



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

**REQUEST FOR PROPOSAL (RFP) FOR SUPPLY OF FULLY BUILT 200 STANDARD FLOOR HEIGHT CNG PROPELLED INTERCITY NON-AC BUSES
(GLOBAL RFP NUMBER CGM/SBU/880/2010 dated 7th June, 2010)**

REPLIES TO QUERIES DATED 02.07.2010

PRE-BID CONFERENCE HELD AT 11.00 HOURS ON 25th JUNE, 2010 AT DELHI INTEGRATED MULTI-MODAL TRANSIT SYSTEM LIMITED (DIMTS), FIRST FLOOR, ISBT BUILDING, KASHMERE GATE, DELHI – 110006, INDIA.

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

RESPONSE OF DTC:

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|---------|-----------------------------|------------------|----------|---|---|
| 1. | VI(TS) | 2.11 | 68 | When no national /international standards are available the actual specification of the item along with the drawings of the items indicating all relevant details sent by the manufacturer to the testing agency. The drawing in such cases will be certified by a testing agency- The comment " The drawing in such cases will be certified by a testing agency " to be changed to " The specification and drawing will be certified by the manufacturer" | No amendment. |
| 2. | VI(TS) | 3.3 | 69 | To delete 20% Overload condition. | Kindly refer to the amendments to the RFP Document. |
| 3. | VI(TS) | 3.6 | 70 | Maximum rise in temperature at steering level should not be more than 4 degrees beyond ambient during peak summer temperature of 45 degrees- To be deleted as the difference will depend on lot of factors like position of the sun, speed of the bus. This should be replaced by adequate ventilation in driver's area | No amendment. |
| 4. | VI(TS) | 3.9 | 70 | A mechanism in the engine compartment shall be provided to prevent start of the engine from driver's | Kindly refer to the amendments to the RFP Document. |



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| | | | | seat while maintenance is being carried out near the engine compartment area - To be deleted. | |
| 5. | VI(TS) | 3.10 | 70 | Exhaust gases and waste heat shall be discharged from the rear of the vehicle. The entire exhaust pipeline after exhaust manifold shall be of stainless steel - To be as per CMVR. Exhaust gas is discharged on front RH side as CNG cylinders are mounted below floor | Kindly refer to the amendments to the RFP Document. |
| 6. | VI(TS) | 9.3 | 72 | The Anti-skid/Anti-lock braking system (ABS) shall be provided - To be deleted. | The Anti Lock Braking system is a mandatory requirement for intercity bus operation as per Rule 96 of CMVR. |
| 7. | VI(TS) | 62.1 | 97 | Since there is no space for stepney on the chassis the comment to be modified as follows "The bus shall be supplied with six sets of tyres fitted on the bus plus one loose spare stepney" | Kindly refer to the amendments to the RFP Document. |
| 8. | VI(TS) | 12.1 | 74 | The new position of cylinders below floor instead of roof mounting. | Kindly refer to the amendments to the RFP Document. |
| 9. | VI(TS) | 13.1 | 75 | CNG Cylinders shall be aesthetically mounted on reinforced roof structure properly protected against fire hazards. The mounting arrangement of the CNG Cylinders on roof shall be Type Approved by the authorized Testing Agency - To be deleted. | Kindly refer to the amendments to the RFP Document. |
| 10. | VI(TS) | 15.1 | 76 | Pop riveting of roof panel requested in line with current DTC low floor supplies. | No amendment. |
| 11. | VI(TS) | 19.4 | 78 | Access door shall be provided with heavy-duty sealing to avoid ingress of dust into the passenger compartment - To be deleted. The Jack knife door requested by virtue of design cannot ensure complete sealing and ingress of dust. | No amendment. However, the present grade of sealing in recently supplied Low Floor Buses will be acceptable. |
| 12. | VI(TS) | 20.1 | 79 | Top and bottom sliding arrangement to be included to improve ventilation in-line with current DTC supplies. | No amendment. |



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| 13. | VI(TS) | 25.5 | 80 | Aluminium chequered plate to be deleted and 19 mm Plywood and 3 mm vinyl to be included. Since the floor mounted CNG cylinders are there with outriggers there is no access for riveting the chequered sheet from the bottom. | No amendment. |
| 14. | VI(TS) | 27.1 | 80 | All handrails shall be of 25mm dia. 14 G MS Pipe - To be changed to Minimum 25mm dia 14G MS pipe | Kindly refer to the amendments to the RFP Document. |
| 15. | VI(TS) | 29.2 | 80 | The cushion & back rest shall be upholstered with water proof fire retardant expanded vinyl coated fabric in accordance to IS 8698 - Normally vinyl is water proof but need to take confirmation / clarification from supplier & DTC | No amendment. |
| 16. | VI(TS) | 32.2 | 82 | The bus shall have Battery charging current..... - To be changed to battery charging Indicator | Kindly refer to the amendments to the RFP Document. |
| 17. | VI(TS) | 36 | 82 | Certain specific requirements Ex: back lit controller, windows based operating system etc- Destination board specifications of existing buses to be retained | No amendment. |
| 18. | VI(TS) | 36.10(xiii) | 86 | "Wherever Indian standards are not available, internationally acceptable standards may be followed" to be changed to "Wherever Indian standards are not available, internationally acceptable /Manufacturer standards may be followed" | Kindly refer to the amendments to the RFP Document. |
| 19. | VI(TS) | 38.1 | 86 | FRP bumpers to be included to have better aesthetic and finish in line with DTC low floor buses | No amendment. |
| 20. | VI(TS) | 41.1 | 86 | Wiper to conform to CMVR norms . Specific requirement of resting horizontally to be deleted | No amendment. |
| 21. | VI(TS) | 45.5 | 87 | Starter motor will be single pole | No amendment. |
| 22. | VI(TS) | 46.1 | 88 | LT Wire shall be provided as per IS 2465: 1984 or latest, dimensional test as per DIN: 72551 and Conductor Resistance & Spark & immersion test as per JIS C 3406. Already proposed by DTC during | Kindly refer to the amendments to the RFP Document. |



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| | | | | Pre bid | |
| 23. | VII(TCEP) | Annexure-13 | 177 | DTC Testing Requirement for sample sealing is for any two types or single sample per 20/30/60 Bus. Deviation required - Only single sample sealing per 200 buses | Kindly refer to the amendments to the RFP Document. |
| 24. | III(ITB) | 15.3 | 24 | The bidder shall be required to provide a scaled model- Request to delete this requirement | Kindly refer to the amendments to the RFP Document. |
| 25. | III(ITB)/IV (GCC) | 20.8/5.1 | 27/40 | Total delivery of tendered/ ordered quantity of Non AC buses will be completed within 9 months (6 months for prototype + 3 months for remaining quantity) from date of issue Letter of Acceptance | Kindly refer to the amendments to the RFP Document. |
| 26. | III(ITB) | 20.9 | 27 | Bidders are expected to supply Minimum 40 buses every month subject to completion of supplies within the stipulated delivery period - this clause to be deleted - supplies would be made as per clause 20.8 | Kindly refer to the amendments to the RFP Document. |
| 27. | IV(GCC) | 5.3 | 40 | The contractor shall commission the buses within 15 days of receipt of buses at the consignee's end - TML would help in registration of the vehicles but do not accept penalty due to delays in commissioning. Refer 8.1 GCC | The penalty will be in case the delay is wholly attributed on the part of the contractor. |
| 28. | IV(GCC) | 8.2 | 42 | The amount of Pre-estimated liquidated damages to be charged under the Contract, in terms of preceding Clauses 8.1 of GCC shall not exceed 10% of the total value of Contract (inclusive of duties & taxes) - To be calculated on every contract separately. | No amendment. |
| 29. | IV(GCC) | 8.3 | 42 | If the Contractor fails to ensure 95% availability of the buses, which will be calculated bus-wise on the monthly basis during warranty period, the Purchaser shall, without prejudice to other remedies under the Contract, levy/ deduct pre-estimated damages @ Rs 4000/- per bus per day - As buses are being maintained by DTC, performance guarantee for the vehicles can not be taken up. This should be | This would apply only in case vehicle is detained due to defect covered under the warranty excluding detention in the DTC depots due to accident, preventive maintenance etc. |



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| | | | | deleted. | |
| 30. | IV(GCC) | 23.1 | 50 | Standard warranty would be provided - Chassis and Body warranty of 1.5 years or 1.5 Lakh kms whichever is earlier. | No amendment. |
| 31. | IV(GCC) | 23.3 | 50 | For the entire warranty period - we would have Service Engineer to address issues related to settlement of warranty as and when required. Stationing of service engineer would not be possible and to be deleted. | The requirement is to dedicate service engineer to settle claim cases reported by the DTC in respect of buses covered under the warranty terms. |
| 32. | IV(GCC) | 23.4 | 50 | Refer Clause 8.3 (GCC) which mentions calculation on monthly basis. Where this clause mentions on six monthly basis. As buses are being maintained by DTC, performance guarantee for the vehicles cannot be taken up. This should be deleted. | .The provision as per clause 23.4 shall be followed by the Purchaser. |
| 33. | IV(GCC) | 23.5 | 50 | Batteries would be covered under standard warranty terms of 1 year warranty from date of manufacturing. Standard warranty would be provided - Chassis and Body warranty of 1.5 years or 1.5 Lakh kms whichever is earlier. | No amendment. |
| 34. | IV(GCC) | 23.6 | 51 | Scope of Warranty Obligation: If any defect(s) in material ... Also the maximum response time of Contractor to make the bus roadworthy shall be 24 hours in normal course which shall include time for providing replacement of defective parts- Request to make it 7 days as time for providing replacement for major aggregates in case of defective. In case of breakdown enroute, responsibility of bringing bus to depot will be of DTC | Kindly refer to the amendments to the RFP Document. |
| 35. | IV(GCC) | 23.7 | 51 | Fuel efficiency cannot be guaranteed as these vehicles are being maintained by Purchaser | Kindly refer to the amendments to the RFP Document. |
| 36. | IV(GCC) | 28.1(a) | 53 | Payment - 100% immediately on delivery of vehicles | No amendment. |



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| 37. | IV(GCC) | 28.1(b) | 54 | Balance 20% payment would be made within 45 (Forty Five) days against 'Final Acceptance Certificate' of the buses - refer pt 28.1 a above | No amendment. |
| 38. | IV(GCC) | 33.5 | 57 | The Contractor will be required to supply tools required for maintenance @ one set for every 25 (Twenty Five) complete buses to be supplied under the Contract alongwith the delivery of buses. ... -List of special tools will be provided. Laptop will have to be procured by Purchaser for maintenance of these vehicles. | Kindly refer to the amendments to the RFP Document. |



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RESPONSE OF DTC:

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| 1. | III(ITB) | 15.2 | 23 | The Bidders shall be required to provide a Power point presentation of their buses intended for supply to highlight the required/specified salient features to the Purchaser in the form of CD alongwith the Bid-AL will provide the same only after the acceptance of the Proto vehicle | No amendment | This is essential at the evaluation stage of the Techno-commercial bid. |
| 2. | III(ITB) | 15.3 | 24 | The Bidders shall be required to provide a scaled model (Minimum 1:15) of the buses they intend for supply to highlight the required/specified salient features to the purchaser along with the Bid-Not required as per discussions during pre-bid meeting | Kindly refer to the amendments to the RFP Document. | The standard floor bus is a standard product and also in operation in other STUs. |
| 3. | III(ITB) | 15.5 | 24 | The power point presentation, scaled model, CD's, photographs, etc submitted by the Bidder along with the Bid shall be indicative in nature only..... - AL will provide the same only after the acceptance of the Proto vehicle and cannot be done before making the prototype. | Please refer Clarification from the Purchaser against clause 15.2 & 15.3 of ITB | - |
| 4. | III(ITB) | 20.8 | 28 | Total delivery of tendered/ ordered quantity of Non AC buses is to be completed within 8 (Eight) months (5 months for Prototype + 3 months for remaining quantity) from the date of issue of Letter of Acceptance. | Kindly refer to the amendments to the RFP Document. | The requirement of more time at prototype stage is tenable based on past experience of the DTC in the last contract. |



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| 5. | VI(TS) | 1.5 | 64 | The Bidder shall furnish the technical details for assemblies / sub assemblies/systems / components/equipments as per the Technical Specification of this section & the Proformas prescribed in the Tender document as Annexure for Life of the main bus aggregates (Ann 12 A and Ann 12 B), Production capability and quality control informations for Techno commercial Evaluation (proforma A of Section VII), Technical specifications of the offered bus for Evaluation of Techno commercial bid (Proforma B of Section VII). The Inspection shall be carried out as per the Inspection Plan (Annexure 11) and Inspection Proformas enclosed as Annexure 14 to Annexure 18 in the Document - The Proformas mentioned will be furnished with the required details only after the acceptance of the proto bus | The bidder is required to provide Proforma B with compliance of technical specifications and available details. However the same will be freezed by the purchaser at the time of acceptance of the proto bus. | - |
| 6. | VI(TS) | 3.3 | 69 | To ascertain whether there is sufficient tractive force to pull over load of 20% above GVW during peak hours over 17% gradient- To be amended to- To ascertain whether there is sufficient tractive force for bus with GVW to overcome 17% gradient. | Kindly refer to the amendments to the RFP Document. | Being Intercity Type-2 bus with 3x2 layout, the 20 % Overload condition would not be achieved. |
| 7. | VI(TS) | 3.9 | 70 | A mechanism in the engine compartment shall be provided to prevent start of the engine from driver's seat while maintenance is being carried out near the engine compartment area- This mechanism is required for Rear | Kindly refer to the amendments to the RFP Document. | This provision is essential for rear engine vehicle but in this case the engine shall be at the front. |



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| | | | | engine vehicle. For a front engine vehicle, this requirement needs to be deleted. | | |
| 8. | VI(TS) | 3.10 | 70 | Exhaust gases and waste heat shall be discharged from RH side of the vehicle, as the bus is intended for intercity application. | Kindly refer to the amendments to the RFP Document. | As CNG cylinders are fitted under the chassis, the change is required from safety point if view subject to meeting CMVR requirement. |
| 9. | VI(TS) | 9.3 | 72 | Tender requirement includes: 1. Roll over of bus as per AIS31 2. Max vehicle speed of 50kmph Considering the above 2 aspects for this bus, ABS provision may be removed. | The Anti Lock Braking system is a mandatory requirement for intercity bus operation as per Rule 96 of CMVR. | - |
| 10. | VI(TS) | 12.1 | 74 | The bus with floor height of 900mm is intended for intercity application. As per bus code AIS052 ver.1 the max height of the bus should be 3.4m. Considering 900mm floor height, 1900mm internal sallon height & 200mm (approx) Bus Roof Structure height limits the Cylinder packaging height above roof to 400mm only, which is not practical considering dimensions of cylinders, its support structure & cover along with space for ventilation and servicing. The CNG cylinders shall be chassis mounted. | Kindly refer to the amendments to the RFP Document. | With 900mm standard floor height, there is a feasibility to fit cylinders under the floor in the boot space, which would also have cost saving. |
| 11. | VI(TS) | 15.1 | 76 | Aluminium solid rivet of 4.76 at pitchformed angle joint - Riveting to be POP with appropriate support.. With adequate size | No amendment. However, the present grade of sealing in recently supplied Low Floor Buses will be acceptable. | The requirement is based on the existing experience of the Standard Bus Fleet in DTC buses. |
| 12. | VI(TS) | 19.4 | 78 | Access door shall be provided with | No amendment | This is an operation requirement of DTC |



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| | | | | heavy-duty sealing to avoid ingress of dust into the passenger compartment- Minimum acceptable dust entry will be present, as 100 % sealing is not possible because of door construction | | from health point of view of commuters. |
| 13. | VI(TS) | 19.4 | 79 | Single glass will be give more visibility than 45% and aesthetic look will be better. | The contractor may provide single glass subject to meeting visibility more than 45% | - |
| 14. | VI(TS) | 25.5 | 80 | Flooring to be with Fire retardant ply and PU Vinyl, as mounting of chequered sheet with solid rivet will be difficult because of floor mounted cylinders and construction . | No amendment | The existing DTC CNG propelled standard buses are also fitted with Aluminium chequered plate. |
| 15. | VI(TS) | 27.1 | 81 | Handrail shall be minimum 25mm dia | Kindly refer to the amendments to the RFP Document. | It will not compromise on strength. |
| 16. | VI(TS) | 32.2 | 82 | Only telltales available for side indicators, head lights, hand brakes and LED indication for fuel level. Battery charging current will be displayed in LCD. | This will be acceptable by the Purchaser. | |
| 17. | VI(TS) | 36.10(xiii) | 86 | All components, circuitry, cards, microprocessors, switches, Key/ Keys should have ISI. Wherever Indian Standards are not available, internationally acceptable standards/ Manufacturer standards may be followed | Kindly refer to the amendments to the RFP Document. | This is inline with past practice in DTC, |
| 18. | VI(TS) | 38.1 | 87 | Available Bumper standard to be specified, to meet the requirements. | The relevant AIS standard, as per clause 2.11 of Section VI(TS), shall be followed by the contractor. | |
| 19. | VI(TS) | 41.1 | 86 | 24V, two speed operation, wind screen | No amendment | This is an operation requirement of DTC. |



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| | | | | wiper system without time delay relay will be provided. | | |
| 20. | VI(TS) | 45.1 | 87 | <p>1. IS 14257: 1995 – Standard for lead acid batteries having light weight & high cranking performance used</p> <p>2. The battery box shall be mounted near to the engine compartment and shall be well secured, easily accessible & ventilated-This requirement is more suitable for rear engine bus. For the front engine bus battery box shall be mounted in the passenger compartment</p> | <p>Kindly refer to the amendments to the RFP Document.</p> <p>The location of battery box in the passenger compartment shall be acceptable to the purchaser.</p> | <p>This is as per superior standard.</p> <p>This would meet the requirement with front engine and can be accepted.</p> |
| 21. | VI(TS) | 46.3 | 88 | Instead of PVC sleeve, PP-FR (poly propylene - Fire retardant) grade corrugated tube will be provided | Kindly refer to the amendments to the RFP Document. | It is an upgraded product and can be accepted. |
| 22. | VI(TS) | 46.13 | 89 | As per the bus code, the current rating of the fuse should be 1.5 times the Load Current of the Electrical Equipment. The same will be followed. | No amendment | This is a safety requirement. |
| 23. | VI(TS) | 47.1 | 90 | <p>Instead of Sunken type tube lights aesthetically good looking saloon lamps shall be provided as per Relevant AIS standards with required wattage as per Bus code. "Sunken" word to be deleted, as the roof sheet is required to be cut, which spoils the aesthetics for fixing the Sunken tube lights. In addition to, replacing of Sunken tube lights, if not done properly, leaves a visible gap in fitment with roof sheet.</p> <p>Aesthetically good looking saloon lamps</p> | No amendment | This is a required by the DTC based on past experience in order to have longer life. |



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| | | | | shall be provided as per Relevant IS standards with required wattage as per Bus code. Word "Sunken" to be removed specifically as it involves more production time for fitment. | | |
| 24. | VI(TS) | 46.16 | 90 | Two separate outlets will be provided with fuses instead of two separate outlets are to be provided with appropriate relays and fuses in the wiring harness. | No amendment | This is a safety requirement. |
| 25. | VI(TS) | 47.12 | 91 | Switches will be provided on both Right & Left side of the instrument panel. | No amendment. | This is an operation requirement from driver's point of view. |
| 26. | VI(TS) | 48.1 | 91 | Scale model will not be submitted. | Kindly refer to the amendments to the RFP Document in clause 15.3 of ITB. | The standard floor bus is a standard product and also in operation in other STUs. |
| 27. | VI(TS) | 58.1-58.6 | 95/96 | We are not agreeable for the Sample Sealing for Annexure - 13 / FR Items / Lot wise testing /Declaration of Manufacturer Names of item/material used in Bus Body / Penalty or any recoveries linked with the above and hence, request deletion of this clause. | No amendment except size of samples in some cases. | This is essential for quality assurance. |
| 28. | VI(TS) | 62.1 | 97 | Spare tyre cannot be provided in fitted condition with the bus. Boot will accommodate tools Spare type will be given in loose condition along with bus | Kindly refer to the amendments to the RFP Document. | This is inevitable due to changed provision of CNG cylinders under the chassis. |
| 29. | VI(TS) | 65 | 97 | Defogging & Demisting system is usually required for A/C bus. For non A/C bus option, this is not required. | No amendment | This is a CMVR requirement for intercity buses. |
| 30. | VI(TS) | 67.2 | 98 | The mounting of frame structure shall be made with High Tensile Nut Bolt | No amendment. | The RFP specifications are based on past experience of DTC in body fabrication. |



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| | | | | arrangement in between the MS plate welded with frame structure and roof structure members. | | |
| 31. | VII(TCEP) | Proforma B | 106 | Request deletion of Proforma B to be submitted with the offer. However, specification of the bus body will be furnished by us. Since the product will be new and in line with DTC requirement, clarity in specification will be available only during proto type build at our end. | The bidder is required to provide Proforma B with compliance of technical specifications and available details. However the same will be freezed by the purchaser at the time of acceptance of the proto bus. | |
| 32. | VII(TCEP) | 67.3.8 | 143 | Requirement of Engine Oil Level Gauge / indicator to be deleted. | No amendment. | This is essential from operation angle. |
| 33. | VII(TCEP) | 67.3.9 | 143 | Requirement of Radiator Coolant Level Gauge / Indicator to be deleted. | No amendment. | This is essential from operation angle. |
| 34. | VII(TCEP) | 71.2 | 146 | Requirement of side luggage boots to be deleted. | Kindly refer to the amendments to the RFP Document. | Not feasible with CNG cylinders fitted under the chassis. |
| 35. | VII(TCEP) | 71.3 | 146 | Requirement of Boot for spare wheel stepney to be deleted | To be read with amendment in clause 62.1 of Section VI(TS) | - |
| 36. | VII(TCEP) | 74 | 146 | Requirement of Advertisement Card Holder to be deleted. | Kindly refer to the amendments to the RFP Document. | Not possible with hat racks in the intercity buses. |
| 37. | VII(TCEP) | Annexure-11 | 173 | In view of the short delivery time of 8 months and low order quantity of 200 nos, we regret to accept any material inspection/sample testing plan and request deletion of this clause, as all the materials will be from reputed sources only. | No amendment. | This is a Purchaser requirement to meet quality control. |
| 38. | VII(TCEP) | Annexure- | 180 | Wiring shall be as per ISO 6722. | No amendment. | This is as per CMVR requirement read |



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| | | 13(7) | | Equivalent IS standard is under preparation. | | with ARAI report. |
| 39. | III(ITB) | A.2 | 17 | In case final inspection is carried out at the Central W/S-1 of DTC, BBM, we may not be in a position to rectify the defects, if any, at DTC, as it may call for rectification only at our Works. We suggest that the final inspection is carried out at our Works so that defects noticed by the DTC Inspection Team are attended and a totally defect free vehicle is delivered to DTC. You will kindly appreciate that our aim is to have totally defect free vehicles when they are put in operation on Delhi roads. It is requested to waive off the clause of final inspection from DTC's Central W/S-1 to our Works for the benefit of all. | No amendment. | It is a standard practice that the final inspection is carried out at the Purchaser's premises. |
| 40. | | 14.1 | 22 | As we have been supplying large number of buses to both private / STU sector, it will not be possible to furnish detailed information on all these supplies. We request that this information is restricted to the supply of CNG vehicles only. | The bidder may restrict to provide information of CNG buses. | - |
| 41. | | 15.3 | 25 | We request DTC to exempt the bidders from submission of scaled model for this tender, as similar buses are operating in various cities already. | Kindly refer to the amendments to the RFP Document. | The standard floor bus is a standard product and also in operation in other STUs. |
| 42. | | 20.9 | 28 | While we will make all the efforts to meet the delivery schedule as per the commitment, we request deletion of the | No amendment. | This is a DTC requirement as per the past practice. |



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| | | | | clause stating that " the contract shall be severable". | | |
| 43. | IV(GCC) | 4.5 | 40 | The performance Security submitted for this contract / order shall be relevant to this contract / order only. It should not be linked with any other contract. | No amendment. | This is essential in order to safeguard the interest of the Purchaser. |
| 44. | IV(GCC) | 7.3 | 42 | Our Endeavour will be to complete the supplies of ordered quantity within quoted delivery period subject to force majeure clause at our works and works of our suppliers/ vendors /sub-contractors. Hence, we request deletion of this clause. | No amendment. | This is essential in order to safeguard the interest of the Purchaser. |
| 45. | IV(GCC) | 8.1 | 42 | Request deletion of the LD clause. | No amendment. | This is essential in order to safeguard the interest of the Purchaser. |
| 46. | IV(GCC) | 8.2 | 43 | Request deletion of the LD clause. | No amendment. | This is essential in order to safeguard the interest of the Purchaser. |
| 47. | IV(GCC) | 8.3 | 43 | We regret to accept this clause and request deletion of the same as these buses are not under AMC / maintained by us. | This would apply only in case vehicle is detained due to defect covered under the warranty excluding detention in the DTC depots due to accident, preventive maintenance etc. | |
| 48. | IV(GCC) | 11 | 44 | We request that Force Majeure covers not only our works but also of our suppliers / vendors / sub-contracts. | No amendment. | The Purchaser is concerned with the works of the Contractor only. |
| 49. | IV(GCC) | 23.1 | 51 | 1. Warranty period will be for a period of 18 months or operation of buses up to 1,50,000 kms whichever is earlier as per our standard warranty policy. | No amendment. | The Warranty Period requirement has been enhanced based on similar Warranty Period being prescribed by other STUs and being agreed by the VMs as well as superior Technologies involved in these buses. |



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| | | | | 2. The overall Warranty period of 1.5 lakh kms / 18 months remains unaltered / independent of modifications | | |
| 50. | IV(GCC) | 23.4 | 51 | Request deletion of this clause as these buses will not be under our AMC/ maintained by us. | This would apply only in case vehicle is detained due to defect covered under the warranty excluding detention in the DTC depots due to accident, preventive maintenance etc. | |
| 51. | IV(GCC) | 23.5 | 52 | Battery warranty will be only for one year as given by all OE suppliers in the country | No amendment. | The normal battery life is more than one year. |
| 52. | IV(GCC) | 23.6 | 51 | Not possible due to the inter-city application. To be amended as "response time of contractor should be 48 hrs from the time of the defective bus reporting at the nearest workshop of DTC" | Kindly refer to the amendments to the RFP Document. | The request is reasonable as major defects take more time for repair. |
| 53. | IV(GCC) | 23.6 | 52 | Decision for extending the benefit of improvements on a campaign basis for all the buses under warranty should be with the contractor | No amendment. | In case of upgradation due to deficiency in the product, it will be the responsibility of the contractor for extending the benefit of improvements. |
| 54. | IV(GCC) | 23.7 | 51 | Request deletion of this clause as these buses will not be under AMC/maintained by us. | Kindly refer to the amendments to the RFP Document. | The guarantee of fuel efficiency norms without AMC cover of the contractor would invite litigation in the long run. |
| 55. | IV(GCC) | 25.2 | 53 | The pre despatch inspection certificates should be issued within 2 days of satisfactory inspection after which the buses will be despatched | This provision is already there in this clause. | - |
| 56. | IV(GCC) | 28.1(b) | 54 | Final Acceptance to be completed and certificate issued within fifteen days of | No amendment. | To safeguard the interest of the Purchaser against non-satisfactory |



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| | | | | receipt of the buses by the consignee. | | commissioning, the Final Acceptance Certificate to be issued as stipulated. |
| 57. | IV(GCC) | 33.1 | 57 | Provision for supply of parts for 10 years from the date of supply of buses will be a reasonable period and acceptable. | No amendment. | The requirement of spare parts has been kept for a minimum period of 10 years after expiry of Warranty Period of each bus, which is based on expected life of the bus. |
| 58. | IV(GCC) | 33.2 | 57 | Price of components – year-wise for 5 years will be given by Contractor on approval of prototype. | Kindly refer to the amendments to the RFP Document. | The list of spares and their OEMs shall only be freezed at the time of approval of prototype by DTC. As such the request is tenable. |
| 59. | IV(GCC) | 35.1 | 58 | Required quantity of Service Manuals and Spare Parts catalogue shall be delivered within overall quoted delivery period for the buses. | No amendment. | To prepare/ familiarize Repair & Maintenance Staff, these Manuals/ Catalogues should be supplied as stipulated. |
| 60. | IV(GCC) | 35.2 | 58 | Submission of price breakup – component-wise is not relevant to the Contract and hence, need not be furnished. We request deletion of this clause. | No amendment. | To safeguard the interest of the Purchaser against unreasonable escalation of prices, submission of component-wise price break up need to be furnished as stipulated. |
| 61. | IV(GCC) | 43 | 60 | Final Acceptance to be completed and certificate issued within fifteen days of receipt of the buses by the consignees. Commissioning of buses can be done by DTC at any time immediately thereafter. | No amendment. | To safeguard the interest of the Purchaser against non-satisfactory commissioning, the Final Acceptance Certificate to be issued as stipulated. |
| 62. | IV(GCC) | 44 | 60 | We request that the date of last amendment be reckoned for contractual delivery period. | No amendment. | The amendments need to be made sometime during the course of execution of the contract keeping in view the various unanticipated ground realities. |