services from the OEM will be discontinued.</p> <p>Should there be a future requirement for these services, a separate line item or work order will need to be issued to the OEM accordingly.</p> <p>3. Hydraulic Oil – Request for Exclusion from O&M Cost: We respectfully request that the cost of hydraulic oil be excluded from the O&M cost under Schedule A. It is further requested that the provision of the recommended brand/make of hydraulic oil during the operation period be arranged by the Department/Client, free of cost to the Contractor, as and when required.</p> <p>We kindly request that this be reviewed, and the necessary amendments be made to reflect the updated rates in the final cost estimation.</p>	<p>arranging such OEM parts shall rest with the O&M Contractor, and necessary provision for the same has been included in the bid document.</p> <p>3. Remote Data Analytics Services equipments/software available on the MC are to be maintained through this tender.</p> <p>4. Request for Hydraulic Oil exclusion from O&M LS monthly cost cannot be agreed.</p>
3	SOR Page 14 of 177	<p>Schedule C (IOH of Machine) CSM & DTS</p> <p>Manpower – Lump Sum manpower cost required for Intermediate Overhaul of CSM & DTS Machines including all T & P and equipments required for executing IOH successfully.</p> <p>Note- During operation of this item, item No.1 & 2 of Schedule A items will not be operated.</p>	<p>With reference to Schedule-C covering the Intermediate Overhaul (IOH) of CSM & DTS, we seek clarification on the following point:</p> <p>“Once the IOH work is completed and the machine is handed back for O&M, it is understood that Schedule-A will be reactivated, and payment will be made based on the remaining days of that month under Schedule A item no-1 & 2 Operation and Maintenance.”</p> <p>Kindly confirm</p>	<p>Yes. In case IOH work gets started/completed in mid of month, then the monthly LS payment will be admissible for corresponding to number of days actually worked/ 25 days of that month (Pro rata Basis).</p>

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4	SOR Page 15 of 177	<p>Schedule D (OH of Tamping units)</p> <p>Manpower - Lumpsum manpower and other associated logistic cost required for overhauling of Entire Tamping unit of CSM Machines (2 Nos.). The cost of tools and plant required for overhauling and cost of transportation of tamping bank from DFCCIL premises to Contractor's workshop and back (if needed)</p> <p>Note- During operation of this item, item No.1 & 2 of Schedule A items will not be operated.</p>	<p>With reference to Schedule-D covering the OH of Tamping units of CSM, we seek clarification on the following point:</p> <p>Machine Availability and O&M Billing:</p> <p>"Once the Overhauling of Tamping units work is completed and the Tamping unit is handed back for O&M, it is understood that Schedule-A will be reactivated, and payment will be made based on the remaining days of that month under Schedule-A item no-1 & 2 Operation and Maintenance."</p> <p>Kindly confirm</p>	<p>Yes. In case OH of tamping unit work gets started/completed in mid of month, then the monthly LS payment will be admissible for corresponding to number. of days actually worked/ 25 days of that month (Pro rata Basis).</p>
5	ITT 1.3.13(i) Eligibility Criteria Page 29 of 179	<p>(A) Technical Eligibility Criteria</p> <p>a) Bidder must have experience of operation of one or more On-Track Machine(s) for Minimum duration of 12 months in India as on tender opening date. In case of JV/Partnership firm this requirement must satisfied either by Lead member or any other member whose Equity share in JV/Partnership Firm is minimum 25 %.</p> <p>b) Eligible projects executed: Total value of all Eligible Projects work done during last 05 years and current year ending last day of month previous to the one in which tender is invited should be minimum 0.5 times of advertised tender value. The details of this requirement is summarised as under.....</p>	<p>We respectfully seek clarification on the following key points concerning the technical eligibility criteria and Joint Venture (JV) participation in the referenced tender:</p> <p>Bidder must have experience of operation of one or more On-Track Machine(s) for Minimum duration of 12 months in India as on tender opening date and Definition of Eligible projects i.e. "Operation and/or Maintenance of On-Track Machines (including supply of spare parts & consumables) in Railway Sector in any country of the world."</p> <p>In case participation on this tender through JV firm the following clause should be fulfilled of JV firm as mentioned above Eligibility criteria:</p> <p>1.3.31 Participation of Joint Venture (JV) in Works</p> <p>1.3.31.2 The number of members in a JV shall not be more than three. One of the members of</p>	<p>1. The condition is clear in itself as each JV member has to furnish the requisite certificate for minimum of 5% value of the Eligible Project defined in the Bid document. Additionally, the JV partner of operation of one or more On-Track Machine(s) for Minimum duration of 12 months in India as on tender opening date should have more than 25% share in JV.</p> <p>2. Yes. Each member of the JV firm has to submit their respective Eligible Project Work certificates (as per the details prescribed in Form- 2A)</p>

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		<p>Definition of Eligible Projects: "Operation and/or Maintenance of On-Track Machines (including supply of spare parts & consumables) in Railway Sector in any country of the world." Or/and Work of Mechanized Track Maintenance (using Track Machine (s)) and/or Laying of New Track using Track Machine (s) and/or Renewal of existing track (using Track Machine (s)) anywhere in Railway Sector in any country of the world.</p>	<p>the JV shall be its Lead Member who shall have a majority (at least 51%) share in JV. and 1.3.31.22 Technical Eligibility Criteria: The technical eligibility for the work as per para 1.3.13.(i). A of Preamble & General Instruction to tenderer above, shall be satisfied by either the 'JV in its own name & style' or 'any member having min 25% share'. Each other member of JV shall have Eligible Project work done credential of minimum 5% of the cost of work i.e. each JV member must have satisfactorily executed during the last 05 (five) years, and the current year ending last day of month previous to the one in which tender is invited. Please clarify that each member of the JV firm will submit their respective Eligible Project Work certificates (as per the details prescribed in Form- 2A) from their respective client(s), in accordance with the above clause</p>	
6	<p>CHAPTER V SCC Page 77 of 177</p>	<p>1.6 GENERAL REQUIREMENTS 1.6.1 The O & M Contractor has to execute the work of Operation & Maintenance of various Track Machines which will be deployed over pan DFC network as per the instructions of DFCCIL. During the execution of the contract HSD is to be provided by DFCCIL free of cost to the O & M Contractor at Stabling siding. The cost of all consumables, manpower and other logistics required for operation and maintenance of machines are included on contract price excluding cost of HSD oil.</p>	<p>We would like to know that Operation and Maintenance team of specific Track Machine does not competent to O&M of various Track Machines because they specialised in their own area. The Operation and Maintenance (O&M) team of a specific Track Machine is technically trained and specialized only in the operation and maintenance of that particular type of machine. These personnel are not generally equipped or qualified to handle other categories of Track Machines, as each type demands distinct technical expertise, skill sets, and OEM-specific knowledge. Given this practical limitation, we request deletion or suitable amendment of the above clause.</p>	<p>GENERAL REQUIREMENTS as per clause 1.6 of SCC is specific to only those Machines which are part of tender. For example, if tender is for 2 CSM plus 1 DTS, then O & M agency manpower shall have experience/trained for both CSM and DTS in case manpower is planned with aim to have common set for O & M of both Machines, otherwise it is Machine specific.</p>

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7	CHAPTER V SCC Page 77 of 177	1.6 GENERAL REQUIREMENTS 1.6.2 The O & M Contractor is responsible for ensuring the availability of machines for 8 hour every day for Machine working (which might be increased by up to 2 to 3 hours depending on traffic condition over DFCCIL during operation). During the maintenance shift, the stipulated Scheduled Maintenance and preventive checks of Machines of all assemblies (like engines, generators, electrical control system etc.) or sub-assemblies (various water & HSD oil pumps, sensors etc.) as specified by OEM in Various OEM/Machine Manufacturer Maintenance manuals to ensure its upkeep shall be carried out.	It is understood that Engine and ZF gear box overhauling or replacement shall be in the scope of DFCCIL. Please clarify.	In this connection, please refer clause No.1.9.5 of SCC of tender at page number 79. Accordingly, O&M of Engine & ZF gear box is the responsibility of O&M contractor.
8	CHAPTER V SCC Page 79 of 177	1.7 MAINTENANCE OF TRACK MACHINE 1.7.7 Routine maintenance of undercarriage systems shall also be undertaken by the contractor. All Workshop facilities to be arranged by contractor including repair of under frame system and for wheel turning.	It is requested to please modify the clause as below. 1.7.7 Routine maintenance of undercarriage systems shall also be undertaken by the contractor. All Workshop facilities to be arranged by contractor except for repair of under frame system and for wheel turning.	Not agreed. However, DFCCIL will do the coordination with Indian Railway workshops for arranging the same in case O & M agency request for same in writing.
9	CHAPTER V SCC Page 80 of 177	1.9 SPARE PARTS 1.9.5 The Contract scope cover the overhauling of Engine of Machine. The Manpower cost required for overhauling of engine is covered in	We would like to clarify that we are not an Original Equipment Manufacturer (OEM) for engines, and engine overhauling does not fall within the scope of our business operations. Accordingly, such activities should be considered beyond the responsibilities of	Not agreed as DFC has planned to outsource complete O & M back-to-back


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		rates of items of schedule A, C and D of SOR of this RFP. The payment corresponding to cost of various spare parts utilized in doing engine overhauling will be done through Schedule B of SOR.	the contractor. We respectfully request that this requirement be brought under the obligations of DFCCIL.	
B Queries of M/s E.S.Putmash India Pvt. Ltd. vide email dated 22.09.2025				
1	Chapter 1, Clause 15 Page 10	Performance Guarantee (PG) have to be submitted within 21 (Twenty-one) days from the date of issue of Letter of Acceptance (LOA), amounting to 10% of the Contract Value.	The tender specifies Performance BG and SD at the same time. We request waiver of Security deposit for MSME contractors.	Security Deposit in this Tender is NIL. However, all latest provisions of MSME act will be applicable for this tender.
2	Chapter 2, Schedule B, Part 2 Page 14	Any replacement/ repair to electronic circuitry of Machines and Datamatic of Machines has to be done only by authorized Engineer of OEM with OEM recommended parts. If OEM doesn't supply, DFCCIL will procure, but downtime counts against contractor, reducing monthly payment. The time lost in arranging the same by DFCCIL shall be considered as non-availability of Machine for working on O & M Contractor account and reduction in monthly payment will be done.	We oppose any downtime to be counted as Machine Downtime on account of Contractor's fault.	Not agreed. DFC has floated the tender with the objective that the selected O&M Agency shall arrange spare parts on a back-to-back basis and maintain sufficient inventory to ensure minimum required availability of the machine. This is to avoid any non-availability of the machine as stipulated in Clause 1.9.3 of the SCC.
3	Chapter 2, Schedule B, Part 3 Page 14	In case O & M Contractor fails to arrange required spare parts for proper O & M of Machines and requests DFCCIL to arrange the same on behalf O & M contractor from OEM, then if possible DFCCIL may arrange the same from OEM and will levy a penalty @ 5% of total cost of Spare parts of	We oppose any downtime to be counted as Machine Downtime on account of Contractor's fault.	Not agreed. DFC has floated the tender with the objective that the selected O&M Agency shall arrange spare parts on a back-to-back basis and maintain sufficient inventory to ensure minimum required availability of the machine. This is to avoid any non-availability of the machine as stipulated in Clause 1.9.3 of the SCC.


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		<p>Machine/Materials arranged from OEM on case-to-case basis from next running bill of O&M Contractor. The Time lost/ consumed in arranging the requested materials/ spare parts will be on contractor account and will be considered as non-availability of Machine for working.</p> <p>Time lost is also charged as machine non-availability.</p>		
4	<p>Clause 1.3.13 (a & b) Page 28</p>	<p>Bidder must have experience of operation of one or more On-Track Machine(s) for Minimum duration of 12 months in India as on tender opening date. Bidder must submit experience issued by client.</p> <p>Total value of all Eligible Projects work done during last 05 years and current should be minimum 0.5 times of advertised tender value.</p>	<p>Our request: Please allow "LOA + proof of ongoing work experience" for technical eligibility.</p> <p>This ensures capable startups to compete which would be beneficial for DFCC.</p>	<p>This clause is not talking about only completed works. The credentials of ongoing work will also be considered provided they lie in zone of consideration as per Technical eligibility criteria of present Bid RFP.</p>
5	<p>Clause 1.3.13 (i) Eligibility Criteria Page 30</p>	<p>The tenderer must have minimum average annual contractual turnover of V/N crore or V whichever is less; where V= Advertised value of the tender in crores of Rupees N= Number of years prescribed for completion of work for which bids have been invited. The average annual contractual turnover shall be calculated as an average of "total contractual payment in the previous three years, as per the audited balance sheet.</p>	<p>We request you to allow bidders based upon "Contracts in-hand".</p> <p>Contractors with minimum 50% of the value of Similar Contracts in hand in DFCC should be allowed.</p> <p>We request you to give preference to MSME/ Start-up DFCC Contractors.</p>	<p>Not agreed. However, all latest provisions of MSME act will be applicable for this tender.</p>

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		However, in case balance sheet of the previous year is yet to be prepared/ audited, the audited balance sheet of the fourth previous year shall be considered for calculating average annual contractual turnover.		
6	Clause 16.4 Page 47	<p>The successful bidder shall have to submit a Performance Guarantee (PG) within 21 (Twenty-one) days from the date of issue of Letter of Acceptance (LOA). Extension of time for submission of PG beyond 21 (Twenty-one) days and upto 60 days from the date of issue of LOA may be given by the Authority who is competent to sign the contract agreement. However, a penal interest of 12% per annum shall be charged for the delay beyond 21 days of LoA.</p> <p>The Performance Guarantee (PG) shall be released after physical completion of the work based on the 'Completion Certificate' issued by dfcc</p>	<p>Please allow reduced PG (e.g., 3-5%) for Startups as per Govt. procurement policy.</p> <p>Please allow progressive release of PG after satisfactory yearly performance.</p>	Not agreed. However, all latest provisions of MSME act will be applicable for this tender.
7	Chapter 2, Point 3, Clause 1.10,1.11 of SCC Page 15	<p>Penalty on contractor due to deployment of railway loco/haulage arrangement for hauling of the defective track machine of O&M contractor for clearing the block section</p> <p>Rs 2 Lakh Penalty + Penalty for block busting. Every LOA anniversary, the penal rate will increase by 3% compound.</p>	<p>Penalties of ₹2-4 lakh per incident (plus 3% annual escalation) are extremely high.</p> <p>Events like derailment or block bursting may be due to external reasons like track conditions, OEM part failure, or operational issues which are outside contractor's control. Penalizing the contractor fully is unfair.</p> <p>We request to Cap the penalties (maximum per month) or link them to actual cost incurred by DFCC.</p>	Not agreed.

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8	Chapter 2, Point 3 Clause 1.13 Page 16	If more than 30 working days in 6 months are lost on account of contractor, the payment of LS Item of schedule A of SOR will be reduced proportionally.	We request to exclude OEM related delays from being counted. Downtime should only be attributed to the contractor when it results from poor maintenance, negligence, or manpower shortage.	Not agreed.
9	Chapter-III, Clause (iii) Page 19 of 177	The scope of work covers Operation & Maintenance of DFCCIL's 2 (two) CSM and 1 (one) DTS Machines including supply of spares and other items for 2 years within DFCCIL Network under APM/TM/ New Dadri Shed. The scope also included the following items: a) All IOH schedule of CSM and DTS Machines, and b) All Tamping Unit overhauling schedule of CSM machines	Tamping unit overhaul is condition-based work and the list of spares can only be prepared after dismantling of the tamping unit. We request exclusion of Spares for Tamping Unit from work. It should be carried out separately.	Not agreed. Manpower portion of Tamping Unit Overhauling is included in item rates. And Spare parts actually required for Tamping Unit Overhauling will be paid as per provisions of Schedule B of Form.
10	Clause 19 (2) Page 49 of 177	Commencement of works: The contractor shall commence the works within 15 days from the date of issue of Letter of Acceptance (LOA) in writing to this affect from the Engineer and shall proceed with the same with due expedition and without delay. The DFCCIL and Contractor shall prepare advance 15 days advance program of O & M of Machine duly factoring the traffic block periods and maintenance schedule of machines.	Commencement of work should be subject to successful completion of Handing Over of CSM and DTS with details of the prominent assemblies and sub assemblies' working conditions / wear out status.	After award of contract, the Machine shall be handed over to the new O&M Agency through a joint Handing/Taking Over certificate duly signed by DFCCIL & old O & M agency in which health of the Machine will be mentioned. Any abnormality found in Handing/Taking Over certificate shall be rectified by the old O & M agency, failing which, if rectified by the new O&M agency, reimbursement will be made for the same to new O&M agency.
11	Clause 25 Page 51 of 177	Sheds, stores houses and Yards:- The DFCCIL may provide sheds, stores houses at contractor cost on contractor request in such situations and in such numbers as in the opinion of the Engineer is	Since the machines are rolling stocks and they will be on rail tracks all the time during maintenance / IOH/ POH, we request - DFCC to provide a store house of suitable size at one location for storage of critical spares and fast-moving spares to minimize the time consumed in repair/ breakdown.	Clause 25 having ample clarity on the issue raised.

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		requisite for carrying on the works and the contractor shall keep at each such sheds, stores houses a sufficient quantity of materials and plant in stock as not to delay the carrying out of the works with due explanation and the engineer and the engineers representative shall have free access to the said sheds, store houses at any time for the purpose of inspecting the stock of materials or plant so kept in hand, and any materials or plan which the Engineer may object to shall not be brought upon or used in the works, but shall be forthwith removed from the sheds, store houses or yards by the contractor. The contractor shall at his own expenses provide and maintain all T & P or any other equipment necessary for the execution of the works.		
12	Chapter -IV Special Conditions of Contract Clause 1.3 Page 72 of 177	Within a period of 15 days from the date of issue of Letter of Acceptance of Tender, the O & M Contractor shall submit the detailed plan for Operation & Maintenance of various Track Machines and various documents enumerated in tender papers to DFCCIL. DFCCIL shall give a prior notice of 15 days to Contractor for mobilization and start of work at site. This scheme of the O & M Contractor shall generally cover the following: A. The organization to manage efficient Operation & Maintenance of various Track Machines.	We request to include a successful handing over of all the machines and tools before start of work.	Yes, it will be done.

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		<p>B. Basic control system. C. Records for maintenance D. Manual for operation & maintenance of machine based on IRTMM manual</p>		
13	<p>Chapter-IV</p> <p>Special Conditions of Contract</p> <p>Clause 1.4 Page 73 of 177</p>	<p>APPLICABLE TECHNICAL DOCUMENTS –</p> <p>(a) Technical specifications CSM and DTS. (b) OEM manual for CSM and DTS Maintenance. (c) DFCCIL Railroad Manual and Indian Railway Track Machine Manual as updated on date of opening of tender. An updated copy of above manual/documents is available on Indian Railway web site Indianrailways.gov.in/Railway board. (d) Schedule of Dimensions (SOD). (An updated copy of above manual/documents is available on Indian Railway web site Indianrailways.gov.in/railway board and DFCCIL SOD). (e) DFCCIL's General & Subsidiaries rules (Copy may be collected from DFCCIL), and (f) Dfccil's update copy of machine manual.</p> <p>The following manual/documents will be applicable for this work:</p> <p>Note: Changes made in above documents during execution of contract will be communicated to the O & M contractor by DFCCIL</p>	<p>We request to include the critical back up softwares and recovery softwares for critical operating components / assemblies/ parts to be included in this list since these softwares are OEM proprietary items and cannot be made available by the contractor.</p>	<p>Refer to Note 2 of Item No. 1 of Form-3 and Form-4, wherein the methodology for replacement/repair of the electronic circuitry of the machines and the Datamatic system has been specified.</p>

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		under clear acknowledgment. Subsequent changes after the date of opening of tender including correction slips to above documents will be applicable only when revision of rates, terms and conditions are worked out with mutual consent.		
14	Clause 1.5 (b), Point (xxi) Page 75 of 177	DFCCIL's obligations- (xxi) Any item which is not specifically included in the scope of O & M contractor will be carried out by DFCCIL either departmentally or through other agencies.	It is understood that all softwares, back up / recovery softwares will be provided by DFCC. It is understood that DFCC will provide a safe storage place for spares/ released material, which will be close to the machine IOH/ POH major repair location.	1. Refer to Note 2 of Item No. 1 of Schedule B of Form-3 and Form-4 , wherein the methodology for replacement/repair of the electronic circuitry of the machines and the Datamatic system has been specified. 2. Refer to Clause 25 of GCC Chapter IV.
15	General Requirements Clause 1.6.8 Page 76 of 177	All tools and plants, drawings, manuals which are supplied by the DFCCIL to O & M Contractor free of cost for use along with the Machines shall be handed over back to DFCCIL in working conditions after expiry of the contract period to DFCCIL authorized personnel	We request to add softwares, recovery softwares to be supplied free of cost to the O&M Contractor	1. Refer to Note 2 of Item No. 1 of Schedule B of Form-3 and Form-4 , wherein the methodology for replacement/repair of the electronic circuitry of the machines and the Datamatic system has been specified. 2. As per tender conditions, the provisions stipulated in Clause 1.6 of the SCC will prevail.
16	Clause 1.7.1 MAINTENANCE OF TRACK MACHINES Page 77 of 177	The Inspection and Maintenance of Machine(s) have/has to be done as per the OEM Maintenance Manual of Machine(s) and RDSO prescribed check list for Machine(s).	It is understood that OEM Maintenance Manual will be valid in case of any contradict between the OEM and RDSO maintenance manual for the machines.	The provisions specified in the Order of Precedence shall prevail over any other conflicting provisions
17	Clause 1.9.3 Page 79 of 177	It is desirable that O & M contractor have a MoU regarding the supply of various spare parts of Machine(s).	It is understood that it is not mandatory.	DFC has floated the tender on the concept of back-to-back O&M, and it is desirable (but not mandatory) that bidders have an understanding with OEMs of the machine subsystems.

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18	Clause 1.10.1 Operation of track machines: Page 79 of 177	The Machines shall be ready to work sufficiently in advance before the proposed normal block timing as decided in weekly planning. For minimizing the travel time of Machine, the shunting operations should be done in advance, and Machine should be kept ready near the starter signal towards the block section where the Machine has to work. This shall be planned by the DFCCIL supervisor. The contractor is required to factor this in the daily required working hours of the staff.	It is requested to mention that the O&M team will not be required to work more than 10 hours during one normal working day except breakdown / long travel / shifting of the machine.	The provisions laid down in Clause 1.6.2 and Clause 1.6.3 of the SCC are applicable and shall prevail in this context.
19	Clause 1.10.6 Operation of track machines: Page 79 of 177	O & M Contractor shall furnish adequate VHF sets for crew communication for safe operation of Machine, this should include at least 8 hands free devices	It is understood that the frequency bands will be provided by DFCC for operating the handsets	The Agency shall supply 8 hands-free devices along with charging facilities. Any technical data required for the configuration of these VHF sets at time of supply/procurement shall be arranged by DFCCIL.
20	Chapter-VI, Clause 1.1 Page 89 of 177	OEM items: The units/components for which no brand has been identified till now nor any drawing and specification has been developed by RDSO or Indian Railways are to be procured from OEM only and current lists enclosed as Annexure - SP I. The following types of items mainly are covered in this category: Hydraulic filters used on track machine and other hydraulic components for which no brand has been identified till date. • All types of printed circuit boards (PCB) used on track machines and their components. • ZF gear box and its spares.	It is understood: Clutch assemblies of BCM/FRM machines. – Not Applicable	The lists of spare parts provided as Annexures SP-I, SP-II, SP-IIIA and SP-IIIB are common for all types of track machines. However, only the relevant parts applicable to the Track Machines mentioned in the subject bid shall be considered.

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		<ul style="list-style-type: none"> •Most of the Hydraulic valves; pumps and motors for which no brand has been identified/used. • Electronic spares not identified for any brand like data cable, gauges, digital display, sensor and switches • Pneumatic valves used in brake circuit including brake cylinder. •Transmission gear boxes and their housing, cardon shafts •Clutch assemblies of BCM/FRM machines. •Engine spares •Hydraulic coolers and radiators 		
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