

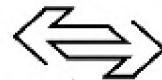
**“ADDENDUM NUMBER 6 & REPLIES TO QUERIES” IN RESPECT OF CHANGES TO
FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)**

Date of Issue of Addendum 6: 17/07/2020

**Through e-procurement Portal of Government of NCT of Delhi
(<https://govtprocurement.delhi.gov.in>)**

FOR
SUPPLY OF FULLY BUILT 1000 AC CNG PROPELLED LOW FLOOR BUSES
GLOBAL RFP NUMBER: DCGM/SBU/937/2020/AC

Issued By



DELHI TRANSPORT CORPORATION

(Government of NCT of Delhi)

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DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES” IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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**‘REQUEST FOR PROPOSAL’ (RFP) DOCUMENT SUPPLY OF FULLY BUILT AC CNG PROPELLED LOW FLOOR BUSES OF
[GLOBAL RFP NUMBER: DCGM/SBU/937/2020/AC, Tender ID: 2020_DTC_189972_1]**

PRE-BID CONFERENCE HELD AT 14.30 HOURS ON 16th JUNE, 2020 AT HEAD QUARTER, DELHI TRANSPORT CORPORATION, I P ESTATE, NEW DELHI-110002, INDIA

ADDENDUM NUMBER 6 DATED 17.07.2020

AMENDMENTS MADE BY DELHI TRANSPORT CORPORATION TO THE RFP DOCUMENT

Sl. No	Section of the Bid Documents	Para/ Clause No.	Page No.	Existing Entry in the Bid Documents	Now Read as
1	V	2.2	22	The Bidder shall be engaged in the manufacture and supply of CNG Fuel Mode Bus chassis and/ or Fully-built CNG Propelled Buses with at least preceding three years' experience ending on 31 st March 2019.	The Bidder shall be engaged in the manufacture and supply of CNG Fuel Mode Bus chassis and/ or Fully-built CNG Propelled Buses with at least preceding three years' experience ending on <u>31st March 2020</u> .
2	V	13.1(b)	26	The Bidder should be a manufacturer of CNG propelled Bus chassis and/ or complete CNG Buses with at least three years' experience in line during at least preceding three years ending on 31 st March, 2019. The Bidders shall furnish all information on past supplies for last three years and their satisfactory performance in the Proformas prescribed in the RFP document. Bidders should furnish the copies of contracts & client's certificates for satisfactory performance of the CNG bus chassis/ buses manufactured & supplied by them. For other type of buses, bidders to furnish the details of major supplies made by them in the preceding three years ending on	The Bidder should be a manufacturer of CNG propelled Bus chassis and/ or complete CNG Buses with at least three years' experience in line during at least preceding three years ending on <u>31st March, 2020</u> . The Bidders shall furnish all information on past supplies for last three years and their satisfactory performance in the Proformas prescribed in the RFP document. Bidders should furnish the copies of contracts & client's certificates for satisfactory performance of the CNG bus chassis/ buses manufactured & supplied by them. For other type of buses, bidders to furnish the details of major supplies made by them in the preceding three years ending on <u>31st March, 2020</u> .

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Sl. No	Section of the Bid Documents	Para/ Clause No.	Page No.	Existing Entry in the Bid Documents	Now Read as
				31 st March, 2019.	
3	V	13.1 (c)	26	The Bidder should have average annual gross turnover of more than INR 3000 Million (or in equivalent foreign currency) during the last three financial years. Bidders should indicated in the currency other than Indian Rupees (INR).	The Bidder should have average annual gross turnover of more than INR 3000 Million (or in equivalent foreign currency) during the last three financial years. Bidders should indicated in the currency other than Indian Rupees (INR). <i><u>Note: In case the annual accounts for the last financial year are not audited and therefore the Bidder cannot make it available, the Bidder shall give an undertaking to this effect and the statutory auditor shall certify the same. In such a case, the Bidder shall provide the Audited Annual Reports for 3 (three) years preceding the year for which the Audited Annual Report is not being provided. In such case, the 'last 3 (three) years preceding the Bid Due Date' shall deem to start from the latest financial year from which the Audited Annual Reports has been provided by the Bidder.</u></i>
4	V	32.2	37	The Bidders are required to provide all technical details, as these are required for evaluation purpose & also for quality assurance during fabrication. Bids received without full & complete specifications and drawings are liable to be rejected.	The Bidders are required to provide all technical details, as these are required for evaluation purpose & also for quality assurance during fabrication. Bids received without compliance of specifications and general appearance drawings and seating layout as specified in Clause 32 of Section VI (GCC) are liable

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Sl. No	Section of the Bid Documents	Para/ Clause No.	Page No.	Existing Entry in the Bid Documents	Now Read as
					to be rejected.
5	VI	24.2	55	The Contractor will be required to station required number of competent engineers/ supervisors along with necessary spare parts during testing & commissioning of the Buses at his cost. However, at least one competent engineer per depot will necessarily be stationed during the entire warranty period for the evaluation of the performance of the Buses & keeping liaison with the Purchaser. Necessary technical personnel will also be deputed by the Contractor at his cost for investigating defects and failures and carrying out modifications as and when required during the warranty period.	The Contractor will be required to station required number of competent engineers/ supervisors along with necessary spare parts during testing & commissioning of the Buses at his cost. However, sufficient no of service engineers will necessarily be stationed during the entire warranty period for the evaluation of the performance of the Buses & keeping liaison with the Purchaser. Necessary technical personnel will also be deputed by the Contractor at his cost for investigating defects and failures and carrying out modifications as and when required during the warranty period.
6	VI	32	61	SUBMISSION OF DRAWINGS The Bidder shall be required to provide two sets of general drawings comprising of elevations – sides, front & rear ends along with main dimensions, isometric views, exterior & interior details, seating layouts, specified colour scheme etc. along with their Bid. Three complete sets of Pen drive loaded with the fabrication drawings along with <i>three sets</i> of hard copies and other documents as specified in Technical Specifications (Section VIII) shall be supplied by the Contractor to the Purchaser in advance of dispatch of the Prototype of Fully Built AC CNG Propelled Standard Size Bus of Low Floor Height from the Manufacturer's works.	SUBMISSION OF DRAWINGS The Bidder shall be required to provide general appearance drawings along with main dimensions, seating layout along with their Bid. Three complete sets of Pen drive loaded with the fabrication drawings along with <i>three sets</i> of hard copies and other documents as specified in Technical Specifications (Section VIII) shall be supplied by the Contractor to the Purchaser in advance of dispatch of the Prototype of Fully Built AC CNG Propelled Standard Size Bus of Low Floor Height from the Manufacturer's works.

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Sl. No	Section of the Bid Documents	Para/ Clause No.	Page No.	Existing Entry in the Bid Documents	Now Read as
7	VIII	8.4	75	An additional provision for parking brakes is also to be provided to prevent auto application of parking brakes due to loss of pressure in the Hand Break line.	An additional provision for parking brakes is also to be provided to prevent auto application of parking brakes due to loss of pressure in the main line.
8	VIII	9.3	76	Splash aprons of minimum 6.50mm thickness composed of rubberized fabric shall be installed behind of wheels as needed to reduce road splash and protect under floor components. The splash aprons shall extend downward to within 100mm of the road surface at static conditions. Apron widths shall be no less than tyre widths. Splash aprons shall be bolted to the bus under structure. Other splash aprons shall be installed where necessary to protect bus equipment.	Splash aprons (Mud Flaps) of minimum 6.50mm thickness composed of rubberized fabric/ EPDM rubber shall be installed behind of wheels as needed to reduce road splash and protect under floor components. The splash aprons shall extend downward to within 100mm of the road surface at static conditions. Apron widths shall be no less than tyre widths. Splash aprons shall be bolted to the bus under structure. Other splash aprons shall be installed where necessary to protect bus equipment.
9	VIII	14.1	80	A walkway suitable for two persons shall be provided longitudinally to enable repairs/ maintenance/ handling of the CNG System/ Items on roof & connected with ladder at suitable location. The platform shall be fitted to roof structure with proper reinforcement.	A walkway suitable for two persons shall be provided as per the design of the manufacturer. However, the Bidder shall ensure sufficient provision for movement and easy accessibility to all service-related areas. The platform shall be fitted to roof structure with proper reinforcement.
10	VIII	14.6	80	All side skirt panels below stretch panel line must be no longer than 1500 mm and be of such design that any panel can be replaced with a pre-painted panel within a very short period of time. The side skirt shall be able to withstand the side impact as per the provisions of BIS: 14682-1999 or latest. Similarly, the rear end shall be able to withstand	All side skirt panels below stretch panel line must be no longer than 1500 mm and be of such design that any panel can be replaced with a pre-painted panel within a very short period of time. <u>It will be riveted and screwed at skirt rail.</u> The side skirt shall be able to withstand the side impact as per the provisions of BIS: 14682-1999 or latest.

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Sl. No	Section of the Bid Documents	Para/ Clause No.	Page No.	Existing Entry in the Bid Documents	Now Read as
				the rear impact as per the provisions of BIS: 14812-2000 or latest. The skirt panel shall be openable fitted with stainless steel piano type hinges (heavy duty), to be fitted at the rub rail for the ease of maintenance purpose. However, the fixed skirt panel may not be in openable position like at wheel arches. The openable skirt panels shall be bolted at skirt level. TIG welding for fabrication of aluminium components shall be used.	Similarly, the rear end shall be able to withstand the rear impact as per the provisions of BIS: 14812-2000 or latest. The skirt panel shall be openable fitted with stainless steel piano type hinges (heavy duty), to be fitted at the rub rail for the ease of maintenance purpose. However, the fixed skirt panel may not be in openable position like at wheel arches. The openable skirt panels shall be <u>bolted/ locked</u> at skirt level. TIG welding for fabrication of aluminium components shall be used.
11	VIII	17.2	82	Front door shall be located ahead of front axle whereas rear door shall be positioned such that rear edge of gate shall be at minimum 1500 mm ahead of central line of rear axle or front edge of gate minimum 1500 mm behind central line of rear axle.	Front door shall be located ahead of front axle whereas rear door shall be positioned such that preferably rear edge of gate 1500 mm ahead of central line of rear axle or preferably front edge of gate 1500 mm behind central line of rear axle.
12	VIII	17.9	83	A red "DOOR CLOSING" sign shall be installed above exit door.	A red "DOOR CLOSING" sign or blinking light of red colour as a "DOOR CLOSING" sign shall be installed above exit door.
13	VIII	17.11		Service Doors operation shall be controlled with the help of three push buttons or switch: - One green button for entrance (press once open, press again closed) - One black button for exit (press once open, press again closed)	Service Doors operation shall be controlled with the help of three push buttons or switch: - One green button for entrance (press once open, press again closed) - One black button for exit (press once open, press again closed)

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Sl. No	Section of the Bid Documents	Para/ Clause No.	Page No.	Existing Entry in the Bid Documents	Now Read as
				- One red master button to close both entrance and exit doors at the same time	- One red master button to close both entrance and exit doors at the same time. <u>Alternatively, the district marking with no 1 for entrance door and 2 for exit door can be marked.</u>
14	VIII	17.12	83	All button and switches shall be labelled and located on a panel to the right as well as left side of the driver taking in to account convenience of operation and proper ergonomics except the door opening switch which shall be on left hand side of the driver. For emergency operation each door will have covered switch at suitable place both inside and outside the vehicle body.	All button and switches shall be labelled and located on a panel to the right as well as left side of the driver taking in to account convenience of operation and ergonomic. For emergency operation each door will have covered switch at suitable place both inside and outside the vehicle body.
15	VIII	22.4	84	Internal saloon height shall be minimum of 1900 mm in the rear overhang area.	Internal saloon height shall be as per AIS 052 in the rear overhang area.
16	VIII	35 (1 st Para)	89	The ITS enabled bus with On Bus Intelligent Transport System ITS Control Unit The amendment/ clarification issued by Transport Department, Govt. of NCT of Delhi regarding minimum specification for CCTVs System till the stage of Proto Type shall be applicable.	The ITS enabled bus with On Bus Intelligent Transport System ITS Control Unit The amendment/ clarification issued by Transport Department, Govt. of NCT of Delhi regarding minimum specification for CCTVs System till the stage of Proto Type shall be applicable. <u>The bidders shall use only Non-Chinese make ITS items in the manufacturing of buses.</u>
17	VIII	35	89	The bus should have 3 (Three) internal and one reverse surveillance IP based CCTV camera	The bus should have 3 (Three) internal and one Reverse Parking Camera and...

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Sl. No	Section of the Bid Documents	Para/ Clause No.	Page No.	Existing Entry in the Bid Documents	Now Read as
				and..... e) Reverse parking digital camera of rearward vision shall be provided along with LED display on or near dash board. The system shall comply with provisions of AIS 145. This indirect vision system shall get activated upon engagement of reverse gear. It should give audio warning on reaching the critical distance available for reverse parking.	e) Rear View Camera System to display the zone behind the vehicle shall be provided along with display on or near dash board. The Reverse Parking Alert system (RPAS) shall comply with provisions of AIS 145. This indirect vision system shall get activated upon engagement of reverse gear. RPAS should give audio warning on reaching the critical distance available for reverse parking.
18	VIII	37	91	The bus shall have heavy-duty ring type towing devices in the front and rear bumpers area with load transfer to bus structural members. The capacity of each towing device shall be 1.2 times (minimum) the kerb weight of the bus within 30 degrees of the longitudinal axis of the bus.	The bus shall have <u>provision of</u> heavy-duty ring type towing devices in the front and rear bumpers area with load transfer to bus structural members. The capacity of each towing device shall be 1.2 times (minimum) the kerb weight of the bus within 30 degrees of the longitudinal axis of the bus.
19	VIII	40	91	Multipurpose dry powder type (Stored pressure), duly filled fire extinguishers conforming to BIS: 13849-1993 or latest, two numbers <u>of 5 kg capacity each</u> shall be provided as per the AIS-052. One Fire extinguisher.....	Multipurpose dry powder type (Stored pressure), duly filled fire extinguishers conforming to BIS: 13849-1993 or latest, two numbers shall be provided as per the AIS-052. One Fire extinguisher....
20	VIII	43 (6)	92	Ground clearances at axle-Not less than 190mm	Ground clearances at axle-Minimum 175mm as per Urban Bus Specifications
21	VIII	46.11.2	98	Exterior door lights-Lights shall be automatically switched off when the door is closed.	Entry/ exit lights-Lights shall be automatically switched off when the door is closed.
22	VIII	56	100	The bidders shall submit techno commercial information of the buses offered as per Proforma-	The bidders shall submit techno commercial information of the buses offered as per Proforma-A of

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Sl. No	Section of the Bid Documents	Para/ Clause No.	Page No.	Existing Entry in the Bid Documents	Now Read as
				A of Section IX and technical specification details of the offered product as per Proforma-B of Section IX. General Drawings comprising of elevations–sides, front & rear ends along with main dimensions i.e. overall length, overall width, overall height, saloon height, pillar to pillar distance, isometric views, drawing for the cross section of the bus, exterior & interior details, seating layouts, no. of seats (excluding seat for the driver) are to be submitted along with their bid etc.	Section IX and technical specification details of the offered product as per Proforma-B of Section IX. <u>General appearance drawings along with main dimensions, seating layouts, no. of seats (excluding seat for the driver) are to be submitted along with their bid.</u> However, the successive Bidder shall also submit the detailed working/ fabrication drawings of structure, final drawing for the cross section of the bus, different assemblies/ sub-assemblies, components/ sub-components of bus body (including windscreen and window glasses) etc. for inspection point of view.
23	VIII	63 (t)	105	For proper air ventilation, 200 mm 24V DC cabin fan shall be provided on each side pillar on both side of the bus and one fan in driver's cabin.	For proper air ventilation, 200 mm 24V DC cabin fan shall be provided on each side pillar or at appropriate location on both side of the bus covering all the passenger seats and one fan in driver's cabin.
24	XI	Proforma B	119	-	iv) Torque: 650 NM (minimum)
25	XI	Annexure 24	202	Note: Detailed specification document for CCTV devices as per IS 16833:2018: CCTV system with an inbuilt tracking system and integrated emergency System or minimum specifications as per Appendix to Schedule 2, whichever is superior shall be complied. The amendments/exemptions shall be intimated as and when received otherwise the bidders have to abide by the BIS standard.	Note: Detailed specification document for CCTV devices as per IS 16833:2018: CCTV system with integrated emergency System (AIS 153 as per Amendment 4) or minimum specifications as per Annexure-24, whichever is superior shall be complied. However, the requirements under Annexure- 24 (Table-B, Sr. No.38 to 47) may be complied together with vehicle tracking system as per IS:16833, Annexure-A. The amendments/exemptions shall be intimated as and when received otherwise the bidders

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Sl. No	Section of the Bid Documents	Para/ Clause No.	Page No.	Existing Entry in the Bid Documents	Now Read as
					have to abide by the BIS standard.

N.B.: PLEASE NOTE THAT AFTER INCORPORATING THE ABOVE AMENDMENTS (PAGE- 03 TO 11); THE RFP DOCUMENT HAS BEEN FROZEN.

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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**‘REQUEST FOR PROPOSAL’ (RFP) DOCUMENT SUPPLY OF FULLY BUILT AC CNG PROPELLED LOW FLOOR BUSES OF
[GLOBAL RFP NUMBER: DCGM/SBU/937/2020/AC, Tender ID: 2020_DTC_189972_1]**

PRE-BID CONFERENCE HELD AT 14.30 HOURS ON 16th JUNE, 2020 AT HEAD QUARTER, DELHI TRANSPORT CORPORATION, I P ESTATE, NEW DELHI-110002, INDIA

AMENDMENTS/ CLARIFICATIONS SOUGHT BY M/S. TATA MOTORS LTD.

RESPONSE OF DTC:

Sr. No.	Section/ Annexure of Bid Document	Para/ Clause No.	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
1	V	2.1	21	Eligibility - The Bidder eligible for participating in the Bid process shall be an Indian company incorporated under the provisions of Indian Companies Act, 2013 or a foreign company, incorporated under equivalent law of a country outside India. The bidder should be legally competent to enter into contract as per prevailing laws. TML Response Tata Motors Ltd. is a company registered under the Indian Companies Act, 1913. Request the department to Please reiterate the statement as “The Bidder eligible for participating in the Bid process shall be an Indian company incorporated	Section 2(20) of the 2013 Act defines the term “company” to mean “a company incorporated under the Companies Act 2013 or any previous company law.” As such a company registered under the previous company law is covered under eligibility condition as defined in the RFP.

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Sr. No.	Section/ Annexure of Bid Document	Para/ Clause No.	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
				under the provisions of Indian Companies Act, 1913"	
2	V	11.3	25	The Bidder shall be required to comply with all the latest provisions of the Central Motor Vehicle Rules 1989 (CMVR), the Motor Vehicle Act 1988 (MVA), the Delhi Motor Vehicle Rules 1993 (DMVR) along with any and all amendments therein and other statutory and legal requirements as applicable on the date of registration of Buses with Transport Department, Government of NCT, Delhi. TML Response Vehicle shall comply CMVR norms. Request the department to clarify on DMVR requirements over & above CMVR	Delhi Motor vehicles Rules, 1993 (as amended) are available in public domain for reference.
3	V	13.1.a	26	DOCUMENTS ESTABLISHING BIDDER'S ELIGIBILITY AND QUALIFICATIONS: Copy of Certificate of Incorporation duly certified as true copy by a Chartered Accountant TML Response Request the department to kindly accept Copy of Certificate of Incorporation duly certified as true copy by a Power of Attorney	As per RFP

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Sr. No.	Section/ Annexure of Bid Document	Para/ Clause No.	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
4	V	13.1.b	26	The Bidder should be a manufacturer of CNG propelled Bus chassis and/ or complete CNG Buses with at least three years' experience in line during at least preceding three years ending on 31stMarch, 2019. The Bidders shall furnish all information on past supplies for last three years and their satisfactory performance in the Proformas prescribed in the RFP document. Bidders should furnish the copies of contracts & client's certificates for satisfactory performance of the CNG bus chassis/ buses manufactured & supplied by them. For other type of buses, bidders to furnish the details of major supplies made by them in the preceding three years ending on 31stMarch, 2019. TML Response Request the department to kindly accept performance certificate of diesel chassis / buses also	Please refer amendment to RFP Document
5	V	13.1.e	26	Bidder shall furnish details of its plant, equipment and the manufacturing capacity certifying that they have the capacity to manufacture and supply the buses within the delivery schedule offered by them. Production Capacity of the Bidder is to be supported with a certificate issued by the Cost Auditor of the Company after taking into account the installed capacity, actual production during last three years and expansion/	As per RFP

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Sr. No.	Section/ Annexure of Bid Document	Para/ Clause No.	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
				debottlenecking plan of Company, if any, ending on 31st March, 2020. TML Response Request the department to accept the certificate for year ending 31st March 2019 and certificate by POA	
6	V	45	41	REQUIREMENTS OF PURCHASER FOR ANNUAL MAINTENANCE CONTRACT - Prior to award of contract for supply of buses in terms of RFP, the Purchaser has decided to invite separate tenders for Comprehensive Annual Maintenance Contract (AMC) for maintenance of buses proposed for procurement as per key terms and conditions given in Annexure 25. The Vehicle Manufacturer (Bidder) is required to submit undertaking as a part of Techno-Commercial Bid (Bid 1) as given in Annexure 23 to participate in the said tender of the Purchaser and offer a reasonable rate directly as Vehicle Manufacturers (VM) and also through their authorized network for which eligibility conditions are also defined in Annexure 25. TML Response Request to kindly remove the "ANNEXURE 23: FORMAT OF UNDERTAKING" wherein vehicle manufacturer (VM) shall be bound to participate mandatorily for the Comprehensive Annual Maintenance Contract (AMC) Bid to be subsequently	The key terms & conditions of Annual Maintenance Contract (AMC) are already specified in the Annexure-25 of RFP.

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Sr. No.	Section/ Annexure of Bid Document	Para/ Clause No.	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
				released by DTC. This is because complete terms and conditions of AMC are not clear in the tender	
7	VI	2.4	43	PARTIES TO THE CONTRACT AND THEIR OBLIGATIONS - In case of any inter-se conflict between any provisions/ stipulations in the Bid Document or in the Contract Document, the decision of the Purchaser for interpretation/ application would be final and binding on the Contractor TML Response Request to kindly modify the statement as "In case of any inter-se conflict between any provisions/ stipulations in the Bid Document or in the Contract Document, the dispute should be either mutually settled or in the event dispute cannot be resolved same can be referred to Arbitration for interpretation""	As per RFP
8	VI	3.2	44	The whole contract is to be executed in the approved, substantial and workmanlike manner, to the entire satisfaction of the Purchaser, who both personally and by its any person acting through or under Purchaser, shall have full power, at every stage of progress, to inspect the Buses at such times as he may deem fit and to reject any of the Bus/ item, which he may disapprove, and his decision thereon, and on any question of the true intent and meaning of the specifications shall be final and conclusive.	As per RFP

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				TML Response Request the department to deleted this clause	
9	VI	7.2	47	PROGRESS OF DELIVERIES: The Contractor shall allow reasonable facilities and free access to his works and records to the Inspecting Officer or such other Officer as may be nominated & deputed by the Purchaser for the purpose of ascertaining the progress of the deliveries under the contract. TML Response Request the department to delete this clause	As per RFP
10	VI	17.2	52	Any dispute or difference in respect of either the interpretation, effect or application of the above sub-clause or of the amount recoverable there under by the Purchaser from the Bidder/ Contractor, shall be decided by the Purchaser, whose decision thereon shall be final and binding on the Bidder/ Contractor. TML Response Request to kindly reiterate the statement as "Any dispute or difference in respect of either the	As per RFP

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				interpretation, effect or application of the above sub-clause or of the amount recoverable there under by the Purchaser from the Bidder/ Contractor, shall be decided by the parties mutually."	
11	VI	24.1	55	Warranty - The Contractor will be responsible for any defect or failure of Buses or equipment provided in these buses due to defective design, material or workmanship, for a period of three years or operation of buses up to 2,10,000 Kms., individually for each bus whichever is earlier from the date of placement in service after registration from Transport Department, Delhi ("Warranty Period").The rectification/ replacement of failed components/ equipment will have to be undertaken by the Contractor free of charge at Purchaser's workshop/ depot. The Contractor shall collect the failed & defective components/ equipment from Purchaser site and send them to the works of the suppliers at his cost and responsibility. This will be arranged directly by the Contractor or his representative. Further, should any design modification be required to be made in any assemblies/ sub-assemblies such as CNG engine, Automatic transmission, high pressure regulator, catalytic converter, self-starter & alternator, air suspension on rear wheels, front axle, rear axle, steering, electronic destination boards of the buses, pneumatically operated doors, ITS enabled bus with inbuilt GPS System etc. the period of 2,10,000 Kms. or three years	As per RFP

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				of operation whichever is earlier, would commence from the date when the design modification in the aforesaid assemblies/ sub-assemblies/ equipment etc. is re-commissioned in service. TML Response Request the department to kindly consider warranty terms as 18 months/1.5lac km whichever is earlier. However for key aggregates listed below: Warranty of proprietary items shall be governed by individual supplier's warranty. This is for Cat-con, Alternator, starter air susp, AT Kit, ITS parts. OE aggregates like Rear axle; engine shall have OE warranty as indicated above.	
12	VI	24.2	55	The Contractor will be required to station required number of competent engineers/ supervisors along with necessary spare parts during testing & commissioning of the Buses at his cost. However, at least one competent engineer per depot will necessarily be stationed during the entire warranty period for the evaluation of the performance of the Buses & keeping liaison with the Purchaser. Necessary technical personnel will also be deputed by the Contractor at his	Please refer amendment to RFP Document.

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				cost for investigating defects and failures and carrying out modifications as and when required during the warranty period. TML Response Request authority to modify the clause as "However, sufficient engineer shall be stationed during the entire warranty period for the evaluation of the performance of the Buses & keeping liaison with the Purchaser."	
13	VI	29.1.a	57	PAYMENT TERMS - Payment for 80% of the total price of each consignment of the Buses dispatched will be made to the Contractor on receipt of the buses by the consignee within 30 days of receipt of bill along with the documents as specified below: TML Response Request you to kindly impose the interest clause in case of delay in the release of payment	As per RFP
14	VI	32	61	SUBMISSION OF DRAWINGS - The Bidder shall be required to provide two sets of general drawings comprising of elevations – sides, front & rear ends along with main dimensions, isometric views, exterior & interior details, seating layouts, specified colour scheme etc. along with their Bid. Three complete sets of Pen drive loaded with the fabrication drawings along with three sets of hard copies and other documents as	Please refer amendment to RFP Document.

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				specified in Technical Specifications (Section VIII) shall be supplied by the Contractor to the Purchaser in advance of dispatch of the Prototype of Fully Built AC CNG Propelled Standard Size Bus of Low Floor Height from the Manufacturer's works. TML Response Seating layout will be submitted along with the bid. Other drawings will be submitted at the time of proto inspection.	
15	VI	34.2	61	SERVICE MANUALS AND SPARE PARTS CATALOGUES - The Contractor shall also furnish break-up of the price of the bus in respect of chassis portion, its major assemblies/ sub-assemblies/ components –xtyres, batteries, CNG system - cylinders, walls, pipelines, pressure regulators, fire detection system, gas leakage detector, other fitments etc. and bus body portion – structure, paneling, seats, glasses/ window assemblies, lighting/ multiplex wiring/ electrical assemblies/ sub-assemblies, LED Boards, ITS, electro pneumatically operated doors, painting, other fitments etc. The break up shall be furnished along with the prototype, to be submitted for approval of the Purchaser within 03 months of dispatch of Letter of Acceptance. The Contractor shall give an undertaking along with the price break up that the rates of the parts quoted by them are reasonable and do not exceed than the rates	As per RFP

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				at which these parts are available on DGS&D/ ASRTU Rate Contract (RC), if any. In case parts are not available on Rate Contract, the Contractor shall give an undertaking that the rates they have quoted are not more than the rates at which these parts are normally available in the market. The rates of the spare parts shall be valid for three years from the date of submission of break up subject to price variation limited to the relevant price index of the Government. TML Response Parts will be supplied at the ASRTU Rate contract	
16	Annexure - 11	1.1.5	158	Inspection Plan - The cost of all tests, analysis, and patent rights shall be borne by the Manufacturer. TML Response Request the department to kindly provide the proper clarity tests, analysis, and patent rights as regards the applicable standards. Testing against wrong/ inapplicable standards will give failure results	As per RFP
17	Annexure - 11	1.5	159	Inspection Plan - The manufacturer shall provide free of charge all facilities at his manufacturing premises viz. office space, equipment, tools, labour, gauges, drawings and specifications required for this purpose	As per RFP

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				without extra charge to the inspecting officer(s)/ official(s) for the proper performance of his work regarding inspection and testing under this contract. TML Response Request the department to kindly provide the proper clarity as to what specific facilities will be used by DTC.	
18	Annexure - 11	1.7	160	Inspection Plan - Without prejudice to the powers of the MD or his authorized representative to reject any of the work which he may consider defective either in material, manufacturing or workmanship, if the MD reluctantly does accept any poor material, poor manufacturing or poor workmanship, it is open to the MD or his authorized representative to impose such percentage reduction in the contract prices as in his opinion would be justifiable and reasonable in the circumstances and the Bus Manufacturer shall be bound to agree to such percentage reduction without any complaint whatsoever later on. TML Response Clause needs to be deleted. If the material is used in the manufacturing of buses, then there should be 'no deduction and/ or reduction of cost'.	As per RFP

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19	VIII	2.1	70	GENERAL DESIGN FEATURES - The full forward control CNG city bus shall have right hand drive design and be fitted with engine at the rear of the bus. The bus shall be designed and manufactured in accordance with the specifications & AIS-052: Code of Practice for Bus Body Design & Approval [Bus Code] amended up to date and AIS-153. The bus shall be designed to carry commuters including in the city area with ease of boarding and alighting especially for ladies, children & senior citizens and Persons with Disabilities (PWDs). The bus design shall be suitable for daily operation of 16 to 20 hours in city service with peak loading of over 100 passengers [@68 Kgs + 7 Kgs=75 Kgs each], average traveling speed of about 20 Kms per hour with starts/stops after every 200 to 300 m. To take care of the peak over load of about 20% the bus has to have buffer Horse Power to pull this load comfortably over a gradient of 17%, for which the Tyre rating should be such that it meets the requirement of peak hour loading. Bus shall have provision for ease of boarding for PWDs. TML Response As per CMVR Rated GVW 16.2T As per AIS 052, bus shall offer provision for 35+D	The Type-1 bus shall meet design for sitting and standing passenger capacities in terms of AIS-052 and additional requirements of the peak load as per requirement of RFP. The requirement of peak over load of 20% is on pay load to the worked out as per AIS-052.

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				Seating Passengers Avg speed & start/stops noted. Vehicle will meet Gradability requirement of 17% with 20% overload on rated GVW(16.2T)	
20	VIII	2.3	70	Ambient Conditions: The bus must be having proven design suitably modified to the climatic & operational conditions, infrastructure and road conditions in Delhi. Typical operating conditions could be temperatures of approximately 0o to 50oC, humidity level from 5% to 100%, and altitude up to 300 m. The bus manufacturer is strongly advised to ensure that buses are able to meet the severe temperature, water, humidity, height from mean sea level, rain fall conditions of Delhi during operation. TML Response Bus shall be suitable for ambient temp up to 46 degree C & shall meet performance wrt altitude humidity requirements. However in rainy conditions, low lying, water clogged areas may see water ingress on a/c of 400-floor height.	As per RFP
21	VIII	2.6	71	The contractor shall submit the structural design at least two weeks before proto structure inspection along with complete sectional drawings with dimensions and other	As per RFP

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				technical specifications for inspection to DTC, along with FEA report from approved test agency as per Para 2.4 & 2.5 for approval of built up structure before building the prototype bus. They will also furnish complete bus design and other technical specifications at least two weeks before proto bus inspection as required at the time of submitting the bus prototype for inspection cum approval. The bus design will meet all statutory requirements besides the one prescribed herein/CMVR from the approved test agency and type approval certificate of compliance for the complete bus will have to be produced at least two weeks before proto bus inspection. The bus shall be designed with respect to its body and different aggregates/systems /sub systems to operate in city service for at least 12 years or 10,00,000 km whichever is earlier. TML Response Type I certificate as per AIS 052 shall be provided.	
22	VIII	2.13	72	The Bidder shall ensure that the components/sub-assemblies as are fitted in each bus comply with specifications as prescribed herein and duly approved by test agency and a certificate to that extent will be furnished by the bidder. TML Response Parts/aggregates fitted in the bus meeting	As per RFP

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				specifications herein shall be OE approved/ OE approved vendor make. Certificate for critical CVMR sensitive parts shall be available.	
23	VIII	3.7	73	The engine shall be equipped with an electronically controlled management system and 24- volt battery electrical systems. Full electronic management of engine shall include on-board diagnostic and driver alerts for crucial parameters for Fuel system, Engine Lubrication system, Engine coolant system, Engine performance, Emission control system diagnostic details message (engine specific), The bus should have suitable audio and / or visual indication for the driver to be displayed at the dashboard to recognize the malfunctioning of Speed limiting device (b) Emission control/Catalytic Converter / after-treatment devices (c) any other systems that is crucial for safe functioning of the vehicle. TML Response Following diagnostics shall be Provided. 1. Speedometer 2. Odometer 3. Engine Temperature	AS per RFP

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				4. Fuel Level indicator 5. RPM Meter 6. Low Oil Pressure Fault indicators for the following 1. Engine Overheating 2. Battery not Charging Hence sufficient AUDIO or VISUAL INDICATION shall be provided required for safety purpose	
24	VIII	9.2	76	There shall be Provision of jacking pad located on the axle/ suspension or near the wheels in support of bus structure to provide safe and effective jacking. For ease of locating jack during changing of tyres (both front and rear) axle area where jack is to rested shall be distinctively marked with yellow – black strips. TML Response Marking sticker shall be provided from body end respect to chassis jacking point.	As per RFP

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25	VIII	9.3	76	Splash aprons of minimum 6.50mm thickness composed of rubberized fabric shall be installed behind of wheels as needed to reduce road splash and protect under floor components. The splash aprons shall extend downward to within 100mm of the road surface at static conditions. Apron widths shall be no less than tyre widths. Splash aprons shall be bolted to the bus under structure. Other splash aprons shall be installed where necessary to protect bus equipment TML Response Splash apron will not be provided as it is applicable only for trucks & not for buses. Request the department to accept Mud flap will be provided as per TML design covering the tyre width.	Please refer amendment to RFP Document
26	VIII	11.10	77	CNG Shut-off valve shall be provided near CNG cylinders at a convenient location for easy operation in case of any emergency. TML Response Automatic shut off valve will be provided	As per RFP
27	VIII	12.3	78	PROTECTION AGAINST FIRE RISK - To avoid any possibility of spark, wiring harness shall be so routed that it would not cross CNG joints. Gas, air and electrical lines must be separated out with no jumbling/	As per RFP

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				intermixing in the engine compartment TML Response Necessary packaging precautions of both CNG piping & wiring harness will be taken wherever both are crossing to each other	
28	VIII	13.1	78	UNDER FRAME & STRUCTURE - The under frame and super structure shall be suitably designed to carry dense crush load of over 100 passengers (assuming an average weight of 68+7=75 kgs. per passenger) including sitting and standees, CNG cylinders, bus tare weight, etc. Moreover, the structure shall be designed to withstand the transit service condition of operation during its life span TML Response The under frame and super structure shall be suitably designed to carry 20% over load of rated GVW i.e. 16200	As per RFP
29	VIII	14.1	79	PANELLING - The Bus Exterior Side Panels Shall Be Fitted With Stretched GI Sheet At Waist Level. The Exterior Front-End Panelling Shall Be Of GI Sheet As Per BIS: 277-2003 Or Latest -120 Gsm. Zinc Coating. Roof Shall Be Of Al Sheet As Per BIS: 737-1986 (Or Latest), Aluminium Alloy H-2/31000. Rear Shall Be Of GI Sheet. The Exterior Front-End Paneling And Rear	As per RFP

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				Paneling Of Fibre Reinforced Polymer (FRP), 3 Layer, 450 Gsm, With Equivalent Performance (Based On Test Report Of Appropriate Testing Agency) Will Also Be Acceptable. Skirt Panelling Shall Be Of Aluminium Sheet Having Thickness Of Minimum 1.5 Mm. Adequate Treatment Be Also Provided To Avoid Any Incidence Of Galvanic Corrosion Between Dissimilar Metals. Panels Shall Not Have Any Waviness & Shall Be So Mounted As To Present Smart Aesthetic Exteriors. Roof Exterior Panelling Shall Be Suitably Provided With Platforms For Movement Of Technicians For Repair & Maintenance Of Roof Mounting Systems To Avoid Direct Load On Roof Aluminium Panelling. A Walkway Suitable For Two Persons Shall Be Provided Longitudinally To Enable Repairs/ Maintenance/ Handling Of The CNG System/ Items On Roof & Connected With Ladder At Suitable Location. The Platform Shall Be Fitted To Roof Structure With Proper Reinforcement. TML Response 1) Stretch Panel :- 0.95 Mm Thk Gl. 2) Roof Panel :- 1.5mm Aluminium 3) Skirt Panel :- 1.5mm Aluminium	
30	VIII	14.1	79	Wherever aluminium is joined with steel or with/ any dissimilar metals together, the involved joints shall be	As per RFP

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				treated with thick layer of approved quality dielectric paint conforming to relevant Indian standards, before assembly TML Response Bus body structure is painted with epoxy primer	
31	VIII	14.6	80	All side skirt panels below stretch panel line must be no longer than 1500 mm and be of such design that any panel can be replaced with a pre-painted panel within a very short period of time. The side skirt shall be able to withstand the side impact as per the provisions of BIS: 14682-1999 or latest. Similarly the rear end shall be able to withstand the rear impact as per the provisions of BIS: 14812-2000 or latest. The skirt panel shall be openable fitted with stainless steel piano type hinges (heavy duty), to be fitted at the rub rail for the ease of maintenance purpose. However, the fixed skirt panel may not be in openable position like at wheel arches. The openable skirt panels shall be bolted at skirt level. TIG welding for fabrication of aluminium components shall be used. TML Response 1) Fixed Skirt panel will be rivetted and screwed @ skirt rail	Please refer amendment to RFP Document

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				2) openable skirt panels will be fixed with M.S Piano Hinge 3) For openable skirt panel locks will be provided at the bottom	
32	VIII	17.2	82	SERVICE DOORS - Front door shall be located ahead of front axle whereas rear door shall be positioned such that rear edge of gate shall be at minimum 1500 mm ahead of central line of rear axle or front edge of gate minimum 1500 mm behind central line of rear axle TML Response Rear Door shall be positioned such that Rear edge of the gate will be 1260 mm ahead of center line of rear axle (as per the previous supplies and operating to DTC) As per UBS-2 norms - Preferably Rear edge of the gate - 1500 mm ahead of centre line of rear axle	Please refer amendment to RFP Document
33	VIII	32	88	SUN VISOR - Adjustable sun visors (heavy duty/durable) shall be provided for the windshield & the driver's side window. Visors shall be shaped to minimize light leakage between the visors & windshield. Visors adjustment shall be made easily by hand with positive locking & releasing devices and shall not be subject to damage by over tightening. Sun visor construction & material shall be strong enough to resist breakage during adjustment. Visors wherever deployed	As per RFP

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				shall be effective in the driver's field of view at angles of more than 5o above horizontal TML Response Sunvisor provided for driver side front windshield , request the department to delete at driver side window	
34	VIII	34.2	88	The display of text at front, rear and side destination boards should be possible in fixed, scrolling & alternate mode type in Hindi & English alternatively along with fixed route number in Arabic numerals. Simultaneously the route number and destinations shall be announced so as to make audible to the passengers on the bus stop. Loudspeakers integrated with the display system be fitted one at the front gate and another speaker at the rear gate especially for the persons with disabilities. The destination boards shall be compatible with Global Positioning System (GPS). TML Response 1. Bus stops, announcement based on GPS data will be happen in the internal display board along with internal speaker by ITS controller. 2. External display board are used to display route no. 3. GPS is an integral part of SCU(Single control unit)	As per RFP

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35	VIII	34.3	89	The inside display board shall be fitted just behind the driver partition. There shall be display of name of approaching bus stops in Hindi, English alternatively with announcement system. The system should be able to store on board up to 100 messages of 50 characters each on an average. The messages should be capable of rolling, flashing (fully or selectively) in Hindi/English symbols as per pre- programmed system. The message shall be visible to the all passengers standing/ sitting at the last seat of the bus. The illumination system will be of module display type. Present and next stops details shall be highlighted with flashing in modern commuter-friendly in Amber colour. The system shall be GPS compatible and should be able to display information of pre-recorded names of approaching bus stops in auto mode activated through GPS feed through port in controller on open standard protocol. The display system shall have the provision of flashing/ highlighting information in pre- programmed mode and through an intervention by the driver/ conductor. Adequate volume with noise free integrated voice announcement system so as to be heard by the bus commuters shall be fitted - one at the front (behind the driver alongwith LED display) and one at the rear side-inside TML Response 1. ITS will provide Alphanumeric Amber color LED based electronic route display system. It won't highlight	As per RFP

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				the texts. 2. Approaching, current and next Bus stops will be display on internal destination board. 3. 50 characters for English and 30 characters for Hindi are possible. 4. Communication protocol need to be share in advance	
36	VIII	34.4	89	The system shall have a programming for minimum 150 numbers of routes and 300 numbers of destinations. Further the system shall also have a programming for minimum 150 nos. of bus stops on each route. There shall be provision for feeding more destinations options against one route number. The operation of the system by the drivers shall be made on the dashboard or near to it. There shall be single point near dashboard for changing programme. The details of the memory, circuit, wiring, diagram, power consumption etc. shall be provided by the Bidder. The Contractor shall impart detailed training to the officials / drivers of DTC with respect to programming, operation/ maintenance etc. of display system TML Response TML shall provide the basic layout of circuit and wiring	As per RFP

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37	VIII	34.4	89	The updation of route master and sound files with indexing should be possible through transmission from control room over the air using GPRS and through additional port in the controller as well TML Response 1. Available but Communication protocol need to be share in advance. 2. Routes and audio files need to be shared. 3. Addition of route master updation should be in scope of STU 4. Necessary hardware and provision shall be provided by bidder	As per RFP
38	VIII	35	89	SPECIFICATIONS FOR INTELLIGENT TRANSPORT SYSTEM (I.T.S.) - The ITS enabled bus with On Bus Intelligent Transport System ITS Control Unit with display will have Passenger Information System (PIS System) at front, rear, side and internal display board with integrated voice announcement system as per requirements given in Clause 34 above, integrated GPS device for Automatic Vehicle Location System (with compliance of AIS 140 with emergency buttons for access to every passenger in the bus , preferably protected enclosure for switch) and Security Camera	Please refer amendment to RFP Document

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				Network (CCTVs) with reverse gear and display screen should meet the specification for IP based cameras and mNVR as per Detailed specification document for CCTV devices as per IS 16833:2018 : CCTV system with integrated emergency System or minimum specifications as per Annexure 24, whichever is superior shall be complied. The amendment/ clarification issued by Transport Department, Govt. of NCT of Delhi regarding minimum specification for CCTVs System till the stage of Proto Type shall be applicable TML Response 1. ITS consist SCU, BDC and PIS, internal camera and reverse camera announcement. 2. ITS system will be provided as per BIS and UBS2 regulations. 3. ITS system with AIS 140 emergency button integration and emergency video streaming can be provided. 4. In case of AIS 140 requirement, separate AIS 140 box will be provided as per regulation and will point data to the government backend only. No customized data will be available for the backend.	

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39	VIII	35	90	The bus should have 3 (Three) internal and one reverse surveillance IP based CCTV camera and Bus Driver Display Screen to telecast the output from each of the camera in a systematic manner, as per the aforementioned specification. The certificate of compliance (Type Approval Certificate) shall be submitted at least two weeks before the inspection of prototype from approved test agency under CMVR. In case of said items do not cover Under Type Approval Certification to be issued by Testing Agency as per CMVR, these items be got approved one time from the testing authority as per the specified standards/specifications. The architect to be finalized by the Purchaser at the time of Prototype". TML Response 1. Internal IP based CCTV camera will be provided 2. Reverse camera will be analog only. It is beneficial to use analog camera over IP camera for reverse view because of reasons mentioned below: A.IP camera takes more time to wake up and display clear image. B.There is time latency in real time view captured by IP camera	Please refer amendment to RFP Document

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40	VIII	35.a	90	VEHICLE TRACKING SYSTEM: To carry out on line vehicle tracking there shall be tracking device (VLT/ ATD) as per system conforming to provisions stipulated in IS 16833:2018 - Annex A with latest Amendments (with compliance of AIS 140 with emergency buttons for access to every passenger in the bus, preferably inbuilt box). TML Response Separate AIS 140 box will be provided for AIS 140 requirement	As per RFP
41	VIII	35.b	90	The on-board equipment shall be tamperproof and theft proof. TML Response ITS controller only will be tamper proof only request the department to delete theft proof	As per RFP
42	VIII	35.d	90	The common minimum requirement to VHMD parameters will be- CNG Fuel Pressure, Engine Oil Pressure, Engine Coolant Temperature, Engine Speed in RPM, Vehicle Speed TML Response 1. ITS will provide VHMD as per the ITS Checklist	As per RFP

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				(Meets Requirement) 2. Only specified VHMD parameters will be given . DTC to confirm	
43	VIII	35.e	90	Reverse parking digital camera of rearward vision shall be provided along with LED display on or near dash board. The system shall comply with provisions of AIS 145. This indirect vision system shall get activated upon engagement of reverse gear. It should give audio warning on reaching the critical distance available for reverse parking. TML Response - Reverse analog camera will be provided - Reverse view can be seen with reverse gear engage. - Audio warning is not available on ITS. RPAS will be provided as per AIS 145 only	Please refer amendment to RFP Document
44	VIII	35.f.v	90	Amplifier, Speakers TML Response There is no external amplifier in ITS, it will be part of SCU only. Four internal speakers will be available for	As per RFP

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				announcement.	
45	VIII	35.f.vii	90	GPS Device (Automatic Tracking Device) with Emergency Button (s) TML Response ITS controller is inbuilt with GPS module and emergency button can be possible to integrate. Separate AIS 140 compliance device (s) with Panic button will be provided for AIS 140 compliance.	As per RFP
46	VIII	35.f.ix	90	Bus Driver Display Console 7" TFT- Screen in front of driver (including reverse view) TML Response Request the department to accept 8" display with touch screen is.	7" TFT is minimum size as per detailed specifications given in Table-E, Annexure 24. Hence 8" will be acceptable to the Purchser.
47	VIII	35.f.x	90	Three Surveillance Cameras to monitor bus interiors (doors, driver zone, ticketing zone etc.) and one no. Reverse parking digital camera TML Response Reverse camera will be analog only. It is beneficial to	As per RFP

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				use analog camera over IP camera for reverse view because of reasons mentioned below: A.IP camera takes more time to wake up and display clear image. B.There is time latency in real time view captured by IP camera	
48	VIII	35.f.xi		Digital video recorder mNVR) with Hard Disk 1TB -SSD (Output telecast from each Camera TML Response ITS system has 256GB SSD to store video recordings, can be extended upto 1TB	As per RFP
49	VIII	40	91	FIRE EXTINGUISHERS - Multipurpose dry powder type (Stored pressure), duly filled fire extinguishers conforming to BIS: 13849-1993 or latest, two numbers of 5 kg capacity each shall be provided as per the AIS-052. One Fire extinguisher shall be located near to the driver seat and another ahead of the rear gate's front flap duly encased & fitted with proper reinforcement. The enclosure box shall have transparent breakable glass at front cover TML Response Fire Extinguisher of 6Kg+4Kg will be provided as per	Please refer amendment to RFP Document

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				AIS052. (enclosure box was a field compliant for breakage. Request for deviation for removal from bid requirement)	
50	VIII	41	92	FIRST AID KIT - First aid kit completes with items, medicines, bandages etc. shall be provided as per the provisions of CMVR & AIS-052. The kit shall be fitted near to the driver seat at appropriate position TML Response Will be provided as per AIS-052 (First AID Box without medicine)	As per RFP
51	VIII	43.14	95	Seating capacity - 2 x 2 with seating capacity of minimum 35 nos. (excluding driver) and space for one wheelchair with provision for seat belt, wheelchair anchorage No. of standee shall be declared by Vehicle manufacturer based on the floor space available for that purpose. Ref. Bus code AIS 052 TML Response Seating provided is 35 + WC provision+ D	As per RFP

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52	VIII	44.1	93	BATTERY, ALTERNATOR, SELF-STARTER - BATTERY: The battery system shall be 24V of minimum 180 Amps-hour capacity, sealed maintenance free high cranking performance, flame retardant Acrylonitrile Butadiene Styrene (ABS)/ Polypropylene container type lead acid batteries. The batteries shall be well secured to a hinged/ pivoted or slide out type carrier for ease of access for repair & maintenance, replacement and suitably ventilated for escape of fumes but insulated against ingress of dust and moisture. The battery box shall be mounted near to the engine compartment and shall be well secured, easily accessible & ventilated. Performance requirements of the batteries shall conform to BIS: 14257- 1995 or latest TML Response Fixed type battery access for maintenance and ventilation ,suitable protection against dust and moisture ingress. Since the engine is at rear battery compartment will be at side.	As per RFP
53	VIII	44.4	93	A heavy duty relay-controlled battery cut off switch (isolator switch) shall be provided near the driver seat on side paneling at appropriate level for disconnecting the power supply from the battery except for safety devices such as CNG leakage detector & Fire detection	As per RFP

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				system and other systems as specified. The battery Cut-off switch with the power plant operating, shall not damage any components of the electrical system in off position. The battery cut-off switch shall be capable of carrying & interrupting the total circuit load. TML Response Electronic cut off switch will be provided near dashboard and mechanical cut-off near battery box.	
54	VIII	45.2	94	Double insulation shall be maintained as close to the terminals as possible. The requirement for double insulation shall be met by wrapping harness with plastic electrical tape or by sheathing all wires and harnesses with non-conductive, rigid or flexible conduit. Strain-relief fittings shall be provided at points where wiring enters all electrical components. Grommets of elastomeric material shall be provided at points where wiring penetrates metal structures outside of electrical enclosures. Wiring supports shall be protective and non-conductive at areas of wire contact and shall not be damaged by heat, water, solvents or chafing TML Response Strain reliefs provided where ever applicable to the connector.	As per RFP
55	VIII	45.5	94	The bus body will have Multiplex Wiring System. All	As per RFP

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				cabling shall be as per the provisions of the AIS-052. However, the wiring shall be flame proof conforming to BIS: 2465-1984 or latest and CNG safety requirements as provided in CMVR. Wiring shall be grouped, numbered & colour coded. Wiring harnesses from the multiplex shall not contain wires of different voltage classes unless all wires within the harness are insulated for the highest voltage present in the wiring harness. Kinking, grounding at multiple points, stretching & exceeding minimum bend radius shall be prevented. TML Response Wires provided as per ISO 6722(latest). Number coding will not be provided. Only colour coding to be provided. Chassis to be with multiplex wiring harness system, Same will be integrated with Bus body Wiring Harness	
56	VIII	45.21	96	If any electronic components have an internal clock, it shall have their own battery back up to monitor time when battery power is disconnected TML Response Clock (HH:MM) of instrument cluster is powered by vehicle battery. Internal battery not provided due to safety and durability reasons	As per RFP
57	VIII	62	103	WARRANTY/ GUARANTEE - The fully built bus shall	As per RFP

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				be covered under Warranty/ Guarantee for a period of three years or operation of buses up to 210000 Kms., individually for each bus whichever is earlier from the date of placement in service after registration from Transport Department, Delhi ("Warranty Period").All the assemblies, sub-assemblies, fitments, components would be covered under Warranty Period as per Clause-24.0 of General Conditions of Contract. TML Response Request you to kindly modify the statement as “ The fully built bus shall be covered under Warranty for a period of three years or operation of buses up to 2,10,000 Kms., individually for each bus whichever is earlier from the date of placement in service after registration from Transport Department, Delhi ("Warranty Period"). All the assemblies, sub-assemblies, fitments, components would be covered under Warranty Period as per Clause-24.0 of General Conditions of Contract” as the The word "Guarantee" should be removed as it connotes a meaning different from "warranty". Both the words cannot be used interchangeably.	
58	VIII	63.h	104	GENERAL REQUIREMENTS - Continuous piano type hinges and tower bolts of stainless steel shall be used as per relevant Indian standards. TML Response	As per RFP

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				1)MS Piano Hinge will be provided (Split type) 2) SS Tower will be provided	
59	VIII	64.b	105	QUALITY ASSURANCE-In the event of failure of material/ items in laboratory test, failure of material/ items (removed from the completed bus) in laboratory test, acceptance decision about the bus be taken by the Purchaser after obtaining recoveries from the supplier TML Response Clause needs to be deleted OR Request you to kindly modify the statement as "In the event of failure of material/ items in laboratory test, failure of material/ items (removed from the completed bus) in laboratory test, acceptance decision about the bus be taken by the parties mutually through discussion after obtaining recoveries from the supplier".	As per RFP
60	VIII	64.c	105	QUALITY ASSURANCE - Wherever, the failure of material on one parameter or more than one parameter, the recoveries for the complete lot of materials used in the bus plus 20% damages thereof shall be made from the Contractor. TML Response	As per RFP

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				Clause needs to be deleted OR Request you to kindly modify the statement as" Wherever, the failure of material on one parameter or more than one parameter, the recoveries for the complete lot of materials used in the bus plus 20% damages needs to be decided by the parties mutually."	
61	VIII	67.i.5.1	108	Air circulations and ventilation in driver's area - Drivers work area to be provided with blower or suitable device (200 mm diameter fan) to ensure proper ventilation. These devices may be capable of 3 – speed adjustment TML Response Fixed speed fan will be provided	As per RFP
62	PROFORMA 'B'	62	124	Specifications for Intelligent Transport System (I.T.S.) - Integrated GPS device for Automatic Vehicle Location System (with compliance of AIS 140 with emergency buttons and Security Camera Network (CCTVs) with bus reverse system and display screen should meet the specification for IP based cameras and mNVR as per Detailed specification document for CCTV devices as per IS 16833:2018: CCTV system with integrated emergency System or minimum specifications as per Annexure -24, whichever is superior shall be complied (Item-wise compliance to be	As per RFP

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				given by Bidder as per Appendix to Proforma B) . The amendment/ clarification issued by Transport Department, Govt. of NCT of Delhi regarding minimum specification for CCTVs System till the stage of Proto Type shall be applicable. TML Response ITS will be BIS and UBS 2 compliance. Separate AIS 140 box will be provided for AIS 140 requirement	
63	Annexure - 24	A.4	194	Specification and Compliance of IP camera - The IP camera shall have 1/3" CCD or 1/3" CMOS progressive scan image sensor. TML Response Request the department to consider The IP camera with 1/2.8" CCD which is better than 1/3"	As per RFP
64	Annexure - 24	A.6	194	The IP camera shall support G.711 or G.726 Audio Compression TML Response The IP camera will only store video and not audio. Request the department to consider only video storage	As per RFP
65	Annexure - 24	A.12	194	The IP camera shall have either built-in microphone or separate microphone	As per RFP

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				TML Response IP camera does not have inbuilt microphone. Separate microphone will be provided for announcement only.	
66	Annexure - 24	A.15	195	The IP camera shall support automatic motion detection, Camera Tamper alerts TML Response Motion Detection Not Supported. Request the department to consider Alerts on Camera Disconnection can be provided	As per RFP
67	Annexure - 24	A.20	195	The IP camera shall support below mention streaming methods: Unicast, Multicast TML Response Can be supported, Request the department to provide more details	As per RFP
68	Annexure - 24	B.5	195	Specification and compliance of Mobile NVR - The mNVR shall support H.265 and H.264 video compression standards. TML Response ITS will support H.264 video compression standards.	As per RFP

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69	Annexure - 24	B.6	195	The mNVR shall support G.711 or G.726 audio compression standards. TML Response Request the department to consider deletion of audio support.	As per RFP
70	Annexure - 24	B.10	195	The mNVR shall have a minimum of four input (NO/NC) and two output alarm sensors. TML Response Alarms will not be supported. Need more clarity	As per RFP
71	Annexure - 24	B.17	196	Support embedded SIM/UICC (As per GSMA guidelines / DoT (TEC) guidelines) to cater to the automotive operational requirement such as vibration, temperature and humidity and provide long life span with at least 10 years life and more than 1 million read/write cycles. TML Response In case of Embedded Sim, 2 way calling cannot be supported as it doesn't support for 2 way calling DTC to give Embedded Sim	As per RFP
72	Annexure - 24	B.29	197	The MNVR shall have LED indicators for power,	As per RFP

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				recording, network. TML Response Soft indications will be provided through software can be shown using BDC	
73	Annexure - 24	B.32	197	The system shall support independently configuration of motion detection zones for each camera TML Response Motion Detection will not supported , request the department to kindly delete motion detection	As per RFP
74	Annexure - 24	B.34	197	The mNVR should provide video and audio download facility for the desired date/time and duration. It should be possible to connect a laptop to mNVR through network cable on RJ45 port and open mNVR' s user interface in a standard browser using a standard URL such as http://dvr with no/minimum configuration requirement of the laptop's network settings. TML Response The MNVR will not provide audio download facility for the desired date/time and duration.	As per RFP
75	Annexure - 24	B.52	198	Support external SD card for backup	As per RFP

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				TML Response SD card supported.USB is provided for backup	
76	Annexure - 24	C.1	199	Material: Enclosure: Sheet steel - Note: TML Response 1.mNVR/SCU with IP 65 rating will be provided. 2. Separate enclosure is not available over SCU. Need more clarity on enclosure whether its SCU or separate enclosure.	As per RFP
77	Annexure - 24	E.1	200	Specification and compliance of Display (7") - Minimum 7" TFT LCD with arrow keys and number buttons TML Response 8" TFT LCD with touch screen for user input. Number buttons are not available. Soft buttons on screen will be available on screen.	As per RFP
78	Annexure - 24	E.6	200	Video Inputs - Two (compatible with the proposed MNVR)	As per RFP

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				TML Response Only one video input- compatible with MNVR. Kindly accept one video output	
79	Annexure - 11	1.1.5	158	MATERIAL INSPECTION: QUALITY OF MATERIAL: The cost of all tests, analysis, and patent rights shall be borne by the Manufacturer TML Response Request you to kindly provide the Proper clarity tests, analysis, and patent rights as regards the applicable standards. Testing against wrong/ inapplicable standards will give failure results	As per RFP
80	Annexure - 11	1.5	159	The manufacturer shall provide free of charge all facilities at his manufacturing premises viz. office space, equipment, tools, labour, gauges, drawings and specifications required for this purpose without extra charge to the inspecting officer(s)/ official(s) for the proper performance of his work regarding inspection and testing under this contract TML Response Request you to kindly provide the Proper clarity as to what specific facilities will be used by DTC.	As per RFP

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81	Annexure - 11	1.7	160	Without prejudice to the powers of the MD or his authorized representative to reject any of the work which he may consider defective either in material, manufacturing or workmanship, if the MD reluctantly does accept any poor material, poor manufacturing or poor workmanship, it is open to the MD or his authorized representative to impose such percentage reduction in the contract prices as in his opinion would be justifiable and reasonable in the circumstances and the Bus Manufacturer shall be bound to agree to such percentage reduction without any complaint whatsoever later on. TML Response This clause to be deleted and in case there is objection of using any material , the same has to inform before manufacturing starts . Once material is approved , there can be no deduction .	As per RFP
82	Annexure - 11	1.8	160	Inspection, as above said, at the premises of the Bus Manufacturer during manufacturing/fabrication of buses shall not debar the Purchaser from any further inspection of the buses, but within Warranty Period. And that any defect found at any stage which was not detected in previous inspection shall be the sole responsibility of the Bus Manufacturer and the action taken on such defect shall be as per relevant clause of the terms & conditions of the contract depending upon	As per RFP

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				the time of detection of defects i.e. whether at the time of receipt of bus at the premises of the Purchaser or during Warranty Period etc TML Response This Clause to be deleted . The inspection for detection of defects may be allowed only once at the initial stage, and not subsequently during the warranty period	
83	Annexure - 11	2.1	160	ALTERATION, ADDITION/ DELETION, DEVIATION, DEFECTS/ DEFICIENCIES: That the Bus Manufacturer shall manufacture the bus strictly in accordance with the technical specifications of the contract. The Bus Manufacturer is not allowed to make any alteration, addition/ deletion, and deviation or leave any defect/ deficiency in the manufacturing of the bus. TML Response Request authority to clarify what is meant by "defects" or "deficiency"	As per RFP
84	Annexure - 11	2.3.1	161	FINAL INSPECTION - The Bus Manufacturer shall note that the bus shall be manufactured and supplied to the Purchaser with zero defects. In case, any defects/ deficiencies/ discrepancies are brought to the notice of the Bus Manufacturer during inspection at various	As per RFP

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				stages, the same shall be immediately removed in all the buses under manufacturing before clearance is given by the Purchaser. In case, any defects/ deficiencies observed at various stages and not rectified by the Bus Manufacturer before the commissioning of the completed buses at Purchaser Central Workshop- I, Delhi – 110 009 or at any other unit of the Corporation, the Bus Manufacturer shall be solely responsible for any mishap/ mis-happening and liable for levy of damages/ compensation for the damages caused and the same shall be recovered from the outstanding payments/ performance security etc TML Response Clause needs to be deleted. Request authority to clarify what is meant by "zero defects".	
85	Annexure - 11	2.5	161	However, in case any alteration/ addition/ deletion/ deviation, defects/ deficiencies in any manner is found or detected in the bus at the time of commissioning of the bus, the Purchaser shall have the right to recover full cost of the material/ fitment etc. with 20% of the cost of the material/ fitment etc. as compensation/ damages from the bills of the Bus Manufacturer towards sub-standard material/ fitment used. The Purchaser shall also have a right to make recovery as determined by the Chairman-cum- Managing Director or his authorized representative after costing for defects/ deficiencies,	As per RFP

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				deviations, alterations etc TML Response Clause needs to be deleted.	
86	Annexure - 11	2.6	161	For the purpose of recovery of compensation and damages, no notice will be required to be issued to the Bus Manufacturer. However, after the cost is assessed and evaluated, as per Final Inspection of the bus carried out jointly, the Purchaser will send the statement in respect of the recovery/ deductions made with details of the defects & deficiencies etc. Assessment of the cost of the material fitment etc. will be made by the MD or his authorized representative, which shall be final and binding upon the Bus Manufacturer TML Response Clause needs to be deleted.	As per RFP
87	Annexure - 11	3.1.1	162	PRE-TESTING & RANDOM SAMPLES : Random samples of items/ material used as indicated in Annexure -13 shall be picked up jointly from the lot of each batch of the quantity of buses as per the invoiced quantity of these items procured by the Bus Manufacturers at his premises by the Inspecting officer in the presence of the authorized representative of the concerned Bus Manufacturer duly sealed & dispatched to CIRT, Pune/ARAI, Pune/ BIS approved Testing Lab/	As per RFP

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				NABL approved Labs/ICAT, Manesar/CPRI Bengaluru (for fuse testing) having testing facilities for testing all the parameters of the specifications at the cost of manufacturer. The Bus Manufacturer shall not be allowed to use these items in manufacturing of buses unless the material procured, conform to relevant specifications in Lab Test on all the parameters. TML Response Material Inspection process to be simplified so that manufacturing is not delayed. In case there is delay in manufacturing due to any reasons related to inspection and approval of the random samples as per Annexure - 13 . Delivery timelines to be accordingly modified.	
88	Annexure - 11	3.2.1	162	In case of the test failure or defective due to workmanship or Sub-standard, the Bus Manufacturer shall be required to replace/ rectify the defective/ sub-standard material and/ or workmanship. In case of non-rectification, full cost of defective material/component/ workmanship shall be recovered from the Bus Manufacturer along with 20% as damages/ compensation from the bills of the Bus Manufacturer or from the Security Deposit lying with the Purchaser and the same shall be binding on him. The recoveries shall be made from the bills/ Security Deposit/ any other due amount of the Bus Manufacturer. In case the amount is	As per RFP

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				found more than the Security Deposit, the Purchaser can recover the same from any of the pending bills or outstanding payment or through process of Law from the Bus Manufacturer. The decision of the MD or his authorized representative regarding the amount of recovery referred to above shall be final to which the Bus Manufacturer shall have no objection and the said decision shall be binding on him. However, such inferior quality of Sub- standard/ non-specified material shall not be returnable to the Bus Manufacturer. TML Response Clause needs to be deleted.	
89	Annexure - 25	1	203	TERMS AND CONDITIONS OF ANNUAL MAINTENANCE CONTRACT - The Vehicle Manufacturers (VM) cum Contractor directly and also through their authorized network meeting eligibility requirement shall be required to submit their comprehensive AMC offer for maintenance of buses up to 7,50,000 kilometers tentatively in 12 years operation for complete bus system inclusive of consumables, spare parts, replacement of assemblies/ subassemblies, systems/sub-systems etc. taking into account preventive/ docking/ routine maintenance including on account of normal wear & tear, minor/ major repairs/ over-hauling of assemblies/ sub-	As per RFP

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				assemblies and break downs, fire as well as accidental repairs (mechanical & body), tyre cut/ damage, broken lights and routine mechanical/ body repairs etc. inclusive of labour cost to ensure 92% availability during warranty period and 90% availability after warranty period. The Contractor shall be responsible for carrying out repairs/ maintenance/ servicing etc for complete buses (including supply of consumables, replacement & fitment of spare parts/ body parts/ aggregates/ assemblies/ sub-assemblies etc.) upto 7,50,000 kilometers. The Contractor shall be required to carry out all accidental repairs of buses under comprehensive AMC whether attributable to the Contractor or to the Purchaser or due to natural calamities or otherwise. Only CNG fuel shall be provided by the Purchaser during AMC period TML Response The word "tentatively" should be replaced with the words "whichever is earlier". Driver, Toll tax, fueling of buses shall be scope of purchaser during AMC period. Also, request Authority to kindly exclude the scope of accidents (also side tyre cuts) as the same shall be carried as an extra (payment basis) as & when required	

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				DTC should specify the name of depots from where these buses to be operated in the Prebid itself. Dedicated depots for these buses for maintaining these buses should be given to the supplier Assured Kms Guarantee on the basis of bus run per day (kms/day) should be given as part fo the contract.	
90	Annexure - 25	2	203	The buses are expected to be operated daily in one or more shifts. Depot-wise Fleet availability of 92%/ 90% buses shall be calculated using shift wise availability of buses on daily basis to be summed up on monthly basis. A bus made available for morning out shedding as per Depot out-shedding schedule latest by 9 AM shall be considered available for the morning shift. Similarly, a bus made available for evening out shedding as per Depot out-shedding schedule latest by 6 PM shall be considered available for the evening shift. It implies that the Contractor shall make available depot-wise fleet availability of 92%/ 90% of buses in the shifts (Morning & Evening) to be summed up on monthly basis. If the bus fails to go on scheduled duty because of some maintenance/ mechanical defects/ breakdown but leaves the depot after 9 AM/ 6 PM i.e. late, it will not be considered available for that shift. Besides, if the bus breaks down enroute after leaving the depot on shift duty and could not complete the scheduled kilometers, a pre-estimated damage shall be	As per RFP

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				recovered amount equal to miss kms. Multiply by prevailing Basic AMC rate of that bus at that time. For every Bus, record will be maintained by the Purchaser. The Contractor can also inspect the records, if so desires. TML Response For availability calculation, request Authority to demonstrate with an example. Also, since the operation is in Authorities control, request authority to kindly add the clause : "Drivers are instructed to lodge a complaint, if any, at the end of each shift to enable contractor to rectify the defects. If a complaint is made by the driver just before the out shedding of the bus in the respective shifts the contractor shall be given sufficient reasonable time as required for rectification as per mutual agreement starting from the time the complaint is received. Such bus will not be considered as not available or late outshedded if the contractor rectifies the complaint within that reasonable time period and makes it available for out shedding, be it beyond the 9 AM/ 6PM." Also, if the If the bus is attended within 30 minutes after lodging of report to the contractor, bus will be treated as available irrespective of Kms missed.	
91	Annexure - 25	4	204	The cost of repairs i.e. cost of spare parts & labour charges on account of the accidental buses due to war,	As per RFP

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				civil commotions, strikes, floods, earthquake, explosion etc. and not attributable to defects/ mechanical failures/ fire, shall be borne by the Purchaser. The cost of spare parts chargeable shall be as per the approved price list and for labour charges based on the Government's notified minimum wages rates for skilled staff applicable in Delhi and will be revised as per the Government notifications on minimum wages. The cost of repairs on account of minor scratches, dents & paint touching shall also not be charged to the Purchaser and the bus will be repaired at the cost of the Contractor. In case of replacement of metallic parts/ components/ spares/ items/ material/ tyres, a rebate @ 5% of the approved price list shall be given by the Contractor to the Purchaser towards retaining the aforesaid unserviceable/ defective parts/ items by the Contractor in lieu of scrap value of metallic/ such other parts TML Response Request Authority to kindly add "The cost of repairs i.e. cost of spare parts & labour charges on account of the accidental buses attributable to the purchaser bus crew or due to war, civil commotions, strikes, floods, earthquake, explosion etc."	
92	Annexure - 25	5	204	The Purchaser shall provide existing maintenance facilities available in the Depot on 'as is where basis' to the Contractor is. However, in case of Depots where AC	As per RFP

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				Low Floor Bus maintenance facilities are not there, the Purchaser shall be responsible to provide Service Pits & Six Rooms to the Contractor besides Effluent Treatment Plant, Tower Lights, Water Softening Plant. TML Response Cost and time for creating maintenance facility along with boundary wall need to be confirmed with CPED. Also, we request authority that the infrastructure maybe provided as per the contractors requirement and same shall be mutually decided between Authority & Contractor.	
93	Annexure - 25	6	204	Payment for AMC will be made on monthly basis. After every month, the Contractor will submit the bills and the Purchaser will arrange the payment within 30 days of receipt of bills complete in all respect with the required supporting documents subject to recoveries, if any, on account of pre-estimated damages towards failure to make available 92%/ 90% buses for operation/ water & electricity charges etc. on monthly basis and any other charges recoverable as per Terms and Conditions of the Contract. Tax Deduction at Source (TDS)/ CGST/SGST will be deducted at source from the payment of the Contractor as per applicable law. TML Response	As per RFP

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				Request Authority to confirm on tax part (GST) of invoice, whether same shall be payable ?. Also, request authority to kindly incorporate the addition as "Authority to provide the actual/ total Kms and total availability of buses to the contractor each month latest by 02nd day of every month.	
94	Annexure - 25	8	205	Capping of pre-estimated damages: The pre-estimated damages shall be capped to 10% max on monthly basis in case the assured daily shift wise fleet availability is achieved during the month. However, there will be additional damages on the number of buses which are short during the month in case of non-achievement of assured daily shift wise fleet availability for the reasons attributed on the part of the service provider of AMC services during the contract period. TML Response As far as our understanding, Authority is saying that 10% capping for the buses which achieved the 92%/90% availability and additional penalty for those buses which are short during the month. Therefore, for penalty calculation request authority to share example for calculating penalty within capping limit and vice versa	As per RFP

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				Also, we humbly request Authority that all the types of penalty/ pre-estimated damages shall be capped to 1% max on monthly basis	
95	Annexure - 25	9	205	Award Criteria of AMC Contract - The Purchaser will consider the Bidder whose Bid has been determined to be responsive, complete and in accordance with the Bid Documents and whose offer on evaluation has been determined to be the LOWEST (L-1) acceptable offer for award of contract. TML Response We request authority that award criteria for supply and AMC should not have any correlation. Both shall be treated separately.	As per RFP
96	Annexure - 25	10	205	Note: Change of Location of Depot- the DTC may change location of Depot at the time of initial allotment or during the AMC Period based on ground factors like optimum utilization of Depot Space, availability of mentioned depot space, Court Case or in public interest to reduce Dead Mileage TML Response We request authority that buses should be housed in the initial allotted depots only during the contract period. Also, request Authority that the optimum size of depot is	As per RFP

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				100-120 buses, accordingly request for allotment.	

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**‘REQUEST FOR PROPOSAL’ (RFP) DOCUMENT SUPPLY OF FULLY BUILT AC CNG PROPELLED LOW FLOOR BUSES OF
[GLOBAL RFP NUMBER: DCGM/SBU/937/2020/AC, Tender ID: 2020_DTC_189972_1]**

PRE-BID CONFERENCE HELD AT 14.30 HOURS ON 16th JUNE, 2020 AT STRATEGIC BUSINESS UNIT, DELHI TRANSPORT CORPORATION, DTC HAUZ
KHAS BUS TERMINAL, NEW DELHI 110 016, INDIA.

AMENDMENTS/ CLARIFICATIONS SOUGHT BY M/S. ASHOK LEYLAND LIMITED

RESPONSE OF DTC:

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1	V	ITB 40. 5	39	Warranty: The road conditions in Delhi are generally plain but also having flyovers and speed breakers. During heavy rainfall, there is possibility of water logging in certain areas and potholes may also impact the road surface. ALL Response Water logging level / area to be confirmed by purchaser. Operating of buses in those areas be avoided / not to be scheduled for service. If put into service cost of repair will not be under warranty/AMC Any failure/damages due to operational reasons (road conditions like water logging, potholes, vehicles struck in mud etc.) shall be treated as accident and purchaser to bear the cost of repair.	As per RFP

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				Decision of contractor will be final on such incidents	
2	VI	GCC-5.4	46	The Contractor shall commission the buses within 15 days of receipt of buses at the consignee's end. If the Contractor fails to commission the buses during aforesaid period, the Purchaser shall take actions as per clause 7.3 of General Conditions of Contract. ALL Response Authority to clarify scope of commissioning the buses by supplier. Supplier will seek modifications to time as well as cost subject to authority seeking additional modifications to buses other than the RFP specifications. Cost of all additional fitments if any like fixing of adv. Board etc., to be borne by the purchaser.	As per RFP
3	VI & VIII	Cl. No. 24 & Cl. no. 62	55 & +103	The Contractor will be responsible for any defect or failure of Buses or equipment provided in these buses due to defective design, material or workmanship, for a period of three years or operation of buses up to 2,10,000 Kms., individually for each bus whichever is earlier from the date of placement in service after registration from Transport Department, Delhi ("Warranty Period").The rectification/ replacement of failed components/	As per RFP

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				equipment will have to be undertaken by the Contractor free of charge at Purchaser's workshop/ depot. The Contractor shall collect the failed & defective components/ equipment from Purchaser site and send them to the works of the suppliers at his cost and responsibility. This will be arranged directly by the Contractor or his representative. Further, should any design modification be required to be made in any assemblies/ sub-assemblies such as CNG engine, Automatic transmission, high pressure regulator, catalytic converter, self-starter & alternator, air suspension on rear wheels, front axle, rear axle, steering, electronic destination boards of the buses, pneumatically operated doors, ITS enabled bus with inbuilt GPS System etc. the period of 2,10,000 Kms. or three years of operation whichever is earlier, would commence from the date when the design modification in the aforesaid assemblies/ sub-assemblies/ equipment etc. is re-commissioned in service ALL Response Differential warranty will be applicable for wear & tear, perishable and vendor items. Warranty of 3years / 2.1 lakh kms from the date of modification. Warranty for the modified parts if any will be the remaining period of the original warranty of the specific chassis. To ask for deviation	

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4	VI	24.2	55	Warranty: The Contractor will be required to station required number of competent engineers/ supervisors along with necessary spare parts during testing & commissioning of the Buses at his cost. However, at least one competent engineer per depot will necessarily be stationed during the entire warranty period for the evaluation of the performance of the Buses & We propose to give warranty at site in DTC depots for all kind of warranty repairs. ALL Response ALL's contractual support toward warranty services for these buses can be provided from the ALL's organization/network set up in an around Delhi and other locations. We propose to give warranty at site in DTC depots for all kind of warranty repairs. Necessary manpower deployment during the warranty period will be as per Supplier policy & procedure.	Please refer amendment to RFP Document
5	VI	GCC-33	61	SERVICE ENGINEERING AND COMMITMENT FOR AMC OF BUSES	As per RFP

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				The Contractor shall furnish information on the maintenance practices to be followed for these Buses manufactured to conform to Technical Specification or similar to those offered against the tender, clearly spelling out the following: (i) Maintenance standards including clearances and tolerances at various locations and permissible limits of wear for good riding comfort and operation. ALL Response Maintenance standards, Tools & equipments, Procedures & schedules will be as per OE policy & proprietary to OE.	
6	VI	GCC-34	61	SERVICE MANUALS AND SPARE PARTS CATALOGUES 34.1. Detailed Maintenance & Service Manuals, Spare Parts Catalogues, Price List etc. shall be specially prepared for Buses and at least 5 sets of each for every 100 buses or part thereof of the same shall be supplied without any extra charge, along with the first supply. Detailed spare parts catalogue with illustrated parts listing all components manufactured or purchased (5 copies for every 100 buses or part thereof) shall be supplied without any extra charge. All manuals shall be sent to the Purchaser in advance of dispatch of the buses from the manufacturer's works.	As per RFP

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				ALL Response Request Amendment. Operator Manual, Parts Catalogue & Service Manual: Operation & maintenance manual, Parts Catalogue & service Manual etc., will be provided in Soft copy as per mutually agreed quantity.	
7	VI & VIII	GCC-35.2 & Cl. no. 58	62 & 101	The Contractor shall arrange orientation training at New Delhi or DTC Depot for two days for 275 drivers in batches of 25 (total 550-man days). Similarly, orientation training shall be arranged at New Delhi / their Works / Plant / DTC Depot for 3 days for 250 technicians / supervisors / engineers / officers in batches of 25 (Total 750 man-days). Bus / fuel / available facilities with the Purchaser in case of training in DTC depots will be provided by the Purchaser and course materials will be provided by Contractor on free of cost basis. This training will be provided free of cost, as and when required by the Purchaser during the currency of Contract. ALL Response Free of cost training will be provided by supplier for a minimum batch size of 25 participants. The Free of cost training from supplier is valid for 1 year	As per RFP

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				from the date of commissioning of the 1st bus. Cost of additional training requirement beyond free of cost training period will be borne by purchaser at cost basis.	
8	VIII	11.2	77	The cylinders shall be mounted and fitted in a manner as to facilitate easy replacement/ maintenance. The cylinders be inter-changeable/ replaceable with other cylinders without any modification of the system ALL Response Cylinder inter-changeability/replaceability will be as per OE Design	As per RFP
9	VIII	11.3	77	Fitment and arrangement of all CNG cylinders and its accessories, sub-assemblies etc shall be easily replaceable and or repairable ALL Response N.A.	As per RFP
10	VIII	57	100	OPERATION AND MAINTENANCE MANUAL At least 5 hard bound copies for every 100 buses or	As per RFP

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				part thereof of Operation and Maintenance Manual containing essential technical information required for satisfactory operation, inspection and maintenance shall be supplied by the Contractor. One set of Coloured wall charts shall also be provided of the following units <u>for every fifty buses showing assembly details:</u> i Bus lubrication points. ii Engine assembly iii Transmission system ALL Response Request Amendment. Operation & maintenance manual will be provided in Soft copy as per mutually agreed quantity	
11	VIII	60.1	102	The contractor shall provide the details of the components/spares required for maintenance of the FULLY BUILT AC CNG PROPELLED LOW FLOOR BUSES and for the operation taking daily utilization of bus. The contractor shall also provide complete details of vendors, rate of each & every component/ spares for complete bus and the spare parts catalogue in 5 sets for every 100 buses or part	As per RFP

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				thereof shall be submitted along with the prototype bus. The contractors shall ensure that during the service life of 12 years or 10,00,000 km whichever is earlier of the bus, adequate spare parts in kit form/ individual components are made available in time to the purchaser on demand along with other essential items required. ALL Response Spare parts catalogue will be provided in soft copy. We will not be able to provide VENDOR details. Only ASRTU approved rate will be applicable. No separate approval is required from purchaser. We can supply the spare parts/ kits up to 8 years from the date of the contract subject to minimum order quantity.	
12	VIII	60.2	102	Supplier of buses shall ensure provision of adequate maintenance support for complete technology transfer and capacity building of the DTC to ensure minimum 92% availability of the buses during the warranty period. The maintenance support shall ensure there is complete skillset generation within DTC and the dependence of the bidder for maintenance is negligible at the end of agreed warranty period. The maintenance support shall include	As per RFP

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				but not limited to the following: 60.2.1 Training of workmen/supervisors/mechanics/any other staff on the replacement of bus parts 60.2.2 Assistance, by the way of demonstration whenever applicable, to the staff of the DTC in adhering to the standard maintenance protocol for the buses (daily checks), preventive and breakdown maintenance) to ensure 92% availability of the buses on daily basis. 60.2.3 Capacity building of drivers/supervisors/and any other staff members to ensure efficient and professional operations. 60.2.4 Support and supervision in any major maintenance requirement including repairs arising out of accidents and breakdowns. 60.2.5 Spares and after sales service: The supplier shall ensure availability of spare parts and after sales services in DTC for the buses offered in the bid by furnishing an undertaking on the official letterhead for the entire life of the buses i.e. 12 years or 10,00,000 km whichever is earlier. The suppliers will share the OEM details of the spares with DTC enabling to make procurement of spares from OEM. ALL Response Supplier will provide necessary training as specified in AL Comments for Clause 35.2. Ensuring minimum availability is not under supplier scope.	

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				Responsibility of providing drivers/technicians for training will be under the scope of purchaser as per training calendar given by Supplier. Outstation travel & boarding expenses to be borne by Purchaser at cost basis. 60.2.4 – suppliers support for major maintenance requirements including repairs will only include training as specified in AL comments for clause 35.2. We can supply the spare parts/ kits up to 8 years from the date of the contract subject to minimum order quantity. Vendor details will not be shared	
13	VIII	61	103	<u>MAINTAINABILITY</u> The bus shall be manufactured/ fabricated in such a manner that facilitates easy access for repair & maintenance, removal, replacement of various bus components/ assemblies/ sub-assemblies/ systems by providing suitable traps/ flaps etc. Also removal and re-fitment of engine, transmission, radiator etc. shall be easy for repair & maintenance purpose. Radiator coolant/water filling and CNG filling shall be easily accessible with suitable closures with locking arrangement/-holding arrangement. ALL Response	As per RFP

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				Bus will be manufactured as per OE design meeting all CMVR and in line with RFP specifications	
14	VIII	6.3 (O)	104	Ease of accessibility to engine & other aggregates for easy maintenance shall be ensured. Assemblies / units shall be so mounted that they are easily accessible & can be removed without disturbing other components / assemblies ALL Response Bus will be manufactured as per OE design meeting all CMVR and in line with RFP specifications.	As per RFP
15	VIII	6.3 (P)	104	All structure, body, and panel-bending mode frequencies, including vertical, lateral, and torsional modes, shall be sufficiently removed from all primary excitation frequencies to minimize audible, visible, or sensible resonant vibrations during normal service ALL Response Bus will be manufactured as per OE design meeting all CMVR and in line with RFP specifications.	As per RFP

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16	VIII	6.3 (Q)	104	Exterior projections/protrusions if any shall conform to the provisions of relevant CMVR/ IS/ AIS-052. The exterior rear-view mirrors and required lights and reflectors are exempted from the protrusion requirement. <u>Advertising frames shall protrude no more than 22 mm from the body surface and shall have the exposed edges and corners rounded to the extent practicable.</u> Grilles, doors, bumpers and other features on the sides and rear of the bus shall be designed to minimize the ability of unauthorized riders to secure toeholds or handholds. The exterior body features shall be shaped to allow complete & easy cleaning by automatic bus washers without snagging washer brushes or retaining water & dirt. ALL Response Bus will be manufactured as per OE design meeting all CMVR and in line with RFP specifications.	As per RFP
17	XI	Annexure 23	193	ANNEXURE 23: FORMAT OF UNDERTAKING: (on the Letter Head of Bidder) We hereby certify and confirm that we in the capacity of vehicle manufacturer (VM) shall be bound to participate mandatorily for the Comprehensive Annual Maintenance Contract (AMC) Bid to be subsequently released by DTC. We also hereby confirm that the necessary authorization certificate will be issued to the interested bidder among	As per RFP

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				our authorization network. If the interested bidder having required experience for maintaining AC Low Floor CNG Buses, the Experience certificate will be issued by us. We also ensure supplies of genuine VM/ OEM or their recommended spare parts for maintenance of quoted model of AC Low Floor CNG Buses to the interested bidder among our authorization network. ALL Response DTC to share the AMC tender, Scope of work, terms & conditions 4 Weeks before bid submission for OEM to study & submit an undertaking for AMC. This will enable the prospective bidders to appreciate the requirements of AMC and decide to bid for buses.	
18	XI	Annexure-25 (S.No.1)	203	The Vehicle Manufacturers (VM) cum Contractor directly and also through their authorized network meeting eligibility requirement shall be required to submit their comprehensive AMC offer for maintenance of buses up to 7,50,000 kilometers tentatively in 12 years operation for complete bus system inclusive of consumables, spare parts, replacement of assemblies/ subassemblies, systems/sub-systems etc. taking into account preventive/ docking/ routine maintenance including on account of normal wear & tear, minor/ major repairs/ over-hauling of assemblies/ sub-assemblies and break downs, fire as well as accidental repairs (mechanical & body), tyre cut/ damage, broken lights and routine mechanical/ body	As per RFP

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				repairs etc. inclusive of labour cost to ensure 92% availability during warranty period and 90% availability after warranty period. The Contractor shall be responsible for carrying out repairs/ maintenance/ servicing etc for complete buses (including supply of consumables, replacement & fitment of spare parts/ body parts/ aggregates/ assemblies/ sub-assemblies etc.) upto 7,50,000 kilometers. The Contractor shall be required to carry out all accidental repairs of buses under comprehensive AMC whether attributable to the Contractor or to the Purchaser or due to natural calamities or otherwise. Only CNG fuel shall be provided by the Purchaser during AMC period. ALL Response AMC offer for maintenance of buses should be for a maximum of 8 years or 750000kms whichever is earlier. Minimum assured Kms for billing is per bus 6000/ month Accidental repair will not be covered under AMC and it will be under quote basis. Accidents & breakdowns for the reasons not attributed to supplier to be exempted from availability during & after Warranty period. Purchaser should ensure the quality of fuel and any	

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				defect and incidental costs arising out of poor quality of fuel as determined by supplier/NABL accredited Lab should be borne by the purchaser.	
19	XI	Annexure-25 (S.No 2.)	203	The buses are expected to be operated daily in one or more shifts. Depot-wise Fleet availability of 92%/ 90% buses shall be calculated using shift wise availability of buses on daily basis to be summed up on monthly basis. A bus made available for morning out shedding as per Depot out-shedding schedule latest by 9 AM shall be considered available for the morning shift. Similarly, a bus made available for evening out shedding as per Depot out-shedding schedule latest by 6 PM shall be considered available for the evening shift. It implies that the Contractor shall make available depot-wise fleet availability of 92%/ 90% of buses in the shifts (Morning & Evening) to be summed up on monthly basis. If the bus fails to go on scheduled duty because of some maintenance/ mechanical defects/ breakdown but leaves the depot after 9 AM/ 6 PM i.e. late, it will not be considered available for that shift. Besides, if the bus breaks down enroute after leaving the depot on shift duty and could not complete the scheduled kilometers, a pre-estimated damage shall be recovered amount equal to miss kms. multiply by prevailing Basic AMC rate of that bus at that time. For every Bus, record will be maintained by the Purchaser. The Contractor can also inspect the records, if so desires.	As per RFP

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				ALL Response Availability • Depot Fleet wise- Report to be signed off jointly by purchaser and contractor on daily basis • Depot availability calculation to be cumulative for the six months. • If availability is less than 92/90%, capping on penalty is 1% of that period AMC billing amount. i.e. • During warranty - o 92% (-) actual availability = penalty shift x penalty per shift (Not to exceed 1% of AMC billing) • After warranty 90% (-) actual availability = penalty shift x penalty per shift (Not to exceed 1% of AMC billing)	
20	XI	Annexure-25 (S.No.3)	203	These buses shall be attended at Purchaser Depots as well as for minor repairs on line to minimize down time. The Contractor shall be required to remove the breakdown bus from the spot immediately to save traffic jam/ inconvenience to other road users. The maximum breakdown response time/ attending the breakdown/ removal of breakdown bus on line shall be 4 hours within Delhi or in immediate vicinity of Delhi (i.e. time required for Contractor's maintenance engineers to report to the site and attending the breakdown after a request call/email is made or letter is written). The Contractor shall be required to maintain a minimum of adequate number of Recovery Vans/ Cranes so that the breakdown	As per RFP

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				bus is immediately removed from the roads to clear the traffic jam. During AMC Period, the Contractor shall be required to deploy well-trained resident Engineers/ Technicians/ trained staff/ manpower etc. to attend to the maintenance/ repairs and servicing of bus(es) and for quality assurance/ control/ checking/ preventive maintenance/ record-keeping etc. prior to the scheduled departure of each bus. ALL Response It would not be possible to attend all break down within four hours. • Supplier will respond to the intimation of breakdown within 4 hours. Reaching the spot for Attending/removal of breakdown bus is subject to the nature of breakdown & the prevailing traffic conditions of the location. • Towing of bus to depot will be under the scope of Purchaser upon intimation of supplier.	
21	XI	Annexure-25 (S.No.4)	204	The cost of repairs i.e. cost of spare parts & labour charges on account of the accidental buses due to war, civil commotions, strikes, floods, earthquake, explosion etc. and not attributable to defects/ mechanical failures/ fire, shall be borne by the Purchaser. The cost of spare parts chargeable shall be as per the approved price list	As per RFP

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				and for labour charges based on the Government's notified minimum wages rates for skilled staff applicable in Delhi and will be revised as per the Government notifications on minimum wages. The cost of repairs on account of minor scratches, dents & paint touching shall also not be charged to the Purchaser and the bus will be repaired at the cost of the Contractor. In case of replacement of metallic parts/ components/ spares/ items/ material/ tyres, a rebate @ 5% of the approved price list shall be given by the Contractor to the Purchaser towards retaining the aforesaid unserviceable/ defective parts/ items by the Contractor in lieu of scrap value of metallic/ such other parts. ALL Response • Accidental repair will not be covered under AMC and will be at chargeable basis. • Spare parts pricing including labour and repairs on account of minor scratches, dents & paint touching will be at chargeable basis as per company policy prevailing at that time. • Rebate @5% in lieu of scrap value of items to be removed from the scope of contractor. • Any theft/ accidental damages, inside the depot should also be exempted on supplier since the security and custody of bus is under Purchaser's scope.	

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				• Buses will be attended for accidents only after the release of Work order basis the quote provided by supplier from DTC and the availability should be excluded for calculation. • Purchaser should visit depot / park yard for inspection of vehicle / depot along with contractor. • Fire incidents outside the depot will be the responsibility of the purchaser. • Any failure / damages due to operational reasons (road conditions like water logging, potholes, vehicles struck in mud etc.) shall be treated as accident and will not be covered under AMC/ Warranty • Minor scratch, Dent and paint touch are on account of DTC crew to be repaired by purchaser	
22	XI	Annexure-25 (S.No.5)	204	The Purchaser shall provide existing maintenance facilities available in the Depot on 'as is where is basis' to the Contractor. However, in case of Depots where AC Low Floor Bus maintenance facilities are not there, the Purchaser shall be responsible to provide Service Pits & Six Rooms to the Contractor besides Effluent Treatment Plant, Tower Lights, Water Softening Plant. The Contractor will be responsible to make his own arrangement for Plant & Machinery, Tools, Jigs &	As per RFP

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				Fixtures, Washing Plant required for proper maintenance of buses. The Contractor is required to create maintenance facilities at DTC's Depots within three months from the date of issue of Letter of Acceptance (LOA). No pre-estimated damages towards non-availability of 92%/ 90% of buses shall be levied on the Contractor in case where AC Low Floor Bus maintenance facilities are not there, for next four months due to any delay in creation of facilities of Service Pits & Six Rooms to the Contractor besides Effluent Treatment Plant, Tower Lights, Water Softening Plant i.e. no pre-estimated damages for 6 (3 + 3) months from the date of issue of LOA. ALL Response The proposed AMC will be for the maintenance of the buses and not creating civil infrastructure in DTC's depots. Request Amendment. Infrastructure • This should be as "till DTC creates the facility as mentioned in Annexure 2. • No penalties to be levied till DTC provides the above infra. • Maintenance of infra / facilities provided by the	

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				purchaser will be the responsibility of purchaser during the entire contract.	
23	XI	Annexure-25 (S.No.6)	204	Payment for AMC will be made on monthly basis. After every month, the Contractor will submit the bills and the Purchaser will arrange the payment within 30 days of receipt of bills complete in all respect with the required supporting documents subject to recoveries, if any, on account of pre-estimated damages towards failure to make available 92%/ 90% buses for operation/ water & electricity charges etc. on monthly basis and any other charges recoverable as per Terms and Conditions of the Contract. Tax Deduction at Source (TDS)/ CGST/SGST will be deducted at source from the payment of the Contractor as per applicable law. ALL Response • Actual Kms as computed from Speedometer reading /GPS (whichever is higher) will be the basis for AMC Billing. • Minimum assured Kms for billing is per bus 6000/ month • Any delay in payment beyond 30days committed by purchaser, additional interest 18% per annum to be paid by purchaser. • Outstanding of more than 3 months will entitle the contractor to terminate the contract with 7 days' notice.	As per RFP

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				• All statutory levies, taxes to be paid on actuals as per prevailing rates by the purchaser. • Before commencement of any route, joint survey by purchaser and contractor to be carried out, since the model being purchased are ultra-low floor buses and hence manufacturers recommendation for warranty and AMC terms are to be fulfilled. • Deduction of electricity and water charges should be based on actual consumption by Contractor.	
24	XI	Annexure-25 (S.No.7)	205	Capping of pre-estimated damages The pre-estimated damages shall be capped to 10% max on monthly basis in case the assured daily shift wise fleet availability is achieved during the month. However, there will be additional damages on the number of buses which are short during the month in case of non-achievement of assured daily shift wise fleet availability for the reasons attributed on the part of the service provider of AMC services during the contract period ALL Response • Depot availability calculation will be cumulative for six months.	As per RFP

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				• No penalty on account of break down /miss kms if 92/90% is achieved. • If availability is less than 92/90%, capping on penalty is 1% of that period AMC billing amount. i.e. during warranty • 92% (-) actual availability = penalty shift x penalty per shift (Not to exceed 1% of AMC billing) • After warranty 90% (-) actual availability = penalty shift x penalty per shift (Not to exceed 1% of AMC billing) • No additional penalties/ damages to be levied on supplier for fleet availability.	
25	XI	Annexure-25 (S.No.9)	205	Award Criteria of AMC Contract The Purchaser will consider the Bidder whose Bid has been determined to be responsive, complete and in accordance with the Bid Documents and whose offer on evaluation has been determined to be the LOWEST (L-1) acceptable offer for award of contract. Further subject to the condition that in case L-1 bidder in tender for supply of buses is L-2 bidder in tender for AMC Services, then the said Bidder needs to match the L-1 rates as quoted by other bidder (who will be L-2/ L-3 in tender for supply of buses and would match L-1 rates for 30% split quantity) for contract for AMC services. ALL Response	As per RFP

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				It means, L-2 Bidder for AMC Services will be obliged to match price of L-1 Bidder for AMC Services.	
26	XI	Annexure-25 (S.No.10)	205	10.1. Tentative Plan of Depots for AMC support: Note: Change of Location of Depot- The DTC may change location of Depot at the time of initial allotment or during the AMC Period based on ground factors like optimum utilization of Depot Space, availability of mentioned depot space, Court Case or in public interest to reduce Dead Mileage. 1 Bawana Depot 140 2 Ghumenhera Depot 120 3 Dichao Kalan Depot 90 4 Hasanpur Depot 160 5 Rohini-I Depot 120 6 Mayapuri Depot 120 7 Okhla Central Workshop-II 250 ALL Response Any change of depot post LOA to meet below requirements of supplier: I) Supplier to be compensated for financial loss on account of change of depot (statement of loss from supplier to be considered as final) II) All conditions pertaining to availability of buses and •	As per RFP

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				Any change of depot post LOA to meet below requirements of supplier: I) Supplier to be compensated for financial loss on account of change of depot (statement of loss from supplier to be considered as final) II) All conditions pertaining to availability of buses and other mandatory requirements thereof will be non-enforceable on supplier for a period of 6 months from the date of commencement of operations from the new depot. III) The new depot will be equivalent to the previous depot in terms of capacity, facilities and other infrastructure provided to the supplier. IV) The new depot location will be finalized post mutual discussion & express consent from supplier. • Capacity is to be signed off jointly by purchaser and contractor • Allotted depots should have the requirements mentioned in the Annexure.	
27	XI	Annexure-25 (S.No.11)	205	Statutory compliances ALL Response Statutory compliances are in the scope of contractor should be defined clearly & informed to the contractor by authority in advance. Any changes in norms / frequencies and cost arising out of it will be borne by the purchaser.	As per RFP

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28	III-A	Bid Invitation Notice (NIT)	15	Bid Security - 18 Crores ALL Response ALL request DTC to lower the Bid security amount to 1 Crore.	As per RFP
29	V	ITB-9.4	24	AMENDMENT OF BID DOCUMENTS: If any amendment is affected in the RFP document, only the amended RFP document shall be final and determinative. ALL Response ALL request DTC to confirm that after freezing the bid document and submission of the bids in accordance to frozen bid document, DTC will not include any additional condition in the Purchase Order nor any unilateral amendment without the knowledge and acceptance of ALL.	As per RFP
30	V & XI	ITB-20.8 & Annexure 10 B	32 & 157	DELIVERY SCHEDULE: After getting approval of prototype, within Twelve Weeks from the date of Letter of	As per RFP

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				Acceptance, complete in all respect by obtaining Type Approval Certificate & compliance with all statutory requirements, the Bidders is required to complete the entire supply of buses within the stipulated delivery period of 12 + 28 Weeks from the date of LOA. The bidder shall, subject to in accordance with the terms of RFP, achieve the delivery milestone set out in Annexure 10B. ALL Response [1] 20 Weeks (5 months) is required for proto approval considering the numerous certificates and approval/inspection of materials required as per DTC tender over and above Homologation agency certificates and approval, which is not required. [2] Thereafter bulk deliveries will be as per mutually agreed delivery schedule based on receipt of payment against the delivered buses in batches.	
31	V & XI	ITB-20.9 & Annexure 10 B	32 & 157	In case of split order, the delivery schedule for ordered quantity for each Contractor to be reduced proportionately ALL Response Delivery schedule to be mutually discussed and agreed in batches even in case of split order.	As per RFP

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32	V	ITB-20.10	32	Failure to comply with month wise delivery schedule shall attract pre-estimated liquidated damages, risk purchase & other provisions of the contract. ALL Response Delivery schedule to be mutually discussed and agreed in batches with receipt of payment from DTC. If there is any delay in payment from DTC for the delivered buses, further deliveries will be put on hold. Contractor should not be penalized for delay due to delay in payment from DTC.	As per RFP
33	V	ITB-20.11	32	PAYMENT TERMS: The Bidder must agree to the payment terms as specified in the General Conditions of Contract. ALL Response Payment for 100% of the total price of each consignment of the Buses dispatched will be made to the Contractor on receipt of the buses by the consignee within 30 days of receipt of bill along with the documents as specified under clause 29.1 a	As per RFP
34	V	ITB-21.3	32	The consignee will advise the Contractor within 30 days of the arrival of buses at the destination, any loss/ damage etc. of the buses and it shall be the responsibility of the Contractor to lodge the necessary claim on the	As per RFP

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				carrier and/ or insurer and pursue the same. The Contractor shall, however, at his own cost replace/ rectify the buses lost/ damaged to the entire satisfaction of the consignee, within 30 days from the date of dispatch of intimation from the consignee, without waiting for the settlement of the claim. ALL Response Consignee has to advise the Contractor within 7 days of the arrival of buses at destination for any loss/damage etc. of the buses & it shall be the responsibility of the contractor to lodge necessary claim on the carrier and/ or insurer and pursue the same.	
35	V	ITB-31.2	37	DETERMINATION OF RESPONSIVENESS: A responsive Bid is one which conforms to all the terms & conditions and specifications of the Bid Documents without any material deviation or reservation. A material deviation or reservation is one which affects in any way the scope, quality, performance or administration of the contract by the Bidder, or which limits in any way, inconsistent with the Bid Documents, the Purchaser rights or the Bidder's obligations under the contract, and the rectification of which would affect unfairly the competitive position of other Bidders presenting responsive Bids at reasonable prices. ALL Response	As per RFP [Please refer clause 39, Page-62 of Section VI (GCC)]

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				ALL request DTC to accept that any reservation in the bid to claim any amount incurred on account of any future/new taxes, duties, or any statutory levy will not impact the responsiveness of bid adversely. DTC will not force ALL to withdraw any such reservation at any time after submission of bids.	
36	V	ITB-36.1	38	Upon receipt of the 'Letter of Acceptance', the successful Bidder shall return two copies of the Letter of Acceptance duly signed and stamped by his authorized signatory within 2 weeks from the date of dispatch of Letter of Acceptance. However, the Contract shall be deemed to be concluded on the date of dispatch of the 'Letter of Acceptance' by the Purchaser. ALL Response The Contract shall be deemed to be concluded on the date of receipt of LOA duly signed by successful Bidders	As per RFP
37	V	ITB-45	41	REQUIREMENTS OF PURCHASER FOR ANNUAL MAINTENANCE CONTRACT Prior to award of contract for supply of buses in terms of RFP, the Purchaser has decided to invite separate tenders for Comprehensive Annual Maintenance Contract (AMC) for maintenance of buses proposed for procurement as per key terms and conditions given in Annexure 25. The Vehicle Manufacturer (Bidder) is	The key terms & conditions of Annual Maintenance Contract (AMC) are already specified in the Annexure-25 of RFP.

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				required to submit undertaking as a part of Techno-Commercial Bid (Bid 1) as given in Annexure 23 to participate in the said tender of the Purchaser and offer a reasonable rate directly as Vehicle Manufacturers (VM) and also through their authorized network for which eligibility conditions are also defined in Annexure 25. ALL Response DTC to freeze RFP document for the proposed AMC after conducting Pre-Bid meeting at least 15 working days prior to the submission of bids for the buses. DTC to share the AMC tender, Scope of work, terms & conditions 4 Weeks before bid submission for OEM to study & submit an undertaking for AMC.	
38	V/ VI	ITB 37 & GCC-4.1	39 & 44	PERFORMANCE SECURITY: The Contractor shall furnish Performance Security encashable at Delhi in the form of Account Payee Demand Draft/ Fixed Deposit Receipt or in the shape of a Bank Guarantee in the Proforma prescribed in the RFP document (Annexure- 8) within 30 days from the date of dispatch of the 'Letter of Acceptance' of the bid by the Purchaser, for an amount equivalent to 10% of the value of the contract in Indian Rupees. In the event that the Contract Price is made up of currencies other than Indian Rupees, the value of the Performance Guarantee to be supplied shall be determined by reference of Contract Price calculated in Indian Rupees by applying exchange	As per RFP

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				rates in accordance with the Sub-clause 32.4 of ITB. The Bank Guarantee/ Fixed Deposit Receipt should be from any Scheduled Commercial Bank (licensed by RBI) or confirmed by any Indian nationalized bank. The Bank Guarantee/ Fixed Deposit Receipt should be drawn in favour of "Chairman-cum-Managing Director, Delhi Transport Corporation", payable at Delhi. ALL Response ALL request DTC to remove the clause on Performance Security, as ALL is providing / attending all defects during the warranty period. Alternatively, we request DTC to reduce the amount to 5% of the value of the contract in Indian rupees.	
39	VI	GCC-4.4	45	PERFORMANCE SECURITY: In case of delay in submission of Performance Security in terms of clause 4.1, the Purchaser shall, without prejudice to other remedies under the contract, levy / deduct pre-estimated damages @ 0.5% of the total value of the Contract (inclusive of duties & taxes) for delay of each week or part thereof. The decision of Purchaser shall be final in this regard. ALL Response We request DTC to have an upper sealing of 5% of the contract value for levy / deduct pre-estimated damages	As per RFP

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				@ 0.5% of the total value of the Contract (inclusive of duties & taxes) for delay of each week or part thereof.	
40	VI	GCC-4.5	45	PERFORMANCE SECURITY: The Purchaser shall be entitled and it shall be lawful on his part to forfeit the amount of the Performance Security in whole or in part in the event of any default, failure or neglect on the part of the Contractor in the fulfillment or performance in any manner whatsoever of the contract under reference or any other contract with the Purchaser or any part thereof to the satisfaction of the Purchaser. The Purchaser shall also be entitled to deduct from the amount of the Performance Security any loss or damage which the Purchaser may suffer or be put to by reason of or due to any act or other default, recoverable by the Purchaser from the Contractor in respect of the contract under reference or any other contract and in either of the events aforesaid to call upon the Contractor to maintain the amount of the performance security at its original limit by furnishing fresh Bank Guarantee of additional amount, provided further that the Purchaser shall be entitled to recover any such claim from any sum then due or which at any time thereafter may become due to the Contractor under this or any other Contracts with the Purchaser. ALL Response ALL request DTC to remove the clause on Performance Security, as ALL is providing / attending all defects during	As per RFP

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				the warranty period.	
41	VI	GCC-4.9	45	FRESH PERFORMANCE SECURITY: In the event of the encashment of the Performance Security by Purchaser pursuant to an Encashment Notice issued, the Contractor shall within 30 (thirty) days of the Encashment Notice furnish to Purchaser Fresh Performance Security. The provisions set forth in above shall apply mutatis mutandis to such fresh Performance Security. ALL Response We request deletion of this clause.	As per RFP
42	VI	GCC-8.1	47	LIQUIDATED DAMAGES: Subject to Clause 11, for any delay in achieving the Delivery Milestones date/s as set out in Annexure 10B by the Contractor, the Purchaser shall, without prejudice to other remedies under the Contract, levy/ deduct pre-estimated liquidated damages @ 0.5% of the total value of the bus(es) (inclusive of duties & taxes) which the contractor has failed to deliver/ commission within the period fixed for delivery/ commissioning for delay of each week or part thereof. ALL Response ALL request DTC to waive off this clause.	As per RFP

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				Alternatively, ALL request DTC to amend this clause whereby the pre-estimated liquidated damages will be calculated and levied on the basic value of the bus without including duties & taxes. The pre-estimated liquidated damages will be levied @ 0.25% per week or part thereof for the undelivered buses.	
43	VI	GCC-8.2	47	LIQUIDATED DAMAGES: The amount of pre-estimated liquidated damages to be charged under the contract will be bus-wise in terms of the preceding clause 8.1 and shall not exceed 10% of the total value of each bus (inclusive of duties & taxes) which the Contractor has failed to deliver/ commission within the period fixed for delivery/ commissioning. ALL Response ALL request DTC to clarify and confirm that the liquidated damages for any bus shall not exceed 5% of its value, even if the delay in its delivery would be more than 20 weeks/part thereof.	As per RFP
44	VI	GCC-8.3	47	LIQUIDATED DAMAGES: The Contractor agrees that pre-estimated liquidated damages/ damages mentioned in clause 8.1 & 8.2 above are fair and genuine pre-estimates and not by way of	As per RFP

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				penalty. The Contractor also agrees that he shall not dispute the same in any manner. ALL Response ALL request DTC to specify the amount of damages, if any, which DTC is likely to suffer on account of the delay in delivery of the buses, and also clarify the basis of estimation of such damages.	
45	VI	GCC-9	47	TERMINATION FOR DEFAULT ALL Response DTC to include the provisions for an exit clause without any liability for the contractor, in the event of default by the Purchaser. Following events shall constitute an Event of Default by the Corporation: (Corporation/Purchaser's Event of Default) unless such event has occurred as a result of Force Majeure Event; i) The Corporation is in Material breach of any of its obligations under this Contract and has failed to cure such breach within sixty (60) days of occurrence thereof; ii) The Corporation has unlawfully repudiated this Contract or otherwise expressed its intention not to be bound by this Contract; iii) Failure in making payment to the Contractor as per the provisions of the RFP; and	As per RFP

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				iv) Perform any other obligations under the Contract.	
46	VI	GCC-29.1	57	29. PAYMENT TERMS 29.1. PAYMENT OF THE BUSES MANUFACTURED IN INDIA: It is applicable for Indigenous Contractor and foreign Contractor supplying buses manufactured in India either on their own or in collaboration with Indian firm. Payment shall be made subject to recoveries, if any, by way of liquidated damages or any other charges, deductions or adjustments as per terms & conditions of contract in the following manner: (a) Payment for 80% of the total price of each consignment of the Buses dispatched will be made to the Contractor on receipt of the buses by the consignee within 30 days of receipt of bill along with the documents as specified below: b) Balance 20% payment would be made within 45 days against 'Final Acceptance Certificate' (FAC) of the buses to be issued by the consignee, subject to recoveries, if any either on account of liquidated damages, non-rectification of defects/ deficiencies, failed Lab Test Reports, Loose Items not supplied by the Contractor or any other charges or otherwise as per terms & conditions of contract. ALL Response ALL request DTC to amend this clause for following	As per RFP

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				effect; [i] 20% payment as mobilization advance along with the order / LOA. [ii] 20% payment on placement of chassis for body building [iii] 20% payment on completion of structure stage [iv] 20% payment on completion of paneling stage [v] Balance 20% payment on completion of bus before dispatch to the Consignee. Bidder reserves the right to withheld delivery of buses on account of delay in receipt of payment from Purchaser	
47	VI	GCC-29.3	60	29. PAYMENT TERMS: The Contractor shall not claim any interest on any overdue/ or unadjudicated payments under the contract. ALL Response This clause prejudices the rights of an innocent contracting party. ALL request DTC to amend this clause as under; "Interest @ 18% per annum will be payable to the contractor for the period from due date to the date of the payment for all overdue/unadjudicated payment"	As per RFP
48	VI	GCC-39.1	62	DUTIES & TAXES	As per RFP

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				The Bidders are required to indicate the break-up of duties and taxes payable by them in their Price Schedule. For the supplies made as per the original delivery schedule, the statutory levies as applicable on the date of supply shall be reimbursed to the Contractor at actual. ALL Response ALL request DTC to accept that taxes, duties and statutory levies as applicable on the date of invoice alone will be payable, irrespective of the fact whether they were mentioned in DTC's LOA or not.	
49	VI	GCC-39.2	63	DUTIES & TAXES For the supplies made beyond the original delivery schedule, the reimbursement of statutory levies shall be governed by the provisions of the clause 12.1. In no case, Contractor shall be entitled to any increase in duties and levies imposed after expiry of original delivery period. ALL Response ALL request DTC to delete this clause whereby statutory levies will be payable at actuals irrespective of the fact whether the bus is invoice within delivery period or after expiry of the same.	As per RFP

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50	VI	GCC-41	63	PROVISIONAL RECEIPT CERTIFICATE: The Purchaser shall issue Provisional Receipt Certificate within three working days (excluding the Gazette holiday) of receipt of bus(es) in good conditions as per the Contract terms and conditions along with valid required documents at Central Workshop-I of Delhi Transport Corporation, Banda Bahadur Marg, Delhi - 110 009 or any other unit of the Corporation, at the sole discretion of the Purchaser. ALL Response ALL request DTC to amend this clause whereby the payment of 80% amount will be released within seven days from the receipt of the buses irrespective of the fact whether provisional receipt certificate is issued or not.	As per RFP
51	VI	GCC-42	63	FINAL ACCEPTANCE CERTIFICATE: The Contractor shall inform about the rectification/ removal of the observed defects/ deficiencies during the Joint Final Inspection within 07 days from the date of inspection. Thereafter, the Final Acceptance Certificate shall be issued by the Purchaser within 15 days after final inspection and satisfactory commissioning of the buses at Central Workshop-I of Delhi Transport Corporation, Banda Bahadur Marg, Delhi - 110 009 or any other unit mentioned in the Contract.	As per RFP

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				ALL Response ALL request DTC to amend this clause whereby the payment of 20% amount will be released within fifteen days from the receipt of the buses irrespective of the fact whether Final Acceptance Certificate is issued or not.	
52	VI	GCC-43	63	AMENDMENTS The Purchaser, without prejudice, can make amendments, and/ or modifications in the Contract in writing subject to prior discussions and consent of the Contractor for proposed amendments in the Contract. ALL Response ALL request DTC to amend this clause whereby amendment to the contract, if any, will be carried out on mutual agreement, and without prejudice to the contractual rights of ALL as governed by original RFP terms towards techno-commercial and pricing bids.	As per RFP
53	VIII	63	102	The Purchaser reserves its right to alter, modify, change the specifications as per requirement to suit the latest provisions of CMVR/ any other Notifications, safety aspects, emission aspects besides any practical/ operational difficulties etc. faced by the Purchaser. The Vehicle Manufacturer shall	As per RFP

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				ensure that all the alterations, changes or modifications in the specifications, if necessary, as mentioned above shall be carried out in the buses built by them as per the advice of the Purchaser without attributing any additional cost. Complete bus has to be type approved from the approved test agency under CMVR as per specifications laid herein before any proto type is given to DTC. ALL Response Clause to be deleted. Cost of any Alterations, modifications in the specifications will be at additional cost. ALL request DTC to confirm that after freezing the bid document and submission of the bids in accordance to frozen bid document, DTC will not alter, modify, change the specifications as per requirement.	
54	V, VIII & XI	13.1 a, c, d, 20.5, 12, 1.3	26, 31, 67, 159	Certificates from Chartered Accountant 13.1 - Copy Certificate of Incorporation to be attested 1.3 - In case of value of any item exceeds < 0.5% of DDP 20.5 & 12 - Undertaking for Fall clause ALL Response To be deleted. Request self-certification.	As per RFP

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55	V	13.1.e.	26	Certificates from Cost Auditor Production capacity, Installed Capacity etc. to be attested. ALL Response To be deleted. Request self-certification.	As per RFP
56	XI	ANNEXURE 20	186	FORMAT FOR BANK GUARANTEE FOR 80% PAYMENT ALL Response BG will not be submitted for 80% payment. Request deletion of this Annexure 20.	Annexure 20 is not applicable to Indian Manufacturers
57	VI	32	61	SUBMISSION OF DRAWINGS: The Bidder shall be required to provide two sets of general drawings comprising of elevations – sides, front & rear ends along with main dimensions, isometric views, exterior & interior details, seating layouts, specified colour scheme etc. along with their Bid. Three complete sets of Pen drive loaded with the fabrication drawings along with three sets of hard copies and other documents as specified in Technical Specifications (Section VIII) shall be supplied by the Contractor to the Purchaser in	Please refer amendment to RFP Document

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				advance of dispatch of the Prototype of Fully Built AC CNG Propelled Standard Size Bus of Low Floor Height from the Manufacturer's works. ALL Response ALL request's DTC to allow bidder to submit all the general drawings before commencement of prototype build i.e. after placement of LoA, because design will be subject to changes till proto type commences at manufacturing plants.	
58	VIII	1.1	69	"The specification covers design, manufacture, supply, testing and commissioning of Fully Built AC Compressed Natural Gas (CNG) Propelled Bus of Low Floor Height for operation on Delhi roads. The bus design shall be energy efficient, environmentally friendly, safe and secured for transportation of passengers besides the following main attributes amongst others: i) Passenger comfort ii) Ergonomically designed driver's work area iii) Ease of repair and maintenance iv) Aesthetically designed interiors and exteriors v) Ease of boarding and alighting for all passengers vi) Ease of accessibility to persons with disabilities vii) Safety, reliability & durability viii) Fuel Efficient " ALL Response	As per RFP

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				Self-certification of Bidders to be accepted for items not covered under CMVR certificate.	
59	VIII	1.1.1.	69	The vehicle should have built in features/ technology improvements to ensure fuel economy – better mixture formation and control, fuel injection system: i) Fuel economy – higher conversion efficiencies and life of catalytic converter, close loop system and sensors. ii) Safety – reduce gas leakage –number of joints/ components in gas flow system and minimize current leakage ALL Response Self-certification of Bidders to be accepted for items not covered under CMVR certificate.	As per RFP
60	VIII	1.2	69	The word “Bus” wherever it has been used in the specification (Section VIII) means the “Compressed Natural Gas (CNG) Bus”. The bus shall meet all applicable Central Motor Vehicles Rules (CMVR) of India, AIS:052: ‘Code of Practice for Bus Body Design and Approval’ & amended upto date, statutory Norms for Safety & Emission and other norms applicable as on the date of registration of bus. ALL Response To be amended to date of manufacturing of bus in line	As per RFP

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				with CMVR notifications.	
61	VIII	2.1	70	The full forward control CNG city bus shall have right hand drive design and be fitted with engine at the rear of the bus. The bus shall be designed and manufactured in accordance with the specifications & AIS-052: Code of Practice for Bus Body Design & Approval [Bus Code] amended up to date and AIS-153. The bus shall be designed to carry commuters including in the city area with ease of boarding and alighting especially for ladies, children & senior citizens and Persons with Disabilities (PWDs). The bus design shall be suitable for daily operation of 16 to 20 hours in city service with peak loading of over 100 passengers [@68 Kgs + 7 Kgs=75 Kgs each], average traveling speed of about 20 Kms per hour with starts/stops after every 200 to 300 m. To take care of the peak over load of about 20% the bus has to have buffer Horse Power to pull this load comfortably over a gradient of 17%, for which the Tyre rating should be such that it meets the requirement of peak hour loading. ALL Response ALL will design the bus in accordance with CMVR permitted GVW, passenger capacity that will be duly approved by certifying agencies such as ARAI. ALL request DTC to delete terms in this clause which defines peak loading of over 100 passengers which	The Type-1 bus shall meet design for sitting and standing passenger capacities in terms of AIS-052 and additional requirements of the peak load as per requirement of RFP. The requirement of peak over load of 20% is on pay load to the worked out as per AIS-052.

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				would constitute under overloading criteria which is not permissible under CMVR.	
62	VIII	2.4	70	The bus design should be such as to meet all statutory requirements applicable for the city of Delhi in all respects. Further, the bus structure should meet the requirements of structural strength, stability, deflection, vibration, etc. amongst others for at least the following main loads:- Static loads- Dynamic loads- Single wheel bump loads- Double wheel bump loads- Braking and acceleration loads- Speed Breakers, road bumps & pits, induced loads ALL Response Self-certification of Bidder to be accepted for items not covered under CMVR certificate.	As per RFP
63	VIII	VIII-2.5	71	The bus design and the buses shall meet all the statutory requirements besides the one prescribed herein and type approval certificate of compliance from the approved test agency, for the complete bus as per specifications laid herein, Bus Code and CMVR, will have to be produced. The Bus Code and type approval certification as per CMVR are to be furnished along with the bid or at least two weeks before the Proto-type bus inspection. The bus shall be designed with respect to its body and different aggregates/ systems/ sub systems to operate in city service for 12 years or 10,00,000 km whichever is earlier.	As per RFP

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				ALL Response The Bus design to meet the DTC service life is subject to adherence to Bidders recommendation on operation & maintenance standards. To be included as "when operated & maintained and wear & tear components are replaced as per manufacturer's recommendation"	
64	VIII	2.6	71	The contractor shall submit the structural design at least two weeks before proto structure inspection along with complete sectional drawings with dimensions and other technical specifications for inspection to DTC, along with FEA report from approved test agency as per Para 2.4 & 2.5 for approval of built up structure before building the prototype bus. They will also furnish complete bus design and other technical specifications at least two weeks before proto bus inspection as required at the time of submitting the bus prototype for inspection cum approval. The bus design will meet all statutory requirements besides the one prescribed herein/CMVR from the approved test agency and type approval certificate of compliance for the complete bus will have to be produced at least two weeks before proto bus inspection. The bus shall be designed with respect to its body and different aggregates/systems /sub systems to operate in city service for at least 12 years or 10,00,000 km whichever is earlier.	As per RFP

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				ALL Response Request DTC to delete: [1] FEA report as per Para 2.4 & 2.5 ALL will provide the homologation agency certificate covering for the full Bus design including structure.	
65	VIII	2.7	71	Detailed drawings of bus structure along with complete dimensions, its components, seats, interior/ exterior fittings, electrical systems, wiring harness and other accessories along with complete details of materials used, their specifications, manufacturing tolerances etc. shall be provided to the Purchaser by the Contractor. ALL Response Entire bus is being certified by authorized agencies as per standards like, AIS 052, AIS 153, etc. This clause would have been relevant earlier in the absence of approved norms. CMVR certificates and certified drawings as mandated by regulations only will be submitted. Detailed drawings of systems that are confidential cannot be shared. This clause may be deleted or amended suitably.	As per RFP
66	VIII	2.8	71	General appearance, seating layout and structural details of roof, floor, sides, front & rear show and driver's cab	As per RFP

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				shall be provided by the Bidder along with their bids. ALL Response Seating layout may undergo change based on actual homologation process Uncertified layout can be provided. It may change at the time of submitting the proto for inspection	
67	VIII	2.9	71	Main dimension of bus i.e. overall length, overall width, overall height, saloon height, pillar to pillar distance, seat pitch, number of seats (excluding seat for the driver) etc. shall be provided by the Bidder along with their bids. ALL Response Dimensions may undergo change based on validation and homologation inspection. Hence it is better to refer at the time of proto inspection. Bus will be certified for bus body code which ensures all these dimensions. Will be provided before proto inspection only.	As per RFP
68	VIII	2.10	71	The material used in the construction of buses shall be as per Bureau of Indian Standards (BIS)/ Automotive Industry Standards (AIS) specifications. In absence of above specifications, Association of State Road Transport Undertakings (ASRTU) specifications could be	As per RFP

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				followed. Wherever Indian standards are not available, internationally acceptable standards may be referred/ followed. Specifications standards wherever indicated in the Technical Specification shall be conforming to the Specification Standards as amended up to date/ or latest. Wherever the specifications of any item have not been notified as International/ National Standard etc. the Bidder shall provide the actual specifications of that item along with the drawings of the items indicating all relevant details. ALL Response Most of the drawings are proprietary and are confidential. When bus is getting certified for all relevant norms, individual certificates, drawings, etc. need not be demanded. Self-certification to be accepted for items not covered under CMVR certificate. Only Specifications may be provided and not drawings.	
69	VIII	2.12	72	Any other provisions/ fitments required for safe and efficient operation and/ or for fulfilling statutory requirements shall be provided in the offered bus. ALL Response This clause would have been required earlier before the implementation of bus body code AIS 052 & AIS 153.	As per RFP

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				This clause may be deleted, as the bus will be tested and certified by authorized agency as per regulatory requirements	
70	VIII	2.13	71	The Bidder shall ensure that the components/sub-assemblies as are fitted in each bus comply with specifications as prescribed herein and duly approved by test agency and a certificate to that extent will be furnished by the bidder. ALL Response There are numerous components / sub-assemblies and same is not listed by DTC, hence certificate for all these items is not feasible. As all our design shared with DTC will be certified by homologation agencies and buses are manufactured at Homologation agencies Accredited Body fabrication unit, hence requirement of such certificates is not required. Request to delete – “.....a certificate to that extent will be furnished by the bidder.”	As per RFP
71	VIII	2.14	72	FIRE SAFETY: The bus shall be designed and manufactured with all applicable fire safety regulations under CMVR/ Bus Code for safety of CNG buses including piping location and layout, location of rubber hose, location of exhaust, sealing from CNG gas entering passenger compartment in case of leakage, catalytic	As per RFP

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				converter location, prescribed upholstery material, fire retardant cable, connectors etc. These provisions shall also include the use of fire-retardant material, CNG leakage detection system, <u>fire detection system, fire mitigation/suppression system</u>, escape of gases in case of any leakage, fire walls and facility for passenger evacuation [doors, windows and escape hatches] as per statutory requirements besides Bus Code. The Flammability requirements shall comply with IS 15061 as specified in CMVR. The detail list of the items has been annexed as Annexure-26 for which the Flammability test (if being fitted in the offered bus) shall be conducted by the contractor from the authorized lab against their respective standards as per inspection plan of the tender document. ALL Response Request to delete the clause and amend as Fire safety will be as per CMVR / Bus code for safety of CNG buses. FDAS alone is applicable for Type-1 Buses and not FDSS (Suppression system). Flammability requirement will be noted for compliance with IS15061, however requirement of lab test as per inspection plan to be deleted.	
72	VIII	3.1	72	Compressed Natural Gas (CNG) fueled engine with	The bidder should

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				electronic ignition system capable of delivering adequate horse power to obtain desired performance in respect of defined acceleration levels, specific fuel consumption and emission norms. The engine should have adequate horsepower not only to propel the bus but also to operate the bus air conditioning system and all other auxiliary devices fitted to the bus, if any, efficiently while climbing up the flyover. As the bus is required for operation in city services, engine should be capable of delivery adequate horse power at lower RPM levels with a high torque over a larger RPM range particularly on the lower side. The engine should be installed at the rear of the bus. The engine shall be designed to operate for not less than 4,50,000 km without major failure or significant deterioration. The Horse Power of the Engine should be adequate and commensurate to performance requirement shall be in compliance to AIS: 153, May 2018 or latest with acceleration of 0.8 m/sec/sec minimum ALL Response Definition for major failure is required. Mode / type of failures to be mentioned. Self-declaration to be accepted.	provide supporting documents to prove that engine is designed to operate not less than 4,50,000 km without major failure of significant deterioration. In case the same model engine in operation in STA/Company, the bidder should provide performance report from the said entity.
73	VIII	3.2	72	<u>The fire detection and suppression system</u>, complying with AIS: 135, shall be provided in engine compartment. ALL Response	As per RFP

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				As per latest AIS-153 norms of MoRTH for type -1 Buses, only FDAS is applicable.	
74	VIII	3.7	72	The engine shall be equipped with an electronically controlled management system and 24-volt battery electrical systems. Full electronic management of engine shall include on-board diagnostic and driver alerts for crucial parameters for Fuel system, Engine Lubrication system, Engine coolant system, Engine performance, Emission control system diagnostic details message (engine specific), The bus should have suitable audio and / or visual indication for the driver to be displayed at the dashboard to recognize the malfunctioning of (a) Speed limiting device (b) Emission control/Catalytic Converter / after-treatment devices (c) any other systems that is crucial for safe functioning of the vehicle. ALL Response Driver alerts regarding engine performance in terms of basic functions like low oil pressure warning, high temperature, rpm indication will only be provided. Fuel system-gas level indicator for fuel level provided in cluster. Engine lubrication system-Low oil pressure indicator with buzzer available in cluster. Engine coolant system-High engine coolant temperature warning telltale with buzzer available in cluster.	As per RFP

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				Engine Performance-Engine RPM meter available in cluster. Emission control system diagnostic details message (engine specific)-Error codes available as per OBD-II Speed limiting device-ECU controlled speed limiting- (no malfunction indicator). Emission control-MIL- Malfunction indication lamp available in cluster (no audio buzzer). (c) any other systems that is crucial for safe functioning of the vehicle. -Gas leak sensor provided with audio warning & visual signal, Fire detection warning with audio & visual signal, Park Brake /Low air pressure / Brake malfunction lamp with buzzer available ABS malfunction lamp available. Check transmission lamp available	
75	VIII	3.9	74	Performance data/curves and other details of the engine have to be enclosed with the bid. A detailed set of calculations indicating adequacy of the said CNG engine for the city bus be provided along with all the performance parameters of the selected engine. The engine has to meet all statutory requirements (copies of necessary certificates be enclosed). To ascertain whether there is sufficient tractive force to pull over load of 20% above GVW during peak hours over 17% gradient, a certificate from approved test agency will be specifically required. ALL Response	As per RFP

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				ALL request DTC to delete as certain terms in this clause which require overloading, beyond CMVR limits, in the buses, because such requirement will render the contract void.. Engine Performance data/curves are confidential. Engine TA can be shared after tender awarded before proto inspection. <u>GVW to be mentioned as 16.2T</u>	
76	VIII	3.10	74	Engine design shall be such that it shall not be overheated during normal operating conditions of vehicle. An arrangement for audio-visual signal shall be provided in the event of engine getting overheated excessively. The Bidder shall indicate the temperature at which the signal operates. Similar arrangement for other sub-system of engine with their monitorable indicators be made on the dashboard ALL Response Telltale indicators will be provided with warning	As per RFP
77	VIII	3.14	74	Speed Limiting Device: Maximum speed of bus will be limited to 40km/hr or as prescribed in the city of Delhi through engine management system at the time of manufacturing stage itself. Any amendment thereto should only be possible by the vehicle manufacturer at the written instructions of the Transport Department of the state concerned. Type approval certificate from	As per RFP

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				ICAT/ARAI / or any other test agency specified in CMV Rule 126 will be necessary for proper functioning of the speed limiting device as per AIS 018/2001 or latest. An audio-visual signal shall be provided on dashboard/instrument panel for indication of malfunctioning. The Bidder will have to give an undertaking that he shall not pass on the software instructions for amending the speed to anybody and shall keep it confidential. ALL Response Chance of malfunctioning is very remote, as the speed limit is managed by ECU. Hence warning is not necessary.	
78	VIII	4.1	74	Heavy-duty radiator and other subsystems of cooling system should be capable of efficiently dissipating heat from the CNG engine system. It shall be easy for filling and level checking of coolant. The cooling system shall conform to BIS: 14557-1998 or latest. ALL Response Level checking can be done through coolant level warning telltale in the cluster.	As per RFP
79	VIII	4.2	74	De-aeration tank and pressurized radiator cap shall be provided. Replacement/ maintenance of radiator and its items be also easily carried out. The radiator and other	As per RFP

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				subsystems of cooling system shall be of durable, corrosion resistant type. The Bidder shall provide the details of radiator specifications, cooling capacity, coolant, and maintenance procedures etc. The Bidder shall also provide the repair and maintenance procedures of radiator along with the prototype. ALL Response Repair and maintenance schedule document can be provided during vehicle delivery.	
80	VIII	5.1	74	Transmission: Multi speed Automatic transmission system shall be provided with gross input power, gross input torque & related speed compatible with engine and typical city bus driving application (speed, acceleration and tractive force required). The transmission shall automatically shift into neutral when vehicle is made stationary by applying service brakes. Transmission system to be fitted with a mechanism which makes it possible to engage reverse gear only when vehicle is stationary (applicable for automatic & automatic manual transmission). An interlock to prevent the movement of bus when service doors are in open position shall be provided. ALL Response Request to delete below following clause:	As per RFP

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				[1] The transmission shall automatically shift into neutral when vehicle is made stationary by applying service brakes. [2] Transmission system to be fitted with a mechanism which makes it possible to engage reverse gear only when vehicle is stationary [3] An interlock to prevent the movement of bus when service doors are in open position shall be provided.	
81	VIII	8.2	75	In the event of failure of the engine and / or loss of air in the system, adequate provision shall be made for obtaining effectiveness of service brake system and / or for de-activating the spring actuated brakes. ALL Response Un-winding screw available in brake chamber for de-activating the spring actuated brakes. Authority to clarify on adequate provision.	As per RFP
82	VIII	8.4	75	An additional provision for parking brakes is also to be provided to prevent auto application of parking brakes due to loss of pressure in the Hand Break line. ALL Response Authority to clarify on what it means by additional provision.	Please refer amendment to RFP Document

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83	VIII	9.3	76	Splash aprons of minimum 6.50mm thickness composed of rubberized fabric shall be installed behind of wheels as needed to reduce road splash and protect under floor components. The splash aprons shall extend downward to within 100mm of the road surface at static conditions. Apron widths shall be no less than tyre widths. Splash aprons shall be bolted to the bus under structure. Other splash aprons shall be installed where necessary to protect bus equipment. ALL Response Request amendment for Apron thickness minimum 6 mm.	Please refer amendment to RFP Document
84	VIII	10.1	76	Axles: Solid beam axle & grease type front bearings & seals of reliable & proven design adequate capacity to take care of maximum Gross Vehicle Weight (GVW) & crush loading expected during life span of the bus of 12 years or 10,00,000 km whichever is earlier. Transfer of gear noise to the bus interior shall be minimized. The drive shaft shall be guarded to prevent it striking the floor of the coach or the ground in the event of a tube or universal joint failure. ALL Response Request to amend the clause as below: Axles: Solid beam axle & grease type front bearings & seals of	As per RFP

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				reliable & proven design adequate capacity to take care of maximum Gross Vehicle Weight (GVW) & crush loading expected 5,00,000 km (without considering the wear and tear parts).	
85	VIII	10.2	76	The bus shall be driven by a single heavy-duty axle at the rear of proven design adequate capacity to take care of maximum GVW & crush loading expected during life span of the bus of 12 years or 10,00,000 km whichever is earlier. Transfer of gear noise to the bus interior shall be minimized. The drive shaft shall be guarded to prevent it striking the floor of the coach or the ground in the event of a tube or universal joint failure. ALL Response Request to amend the clause as below: The bus shall be driven by a single heavy-duty axle at the rear of proven design adequate capacity to take care of maximum GVW & crush loading expected of 5,00,000 km (without considering the wear and tear parts).	As per RFP
86	VIII	11.4	76	The CNG filling system shall be so designed to facilitate ultra-fast filling of cylinders within maximum of 5 -7 minutes time. ALL Response CNG filling time should be 16-20 Minutes.	As per RFP

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87	VIII	11.11	77	A detailed diagram of fast filling arrangement of CNG cylinders, piping/ tubing, safety valves, joints details and other fitments shall be provided. ALL Response AIS024 & AIS028 layout can be provided during prototype inspection.	As per RFP
88	VIII	13.1	78	The under frame and super structure shall be suitably designed to carry dense crush load of over 100 passengers (assuming an average weight of 68+7=75 kgs. per passenger) including sitting and standees, CNG cylinders, bus tare weight, etc. Moreover, the structure shall be designed to withstand the transit service condition of operation during its life span. ALL Response Request to amend the clause for passenger capacity to be as per CMVR/ AIS-052 norms including standees.	As per RFP
89	VIII	13.3	79	The comprehensive multi-stage anti-rust treatment by way of hot phosphating/ galvanizing shall be provided to bus flooring, sides, roof, under-structure, as per BIS 3618 Class-A2/ Galvanizing of MS Structural Members as per IS: 277-2003 120 GSM coating for resistance to corrosion or deterioration from atmospheric conditions & road salts so as to enable them & frame to last for 12 years or	As per RFP

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				10,00,000 km whichever is earlier. The samples of all materials & connections shall withstand two weeks (336 hours) Salt Spray test in accordance with ASTM procedure B117 with no structural detrimental effect to normally visible surfaces & no weight loss of over 1%. The details of treatment along with certificate shall be provided with relevant specification to meet the service life of 12 years or 10,00,000 km whichever is earlier. The system of corrosion prevention of the internal surfaces of structural tubing shall be provided and details of the same be given in the offered documents. ALL Response ALL request DTC to accept following: "After phosphating/ galvanizing, the structural members shall be coated with red oxide/ Zinc Chromate primer & superior quality black paint. Therefore, for the purpose of the evaluation of the compliance with two weeks (336 hours) Salt Spray test [in accordance with ASTM procedure B117 with no structural detrimental effect to normally visible surfaces & no weight loss of over 1%] the comprehensive multi-stage anti rust treatment will include phosphating/galvanizing, coat of red oxide/primer and paint.	

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90	VIII	13.5	79	The front and rear structure design shall be energy absorption type to reduce impact stresses into under frame/ side structures/ other areas of the vehicle. The damaged area of the vehicle should be easily repairable and/ or replaceable in the event of major damage. ALL Response Authority to clarify on the testing procedure. What force it is to be tested etc.	As per RFP
91	VIII	14.1	79& 80	The bus exterior side panels shall be fitted with stretched GI sheet at waist level. The exterior front-end paneling shall be of GI sheet as per BIS:277-2003 or latest -120 gsm. Zinc coating. Roof shall be of Al sheet as per BIS: 737-1986 (or latest), Aluminium Alloy H-2/31000. Rear shall be of GI sheet. The exterior front-end paneling and Rear paneling of Fibre Reinforced Polymer (FRP), 3 layer, 450 gsm, with equivalent performance (based on test report of appropriate testing agency) will also be acceptable. Skirt panelling shall be of aluminium sheet having thickness of minimum 1.5 mm. Adequate treatment be also provided to avoid any incidence of galvanic corrosion between dissimilar metals. Panels shall not have any waviness & shall be so mounted as to present smart aesthetic exteriors. Roof exterior panelling shall be suitably provided with platforms for movement of technicians for repair & maintenance of roof mounting systems to avoid direct	As per RFP

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				load on roof aluminium panelling. A walkway suitable for two persons shall be provided longitudinally to enable repairs/ maintenance/ handling of the CNG System/ Items on roof & connected with ladder at suitable location. The platform shall be fitted to roof structure with proper reinforcement ALL Response Authority to clarify on the appropriate testing agency & the parameters for testing.	
92	VIII	14.6	80	All side skirt panels below stretch panel line must be no longer than 1500 mm and be of such design that any panel can be replaced with a pre-painted panel within a very short period of time. The side skirt shall be able to withstand the side impact as per the provisions of BIS: 14682-1999 or latest. Similarly the rear end shall be able to withstand the rear impact as per the provisions of BIS: 14812-2000 or latest. The skirt panel shall be openable fitted with stainless steel piano type hinges (heavy duty), to be fitted at the rub rail for the ease of maintenance purpose. However, the fixed skirt panel may not be in openable position like at wheel arches. The openable skirt panels shall be bolted at skirt level. TIG welding for fabrication of aluminium components shall be used. ALL Response Rear impact test is not applicable to buses as per cmvr.	As per RFP

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				what is the load cases to be considered for rear impact test & acceptance criteria to be mentioned.	
93	VIII	17.1	81	Two service doors (Entrance & Exit) in 1200 mm wide clear aperture (without flaps) shall be fitted at front and middle nearside of the bus as per provisions of the AIS 052 (Bus Code) for Type I, NDX category. The door dimensions, shall be as per AIS 052 (Bus Code). ALL Response ALL will provide service doors of 1200 mm aperture width (or) 1000mm clear width opening as per AIS-052.	As per RFP
94	VIII	17.1	81	Electronic sensors shall be installed at both entrance and exit doors to retract the door automatically if any obstruction to door occurs during door closing. It must be effective until door is fully closed. ALL Response This feature of automatic retraction of doors while closing to be deleted. Anti-pinching feature as per clause 17.4 while the door is closing will be offered.	The provision of anti-pinch feature as per clause 17.4 of Section VIII will serve the purpose.
95	VIII	17.2	81	Front door shall be located ahead of front axle whereas rear door shall be positioned such that rear edge of gate shall be at minimum 1500 mm ahead of central line of	Please refer amendment to RFP Document

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				rear axle or front edge of gate minimum 1500 mm behind central line of rear axle. ALL Response whereas rear door shall be positioned such that rear edge of gate shall be at minimum 1350 mm ahead of central line of rear axle	
96	VIII	17.4	82	Additionally, actuation of automated door under normal conditions shall not be possible when Bus is in motion. ALL Response Request to delete the clause as - Actuation of automated door under normal conditions shall not be possible when Bus is in motion. (when the bus speed exceeds 5 to 10 kmph)	As per RFP
97	VIII	17.15	83	All the handles shall match to the decor of its fitment location or shall be chrome plated ALL Response Yellow powder coating / PVC sleeves will be provided.	As per RFP
98	VIII	22.4	84	Internal saloon height shall be minimum of 1900 mm in the rear overhang area. ALL Response	Please refer amendment to RFP Document

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				Interior saloon light as per AIS 052 will be provided.	
99	VIII	22.5	85	The flooring design should allow easy cleaning including that sweeping & drainage of water. ALL Response Wheel chair anchorage projection will be on floor only.	As per RFP
100	VIII	23	85	GANGWAYS The gangway shall be as per the provisions of the AIS 052 Bus Code and would meet the requirements of AIS-153. Minimum interior head room at the center line of gangway shall be 1900 mm as per Bus Code. ALL Response Gangway declared a row before last row.	As per RFP
101	VIII	24.2	85	All handrails shall be of MS tubing of 32 mm dia. and 2 mm thick covered with PVC sleeve/ anti-slip powder coating hammer tone contrasting with the interior decor. Minimum two number of roof hand rails shall be provided in the saloon area. ALL Response Aluminum is more durable, rust free and easy to maintain, light weight	As per RFP

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				To be amended as "MS / Aluminum tubing of minimum 32mm dia.	
102	VIII	25	85	STANCHIONS Vertical stanchions shall be so positioned to facilitate access to seats for those standing. The stanchions shall be of 40.0 mm dia. and 3.00 mm thick M.S.Pipe covered with PVC sleeve/ anti-slip powder coating hammer tone of contrast colour with the interior decor. Each stanchion shall be provided with buzzer switch at the height of 1200 mm (max.) for the convenience of passengers to announce their wish to alight the bus. The stanchion shall be provided as per provision of AIS-052 and AIS-153. ALL Response Aluminum is more durable, rust free and easy to maintain, light weight To be amended as "MS / Aluminum pipe"	As per RFP
103	VIII	27.2	86	The seating layout shall be 2x2 meeting the bus code requirements. Minimum seating capacity (35 numbers excluding driver) shall be in line with the stipulation of AIS 023 (excluding driver) and space for one wheelchair with provision for seat belt, wheelchair anchorage etc. The Bidder shall also indicate standee capacity of the bus worked out as per the system given in the bus code. The seating and standee capacity be worked out separately in	As per RFP

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				line with the stipulation of AIS 023/ AIS-052. ALL Response To be amended are Minimum 33 seats	
104	VIII	28.1	87	AIR PASSAGE FOR DRIVER: A suitable Air Passage shall be provided for Driver at suitable location for proper inflow of air inside the driver cab. ALL Response In rear engine vehicle front facia is not provided with any air vent opening. since its airconditioned vehicle AC vent provided for driver area for air circulation. Will be providing sliding glass in drive door	As per RFP
105	VIII	30.1	87	The bus shall have aesthetically and ergonomically designed dash board and instrument panels molded in suitable polymeric material. All the dashboard controls and instrumentation system shall be as per the AIS-052. The bus shall have dash board with full instrumentation panel containing meters and gauges to indicate important parameters like air pressure in brake tanks, coolant temperature, battery charging current, CNG fuel level, side indicators, head lights, hand brakes, engine oil	As per RFP

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				pressure etc. In addition, warning lights for low engine oil pressure, high cooling system temperature & low coolant level, low air pressure and battery weak shall be provided at the driver's dash board. There should also be provision for inter lock between door exit/entry door open and vehicle movement i.e. vehicle should not move if any of the door is open. The illumination of the self-lighted symbols shall be adequate to be easily seen during day time ambient light in the driver's compartment. All the symbols and Tale tells on instrument panel shall be visible from the driver's eye points during seated position without excessive and unnatural neck movements ALL Response Battery charging current indication would require high current cable routing upto dashboard. It suggested to provide voltage to indicate condition of battery voltage and pilot lamp to indicate battery charging	
106	VIII	34	88	LED DESTINATION BOARD SYSTEM (LDBS) ALL Response Request to add a clause stating compliance with AIS-052 norms. Also specify each LED board size.	As per RFP
107	VIII	35	90	SPECIFICATIONS FOR INTELLIGENT TRANSPORT SYSTEM (I.T.S.)	As per RFP

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				d) The common minimum requirement of VHMD parameters will be-SOC level, Motor Speed in RPM, Vehicle Speed. ALL Response Request to include option of OEM approved and homologated ITS system. In Annexure 24 - Deviation requested for: 1. Clause B. Specification and compliance of Mobile NVR 2. Clause C - Specification and compliance of Rugged Housing for mNVR 3. Clause D - Specification and compliance of Panic Button 4. Clause E - Specification and compliance of Display (7") For clause D & E - OEM spec to be allowed which is homologated and approved. In addition, we request DTC to delete the requirement of SOC level as it is pertaining to Electric Vehicle (EV) from below clause "d) The common minimum requirement of VHMD parameters will be-SOC level, Motor Speed in RPM, Vehicle Speed."	
108	VIII	36.2	91	The reflective tape of colour as per CMVR shall be pasted over the full length of the front and rear bumper. ALL Response	As per RFP

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				Reflective tape position will be as per CMVR. To delete the word "bumper"	
109	VIII	37	91	TOWING DEVICE The bus shall have heavy-duty ring type towing devices in the front and rear bumpers area with load transfer to bus structural members. The capacity of each towing device shall be 1.2 times (minimum) the kerb weight of the bus within 30 degrees of the longitudinal axis of the bus. ALL Response Request to delete Rear Tow Hook.	As per RFP
110	VIII	38	91	WIND SCREEN – FRONT AND REAR Windscreen glasses shall meet the requirements of BIS 2553: Part II-1992 or latest and that of CMVR and AIS-052. The glazing used for fitment of glasses shall be Ethylene Propylene Dien Monomer (EPDM) rubber of black colour as per AIS 085. Optionally windscreen may be pasted with suitable adhesive. The Front wind screen shall be ISI-Mark or E-Mark. Front wind screen in the bus shall be in single piece design, plain/ flat with curved corners, PVB film laminated of float Glass, 'AA' Grade safety glass of minimum thickness of 8.0 mm with	As per RFP

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				demisting feature/system. Rear windscreen shall also be in single piece design; toughened flat or curved glass of thickness of 6.0 mm. A grab handle below the windshield, centre of the front face and foot rests above the bumper at suitable height shall be provided to facilitate manual cleaning of the windscreens. ALL Response Rear windshield glass is of 5mm thickness only.	
111	VIII	40	91 & 92	FIRE EXTINGUISHERS Multipurpose dry powder type (Stored pressure), duly filled fire extinguishers conforming to BIS: 13849-1993 or latest, two numbers of 5 kg capacity each shall be provided as per the AIS-052. One Fire extinguisher shall be located near to the driver seat and another ahead of the rear gate's front flap duly encased & fitted with proper reinforcement. The enclosure box shall have transparent breakable glass at front cover. ALL Response Will provide 6+2+2 combination	Please refer amendment to RFP Document
112	VIII	43	93	S. No. 5 - Ground clearances within the wheel base: Not less than 240 mm	Please refer amendment to RFP Document

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				ALL Response In line with earlier tender. Please refer attached layout. Already buses are in operation at Delhi successfully with this specification. Refer sl. no. 3 Annexure to technical points To be amended as "Not less than 190mm at axle area and 240mm at wheelbase area"	
113	VIII	43	93	Departure Angle: As per IS:12218 Not less than 9 degree in unladen condition ALL Response Deviation in line with earlier DTC tender, 8 deg will provided.	As per RFP
114	VIII	43	93	Seating capacity: 2 x 2 with seating capacity of minimum 35 nos. (excluding driver) and space for one wheelchair with provision for seat belt, wheelchair anchorage ALL Response Request Amendment. Seating capacity to be minimum 33 nos.	As per RFP

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115	VIII	43	93	BUS DIMENSIONS AND KEY PERFORMANCE PARAMETERS S.No 16 - ITS related requirements - AIS-140 & IS:16833:2018/Annexure-24 of the tender document, whichever is superior. ALL Response Request to include option of OEM approved and homologated ITS system. In Annexure 24 - Deviation requested for: 5. Clause B. Specification and compliance of Mobile NVR 6. Clause C - Specification and compliance of Rugged Housing for mNVR 7. Clause D - Specification and compliance of Panic Button 8. Clause E - Specification and compliance of Display (7") For clause D & E - OEM spec to be allowed which is homologated and approved.	As per RFP
116	VIII	45.14	95	All electrical/ electronic hardware & its mountings shall comply with the shock & vibration requirements. ALL Response Request to indicate the standard to which this requirement must meet.	As per RFP

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117	VIII	45.15	95 & 96	FUSES: All branch circuits including battery to starting motor and battery to generator/ alternator circuits shall be protected by circuit breakers or fuses sized to the requirements of the load. Electronic Circuit protection for the cranking motor shall be provided to prevent engaging of the motor for no more than 30 seconds at a time to prevent overheating. Rated current rating of the fuse shall be 1.5 times the total circuit load current in particular circuit as specified in Bus Code. The current rating for the wire used for each circuit must exceed the size of the circuit protection being used. ALL Response Fuse requirement will meet as per AIS 052.	As per RFP
118	VIII	45.20	96	CHARGING LOCATION: One AC (Alternating Current) out-let of 220V will be provided at suitable location for charging of electrical/electronic equipment like Mobile Phone and another for charging of Electronic Ticketing Machine etc. near entrance door. ALL Response Request to include / amend for One DC (Direct Current) instead of One AC out-let.	As per RFP
119	VIII	45.21	96	If any electronic components have an internal clock, it shall have their own battery back up to monitor time when	As per RFP

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				battery power is disconnected. ALL Response Cluster, Telematics device will have own internal battery, SCU will not have internal battery it will read time via GPS/ Network	
120	VIII	56.00	100	TECHNICAL INFORMATION TO BE FURNISHED BY THE BIDDERS ALONG WITH THEIR BID The bidders shall submit techno commercial information of the buses offered as per Proforma-A of Section IX and technical specification details of the offered product as per Proforma-B of Section IX. General Drawings comprising of elevations–sides, front & rear ends along with main dimensions i.e. overall length, overall width, overall height, saloon height, pillar to pillar distance, isometric views, drawing for the cross section of the bus, exterior & interior details, seating layouts, no. of seats (excluding seat for the driver) are to be submitted along with their bid etc. However, the successive Bidder shall also submit the detailed working/ fabrication drawings of structure, final drawing for the cross section of the bus, different assemblies/ sub-assemblies, components/ sub-components of bus body (including windscreen and window glasses) etc. for inspection point of view. All the documents details are to be submitted along with the bid in accordance to the checklist as per the Annexure- 19. ALL Response Entire bus is being certified by authorized agencies as per	Please refer amendment to RFP Document

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				standards like, AIS 052, AIS 153, etc. This clause would have been relevant earlier in the absence of approved norms. CMVR certificates and certified drawings as mandated by regulations only will be submitted. Detailed drawings of systems that are confidential cannot be shared. This clause may be deleted or amended suitably.	
121	VIII	63	103	The Purchaser reserves its right to alter, modify, change the specifications as per requirement to suit the latest provisions of CMVR/ any other Notifications, safety aspects, emission aspects besides any practical/ operational difficulties etc. faced by the Purchaser. The Vehicle Manufacturer shall ensure that all the alterations, changes or modifications in the specifications, if necessary, as mentioned above shall be carried out in the buses built by them as per the advice of the Purchaser without attributing any additional cost. Complete bus has to be type approved from the approved test agency under CMVR as per specifications laid herein before any proto type is given to DTC. ALL Response Purchaser to have mutual discussion before any alter, modify and change in specification and will accord any incremental price and revised delivery schedule after mutually agreed discussion.	As per RFP
122	VIII	63.n	104	Every trap/-opening flap shall be secured in a manner that the vibrations can't dislodge it. Lifting devices must not protrude above the flap	As per RFP

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				ALL Response Trap door inside the floor will be as per AIS052.	
123	VIII	64.C	105	QUALITY ASSURANCE: Wherever, the failure of material on one parameter or more than one parameter, the recoveries for the complete lot of materials used in the bus plus 20% damages thereof shall be made from the Contractor. ALL Response Clause to be amended as below: Wherever, the failure of material on one parameter or more than one parameter, the recoveries for the complete lot of materials used in the bus thereof shall be made from the Contractor.	As per RFP
124	VIII	66	106	MANUFACTURER'S NAMEPLATE Manufacturer's nameplate may be fixed as per the following locations: a. One inside at front left of the bus b. One outside at rear right of the bus c. Only one logo, if any, outside the front face preferably in the centre. ALL Response a. Name plate (VIN and body no.) inside saloon->in front side	As per RFP

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				of left front wheel hump) b. One @ chassis level -> rear left of the bus in chassis. c. Two logos and brand plates will be provided on front and rear of the bus.	
125	VIII	67.1	106	The HVAC system shall be provided for heating as well as cooling of the interior whole compartment of the Bus as per the environmental conditions of Delhi. ALL Response FOR HVAC system – System level tests are mentioned – Kind of test to be known, along with standards if any. Will there be any component wise test requirement?	As per RFP
126	VIII	67 (g)	107	HEATING, VENTILATION AND AIR CONDITIONING (HVAC) CLIMATE CONTROL SYSTEM: (g) A high output two speed demister shall also be fitted in the driver's cabin to draw fresh air. ALL Response High output two speed demister to draw fresh air would affect the air-conditioned atmosphere in the saloon. Also, the noise level, polluted air would deteriorate the ambience inside the AC saloon due to demister operation. Request to delete this clause.	As per RFP
127	IX	PROFORMA - A	111 - 113	[PART 1: PRODUCTION CAPABILITY AND QUALITY CONTROL] ALL Response	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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Sr. No.	Section of the RFP Document	Para/ Clause No. of Bid Document	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
				Sl.no.9 sub clause to be deleted.Sl.no.14 sub clause to be deleted.Sl.no. 15 to be removed.Sl.no 16.b. to be deleted.Sl.no. 20 - not clear, to be deleted. Vehicle level type approval is already submitted.	
128	IX	B)	114	Types & Models of the different Hardware Facilities. ALL Response These are exhaustive list and as per tender any misrepresentation leads to disqualification and forfeiture of EMD.	As per RFP
129	IX	C)	114	Manufacturing Facilities ALL Response To be deleted.	As per RFP
130	IX	D)	115	Testing facilities of Aggregates: ALL Response N.A.	As per RFP
131	XI	1.1.2	158	The Bus Manufacturer can use the material out of the lot, which has been approved by the lab. It is necessary to furnish latest Lab Test Report (as per specification of the contract from CIRT, Pune/ ARAI, Pune/ BIS approved Labs/NABL approved Labs/ ICAT, Manesar/CPRI Bangluru (for fuse testing) to the	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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Sr. No.	Section of the RFP Document	Para/ Clause No. of Bid Document	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
				Purchaser before use in manufacturing of Buses. ALL Response ALL request DTC to delete this clause and amend the RFP whereby the buses will be manufactured as per the standard quality plan of Ashok Leyland [specification as manufacturer will be TS16949 compliant] which will meet overall requirements of DTC. DTC will accept the buses manufactured as per standard quality plan of Ashok Leyland.	
132	XI	1.1.3	158	The random samples of items as per the list (Annexure-13) will be picked up by the Purchaser's representative and the manufacturer jointly and sealed for onward transmission by the manufacturer to the lab for inspection as per the required specification/standards. 'ISI' or 'E' marked items of the concerned country used in manufacturing of the bus need no testing except flammability test and testing of all type of fuses. ALL Response [i] it is not possible to carry out random sampling of all the items. In case of items/assemblies like LT Wire Harnesses, Passenger/driver seats, EPDM Rubber components, FRP components etc. it is not possible to take out the test specimen of the size as required by the laboratories to carry out relevant test. Therefore, there cannot be an agreement to do this impossible act, already known before entering in to the agreement [ii] Test labs are independent agencies having own priorities. Their priorities might delay the test process whereby ALL would not receive the test report sync with the bus delivery schedule, as a result. AL might suffer Liquidated	As per RFP

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Sr. No.	Section of the RFP Document	Para/ Clause No. of Bid Document	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
				Damages for delayed delivery.Please refer to the justifications against clause 11.2 also. Because, it is not possible to carryout random sampling for all the items as mentioned in Annexure-13, ALL request DTC to delete this clause from RFP	
133	XI	1.1.5	158	The cost of all tests, analysis, and patent rights shall be borne by the Manufacturer. ALL Response ALL request DTC to delete this clause as it will not be applicable after the deletion of test requirements, as given in clause 11.2 & 11.3	As per RFP
134	XI	1.3	159	In case of items/ material to be used as per specified BIS/AIS/ASRTU Standards, the Bus Manufacturer shall be required to show & furnish a copy of the Lab Test Certificate from the BIS approved Labs near the location of the Bus Manufacturer in respect of the material proposed to be used in the manufacturing of the Bus body. 'ISI' or 'E' marked items of the concerned country used in manufacturing of the bus need no testing except flammability test. Also, the lab testing will not be compulsory, in case value of any item consumed in bus body fabrication is less than 0.5 % of DDP rate of the bus as per Letter of Acceptance (LOA) subject to the condition that the Contractor shall make available list of all such items with rates, quantity and total value, duly certified by Chartered Accountant at the time of supply of prototype bus to the Purchaser. However, the lab testing shall be compulsory in respect of inflammable items/ material on flammability parameter and all	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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				types of fuses used in manufacturing of buses irrespective of value of the items being less than 0.5% of the DDP rate of the bus. ALL Response DTC rely upon and accept the quality standards as given in 'BIS' or 'E' certification. Therefore, DTC should accept the items/materiel manufactured in compliance with relevant 'ISI'/E' Standard, without having any requirement to carry out any test on them. Items having < .5% DDP are very small components, and contain very little flammable material, which cannot be considered safety critical. ALL request DTC to delete this clause from RFP.	
135	XI	1.7	160	Without prejudice to the powers of the CMD or his authorized representative to reject any of the work which he may consider defective either in material, manufacturing or workmanship, if the CMD reluctantly does accept any poor material, poor manufacturing or poor workmanship, it is open to the CMD or his authorized representative to impose such percentage reduction in the contract prices as in his opinion would be justifiable and reasonable in the circumstances and the Bus Manufacturer shall be bound to agree to such percentage reduction without any complaint whatsoever later on. ALL Response [i] As the buses will be manufactured in compliance with the	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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				MV Act, CMVR and Bus Code, there is no logic that they will have any defect.[ii] The buses will be dispatched from ALL's works after due inspection by DTC, therefore, they will have not defect either on account of poor materiel or poor workmanship. ALL request DTC to delete this clause from RFP.	
136	XI	1.8	160	Inspection, as above said, at the premises of the Bus Manufacturer during manufacturing/fabrication of buses shall not debar the Purchaser from any further inspection of the buses, but within Warranty Period. And that any defect found at any stage which was not detected in previous inspection shall be the sole responsibility of the Bus Manufacturer and the action taken on such defect shall be as per relevant clause of the terms & conditions of the contract depending upon the time of detection of defects i.e. whether at the time of receipt of bus at the premises of the Purchaser or during Warranty Period etc. ALL Response ALL request DTC to delete this clause from RFP.	As per RFP
137	XI	2.2	160	The representatives of the Purchaser shall inspect the bus manufacturing at the works of the Bus Manufacturer and at various stages of fabrication and their clearance shall be taken before proceeding further such as proto-structure stage inspection, Pre-Dispatch Inspection stages [PDIs] & Final Inspection [FI] stages. The inspection shall be carried out as per the enclosed Annexures '15 A' to '15F' of the tender document. However, the above stage inspection no way exonerates the manufacturer from obligations in respect of quality and performance of the bus or relieve the warranty	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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Sr. No.	Section of the RFP Document	Para/ Clause No. of Bid Document	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
				obligations of the manufacturer. Further, the purchaser shall also carry out jointly structure stage inspection, paneling stage randomly right to inspect at any point of time during manufacturing of the buses Further, the purchaser shall has the right to inspect at any point of time during manufacturing of the buses. The bus shall not be dispatched prior to PDIs & removal of defects and deficiencies observed during the PDIs. The bus manufacturer shall ensure the availability of all the passed lab test reports of the material/items used in the manufacturing of buses before requesting for PDIs Board at his premises. ALL Response ALL request DTC to amend this clause [i] so that test and/or test report related requirements are deleted from the RFP, and [ii] DTC's inspection at the Works of ALL will be final and binding acceptance of DTC with regard to the quality of the materiel and quality of workmanship.	
138	XI	2.3.1	161	The Bus Manufacturer shall note that the bus shall be manufactured and supplied to the Purchaser with zero defects. In case, any defects/ deficiencies/ discrepancies are brought to the notice of the Bus Manufacturer during inspection at various stages, the same shall be immediately removed in all the buses under manufacturing before clearance is given by the Purchaser. In case, any defects/ deficiencies observed at various stages and not rectified by the Bus Manufacturer before the commissioning of the completed buses at Purchaser Central Workshop-I, Delhi – 110 009 or at any other unit of the Corporation, the Bus Manufacturer shall be solely responsible for any mishap/ mis-happening and liable for levy of damages/	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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Sr. No.	Section of the RFP Document	Para/ Clause No. of Bid Document	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
				compensation for the damages caused and the same shall be recovered from the outstanding payments/ performance security etc. ALL Response ALL request DTC to delete this clause. After final inspection and acceptance of the quality of materiel and workmanship of the buses at ALL' Works, ALL will have no liability except and limited to the Warranty terms of ALL.	
139	XI	2.4	161	The Bus Manufacturer shall note that in case of defects/ deficiencies not attended/ rectified by him at his works during bus manufacturing, the same shall result in delay in releasing the payment for the bus in order to enable the Purchaser to work out the cost of recovery to be made from his bills. ALL Response ALL request DTC to delete this clause. After final inspection and acceptance of the quality of materiel and workmanship of the buses at ALL' Works, ALL will have no liability except and limited to the Warranty terms of ALL.	As per RFP
140	XI	2.5	161	However, in case any alteration/ addition/ deletion/ deviation, defects/ deficiencies in any manner is found or detected in the bus at the time of commissioning of the bus, the Purchaser shall have the right to recover full cost of the material/ fitment etc. with 20% of the cost of the material/ fitment etc. as compensation/ damages from the bills of the Bus Manufacturer towards sub-standard material/ fitment used. The Purchaser shall also have a right to make recovery as determined by the	As per RFP

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Sr. No.	Section of the RFP Document	Para/ Clause No. of Bid Document	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
				Chairman-cum-Managing Director or his authorized representative after costing for defects/ deficiencies, deviations, alterations etc. ALL Response ALL request DTC to delete this clause. After final inspection and acceptance of the quality of materiel and workmanship of the buses at ALL' Works, ALL will have no liability except and limited to the Warranty terms of ALL. ALL also request DTC to accord approval for any increment in price necessitated due to statutory and CMVR norms during the course of execution based on mutually agreed discussion.	
141	XI	2.6	161	For the purpose of recovery of compensation and damages, no notice will be required to be issued to the Bus Manufacturer. However, after the cost is assessed and evaluated, as per joint Final Inspection carried out in the presence of Bus Manufacturer's representative, the Purchaser will send the statement in respect of the recovery/ deductions made with details of the defects & deficiencies etc. Assessment of the cost of the material fitment etc. will be made by the CMD or his authorized representative, which shall be final and binding upon the Bus Manufacturer. ALL Response ALL request DTC to delete this clause. After final inspection and acceptance of the quality of materiel and workmanship of the buses at ALL' Works, ALL will have no liability except and limited to the Warranty terms of ALL.	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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142		3.1.1	162	Random samples of items/ material used as indicated in Annexure-13 shall be picked up from the lot of each batch of the quantity of these items procured by the bus manufacturers at his premises by the Purchaser representative in the presence of the authorized representative of the concerned bus manufacturer duly sealed & dispatched to CIRT, Pune/ARAI, Pune/BIS approved testing lab having testing facilities for testing all the parameters of the specifications. The bus manufacturer shall not be allowed to use these items in fabrication of bus bodies unless the material procured, conform to relevant specifications in lab test on all the parameters. ALL Response Because, it is not possible to carryout sampling for all the items as mentioned in Annexure-13, ALL request DTC to delete this clause from RFP	As per RFP
143	XI	3.1.2	162	The Purchaser's Inspecting officer shall provide four unique stickers for each sample i.e. one sticker to be affixed on the sealed sample, one sticker pasted on Annexure-'14' Sample Sealing Proforma while picking up random sample at the works of the Contractor, one sticker shall be provided to the Contractor for forwarding the sealed sample to the Testing Laboratory with direction to be pasted on the Lab Test Report of the sealed sample duly stamped by the Testing Laboratory and the remaining one sticker shall be retained by the Purchaser for record. All the four stickers of the sealed sample shall be signed by the representative of the Purchaser and the Contractor. Also the Testing Laboratory should be directed to send photocopy of the Lab Test Report simultaneously to the	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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				Purchaser also. In case of loss of the sticker meant for affixing on test report, re-sampling from the same lot will be arranged by the contractor as per procedure outlined above. Also in case of consumption of entire quantity of material in the lot, the sample shall be drawn from the bus where the material of the same lot was used, at the cost of the contractor. ALL Response ALL request DTC to delete this clause from RFP.	
144	XI	3.2	162	The Purchaser reserves its right to take a sample of any material being used or used for the purpose of manufacturing of bus either during the progress of work at his works by the Inspecting officer deputed at his works in the presence of the Bus Manufacturer or his authorized representative or from the completed bus during the Warranty Period after dismantling any of the part or portion of the bus in the presence of the Contractor or his authorized representative and send the same to CIRT, Pune/ ARAI, Pune/ BIS approved Lab./ NABL approved Labs/ICAT, Manesar/CPRI Bengaluru (for fuse testing), for testing purposes regarding its standard quality etc. at the cost of the Contractor. The samples will be got tested as per BIS/ equivalent International Standards as mentioned in the specifications. The Test Report of such sample as given by the Laboratory shall be final and binding on both the Parties. The samples will be got tested as per Specifications as per contract. The cost of Testing Charges shall be initially borne by the Bus Manufacturer and in the event of any such sample passing in lab test, the cost of Testing Charges will be reimbursed by the Purchaser to the Contractor. In such cases, the Bus Manufacturer shall be required to replace the failed	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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				material/ items in respect of the above samples taken out from the bus lot with pass material/ item meeting the specified standards at its own cost. ALL Response Because, it is not possible to carryout sampling for all the items as mentioned in Annexure-13, ALL request DTC to delete this clause from RFP	
145	XI	3.2.1	162/163	In case of the test failure or defective due to workmanship or Sub-standard, the Bus Manufacturer shall be required to replace/ rectify the defective/ sub-standard material and/ or workmanship. In case of non-rectification, full cost of defective material/component/ workmanship shall be recovered from the Bus Manufacturer along with 20% as damages/ compensation from the bills of the Bus Manufacturer or from the Security Deposit lying with the Purchaser and the same shall be binding on him. The recoveries shall be made from the bills/ Security Deposit/ any other due amount of the Bus Manufacturer. In case the amount is found more than the Security Deposit, the Purchaser can recover the same from any of the pending bills or outstanding payment or through process of Law from the Bus Manufacturer. The decision of the MD or his authorized representative regarding the amount of recovery referred to above shall be final to which the Bus Manufacturer shall have no objection and the said decision shall be binding on him. However, such inferior quality of Sub-standard/ non-specified material shall not be returnable to the Bus Manufacturer. ALL Response	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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Sr. No.	Section of the RFP Document	Para/ Clause No. of Bid Document	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
				ALL request DTC to delete this clause. After final inspection and acceptance of the quality of materiel and workmanship of the buses at ALL' Works, ALL will have no liability except and limited to the Warranty terms of ALL.	
146	XI	3.2.2	163	However, the Bus Manufacturer shall be solely responsible for any mishap/ mis-happening and liable for levy of damages/ compensation for the damages caused on account of non-rectification consequent to test failure or defective due to workmanship or Sub-standard/ non-specified material. ALL Response ALL request DTC to delete this clause. After final inspection and acceptance of the quality of materiel and workmanship of the buses at ALL' Works, ALL will have no liability except and limited to the Warranty terms of ALL. We request DTC to include in clause: " For any damage to bus other than driver related issues like vandalism, theft, accident, riot etc. and all such similar nature of damages will not be the responsibility of bidder/ Contractor."	As per RFP
147	XI	3.3	163	The Contractor shall be responsible for sample size/ quantity of items as per the requirement of the specified Testing Laboratory for lab testing purpose. In case of re-sampling of such samples due to inadequate size/ quantity, the same shall be carried out at the risk & cost of the Contractor and any delay on account of the same will be on the part of bus manufacturer. ALL Response	As per RFP

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				Because, it is not possible to carryout sampling for all the items as mentioned in Annexure-13, ALL request DTC to delete this clause from RFP	
148	XI	ANNEXURE 13:	166	LIST OF THE MATERIALS FOR PRE-TESTING & THEIR RANDOM SAMPLES ALL Response Test specimen of the requisite dimensions cannot be taken out for the purpose of random sampling from the items specified at Sr. No. 3, 7, & 11 in the Annexure-13. ALL request DTC to delete the requirements as mentioned in this annexure.	As per RFP
149	XI	ANNEXURE 13:	166	LIST OF THE MATERIALS FOR PRE-TESTING & THEIR RANDOM SAMPLES ALL Response Test specimen of the requisite dimensions cannot be taken out for the purpose of random sampling from the items specified at Sr. No. 3, 7, & 11 in the Annexure-13. ALL request DTC to delete the requirements as mentioned in this annexure.	As per RFP
150	XI	Annexure -13	166	List of Materials for pre-testing and their random sample (excluding material having 'ISI' mark or 'E' mark	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES” IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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				ALL Response Request exemption from this Anenxure-13	
151	XI	ANNEXURE 15A:	168	PHOSPHATING TREATMENT STAGE PROFORMA ALL Response Annexure to be deleted.	As per RFP

The changes made herein shall constitute as part and parcel of the main RFP Document.

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL NEW DELHI-110 016 (INDIA)	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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**‘REQUEST FOR PROPOSAL’ (RFP) DOCUMENT SUPPLY OF FULLY BUILT AC CNG PROPELLED LOW FLOOR BUSES OF
[GLOBAL RFP NUMBER: DCGM/SBU/937/2020/AC, Tender ID: 2020_DTC_189972_1]**

PRE-BID CONFERENCE HELD AT 14.30 HOURS ON 16th JUNE, 2020 AT STRATEGIC BUSINESS UNIT, DELHI TRANSPORT CORPORATION, DTC HAUZ KHAS BUS TERMINAL, NEW DELHI 110 016, INDIA.

AMENDMENTS/ CLARIFICATIONS SOUGHT BY M/S. JBM AUTO LTD.

RESPONSE OF DTC:

Sr. No.	Section/ Annexure of Bid Document	Para/ Clause No.	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
1	Section: V Instructions to Bidders	13.1	26	The Bidder should have average annual gross turnover of more than INR 3000 Million (or in equivalent foreign currency) during the last three financial years. The Bidder shall have present net-worth (on the last day of the preceding financial year) of INR 1000 Million (or in equivalent foreign currency). JBM Response We request to keep Turnover and Net worth criteria applicable till the FY 2018-19 as the financials of FY 2019-20 is under audit and results may not be available on the bid due date.	Please refer amendment to RFP document.
2	Section: VI General Conditions of	8.1	48	Subject to Clause 11, for any delay in achieving the Delivery Milestones date/s as set out in Annexure 10B by the Contractor, the Purchaser shall, without	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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Sr. No.	Section/ Annexure of Bid Document	Para/ Clause No.	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
	Contract			prejudice to other remedies under the Contract, levy/ deduct pre-estimated liquidated damages @ 0.5% of the total value of the bus(es) (inclusive of duties & taxes) which the contractor has failed to deliver/ commission within the period fixed for delivery/ commissioning for delay of each week or part thereof. JBM Response We request DTC to amend this clause whereby the pre-estimated liquidated damages will be calculated and levied on the basic value of the bus without including duties & taxes. The pre-estimated liquidated damages will be levied @ 0.25% per week or part thereof for the undelivered buses.	
3	Section: VI General Conditions of Contract	8.2	48	The amount of pre-estimated liquidated damages to be charged under the contract will be bus-wise in terms of the preceding clause 8.1 and shall not exceed 10% of the total value of each bus (inclusive of duties & taxes) which the Contractor has failed to deliver/ commission within the period fixed for delivery/ commissioning. JBM Response We request to keep upper ceiling of 5% of total basic value of bus excluding duties and taxes	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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Sr. No.	Section/ Annexure of Bid Document	Para/ Clause No.	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
4	Section: VI General Conditions of Contract	24.1	55	The Contractor will be responsible for any defect or failure of Buses or equipment provided in these buses due to defective design, material or workmanship, for a period of three years or operation of buses up to 2,10,000 Kms., individually for each bus whichever is earlier from the date of placement in service after registration from Transport Department, Delhi ("Warranty Period").The rectification/ replacement of failed components/ equipment will JBM Response We request to keep warranty of the bus limited to 2 years or 150000 km whichever is earlier which is standard practice in most of the tenders across the country	As per RFP
5	Section: VI General Conditions of Contract	29.1	57 & 58	Payment for 80% of the total price of each consignment of the Buses dispatched will be made to the Contractor on receipt of the buses by the consignee within 30 days of receipt of bill along with the documents as specified below. Balance 20% payment would be made within 45 days against 'Final Acceptance Certificate' (FAC) of the buses to be issued by the consignee JBM Response	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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				We request to amend the payment Terms as following: 1. 10% payment as mobilization advance after signing the contract against the bank Guarantee. 2. 80% of the payment within 7 days of receipt of buses along with required documents. 3. Balance 10% within 15 days against Final Acceptance certificate Also we request for provision of interest to be paid in case of delay of payment on account of Delhi Transport Corporation	
6	Section: VI General Conditions of Contract	32	61	The Bidder shall be required to provide two sets of general drawings comprising of elevations – sides, front & rear ends along with main dimensions, isometric views, exterior & interior details, seating layouts, specified colour scheme etc. along with their Bid. Three complete sets of Pen drive loaded with the fabrication drawings along with three sets of hard copies and other documents as specified in Technical Specifications (Section VIII) shall be supplied by the Contractor to the Purchaser in advance of dispatch of the Prototype of Fully Built AC CNG Propelled Standard Size Bus of Low Floor Height from the Manufacturer's Works	Please refer amendment to RFP Document.

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				JBM Response Only GA drawings with major dimensions along with seat layout can be provided with Bid. All other drawings asked at any other places in tender documents to be provided before or at the time of prototype inspection only.	
7	Annexure-10 B		157	Delivery schedule for Buses JBM Response We request to amend the delivery schedule as following: 1. Supply of prototype -12 Weeks from LOA 2. Supply of 1st lot of 100 buses- 20 Weeks from LOA 3. Supply of 2nd and 3rd lot of 100 Buses each-28 weeks from LOA 4. Supply of 4th and 5th lot of 100 Buses each-36 weeks from LOA 5. Supply of 6th and 7th lot of 100 Buses each-44 weeks from LOA	As per RFP

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				6. Supply of 8th and 9th lot of 100 Buses each-52 weeks from LOA 7. Supply of 10th lot of 100 Buses -56 weeks from LOA	
8	Section: VIII Technical Specifications	2.1	70	To take care of the peak over load of about 20% the bus has to have buffer Horse Power to pull this load comfortably over a gradient of 17% JBM Response 1) "20%" to be replaced with "20% of payload". 2) "gradient of 17%" - start stop gradability and sustained gradability to be specified by Delhi Transport Corporation	The requirement of peak over load of 20% is on pay load to the worked out as per AIS-052. Gradability (stand-start) – 17% minimum as per RFP.
9	Section: VIII Technical Specifications	2.3	70	Ambient Conditions: The bus must be having proven design suitably modified to the climatic & operational conditions, infrastructure and road conditions in Delhi. Typical operating conditions could be temperatures of approximately 0o to 50oC, humidity level from 5% to 100%, and altitude up to 300 m. The bus manufacturer is strongly advised to ensure that buses are able to meet the severe temperature, water, humidity, height from mean sea level, rain fall conditions of Delhi during	As per RFP

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				operation JBM Response The nature of data to be submitted to support the requirement to be confirmed by DTC. We understood during Technical Pre-Bid that it is an generic statement where the compliance as CMVR will suffice the requirement.	
10	VIII	2.13	72	The Bidder shall ensure that the components/sub-assemblies as are fitted in each bus comply with specifications as prescribed herein and duly approved by test agency and a certificate to that extent will be furnished by the bidder. JBM Response All the components in vehicle does not fall under purview of Test Agency. It should be limited to the components/sub-assemblies falling under CMVR. To name a few is Axles, underfloor assemblies like stabilizer bar, shock absorbers, Few Brake assembly parts, stone guards, material used painting, type of material used for vehicle construction etc.	As per RFP
11	VIII	8.4	75	An additional provision for parking brakes is also to be	Please refer amendment to RFP

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				provided to prevent auto application of parking brakes due to loss of pressure in the Hand Break line. JBM Response Kindly consider to re-check the word "Hand brake line" to be replaced with "Main line" In the event of failure in the main brake system (Service brake system) there should be provision available for deactivating the parking brake due to loss of air in the system so that vehicle can be towed to safer place to avoid the traffic jam.	document.
12	Section:VIII Technical Specifications	9.1	76	Low floor Bus shall be fitted with tyres of size 11R22.5 or equivalent size, minimum 16 PR steel radial tubeless tyres conforming to AIS-044 Part I with wheel rims of corresponding size conforming to AIS/ BIS: 10694 (part 3)-1991 or latest. JBM Response "11R22.5 or equivalent size, minimum 16 PR" to be replaced with "11R22.5 or 295/80R22.5,16PR or higher ply rating" as: a)295/80 R 22.5 having more load rating than to 11R22.5 to meet the Overload & Peak load condition	The tyre size 295/80 R 22.5 will be covered as equivalent size.

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				for Tender compliance as per Clause 2.1. b)The dimensional parameters of 295/80R22.5,16PR are equivalent & better than 11 R 22.5	
13	Section:VIII Technical Specifications	9.3	76	Splash aprons of minimum 6.50mm thickness composed of rubberized fabric JBM Response Kindly consider "rubber" to be included as an option along with "rubberized fabric" Splash aprons of thickness 6.5mm in rubber (EPDM) shall be provided.	Please refer amendment to RFP document.
14	Section:VIII Technical Specifications	13.3	79	The comprehensive multi-stage anti-rust treatment by way of hot phosphating/ galvanizing shall be provided to bus flooring, sides, roof, under-structure, as per BIS 3618 Class-A2/ Galvanizing of MS Structural Members as per IS: 277-2003 120 GSM coating for resistance to corrosion or deterioration from atmospheric conditions & road salts so as to enable them & frame to last for 12 years or 10,00,000 km whichever is earlier. The samples of all materials & connections shall withstand two weeks (336 hours) Salt Spray test in accordance with ASTM procedure B117 with no structural detrimental effect to normally visible surfaces & no weight loss of over 1%. The details of treatment along with certificate shall be provided with relevant	As per RFP

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				specification to meet the service life of 12 years or 10,00,000 km whichever is earlier. The system of corrosion prevention of the internal surfaces of structural tubing shall be provided and details of the same be given in the offered documents. JBM Response We request to consider POSMAC material also, which is superior in mechanical & chemical properties with better corrosion resistant, having inherent zinc sacrificial properties which coats the welded, drilled, rework, riveted, etc. surfaces and not further surface treatment is required. POSMAC material are already precoated. Which does not requires any further surface treatment like phosphating/galvanising.	
15	VIII	14.1	79	A walkway suitable for two persons shall be provided longitudinally to enable repairs/ maintenance/ handling of the CNG System/ Items on roof & connected with ladder at suitable location. JBM Response Please allow the walkway design as per the manufacturer's discretion. We will ensure sufficient provision for movement and easy accessibility to all	Please refer amendment to RFP Document

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				service related areas. As the AMC is envisaged from Vehicle manufacturer Kindly consider to remove the clause "connected with ladder at suitable location", as it is much likely to damage other functional and aesthetic parts during vehicle service period.	
16	VIII	14.2	80	Anti-drumming compound shall be applied on inner side (enclosed surfaces) of entire paneling. JBM Response Clarity required on the term "entire paneling". Roof panel/side panel ?	Anti-drumming compound shall be applied on inner side (enclosed surfaces) of entire <u>metallic</u> paneling.
17	VIII	14.3	80	The whole bus body shall be thermally insulated with flame retardant Polyurethane or glass wool of minimum 40 kgs/m3 density. JBM Response Insulation of glass wool will be provided throughout the paneling except side panels. We propose not to provide insulation between side panels since there are negligible thermal conductive losses due to air gap between the panels. Air gap acts as a heat insulator	As per RFP
18	VIII	14.5	80	All interior paneling shall be of Acrylonitrile Butadiene Styrene (ABS) conforming	As per RFP

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				JBM Response We request to consider the following: a) Front/rear inner dome and dashboard liner be in FRP b) side and roof interior panels in HPL (High Pressure Laminates) c) AC ducts in sheet metal (powder coated)	
19	VIII	17.1	81	Electronic sensors shall be installed at both entrance and exit doors to retract the door automatically if any obstruction to door occurs during door closing. It must be effective until door is fully closed JBM Response Anti-pinch sensor of contact type can be provided as there is no such electronic sensor is available for Automotive application.	The provision of anti-pinch feature as per clause 17.4 of Section VIII will serve the purpose.
20	VIII	17.9	83	A red "DOOR CLOSING" sign shall be installed above exit door. JBM Response	The blinking light of red colour as a DOOR CLOSING sign will meet the requirement of RFP.

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				Because of the air curtain and other items in the packaging, However we can provide a blinking light while door command is actuated.	
21	VIII	17.11	83	Service Doors operation shall be controlled with the help of three push buttons or switch: - One green button for entrance (press once open, press again closed) - One black button for exit (press once open, press again closed) - One red master button to close both entrance and exit doors at the same time JBM Response Our current arrangement is without colour and symbolised exit and entrance with numbers 1 and 2 we request you to kindly consider the same.	Please refer amendment to RFP Document
22	VIII	17.12	83	All button and switches shall be labelled and located on a panel to the right as well as left side of the driver taking in to account convenience of operation and proper ergonomics except the door opening switch which shall be on left hand side of the driver	Please refer amendment to RFP Document

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				JBM Response Our buses Dashboards switches are designed ergonomically considering easy and fatigue free driving on the right hand side of the dashboard. Door opening switches are mounted just below the Bus shift selector on the right hand side of the dashboard. Driver needs to use only one hand to select the driving mode and open & close the door. Switch distribution on the dashboard has been designed considering the frequency of usage and operation to be activated.	
23	Section:VIII Technical Specifications	17.14	83	Doors shall be fitted with heavy-duty locks with &/ without lock & key depending upon their use JBM Response Our buses are equipped with Electro-pneumatic doors and mechanical locks may damage the other assembly part and will not appear aesthetically proper, however we can provide provision of locking the service doors and can be only opened through driver door entrance.	As per RFP
24	Section:VIII Technical Specifications	22.6	85	The floor shall be fitted with fire retardant marine board of 19 mm thickness conforming to BIS 710-1976 or latest and shall be fire retardant as per BIS 5509-2000 or latest	As per RFP

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				JBM Response We request you to replace "19mm" with "12mm" due to following reasons: 1)All our products delivered so far have been fitted with 12mm (BIS 710-1976) plywood and no complaint from the field has been received so far. 2)Design & development activities in line with 19mm plywood thickness can be reduced/eliminated by using the already developed plywood of thickness 12mm .	
25	VIII	35	89	Detailed specification document for CCTV devices as per IS 16833:2018 : CCTV system with integrated emergency System or minimum specifications as per Annexure 24, whichever is superior shall be complied. The amendment/ clarification issued by Transport Department, Govt. of NCT of Delhi regarding minimum specification for CCTVs System till the stage of Proto Type shall be applicable. Annexure 24: Note: Detailed specification document for CCTV devices as per IS 16833:2018 : CCTV system with an inbuilt tracking system and integrated emergency System or minimum specifications as per Appendix to	Please refer amendment to RFP Document

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				Schedule 2, whichever is superior shall be complied. The amendments/exemptions shall be intimated as and when received otherwise the bidders have to abide by the BIS standard. JBM Response We have observed some contradiction between 2 different clauses related to ITS as below: - Clause 35, Page 89: " Detailed specification document for CCTV devices as per IS 16833:2018 : CCTV system with integrated emergency System or minimum specifications as per Annexure 24, whichever is superior shall be complied. and, Annexure 24 (G)i, Note, Page 202, as below: Note: Detailed specification document for CCTV devices as per IS 16833:2018 : CCTV system with an inbuilt tracking system and integrated emergency System or minimum specifications as per Appendix to Schedule 2, whichever is superior shall be complied. The amendments/exemptions shall be intimated as and when received otherwise the bidders have to abide by the BIS standard. Submission- Specs mentioned in Clause No. 35 has	

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				been mandated through AIS 153, whereas the specification mentioned in Annexure 24 is not available in India.	
26	VIII	35	90	The other conditions to be complied by the OEM are as given below: a) VEHICLE TRACKING SYSTEM: To carry out on line vehicle tracking there shall be tracking device (VLT/ ATD) as per system conforming to provisions stipulated in IS 16833:2018 - Annex A with latest Amendments (with compliance of AIS 140 with emergency buttons for access to every passenger in the bus, preferably inbuilt box). JBM Response Requirement as per AIS 140 has been mandated as per CMVR, accordingly VLT supplier and OEM has aligned their supply accordingly. Compliance as per IS 16833:2018 (Annexure-A), can be achieved through Integration of VLT system with the device we are proposing in above S.No. 18. Other than this no supplier in India is having a stand alone device to comply with the requirement of IS 16833:2018 (Annexure A)	As per RFP

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27	VIII	37	91	The bus shall have heavy-duty ring type towing devices in the front and rear bumpers area with load transfer to bus structural members JBM Response The word "provision of" to be added after "the bus shall have" as the towing activity will be done either from the front or from the back.	Please refer amendment to RFP Document.
28	VIII	38	91	A grab handle below the windshield, center of the front face and foot rests above the bumper at suitable height shall be provided to facilitate manual cleaning of the windcreens. JBM Response Our design is such that the windscreen cleaning can be easily done standing on the ground.	The location will be finalized at the time of prototype by the Purchaser.
29	VIII	38	91	Front wind screen in the bus shall be in single piece design, plain/ flat with curved corners, PVB films laminated of float glass, 'AA' grade safety glass of minimum thickness of 8.0 mm with demisting feature/system. JBM Response	As per RFP

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				Commercially 'AA' grade safety glass is not available for bus application in India. Request to consider 'A' Grade as per IS 2553 Part-2 instead of "AA Grade". Demisting feature will be provided separately.	
30	VIII	43	92	Ground clearances within the wheel base- Not less than 240 mm Ground clearance at axle- Not less than 190 mm JBM Response "Not less than 240 mm" and "Not less than 190 mm" to be replaced with "ground clearance as per UBS-II"	Please refer amendment to RFP Document.
31	VIII	44.1	93	BATTERY: The battery system shall be 24V of minimum 180 Amps-hour capacity, sealed maintenance free high cranking performance, JBM Response Sealed maintenance free heavy-duty batteries for Bus application is not available in India.	As per RFP
32	VIII	44.3	93	Each battery cable shall be covered with flame retardant corrugated flexible pipe and shall be properly encased & clamped	As per RFP

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				JBM Response Wires of FR grade will be provided along with corrugated tube of non-FR grade.	
33	VIII	45.5	94	However, the wiring shall be flame proof conforming to BIS: 2465-1984 or latest JBM Response IS/ISO 6722 to be included along with BIS:2465-1984 in the tender document as "ISO 6722" is an international standard for automotive wiring application, which is followed globally and it has been adopted by BIS as it is in India by IS/ISO 6722. IS/ISO 6722 to be included along with BIS:2465-1984 in the tender document.	As per RFP
34	VIII	46.11.2	98	Exterior door lights-Lights shall be automatically switched off when the door is closed. JBM Response Lights on Service doors can be provided for the ease of passenger boarding & alighting during dark, but no exterior lighting can be provided. The word 'Exterior door light' word may considered for replacement with 'Exit/ Enter' door light.	Please refer amendment to RFP Document.

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35	Section:VIII Technical Specifications	55	100	All fasteners are as per IS standards JBM Response IS/ISO/DIN/JIS or any equivalent standard to be accepted	As per RFP
36	Section:VIII Technical Specifications	55.2	100	Only High Tensile (HT) steel self-locking type Nuts JBM Response Combination of spring washer and normal nut" to be included as an option along with self locking type nuts as combination of spring washer and normal nut will also prevent loosening of fasteners like self locking nuts do	As per RFP
37	Section:VIII Technical Specifications	55.4	100	All bolts, Machine Screws, Wood Screws, Plain Washers, MS Solid Rivets etc. shall be galvanized before assembly JBM Response "electroplated" to be also included as an option along with "galvanised" as Electroplating is also a surface treatment process just like galvanisation	As per RFP

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38	VIII	63 t)	105	For proper air ventilation, 200 mm 24V DC cabin fan shall be provided on each side pillar on both side of the bus and one fan in driver's cabin JBM Response Kindly consider to amend it as "on each side pillar" to be replaced with "on appropriate locations." Proper air ventilation will be ensured by providing fans on appropriate locations	Please refer amendment to RFP Document
39	VIII	66	106	Manufacturer's nameplate may be fixed as per the following locations: a. One inside at front left of the bus b. One outside at rear right of the bus c. Only one logo, if any, outside the front face preferably in the center JBM Response Logo and branding may be left to the manufacturer as per the manufacturer's branding arrangement.	As per RFP
40	Proforma B	30	121	Under Frame & Structure-Suitably designed to carry required load consisting of seated and standee	As per RFP

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				passengers, the superstructure of steel tubing, bus tare weight, all other fitments such as AC system, etc. and meet performance requirements under various loads indicated to withstand the transit service conditions of operation throughout its service life JBM Response "under various loads indicated"- which standard/document is to be referred to? "transit service conditions of operation"- load cases clarity of transit service conditions required	
41	Proforma B	40	122	Guard Rails-The guarding shall be as per the provisions of the AIS-052 (Bus Code). JBM Response Guard rails will not be provided it being a AC bus. Guard rails are not applicable for pasted type of windows in AC buses.	The Guard Rails refers to passenger Guard Rails as per Clause 18 of Sction-VIII(TS)
42	ITS Specification	Panic Button	136	Mechanical life- Over 1 million operations JBM Response Request to kindly consider for 1,00,000 Lakh cycle	As per RFP

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43	Annexure-11 Inspection Plan	3.1.1	162	Random samples of items/ material used as indicated in Annexure -13 shall be picked up jointly from the lot of each batch of the quantity of buses as per the invoiced quantity of these items procured by the Bus Manufacturers at his premises by the Inspecting officer in the presence of the authorized representative of the concerned Bus Manufacturer duly sealed & dispatched to CIRT, Pune/ARAI, Pune/ BIS approved Testing Lab/ NABL approved Labs/ICAT, Manesar/CPRI Bengaluru (for fuse testing) having testing facilities for testing all the parameters of the specifications at the cost of manufacturer. The Bus Manufacturer shall not be allowed to use these items in manufacturing of buses unless the material procured, conform to relevant specifications in Lab Test on all the parameters. JBM Response a) Once we will be providing NABL accredited Lab reports for Raw material being used in manufacturing of parts, in addition to that whether we have to provide Test specimen also, please clarify.	As per RFP

DELHI TRANSPORT CORPORATION STRATEGIC BUSINESS UNIT, HAUZ KHAS BUS TERMINAL <u>NEW DELHI-110 016 (INDIA)</u>	ADDENDUM NUMBER 6 & REPLIES TO QUERIES" IN RESPECT OF CHANGES TO FREEZE THE REQUEST FOR PROPOSAL (Tender ID: 2020_DTC_189972_1)
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Sr. No.	Section/ Annexure of Bid Document	Para/ Clause No.	Page No.	Recommendations/Suggestion/Remarks/ Proposal made by the Firm in their queries	Clarification from the Purchaser
				b) In case of Test specimen (Dumbles) to be submitted along with the Supplier's dispatched lot (Supplier's dispatched lot may be in "n" numbers to complete one batch of Bus production but the Raw material used for making "n" number lots are from same heat/batch) then please clear only one Specimen/Dumble is enough to be supplied with initial Supplier's dispatched lot with RM batch/Heat ref. details. No need to submit separate Specimens/Dumbles with every lot supplied by supplier c) Also please clear this requirement is applicable for other parts mentioned in annexure-13- LT wire, Marine board, phosphating/galvanising. d) No Need to submit test specimen for LT wires, Marine boards and Phosphating/Galvanizing as same can be taken for Inspection from Final product kindly clarify	

The changes made herein shall constitute as part and parcel of the main RFP Document.