



भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड Railway Board



(E-File no. 3324756)

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New Delhi-25.05.2022

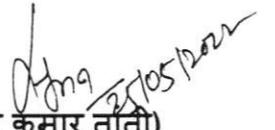
PCME,
Northern Railway

Sub: Policy guidelines for Preventive Maintenance Contract (PMC) of Bio-Vacuum Hybrid Toilets (BVHT) during warranty period.

Ref: NR's letter no. 793-M/211/Vacuum system/MC-I/2019 dated 07.05.2022.

In reference to the letter above, it is advised to proceed with the work as per requirement over the Zonal Railways, considering skill sets available within the Railway and warranty and other related conditions under which these Bio Vacuum toilets have been fitted/retro fitted.

For further necessary action please.


(सुमन कुमार तंती)

निदेशक / यांत्रिक इंजी. को.
रेलवे बोर्ड

C/-PCMEs/All Zonal Railways for kind information and necessary action please.

PTO

EDME/EnHM & Project

NORTHERN RAILWAY



Headquarter Office,
Baroda House,
New Delhi

No. : 793-M/211/Vacuum System/MC-I/2019

Date : 07.05.2022

EDME/EnHM & Project,
Railway Board,
Rail Bhawan, New Delhi

Sub. : Policy guidelines for Preventive Maintenance Contract (PMC) of Bio-Vacuum Hybrid Toilets (BVHT) during warranty period

Ref. : i) RDSO Specification no. RDSO/2017/CG-06 Rev.-02.
ii) COFMOW tender no. G-707070.

An incidence of reverse throw of waste occurred from toilet pan of Bio-Vacuum Hybrid Toilet on the travelling passenger while using the lavatory of coach no. 181445 NR/LWACCN in train no. 12441 BSP-NDLS Rajdhani Express. This incidence attracted the attention of media and social media also which tarnished the image of Indian Railway. In view of such a bad incidence, the attention on maintenance of BVHTs is a cause of concern.

Northern Railway has at present holding of around 2500 nos. of BVHTs of different makes i.e. Amit, Oasis, Darshan, Knorr-Bremse, etc. which are running in primarily premium trains like Rajdhani, Shatabdi, Duronto or Humsafar. Even though functionality of all makes of BVHTs are based on RDSO Spec. RDSO/2017/CG-06 Rev.-02, however, the constructional features of one are different from the other. These include colour coding of electrical connection wires, pneumatic pressure pipes, etc. And therefore, maintenance requirements of each type of BVHT are also different. Also, ensuring availability of spare parts for each type of BVHT is a difficult task. The holding of coaches fitted with BVHTs is gradually increasing as newly built LHB coaches turned out from PUs are equipped with BVHTs.

Most of the BVHTs in NR are fitted under the said RDSO specifications, in which a warranty period of 72 months from the date of fitment is specified. However, during the warranty period, day to day preventive maintenance has to be carried out by Zonal Railways. Owing to multiplicity of firms as explained above, the preventive maintenance of BVHT's is difficult to implement in the zonal railways.

It may be noted, that BVHT's that have been procured against COFMOW order are already having a provision of PMC during the warranty period and AMC after the warranty period. PMC contracts are also given by Railways for the maintenance of RMPU's during the warranty period.

In view of above, it is requested that necessary guidelines be issued by Railway Board regarding award of PMC to the OEM's for day to day maintenance of these BVHTs during the warranty period of six years and AMC thereafter so that any such incidence of reverse throw does not happen in future.

Digitally Signed by
Kaushtubh Mani
Date: 07-05-2022 13:52:29
Reason: Approved

(Kaushtubh Mani)
CRSE/Chg./NR

Dm # 1/Chg

PL put up.

13.5.2022