

DELHI TRANSPORT CORPORATION
STRATEGIC BUSINESS UNIT
HAUZ KHAS BUS TERMINAL
NEW DELHI – 110 016 (INDIA)

REPLIES TO QUERIES ON 'REQUEST FOR PROPOSAL' (RFP) DOCUMENT

FOR SUPPLY OF 300 FULLY BUILT STANDARD FLOOR HEIGHT DIESEL FUEL MODE INTERCITY NON-AC & AC BUSES

GLOBAL RFP NUMBER: **CGM/SBU/830/2008**

DATE OF ISSUE: **21.05.2008**

PRE-BID CONFERENCE HELD AT 10.30 HOURS ON 09th June, 2008 AT ESSEX FARMS, AUROBINDO MARG, NEW DELHI – 110016.

AMENDMENTS/ CLARIFICATIONS SOUGHT BY Head Marketing-BUSES, M/S. TATA MOTORS LTD., MUMBAI CVBU, MUMBAI VIDE LETTER NO. E-MAIL, dated 09th June, 2008

RESPONSE OF DTC:

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
1.	VIII	44.1	84	Should be normal wiring instead of Multiplex wiring	No amendment.
2.	VIII	11.1	73	Fuel tank size: Range should be mentioned from 250litres to 350 litres	No amendment.
3.	VIII	24	78	Gangway as per bus code for non A/C buses: If we meet AIS 023 seat width requirement then gangway will be 280mm with a bus width of 2600mm & AIS052 should not be considered.	The matter has been referred to Ministry of Road Transport & Highways, Government of India on 20.06.2008 for clarifications. All concerned will be informed accordingly in due course of time.
4.	VI	24.6	53	Fuel efficiency Guarantee: Fuel KMPL should be 3.7 to 4.0 in non AC & 3.2 to 3.5 for AC vehicles. Fuel KMPL guarantee should be only during the warranty period and test route to be established to check the fuel KMPL.	. No amendment.
5	VI	24.3	52	92% uptime is requested and the availability to be calculated yearly basis not on monthly basis and instead of bus wise it	No amendment.

				should be fleet availability.	
6	VIII	13.2	75	Skirt Panel: Only those panel of battery box, spare tyre & baggage box to be open able	No amendment.
7	VIII	60	91	Rear luggage boot: Space should be mentioned in cubic meters instead of no of suitcases. It should be between 1.5 to 2.0 cubic meters	Kindly refer to the amendments to the RFP Document
8	VIII A	9	98	Interior panelling :Interiors should be of " PVC Coated Aluminium or GP panels "	No amendment.
9	VIII	27.3	79	Tool box to be placed suitably. Do not restrict to below 5 seater	No amendment.

AMENDMENTS/ CLARIFICATIONS SOUGHT BY DIVISIONAL MANAGER – SALES (PROJECTS/ STU), M/S. ASHOK LEYLAND LIMITED, NORTH , PLOT NO.76, INSTITUTIONAL AREA, SECTOR-32, GURGAON -122 001, HARYANA, VIDE LETTER NO SAL: MG: DTC-Diesel- 0610 DATED 10.06.2008.

RESPONSE OF DTC:

Sr. No.	Section/ Annexure of the Bid Document	Para/ Clause No. of Bid Document	Page No.	Remarks/Proposal made by the Firm in their queries	Clarification from the Purchaser
1.	V	1.2	20	- We request that the Warranty period be amended to 2 years or 1,50,000 kms, whichever is later, similar to the earlier tender for LF buses	No amendment
2.	V	19.8	29	<u>Delivery Period amendment :</u> Total delivery of tendered / ordered quantity of Non AC buses is to be completed within twelve months (6 months for Prototype + 6 months for remaining quantity) from the date of issue of LOA whereas the delivery of tendered/ ordered quantity of AC buses is to be completed within nine months (6 months for Prototype + 3 months for remaining quantity) from the date of issue Letter of Acceptance.	No amendment
3	VI	24.1	52	Warranty of sub systems: Proposed change - 1 We seek deletion of the requirement Reason : The buses will be operating between Delhi and other cities with high degree of operating stress	No amendments

				<p>Proposed change 2 We propose AMC for the complete electrical/electronic system along with the electro pneumatic control doors and HVAC for 12 years /10,00,000 lakh kms whichever is later in lieu of the same being covered under warranty.</p>	
4.	VI	24.3	52	<p>The time taken for regular maintenance should not be reckoned for the purpose of availability calculation.</p> <p>95% availability should be based on total fleet size and not on individual basis of buses</p>	No amendment
5.	VI	24.4	53	Warranty of Battery: To be amended to one year	No amendment
6.	VI	24.5	53	<p>As the buses are being used in intercity operations , response time to be amended to 72 hours after vehicle reaches workshop To be amended to as Decision to be made jointly by the contractor and purchased</p>	No amendment
7.	VI	24.6	53	<p>Proposed change -1 : Deletion of the fuel guarantee clause : Reason: The fuel consumption of any vehicle depends on load factors, traffic and road conditions, driving habits, maintenance practices, body weight and design besides quality of fuel / lubricants and genuine replacement parts. These are likely to vary / fluctuate and the fuel consumption is highly sensitive to such variations. It may be appreciated that due to above stated factors, fuel consumption cannot be correlated or specified across the board. It may also be noted that the in the current requirement of BS III vehicles chassis with Air-Weveller suspension, necessary correction in fuel average figures needs to be taken for air suspension vehicles, as the ULW and load factor on compressor will vary due to the fitment of additional air tank for supply of air to air suspension.</p> <p>Proposed change -2</p>	No amendment

8.	VIII	2.8	69	<p>Fuel kmpl during the warranty period to be amended to</p> <table border="1"> <thead> <tr> <th></th> <th>Non AC</th> <th>AC</th> </tr> </thead> <tbody> <tr> <td>1st year</td> <td>3.8</td> <td>3.5</td> </tr> <tr> <td>2nd year</td> <td>3.7</td> <td>3.4</td> </tr> <tr> <td>3rd year</td> <td>3.6</td> <td>3.3</td> </tr> </tbody> </table> <p>Proposed change 3 : The contractor shall assure guaranteed fuel consumption and in case actual consumption varies adversely by more than 5%, appropriate rectifications to achieve the guaranteed level have to be carried out. provided the variations shall be reckoned with performance over a period of one month as a unit. The actual fuel consumption will be ascertained by monitoring runs in selected routes which may be witnessed by contractor/. STU representatives .The contractor shall be liable to pay compensation and damages @ Rs 4000 /- per month for every adverse variation of 1% over guaranteed fuel consumption for each such vehicle during the warranty period. Reason : Fuel consumption as given by the contractor can be considered for evaluations of offer based on total cost of fuel during warranty period as per the fuel price prevailing on the date of tender .This will enable DTC to obtain the best possible fuel consumption guarantee from various manufacturers</p> <p>Purchaser to specify KMPL standards during post warranty period</p> <p>Life of Bus Proposed change Reduction in no. of years of transit service from 12 to 6 years Reason : Being intercity bus ,we estimate 10,00,000 kms will be covered within max 5- 6 years</p>		Non AC	AC	1st year	3.8	3.5	2nd year	3.7	3.4	3rd year	3.6	3.3	No amendment
					Non AC	AC											
1st year	3.8	3.5															
2nd year	3.7	3.4															
3rd year	3.6	3.3															
9.	VIII	3.11	71	Temperature should not go beyond 5 degree above ambient in peak summer temperature of 45 degree as in line with earlier Tender.	No amendment												
10.	VIII	3.13	71	Proposed change :	No amendment												

				The entire exhaust pipeline after exhaust manifold shall be of ERW tubes with anticorrosive treatment and heat resistant paint Reason Stainless steel exhaust pipes are preferred for CNG buses and not for diesel buses.	
11.	VIII	10.2	73	Proposed Change The lubricant drain plug shall be magnetic type, allen key type Reason Hex head is prone to damage due to external hits.	Kindly refer to the amendments to the RFP Document
12.	VIII	11.1	73	Proposed Change The diesel tank shall be provided with suitable lock arrangement. Reason One way valve will add cost.	No amendment.
13.	VIII	11.2	74	Proposed change : To avoid any possibility of spark in the bus, all the wiring harness shall have suitable cot and tape.	No amendment
14.	VIII	27.3	79	For long distance operation, normally 2x2 layout is only preferred. Hence we request amendment to modify layout to 2x2 with appropriate seating capacity	No amendment.
15.	VIII	42	83	3X2 layout as per bus code/CMVR is not possible, as overall width of bus exceeds 2600mm. Also type approval of bus with seating layout 3X2 cannot be obtained. We request amendment to modify layout to 2x2 with appropriate seating capacity	The matter has been referred to Ministry of Road Transport & Highways, Government of India on 20.06.2008 for clarifications. All concerned will be informed accordingly in due course of time.
16.	VIII	43.5	84	The bus shall have 24 Volt D.C with double pole wiring for all its electrical equipment except in unavoidable circumstances to avoid sparking in diesel buses Inline with earlier Standard floor CNG Tender Clause 44.5 (Pg88).	No amendment.
17.	VIII	67	93	...panels of Minimum size 170 mm (vertically) X 770 mm	Kindly refer to the

				(longitudinally) should be insertible in a bracket...	amendments to the RFP Document
18.	IX	Proforma A - 21	106	Proposed change Copies of the type approval of bus chassis, Aggregates/safety critical items as applicable to be submitted along with the protobus Reason Type approval can be obtained only after offering the bus as per tender spec to test agency.	Kindly refer to the amendments to the RFP Document.
19.	IX	Proforma B- 5.9	109	Proposed change : To be submitted alongwith proto.	Kindly refer to the amendments to the RFP Document.

AMENDMENTS/ CLARIFICATIONS SOUGHT BY REGIONAL MANAGER – NORTH SALES, M/S. VOLVO BUS TECHNOLOGIES LIMITED, NEW DELHI 110001, VIDE LETTER NO. NIL DATED 10.06.2008.

RESPONSE OF DTC:

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
1.				<p>Whether the buses of tendered specification\’s will perform to the expectations of DTC i.e. to perform satisfactory up to 12 years and 10.00 lacs kms., whereas Volvo buses having superior specification(290 HP Rear fitment engine etc) can definitely run to the expectation of DTC and to the commuters..</p> <p>Therefore, it is our humble request that DTC may consider to review the existing specification and make the specification at par with globally acceptable specification for high tech luxury A/C coaches.</p>	No amendment.