

Tele : 011-21411894
Email : tms-mod@nic.in

ADG Acq Technical (Army)
Ministry of Defence (Acquisition Wing),
Room No 30, D-II Wing,
Ground Floor, Sena Bhawan,
New Delhi-110011

36145/ADG Acq Tech (Army/Non WE

08 Feb 2023

**RESPONSE TO PRE-BID QUERIES ON RFP: PROCUREMENT OF
QUANTITY 113 BUSES (ELECTRIC) ALONGWITH QUANTITY 43 FAST CHARGES
CATEGORY : BUY (INDIAN -IDDM)**

Dear Sir/ Madam,

1. Refer request for Technical and Commercial Proposal for procurement of Quantity 113 Bus (Electric) alongwith Quantity 43 Fast Chargers issued vide this office letter Number **75961/GS/CD/RFP Cell/Bus (Electric)** dated **08 Dec 2022** and your queries thereof.
2. Clarifications on queries raised during pre-bid meeting held on **19 Jan 2023** are forwarded herewith as per **Appendix** attached for your further necessary action.
3. **No further clarification on RFP will be entertained till submission of offers.**
4. Please acknowledge receipt of this letter.



Enclosure: As above.

Yours faithfully,

(S Hariharan)

Col

Dir 'G'

O/o ADG Acq Tech (Army)

**RESPONSE TO THE PRE-BID QUERIES ON RFP :PROC OF QTY 113 NOs BUSES (ELECTRIC)
ALONGWITH 43 FAST CHARGERS**

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
M/s Volvo Eicher Commercial Vehicles Ltd					
1.	Page 04, S No 4	<u>Special Features of the RFP.</u> The Fast Chargers will be installed by the OEM/ Seller at Buyer nominated locations.	<p>Please clarify the scope of installation - i.e please define the responsibility matrix for both buyer (Ministry of Defence, Government of India) and the bidder - these include</p> <p>(a) HT/LT Power, HT/LT Switchgears and Distribution Boards</p> <p>(b) Control and Instrumentation Cables</p> <p>(c) Power Cabling, Earthing, Lightning Protection etc. for Charging of Electrical Vehicles at Charging Stations</p> <p>(d) Civil Foundation of EV Chargers & other electrical equipment</p> <p>(e) Civil work for Charging Bay including shed and floor.</p> <p>Provisioning Fire Protection and Safety Equipment at Charging Station.</p>	DGST (ST-11)	<p>The buyer will only provide HT connection upto an earmarked shed/ location for installation.The bidders scope of installation is as under :-</p> <p>(a) HT/LT Switchgears and Distribution Boards</p> <p>(b) Control and Instrumentation Cables</p> <p>(c) Power Cabling, Earthing, Lightning Protection etc. for Charging of Electrical Vehicles at Charging Stations</p> <p>(d) Civil Foundation of EV Chargers & other electrical equipment</p> <p>(e) Civil work for Charging Bay.</p> <p>(f) Provisioning Fire Protection and Safety Equipment at Charging Station.</p> <p>The vendor agreed to the clarification given.</p>
2.	Page No 23,	<u>Battery Charger.</u> Where	Please define DC Power i.e. The charger should be	DGST	No deviation from RFP Parameters. However

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
	S No 16 (d)	required, one mini 240 KW Fast charger capable of charging battery pack from 0-80% in 45-90 minutes will be provided	capable of delivering a certain continuous output (in KW) while charging two different vehicles simultaneously through the two outlets. Each gun should be capable of delivering a certain output in DC (KW). Also kindly define the number of guns /outlets for charging desired i.e., single gun chargers or dual gun charger	(ST-11)	dual gun charger can be provided. The vendor agreed to the clarification given.
3.	-	Scope of Trial	Please define the scope of trial including charger installation support to be provided by Ministry of Defence, Government of India	DGQA	(a) The scope of trial is included in Trial Methodology at Appendix 'L' of RFP. (b) Scope of trials for fast charger will be as per AIS-138 (Part-I) and AIS-138 (Part-II). The vendor agreed to the clarification given.
4.	-	AMC of Charger and related equipment	Please clarify the scope of AMC for chargers - OEM warranty will be 2 years. Post that AMC will be applicable. Scope and T&C needs to be defined by the Buyer i.e. Ministry of Defence, Government of India	DGST (ST-11)/ RFP cell	The equipment will be on site serviced/ repaired (if OEM/ authorized service centre does not exist at a station) by the OEM/ Seller, on payment basis post warranty. The vendor agreed to the clarification given.
5.	Page No 75, S No 4	Liquidated Damages (LD). In the event of the Bidder's failure to submit the Documents, supply the stores/ goods, perform services, conduct trials, installation of equipment, training and MET as per schedule specified in this contract, the BUYER may, at	Request for Deviation: We request MOD to revise the deduction rate to 0.2% of the Project cost in case of bidder's failure in delivering its obligations. Furthermore, we request the authority not to levy any additional penalty.	MGS (PCM Cell)	No deviation from RFP Parameters.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		his discretion withhold cost of the specific lot/batch or 1% of the Project cost, whichever is higher, until the completion of the contract. The BUYER may also deduct from the SELLER as agreed, liquidated damages to the sum of 1/100 of the delay percentage {Delay percentage = (Period of Delay in Delivery in Weeks) x 100 / (Delivery Period in weeks as per contract)} of the Base Contract Price of the delayed/ undelivered stores/ services mentioned above for every week of delay or part of a week, subject to the maximum value of the Liquidated Damages being not higher than 10% of the contract price of the value of delayed stores/ services.			The vendor agreed to the clarification given.
6.	Page No 91, S No 5.2	Force majeure. Force majeure shall mean fires, floods, natural disasters or other acts such as war, turmoil, strikes, sabotage, explosions, beyond the control of either party	Request Clarification: We request MOD to clarify an inclusive list of all the circumstances	MGS (PCM Cell)	No deviation from RFP Parameters. The vendor agreed to the clarification given.
7.	Page No 83, S No 2	<u>Format for Extension of Delivery Period/ Performance</u>	Request Clarification: Request MoD to define the percentage which will	MGS (PCM Cell)	Refer Page 75 Para 4 of RFP document issued on 08 Dec 2022.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		<p>Notice. Please note that notwithstanding the grant of this extension in terms of Clause (fill in clause number) of the subject contract an amount equivalent to % (..... per cent) of the delivered price of the delayed goods for each week of delay or part thereof (subject to the ceiling as provided in the aforesaid clause) beyond the original contract delivery date/the last unconditionally re-fixed delivery date (as & if applicable), viz., (fill in date) will be recovered from you as liquidated damages</p>	determine the amount of Liquidated Damages		<p>The vendor agreed to the clarification given.</p>
8.	Page No 5, S No 5 of Appendix A	<p><u>Seats and Seating Arrangements.</u> (a) Seating capacity: 40 (excluding driver). (b) Driver and co-driver seat shall be individual seat. Driver Seat shall be provided with self-adjusting mechanism as per height of driver. Driver/ co-driver seat shall comply with the requirements specified in AIS-023.</p>	We request MOD to consider 36+D seating capacity considering the same can be accommodated in 9m electric bus which will have better efficiency & better cost	DGQA	<p>1. No deviation to RFP parameters. 2. Vendor solution as per user requirement.</p> <p>The vendor agreed to the clarification given.</p>

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		(c) Balance seats will be in double seat configuration on one side and on the other side it shall either be double seat configuration or continuous seat configuration (three passengers). Last row shall be continuous seat for five passengers. Dimensions of passenger seat shall be in accordance to clause 2.2.11.4 of AIS-052 (Revision-1) : 2008 (as amended).			
9.	Page No 21, S No 11 of Appendix A	Vehicle Dimensions. Minimum gangway width will not be less than 400 mm and width of the bus to be between 2300-2600 mm. Vertical spaces inside the body will not be less than 1905 mm measured from center of the gangway to inside of the roof. The ground clearance will not be less than 180 mm as per ARAI norms. Floor height will be 850-950 mm.	We request MOD to modify the ground clearance to 175mm. As per CMVR the min ground clearance is 175mm	DGQA	No deviation to RFP parameters. The ground clearance will not be less than 180mm and the same would be trial evaluated as per IS-9435 : 2004 (Re affirmed 2014). The vendor agreed to the clarification given.
10.	Page No 23, S No 16 of Appendix A	Battery. (a) Battery Capacity. Not less than 200 KW.	We request MOD to consider Minimum Battery Capacity 197kWh. Please consider the same as it is standard offering in the market and same will have negligible impact in overall range	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
11.	Page No 23, S No 17 of Appendix A	<u>Operating Temperature Range.</u> The vehicle will be designed to operate in the temperature range of 0°C to 45°C.	Vehicle range may deteriorate in operating conditions post 40° C. Request to define the temperature range between 0°C to 40°C	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
12.	Page 24, S No 22 of Appendix A	<u>Performance Capabilities in Fully Laden Condition.</u> (d) Angle of approach: Not less than 9° (e) Angle of departure: Not less than 9°	Request for Deviation: (d) Angle of approach: Not less than 8° (e) Angle of departure: Not less than 8° We request MOD to consider it as this is as per UBS-II guidelines	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
13.	Page 23, S No 15 (d) of Appendix A	<u>Range.</u> Electric range shall be not less than 250 Kms with one opportunity charge	Request MOD to provide an opportunity charging time of 60 mins	DGQA	The opportunity charging time of 60 mins is agreed to. The vendor agreed to the clarification given.
14.	Page No 19, S No 3 of Appendix A	<u>Flooring of Bus Body.</u> The under frame of the bus will be covered with Aluminum alloy chequered plates of minimum 3 mm thickness fixed over 15mm thick marine quality plywood. The floor to be tapering to enable accumulated water inside to be drained off. The entire Gangway will be anti skid	Request a Clarification or detailed requirement, if floor required of aluminum chequered plate or vinyl	DGQA	The requirement projected in RFP is clear and floor required of Aluminum alloy chequered plates of minimum 3mm thickness fixed over 15mm thick marine quality plywood. The floor to be tapering to enable accumulated water inside to be drained off. The entire Gangway will be anti-skid with PVC flooring (Fire resistant) as per AIS-052. Hence No deviation to RFP Parameters.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		with PVC flooring (Fire resistant) as per AIS-052.			The vendor agreed to the clarification given.
15.	Page No 20, S No 7 of Appendix A	<p>Doors.</p> <p>(a) Emergency exit in the form of emergency door shall be situated in the vehicle as per clause 2.2.4.1 (amended) of AIS-052 (Revision-1) : 2008. The emergency door shall be capable of operation from both inside and outside when operated manually. Emergency door shall meet the dimensional requirements given in Para 2.2.4.13 and technical requirements of Para 3.4.5.1 of AIS-052 (Revision-1) : 2008 (as amended). Marking of emergency exit shall be done in accordance to clause 3.4.5.4 of AIS-052 (Revision-1) : 2008 (as amended).</p> <p>(b) One emergency exit with both sides opening facility to be provided to facilitate quick alighting in case of emergency. This door will be prominently identifiable from inside and outside the bus and will meet the dimensional requirement</p>	One emergency exit with both sides opening facility can be provided to facilitate quick alighting in case of emergency. This door will be prominently identifiable from inside and outside the bus and will meet the dimensional requirement given in Para 2.2.4.13 of AIS-052. - Such door is not feasible, even if designed will lead to ingress of water, dust & loss of seats, request to consider emergency door as per AIS 153	DGQA	<p>The emergency door shall be capable of operation from both inside and outside when operated manually. The control on ingress of water & dust is vendor solution. No deviation to RFP Parameters is acceptable.</p> <p>The vendor agreed to the clarification given.</p>

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		<p>given in para 2.2.4.13 of AIS-052.</p> <p>(c) All doors will be provided with suitable locking arrangements.</p> <p>(d) Door shall be fitted with weather resistant EPDM rubber seals of suitable design to avoid dust and water ingress, in accordance to clause 3.4.3 of AIS-052 (Revision1): 2008 (as amended).</p> <p>(e) The structure of the door shall be able to withstand distortion due to forces induced during its operation and the operability of door components. The hinges and doors handleshall meet requirements as specified in IS13942:1994, as amended from time to time.</p>			
16.	Page No 21, S No 10 of Appendix A	<u>Interior Luggage Carrier.</u> Integrated modular closed hat-racks with AC ducts, individual seat climate control facility and embedded reading lights to be provided.	We request MOD to deviations - individual louvers can be provided, but temperature control is not technically feasible	DGQA	<p>No deviation to RFP Parameters. However individual louversare acceptable.</p> <p>The vendor agreed to the clarification given.</p>

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17.	Page No 21, S No 13 of Appendix A	<p><u>Additional Fitments.</u></p> <p>(a) Notice Board. A Notice Board (Soft board covered with appropriate fabric) will be fixed at the rear of the driver seat. The board will be covered with a lockable hinged/sliding transparent door.</p> <p>(b) Luggage Hold Area/ Compartment. Luggage Hold Area/ compartments shall be provided at the rear or at the sides, or both, with sufficient space and size, and shall be rattle proof, dust proof with safety arrangements. Total space shall be not less than 1.025 m³ (0.025m³ per passenger).</p> <p>(c) Rear View Mirror. Outside Rear View Mirrors (ORVM) will be provided with integrated indicators. Mirrors will be suitably positioned to minimize blind spots.</p> <p>(d) First Aid Box. First Aid Kits containing items notified under</p>	<p>Lashing hooks will be provided on sides of the vehicle. - request to share detailed requirement.</p> <p>Request to consider Air conditioning system to be as per UBS-II.</p>	DGQA	<p>(a) Towing arrangements is mandatory however Lashing is optional.</p> <p>(b) Air conditioner - If it is COTS items, acceptance of Air conditioning on Certification from Govt/ NABL accredited lab test report.</p> <p>The vendor agreed to the clarification given.</p>

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		<p>Rule 138(4)(d) of CMVR 1989 shall be provided. The First aid kits shall be secured against tampering and shall be kept in lockers or behind breakable glass. The location shall be marked clearly.</p> <p>(e) Audio System. A Branded audio system with FM facility, USB, Blue Tooth, Auxiliary connectivity and set of six speakers (50 Watts) will be provided.</p> <p>(f) Emergency Switch. The bus will be provided with an emergency declaration switch. This switch will activate an audio hooter and red blinking lights inside and outside the bus to declare an emergency and facilitate speedy evacuation of the passengers.</p> <p>(g) Bumper. The front and rear bumpers to be provided as per CMVR norms.</p> <p>(h) Windshield. Single piece, curved, laminated, tinted & UV protected windshield will be provided.</p>			

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		<p>(j) Towing / Lashing Arrangement. Suitable towing arrangements will be provided in the front. Lashing hooks will be provided on sides of the vehicle.</p> <p>(k) Vehicle Reverse Parking Alert. A system shall be provided to alert/ display the driver about obstacles on rear side of vehicles during parking in reverse gear. It shall provide audible and visual information and warning. Requirements of the system shall be in accordance to Annexure-6 of AIS-145 or superior to that.</p> <p>(l) Glove Compartment. A lockable Glove Compartment for keeping vehicle documents will be provided.</p> <p>(m) Climate Control/HVAC. Environmental control/HVAC will be provided in the bus with arrangements for both cooling and heating. A temperature of 250C + 50C up to an ambient temperature of 450C and 150C</p>			

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		drop in temperature for ambient temperature above 450C be achievable. Similarly, a temperature of 250C + 50C up to an ambient temperature of 00C and 150C rise in temperature for ambient temperature below 00C will be achievable. Provision of vents will be made for each row of seats.			
18.	Page No 23, S No 17 of Appendix A	<u>Operating Temperature Range.</u> The vehicle will be designed to operate in the temperature range of 0°C to 45°C	Vehicle range may deteriorate in operating conditions post 40°C, request to consider performance parameters to be tested at 20-35 degree	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
19.	Page No 24, S No 26 of Appendix A	<u>Lighting and Fitments.</u> (a) External Lighting. External lighting and light-signaling devices of the bus shall comply with the Rules laid down under the Central Motor Vehicle Rules, 1989, and as amended from time to time. All lighting and light-signaling devices shall be Type Approved. (b) Internal Lighting. Lighting and light-signaling devices shall	A socket for taking power for lighting other area of bus or nearby to bus shall be provided with a cable of length 5 meters. - Please confirm power requirement for this socket, range may get impacted if excess power is drawn Two convoy lights shall be provided in the front of the vehicle. When the convoy light is on, all other lightings shall be switched off automatically, except emergency lamps. - Request to share details of type of convoy lights required	DGQA	A 5 AMP socket for taking power for lighting other area of bus or nearby to bus with a cable of length 5 meters is acceptable. Type of convoy lights shall be as per vendor solution. The vendor agreed to the clarification given.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		<p>provide adequate illumination inside the bus for the safe operation by the driver and the passengers, during darkness and other conditions of reduced visibility.</p> <p>(c) Lighting to be fitted in accordance to Chapter 4 of AIS-052 (Revision-1) : 2008 (as amended).</p> <p>(d) In addition to mandatory lighting as per CMVR norms, following lightings shall also be provided: -</p> <ul style="list-style-type: none"> (i) Dash Board Tell-tale lighting/ Control lighting. (ii) Driver Cabin lighting. (iii) Passenger Compartment lighting. (iv) Luggage hold area lighting. (v) Destination panel lighting. (vi) Side marker lamp. <p>(e) The luminance of all lamps provided for lighting instruments and controls inside the cabin shall be at least 2 cd/m². The luminous flux of all</p>			

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		<p>lamps provided for cabin lighting to light up equipment components and to read, will not be less than 50 lux and will not be more than 150 lux when measured at 500 mm above the passenger's seat base.</p> <p>(f) A socket for taking power for lighting other area of bus or nearby to bus shall be provided with a cable of length 5 meters.</p> <p>(g) Two convoy lights shall be provided in the front of the vehicle. When the convoy light is on, all other lightings shall be switched off automatically, except emergency lamps.</p>			
20.	Page No 42, Appendix E	<p><u>Maintenance Philosophy.</u> Maintenance of the equipment is through outsourcing model. The equipment will be 'onsite' serviced/ repaired (if OEM/ authorised service centre does not exist at a station) by the OEM/ SELLER, on payment basis post warranty. To sustain and support platform/ equipment through its operational life cycle, OEM/</p>	VECV has service Centres around majority of the stations, so we request MOD to bring the vehicles at the dealership for better service experience	HQ TG EME	The equipment will be 'onsite' serviced/ repaired (if OEM/ authorised service centre does not exist at a station) by the OEM/ SELLER, on payment basis post warranty. In case the authorized service centre exist in the same station, vehicles will be taken there with sellers support.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		SELLER shall ensure product support for next 15 Years on payment, as and when need arises			The vendor agreed to the clarification given.
21.	Page No 39, S No 5 (a) of Appendix C	Warranty Clause. If a particular equipment/ goods fails frequently or the cumulative down time exceeds 10% of the warranty period, then the equipment will be completely replaced free of cost by the SELLER within a stipulated period of 120 days of receipt of the notification from the BUYER	Request MoD to consider the warranty clauses of the OEM which are variable for different parts/components	HQ TG EME	No deviation to the RFP Parameter. The vendor agreed to the clarification given.
22.	Page No 9, S No 12	In Service Life. The In-Service Life of the Battery Pack & Motor will not be less than 04 (four) years or 3,00,000 Kms, whichever is earlier and in-Service Life of the Bus Electric is 80000 Km or 09 years, whichever is later.	VECV would request MoD to provide clarification on the type of services that are expected during the 9-year period and under whose scope would service like daily checks & running repair would come under.	HQ TG EME	It was clarified that the type of services required is to be given by the respective OEMs/ Seller in the form of maintenance schedule that will be followed by the user. The vendor agreed to the clarification given.
23.	Page No 42, Appendix E	Product Support. The Bidder would be bound by a condition in the contract that he is in a position to provide product support in terms of maintenance, materials and	VECV would request MoD to provide clarification on the difference between 9 years in-service maintenance and 15 years product maintenance as both the parameters are interconnected	HQ TG EME	It was clarified that the 9 years ServiceMaintenance is from the OEMs/ Seller in the form of warranty + CAMC.The Buses (Electric) would be used by the Buyer till 15 years, for that period of 15 years product support has been sought from the OEMs/ Seller.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		<p>spares for a period of 15 (fifteen) years from last lot of equipment delivered. Even after the said mandatory period, the Bidder would be bound to give at least two years notice to the Government of India prior to closing the production line so as to enable a Lifetime Buy of all spares before closure of the said production line. This, however, shall not restrict the Buyer from directly sourcing sub - equipment/sub-assembly and spares from their respective OEMs/sub-vendors on completion of warranty. In case the sub-equipment/subassembly/ parts require tuning /calibration /integration by the Bidder prior replacement, the same is to be undertaken by the Bidder at fair and reasonable cost, as mutually agreed between Buyer and Bidder. OEM/ Bidder(s) to ensure maximum possible use of oils, lubricants and greases which are indigenously available. Further, the OEM/ Bidder(s) is mandated to share</p>			<p>The OEM/ Seller will intimate Buyer 03 years prior of completion of Product Support life (i.e. 15 years in this case) as per Para 49 (b) of Appendix 'E'.</p> <p>The vendor agreed to the clarification given.</p>

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		the detailed specifications of oils, lubricants and greases			
24.	Page No 42, S No 3of Appendix E	<p>Training. A training package for operators to undertake operation and QA personnel for QA of equipment as stipulated in respective contract, along with tools and tests jigs training would be required to be carried out in English and Hindi language. Requirements such as training aids, projection system, complete equipment with accessories, technical literature, spares, test equipment, test set up, charts, training handouts, power point presentations, Computer Based Training (CBT), Documentation, Simulators etc will be provided by the Seller for the conduct of training. The Seller will provide the Operator and QA personal training, for the duration, strength and locations as specified at Para 16 in the RFP. The following may also be noted:</p> <p>(a) The requirement of training and associated equipment are</p>	Training will be provided at the OEM's training facility. However, the travel, boarding and lodging expenses will not be in the OEM's scope – Request consideration & Clarification	HQ TG EME	<p>It was clarified that the travel, boarding and lodging expenses will not be in the OEM's scope.</p> <p>The vendor agreed to the clarification given.</p>

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		<p>specified in Part I.</p> <p>(b) The cost of training must only be indicated in the commercial proposal.</p> <p>(c) Sufficiency clause Bidder will give an undertaking agreeing to provide Training material and Technical Literature under the provisions of this clause within the existing commercial quotes. On completion of training, operators should be capable of operating the complete system in field condition</p>			
M/s TATA Motors Ltd					
25.	Page No 9, S No 11	Warranty. Deliverables supplied shall carry an onsite warranty for Twenty-four (24) months and that of Battery Pack & Motor will not be less than 04 (four) years or 3,00,000Kms, whichever is earlier. Commencement of warranty will be from the date of acceptance post JRI or from date of installation and	Warranty commencement should be from the date of delivery acceptance	HQ TG EME	<p>It was clarified that the commencement of warranty will be from the date of acceptance post JRI or from date of installation and commissioning (as applicable).</p> <p>The vendor agreed to the clarification given.</p>

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		commissioning (as applicable).			
26.	Page No 9, S No 12	<u>In-service Life</u> .The In-Service Life of the Battery Pack & Motor will not be less than 04 (four) years or 3,00,000 Kms, whichever is earlier and in-Service Life of the BusElectric is 80000 Km or 09 years, whichever is later of the electric buses and minimum 5 years warranty for the high voltage battery pack. In addition to above, standard warranty will be applicable on all proprietary items fitted in the vehicle.	Mismatch in Inservice Life of Battery Pack & Bus	HQ TG EME	It was clarified that the RFP Para refers to service life of Battery Pack and service life of Bus (Electric) (complete vehicle) seperately. The vendor agreed to the clarification given.
27.	Page No 19, S No 3 of Appendix A	<u>Flooring</u> . Flooring of Bus Body. The under frame of the bus will be covered with Aluminiumalloychequered plates of minimum 3 mm thickness fixed over 15mm thick marine quality plywood.	Std Flooring of 12mm marine ply and 3 mm Aluminumchequered flooring is an approved norm and bus are approved as per AIS052 kindly accept the same standards	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
28.	Page No 19, S No 5 of Appendix A	<u>Seats and Seating Arrangement</u> . (a) Seating capacity : 40 (excluding driver). (c) Balance seats will be in	(a) Seating Capacity: 34+D configuration (c) 2X2	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		double seat configuration on one side and on the other side it shall either be double seat configuration or continuous seat configuration (three passengers). Last row shall be continuous seat for five passengers. Dimensions of passenger seat shall be in accordance to clause 2.2.11.4 of AIS-052 (Revision-1) : 2008 (as amended).			
29.	Page No 21, S No 10 of Appendix A	<u>InteriorLuggagecarrier</u> . Integrated modular closed hat-racks with AC ducts, individual seat climate control facility and embedded reading lights to be provided.	Open type hat rack integrated with AC duct and reading lamps upto rear axle can be provided	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
30.	Page No 21, S No 13 of Appendix A	<u>Additional Fitments (b)Luggage Hold Area/ Compartment</u> .Luggage Hold Area/ compartments shall be provided at the rear or at the sides, or both, with sufficient space and size, and shall be rattle proof, dust proof with safety arrangements. Total space shall be not less than 1.025 m ³ (0.025m ³ per passenger).	Not feasible to provide luggage both on sides and rear of the vehicle.Only hat rack luggage space will be provided in saloon area	DGQA	No deviation to RFP parameters. However the total space of not less than 1.025m ³ may include Interior Luggage Carrier Space. The vendor agreed to the clarification given.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
31.	Page No 21, S No 12 of Appendix A	<u>Bridge Classification.</u> The vehicle to be able to go across a Class 18 bridge and be transportable by broad gauge section of the railway with ODC clearance.	Request you to please delete	DGST (ST-11)	No deviation to RFP parameters. The same will be as per Indian Load Classification System IRC 6-2017. The vendor agreed to the clarification given.
32.	Page No 21, S No 13 of Appendix A	<u>Additional Fitments (j) Towing/ Lashing Arrangement.</u> Suitable towing arrangements will be provided in the front. Lashing hooks will be provided on sides of the vehicle.	Towing arrangements to be provided; Lashing cannot be provided with low floor and body design	DGQA	Same as per clarification given at Para 17 (a) above.
33.	Page No 23, S No 15 (a) of Appendix A	<u>Type of Motor.</u> A suitable Permanent Magnet Synchronous Motor of not less than 200 kWh shall be provided which produces Torque not less than 3000 Nm.	9m bus : - 215 KW Torque - 2200 Nm 12m Bus :- 245 KW; Torque - 2990 Nm	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
34.	Page No 31, S No 31 of Appendix A	<u>Fire Detection and Suppression System (FDSS).</u> Fire Detection and Suppression System (FDSS) shall be fitted with complying with AIS-135:2016, as amended from time to time. In addition, four portable 2 Kg CO2 Fire Extinguisher will be suitably	Fire Detection and Alert System (FDAS) along 4 Fire Extinguishers of 2Kg capacity can be provided	DGQA	It was clarified that Fire Detection and Suppression System (FDSS) will be provided as per RFP parameters along with four portable 2 Kg CO2 Fire Extinguishers. The vendor agreed to the clarification given.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		mounted in the vehicle.			
M/s JBM Group					
35.	Page No 19, S No 2 of Appendix A	<p><u>Bus Body Structure.</u></p> <p>(a) The bus body structure and driver compartment will conform to requirements in AIS-031. The bus to have Monocoque/ Semi-Monocoque/ Ladder type frame with structural life up to service life of the vehicle confirming to norms of ARAI/ CIRT/ Similar government certifying agencies. All structural members to be fabricated out of steel as per specifications prescribed for the bus body. Rubber rails will be provided on either sides of the bus body.</p> <p>(b) Rubber strips and plastic tape will be fixed between the structure and side panels to avoid metal to metal contact.</p>	<p>(a) The bus body structure and driver compartment will conform to requirements as per UBS-II as structure strength will be superior for city transportation.</p> <p>(b) Rubber strips and plastic tape/PU Sealant of sufficient thickness will be fixed between the structure and side panels to avoid metal to metal contact.</p>	DGQA	<p>No deviation to RFP parameters. In case any higher specifications prevailing in the industry are provided, the same shall be acceptable to DGQA.</p> <p>The vendor agreed to the clarification given.</p>
36.	Page No 19, S No 3 of Appendix A	<p><u>Flooring of Bus Body.</u> The under frame of the bus will be covered with Aluminum alloy chequered plates of minimum 3 mm thickness fixed over 15mm thick marine quality plywood.</p>	<p>AIS052 calls for antiskid wear resistance and anti fire resistance which can be fulfilled by PVC flooring and we are using it as a standard industrial practice, requesting the authority to allow us the same</p>	DGQA	<p>No deviation to RFP parameters.</p>

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		The floor to be tapering to enable accumulated water inside to be drained off. The entire Gangway will be anti skid with PVC flooring (Fire resistant) as per AIS-052.			The vendor agreed to the clarification given.
37.	Page No 20, S No 7 of Appendix A	<p><u>Doors.</u></p> <p>(a) Emergency exit in the form of emergency door shall be situated in the vehicle as per clause 2.2.4.1 (amended) of AIS-052 (Revision-1) : 2008. The emergency door shall be capable of operation from both inside and outside when operated manually. Emergency door shall meet the dimensional requirements given in Para 2.2.4.13 and technical requirements of Para 3.4.5.1 of AIS-052 (Revision-1) : 2008 (as amended). Marking of emergency exit shall be done in accordance to clause 3.4.5.4 of AIS-052 (Revision-1) : 2008 (as amended).</p> <p>b) One emergency exit with both sides opening facility to be provided to facilitate quick</p>	<p>Emergency door requirement plies in Type-II buses wherein emergency exits requirements of Type-I buses can be met through providing the Emergency window with glass break hammers. Requesting the authority to allow the requirements of Type-I buses which will support us in timely delivery of buses.glass break hammers at respective windows Emergency Exits shall meet requirements as per AIS052 for type-I buses.</p> <p>Two side windows will be declared as emergency exit with glass break hammers shall be provided at respective windows & in driver compartment as per AIS-052. Requesting authority to consider for Type-I buses</p>	DGQA	<p>No deviation to RFP parameters.</p> <p>The vendor agreed to the clarification given.</p>

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		alighting in case of emergency. This door will be prominently identifiable from inside and outside the bus and will meet the dimensional requirement given in para 2.2.4.13 of AIS-052.			
38.	Page No 21, S No 11 of Appendix A	<u>Vehicle Dimensions.</u> Vehicle Dimensions. Minimum gangway width will not be less than 400 mm and width of the bus to be between 2300-2600 mm. Vertical spaces inside the body will not be less than 1905 mm measured from center of the gangway to inside of the roof. The ground clearance will not be less than 180 mm as per ARAI norms. Floor height will be 850-950 mm.	As per our understanding, ARAI is the testing agency which provides conformity against the norms released by CMVR. Requesting the authority to change the ARAI norms with CMVR norms which will be fulfilled from our side. If at all ARAI has certain norms on the same, please share the relevant document.	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
39.	Page No 19, S No 13 of Appendix A	<u>Additional Fitments.</u> c) Rear View Mirror. Outside Rear View Mirrors (ORVM) will be provided with integrated indicators. Mirrors will be suitably positioned to minimize blind spots.	Request to Remove requirement of Mirrors with Integrated indicators	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
40.	Page No 22, S No 13 (j) of	(j) <u>Towing / Lashing Arrangement.</u> Suitable towing	required clarity on the requirement	DGQA	Same as per clarification given at Para 17 (a) above.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
	Appendix A	arrangements will be provided in the front. Lashing hooks will be provided on sides of the vehicle.			The vendor agreed to the clarification given.
41.	Page No 22, S No 14 of Appendix A	<u>Energy Storage System.</u> (a) The vehicle shall be fitted with Rechargeable Electrical Energy Storage System (REESS) that provides electric energy for electric propulsion. It shall meet the requirements of construction and functional safety as per AIS-038(Revision-1):2015 and clause 6.0 of AIS-156.	Request to remove AIS156 is applicable to passenger cars, not applicable for Buses. All Safety requirements shall be met as per AIS-038	DGQA	Agreed. However according to latest MoRTH notification issued on 27 Sep 2022, addl. Safety requirement recommended in the existing AIS-156 and AIS-038 Rev2 standards will become mandatory in 2 Phases. Phase 1 from 01 Dec 2022 and Phase 2 from 31 Mar 2023(AIS -038 Rev 2(2020) become mandatory for M & N category.
		(b) Electric Safety. Electric safety shall be provided in the vehicle in accordance to Clause 5.0 of AIS-156.	Request to remove AIS156 is applicable to passenger cars, not applicable for Buses. All Safety requirements shall be met as per AIS-038	DGQA	
		(c) Functional Safety. Requirements of functional safety as mentioned in Clause 5.3 of AIS-156 to be provided in the vehicle.	Request to remove AIS156 is applicable to passenger cars, not applicable for Buses. All Safety requirements shall be met as per AIS-038	DGQA	
		(d) Protection Against Water Effects. Protection against washing, flooding and heavy rainstorm shall be provided in accordance to Clause 5.5 of	Request to remove AIS156 is applicable to passenger cars, not applicable for Buses. All Safety requirements shall be met as per AIS-038	DGQA	
					The vendor agreed to the clarification given.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		AIS-156.			
42.	Page No 23, S No 15 (a) of Appendix A	Motor. Type of Motor. A suitable Permanent Magnet Synchronous Motor of not less than 200 kWh shall be provided which produces Torque not less than 3000 Nm.	Permanent Magnet Synchronous Motor with Continuous power not less than 140kW & peak power of not less than 200 kWh shall be provided which produces Torque not less than 3000 Nm.	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
43.	Page No 22, S No 18 of Appendix A	Power Train. The vehicle will have Automatic Transmission System.	Not Applicable for Electric bus as motor is direct coupled rear axle through prop shaft	DGQA	Being OEM design accepted.To be evaluated during CTT. The vendor agreed to the clarification given.
44.	Page No 22, S No 16 of Appendix A	Battery. 24 Volts Maintenance free battery.	Request to replace Maintenance free battery to low maintenance battery	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
45.	Page No 9, S No 11	Warranty. The deliverables supplied shall carry an onsite warranty for Twenty-four (24) months and that of Battery Pack & Motor will not be less than 04 (four) years or 3,00,000 Kms, whichever is earlier.	Request authority to amend as the warranty of motor will be 2 Years / 150000km whichever is earlier.	HQ TG EME	The RFP terms wrt Warranty cannot be changed for any specific OEM/ Seller. The vendor agreed to the clarification given. The vendor agreed to the clarification given.
46.	Page No 14	Field Evaluation. The Bidder is requested to confirm his willingness to provide one (01) complete equipment for trial evaluation in India as per Para 65 & 66 of Chapter II of DAP	Request authority to accept Homologation certifications from testing authorities like ARAI/ICAT etc for functional testing.	CD 13-14	It was clarified that the certification from Govt/ NABL accredited Labs will be accepted as per Trial Methodology at Appendix F to RFP.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		2020 on "No Cost No Commitment" basis when so requested.			The vendor agreed to the clarification given.
		(a) User Trials. These will involve functional testing by user of the equipment in various specified conditions as per requirement and may be done in more than one phase. Trials will be conducted only pertaining to conditions where the equipment is most likely to be deployed.	Please request authority to accept Homologation certifications from testing authorities like ARAI/ICAT etc for functional testing.		
47.	Page No 21, S No 12 of Appendix A	Bridge Classification. The vehicle to be able to go across a Class 18 bridge and be transportable by broad gauge section of the railway with ODC clearance.	Request authority to share the relevant standards	DGST ST-11	Same as per clarification given at Para 31 above. The vendor agreed to the clarification given.
48.	Page No 23, S No 15 (a) of Appendix A	Type of motor. A suitable Permanent Magnet Synchronous Motor of not less than 200 kWh shall be provided which produces Torque not less than 3000 Nm.	Motor type and rating should be as per OEM recommendations and OEM will ensure the performance requirements	DGQA	Being OEM design accepted. To be evaluated during CTT on Certification. The vendor agreed to the clarification given.
49.	Page No 23, S No 15 (b) of Appendix A	Range. Electric range shall be not less than 250 Kms with one opportunity charge.	Vehicle will cover 250 km with one hour opportunity charging time.	DGQA	Clarification at Para 13 above refers. The vendor agreed to the clarification given.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
50.	Page No 23, S No 16 of Appendix A	Battery. Not Less than 200 KW	The battery capacity should be as per OEM recommendations and OEM will ensure the performance requirements	DGQA	Being OEM design accepted. To be evaluated during CTT on Certification. The vendor agreed to the clarification given.
51.	Page No 73, S No 1.4 of Appendix H	Payment to Indian Bidders. The schedule for payments will be based on the Buyers requirements, enumerated at succeeding Paragraphs. The summary of delivery schedule, payments to be made and schedule of submission/release of Advance Bank guarantee (s), as applicable, is specified at Annexure V to this Appendix. 1.4.1 Advance Payment. Fifteen (15) % of the Base Contract Price shall be paid within thirty (30) days of submission of claim and a Bank Guarantee for the equivalent amount, subject to correction and acceptability of the documents submitted. The prescribed format of the Advance Payment Bank Guarantee (APBG) is placed at Annexure II to this Appendix.	please consider below request for payment terms: 1.4.1 Advance Payment. Fifteen (15) % of the Base Contract Price shall be paid within thirty (30) days of submission of claim and a Bank Guarantee for the equivalent amount, subject to correction and acceptability of the documents submitted. The prescribed format of the Advance Payment Bank Guarantee (APBG) is placed at Annexure II to this Appendix. The Advance Payment Bank Guarantee (APBG) will deemed to be proportionately and automatically reduced until full extinction along with and prorate to value of each delivery, as evidenced by corresponding copy of document proving delivery and invoices of goods/services supplied/provided. The date of delivery would be reckoned from the date of release of Advance payment by the Buyer to the Seller (T0), provided the Seller submits the documents mandated by the DAP for release of advance by the Buyer within 45 days of signing of contract. In the event of the Seller not submitting the said documents within 45 days of signing of contract, the period between the 45th day and actual submission of documents will be excluded from the actual date of advance payment to arrive at the delivery date.	MGS (PCM Cell)	No deviation to RFP parameters. The vendor agreed to the clarification given.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		<p>The Advance Payment Bank Guarantee (APBG) will be deemed to be proportionately and automatically reduced until full extinction along with and prorated to value of each delivery, as evidenced by corresponding copy of document proving delivery and invoices of goods/services supplied/provided. The date of delivery would be reckoned from the date of release of Advance payment by the Buyer to the Seller (T0), provided the Seller submits the documents mandated by the DAP for release of advance by the Buyer within 45 days of signing of contract. In the event of the Seller not submitting the said documents within 45 days of signing of contract, the period between the 45th day and actual submission of documents will be excluded from the actual date of advance payment to arrive at the delivery date.</p> <p>1.4.2 On Dispatch. Sixty (60) % of the Base contract price of all</p>	<p>1.4.2 On Dispatch. Seventy Five (75) % of the Base contract price of all deliverables (excluding training cost), 100% FTI and reimbursement of 100% taxes and levies on pro levies on pro levies on pro-rata basis shall be paid on proof of dispatch of deliverables to the consignee and on production of an inspection note issued by the buyer designated inspection agency. Number and date of the Railway/Road/Air Transport receipt under which the deliverables charged for in the bill are dispatched by rail/road/Air and the number and date of letter with which such receipt is forwarded to the consignee, should be quoted on the bill. The payment will be made by PCDA/CDA through cheque/Electronic Fund Transfer (EFT) on submission of following documents: -</p> <p>On Final Acceptance and Installation/Commissioning (if applicable) The remaining Ten (10) % of the Base Contract Price of deliverables (excluding training cost) shall be paid within thirty (30) days of submission of the Acceptance Certificate & Certified Receipt Voucher (CRV) issued by the Buyer and other relevant documents as mentioned above for final payment, but such payments will be subject to the deductions of such amounts as the Seller may be liable to pay under the agreed terms of the Contract. The concerned PCDA/CDA will release the payment through cheque/EFT.</p>		

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		<p>deliverables (excluding training cost), 100% FTI and reimbursement of 100% taxes and levies on pro-rata basis shall be paid on proof of dispatch of deliverables to the consignee and on production of an inspection note issued by the buyer designated inspection agency. Number and date of the Railway/Road/Air Transport receipt under which the deliverables charged for in the bill are dispatched by rail/road/Air and the number and date of letter with which such receipt is forwarded to the consignee, should be quoted on the bill. The payment will be made by PCDA/CDA through cheque/Electronic Fund Transfer (EFT) on submission of following documents: -</p> <p>On Final Acceptance and Installation/Commissioning (if applicable) The remaining Twenty Five (25) % of the Base Contract Price of deliverables (excluding training cost) shall be paid within thirty (30) days of submission of the</p>			

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		Acceptance Certificate & Certified Receipt Voucher (CRV) issued by the Buyer and other relevant documents as mentioned above for final payment, but such payments will be subject to the deductions of such amounts as the Seller may be liable to pay under the agreed terms of the Contract. The concerned PCDA/CDA will release the payment through cheque/EFT.			
52.	Page No 3, S No 4	<u>Special features of the RFP.</u> The procurement case is processed under Buy (Indian-IDDM) category as per Para 8 of Chapter I of DAP-2020. Field Evaluation Trials of the Equipment to be carried out on 'No Cost No Commitment' basis iaw Para 65 and 66 of Chapter II of DAP 2020. The Fast Chargers will be installed by the OEM/ Seller at Buyer nominated locations. The procurement is carried out by Open Tender Enquiry, with preference being given to MSMEs, provided there are at least two or more MSMEs	We understand Buyer will be responsible for Development of Charging Infrastructure (i.e Power Supply, Cables, Distribution boxes up to EV Chargers) up to EV Chargers. Bidder has to only Supply EV Chargers and install the same at Buyer nominated locations. Please clarify.	DGST ST-11	The buyer will only provide HT connection upto an earmarked shed/ location for installation. The bidders scope of installation is as under :- (a) HT/LT Switchgears and Distribution Boards (b) Control and Instrumentation Cables (c) Power Cabling, Earthing, Lightening Protection etc. for Charging of Electrical Vehicles at Charging Stations (d) Civil Foundation of EV Chargers & other electrical equipment (e) Civil work for Charging Bay.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		eligible to participate in the category iaw Para 23 of Chapter II of DAP 2020. Location for Installation of Fast Chargers. The Fast Chargers will be installed by the OEM/ Seller at nominated locations as given below: -			(f) Provisioning Fire Protection and Safety Equipment at Charging Station. The vendor agreed to the clarification given.
53.	Page No 9, S No 13 (b)	Codification. The Bidder agrees to provide existing NATO Stock Numbers (NSNs) of OEM for each item supplied under the contract as per part list (including MRLS). In case, the NSNs are not available, the bidder agrees to codify using basic technical characteristics as required for codification in consultation with MoD/ Directorate of Standardisation. In case of IPR issues, codification will be undertaken as Type IV codification (where only the manufacturer details and part number are to be provided). The codification to be completed before the completion of warranty period	We use our own Part Numbering system which is of OEM standards. It is used by our existing customers and parts are available at OEM Warehouse also with those part numbers. Can we continue to quote with the existing coding system of the OEM?	Dte of Stdn	(a) It was clarified that the access to NCORE NG can be provided to vendor for codification as per procedure for issue of user ID/ Password post training. As a long term measure for products. (b) Alternately, the concerned ASHP can codify the items based on Drawing/ Tech details & assistance provided by the vendor as proposed in subject Para. The vendor agreed to the clarification given.
54.	Page No 39, S No 4 of	SELLER hereby warrants that necessary cost towards service	We are requesting MOD (BUYER) for consumables, spares, labour and oils/lubricants/ greases required for	HQ TG EME	It was clarified that the necessary cost towards service and repair backup including

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
	Appendix C	and repair backup including consumables, spares, labour and oils/lubricants/ greases required for the periodic/ scheduled/ un-scheduled maintenance of the equipment during the warranty period, including routine maintenance beyond Unit Level, shall be borne by the SELLER.	the periodic/ scheduled maintenance of the equipment during the warranty period will be supplied to the respective locations on chargeable basis.		consumables, spares, labour and oils/lubricants/ greases required for the periodic/ scheduled/ un-scheduled maintenance of the equipment during the warranty period, including routine maintenance beyond Unit Level, shall be borne by the SELLER. The vendor agreed to the clarification given.
55.	Page No 39, S No 5 (a) of Appendix C	If a particular equipment/ goods fails frequently or the cumulative down time exceeds 10% of the warranty period, then the equipment will be completely replaced free of cost by the SELLER within a stipulated period of 120 days of receipt of the notification from the BUYER.	We request to MOD (BUYER) kindly delete this clause	HQ TG EME	No deviation to RFP parameters. The vendor agreed to the clarification given.
56.	Page No 39, S No 5 (b) of Appendix C	If a common defect is noticed in more than 5% of the quantity of equipment with respect to a particular item/ component/ sub-component, that complete item/ component/ sub-component shall be replaced free of cost by the SELLER within a stipulated period of 120 days of receipt of the	We request to MOD (BUYER) kindly consider as:- If a common defect is noticed in more than 5% of the quantity of equipment with respect to a particular item/ component/ sub-component, that complete item/ component/ sub-component shall be replaced free of cost "FIT TO FAIL BASIS" by the SELLER within a stipulated period of 120 days of receipt of the notification from the BUYER duly modified/upgraded through design improvement in all equipment supplied/ yet to be supplied and ESP supplied/ yet to be supplied	HQ TG EME	The clause was explained to the firm in detail. There will be no deviation to RFP parameter.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		notification from the BUYER duly modified/upgraded through design improvement in all equipment supplied/ yet to be supplied and ESP supplied/ yet to be supplied			The vendor agreed to the clarification given.
57.	Page No 42, S No 3 of Appendix E	<u>Training.</u> A training package for operators to undertake operation and QA personnel for QA of equipment as stipulated in respective contract, along with tools and test jigs training would be required to be carried out in English and Hindi language. Requirements such as training aids, projection system, complete equipment with accessories, technical literature, spares, test equipment, test set up, charts, training handouts, power point presentations, Computer Based Training (CBT), Documentation, Simulators etc will be provided by the Seller for the conduct of training.	Instructor led training will be conducted as per OEM standards. Stimulator is not required as "Training Vehicle" is available in the training premises	HQ TG EME DGQA	The point was agreed to. The vendor agreed to the clarification given.
58.	Page No 9, S No 11	<u>Warranty.</u> The deliverables supplied shall carry an onsite warranty for Twenty-four(24)	Please confirm the warranty applicable to Charger is 2 Years	DGST/ ST-11	It was clarified that the charger is included in the in the deliverables and shall carry an onsite warranty of 24 months.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		<p>months and that of Battery Pack & Motor will not be less than 04 (four) years or 3,00,000Kms, whichever is earlier. Commencement of warranty will be from the date of acceptance post JRI or from date of installation and commissioning (as applicable). The cost towards all scheduled servicing during warranty period shall be borne by the Seller to include spares, labour, oils, greases and lubricants etc. Warranty Clause is given at Appendix C to this RFP. The terms of warranty and OEM/ Seller Contact Details including phone number and email should be mentioned in the User Hand Book (UHB). The date from which warranty is applicable (duly endorsed by representative of both Buyer & Seller) should be mentioned in respective log book and User Hand Book of the main equipment and accessories.</p>			<p>The vendor agreed to the clarification given.</p>
59.	Page No 23, S No 16 (d) of Appendix A	Battery Charger. Where required, one mini 240 KW Fast charger capable of charging	We request authority to confirm specification of mini charger and whether all 43 Nos of chargers are of 240KW Capacity	DGQA	It was clarified that the 240 KW Fast charger should be capable of charging battery pack from 0-80% in 45-90 minutes. All 43 chargers will be

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		battery pack from 0-80% in 45-90 minutes will be provided.			of 240 KW Capacity. The vendor agreed to the clarification given.
60.	Page No 2, S No 2	<u>Broad Description of Equipment/System.</u> Quantity 113 Bus (Electric) (Indian Army- 60 and Indian Air Force- 46 & Indian Navy- 07) along with Quantity 43 Fast Chargers (Indian Army- 24 and Indian Air Force- 15 & Indian Navy- 04)	We request authority to confirm that Seller's scope is to supply and commission the chargers. Power supply arrangement upto charger terminals in Buyer's scope	DGST ST-11	The buyer will only provide HT connection upto an earmarked shed/ location for installation. The bidders scope of installation is as under :- (a) HT/LT Switchgears and Distribution Boards (b) Control and Instrumentation Cables (c) Power Cabling, Earthing, Lightning Protection etc. for Charging of Electrical Vehicles at Charging Stations (d) Civil Foundation of EV Chargers & other electrical equipment (e) Civil work for Charging Bay. (f) Provisioning Fire Protection and Safety Equipment at Charging Station. The vendor agreed to the clarification given.
61.	Page No 39, S No 5 (a) of Appendix A	<u>Warranty Clause.</u> If a particular equipment/ goods fails frequently or the cumulative down time exceeds	We request authority to consider downtime as 15%	HQ TG EME	No deviation to RFP parameter.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		10% of the warranty period, then the equipment will be completely replaced free of cost by the SELLER within a stipulated period of 120 days of receipt of the notification from the BUYER.			The vendor agreed to the clarification given.
62.		Product Support. Maintenance Philosophy: Maintenance of the equipment is through outsourcing model. The equipment will be 'onsite' serviced/ repaired (if OEM/ authorised service centre does not exist at a station) by the OEM/ SELLER, on payment basis post warranty. To sustain and support platform/ equipment through its operational life cycle, OEM/ SELLER shall ensure product support for next 15 Years on payment, as and when need arises	We request authority , that AMC will be in scope of Seller to manage the life of product (Charging Infra)	HQ TG EME	It was clarified that the Maintenance of the equipment is through outsourcing model. The equipment will be 'onsite' serviced/ repaired (if OEM/ authorised service centre does not exist at a station) by the OEM/ SELLER, on payment basis post warranty. The vendor agreed to the clarification given.
63.	Page No 14, S No 32	<u>Malicious Code Certificate.</u> The Bidder is required to submit a 'Malicious Code Certificate' (only for Electronic items and Software) along with the Technical Proposal. The format is placed at Appendix D	We request Authority to kindly confirm that the clause shall remain applicable on Electric Buses and chargers or not? If applicable on bus then kindly confirm the components/scope?	DGCD RFP CELL	It is clarified that the Malicious Code Certificate as per Appendix J to schedule I to chapter II of DAP-2020 is applicable for all the hardware and software being offered as part of the contract. The scope is defined in the format of the above certificate.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		to this RFP.			The vendor agreed to the clarification given.
64.	Page No 14, S No 36	<u>Evaluation of Technical Offers.</u> The Technical Offer submitted by the Bidder will be evaluated by a Technical Evaluation Committee (TEC) to confirm that the equipment being offered meets the Essential Parameters as elaborated at Appendix A. Thereafter, the Bidder of the short listed equipment would be asked to provide one (01) complete equipment for trial evaluation as per trial methodology given at Appendix L to this RFP, in India at 'No Cost No Commitment' basis.	We request authority to kindly accept the trial requirements with existing product.	DGCD CD 13-14	It was clarified that the trial will be conducted as per Trial Methodology at Appendix F to RFP. The vendor agreed to the clarification given.
65.	Page No 69	Draft ATP Guidelines	We request authority to provide detailed document of ATP Guidelines	DGCD CD 13-14	It was clarified that the Draft ATP will be as prepared by the vendor. The vendor agreed to the clarification given.
66.	Page No 101, S No 11 of Annexure I to Appendix K	<u>Fall clause.</u> 11.1 The Bidder undertakes that he has not supplied/is not supplying the similar products, systems or subsystems at a price lower than that offered in the present	We request authority to remove the requirement of fall clause since electric bus industry is developing industry and the prices get varied time to time as per industry demand and supply.	DGCD RFP CELL	It was clarified that the Fall Clause cannot be removed from RFP at this stage.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		bid in respect of any other Ministry/Department of the Government of India and if it is found at any stage that the similar system or sub-system was supplied by the Bidder to any other Ministry/Department of the Government of India at a lower price, then that very price, with due allowance for elapsed time, will be applicable to the present case and the difference in the cost would be refunded by the Bidder to the Buyer, even if the contract has already been concluded.			The vendor agreed to the clarification given.
67.	Page No 105, S No 3 (a) of Appendix L	<u>Industrial License (If applicable)</u> . Posses or be in the process of acquiring a license, if the product under project requires license as per DIPP licensing policy.	We request authority to kindly confirm that the electric bus or charger comes under the DIPP licensing policy.	DGST/ ST-11	It was clarified that the firm must be in possession on in the process of acquiring Industrial License (If applicable). The vendor agreed to the clarification given.
<u>M/s PMI Electro Mobility Solutions Pvt Ltd</u>					
68.	Page No 09, S No 12, Part I, General Requirements	The Bidder is required to give details of reliability model, reliability prediction and its validation by designer/ manufacturer to ensure reliability or stores throughout Service Life. The efficacy of	Request you to please prescribe specific terms for the Bidder is required to give details of reliability model, reliability prediction and its validation by designer/ manufacturer to ensure reliability of stores throughout Service life. The efficacy of reliability model/ prediction/ validation would be verified during technical and environmental evaluation as indicated in Para 37 of this	DGQA	It was clarified that this requirement is based on DAP-2020. Reliability model is usually worked out based on past data available with the bidder/ OEM and not by the user. The service life is normally predicted by the OEM / bidder by mapping the various variables incurred during actual usage of vehicle in program modeling

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		reliability model/ prediction/ validation would be verified during technical and environmental evaluation as indicated in Para 37 of this RFP.	RFP.		and validated. The vendor agreed to the clarification given.
69.	Page No 09, S No 14, Part I, General Requirements	<u>Obsolescence Management Plan.</u> An actionable obsolescence management plan is to be proposed by the Bidder along with the mechanism for intimation of notification of obsolescence.	An Electric Bus is a fairly new product having a lien in existence since 3-4 years only, no such obsolescence management plan should be required.	DGQA	It was clarified that for any equipment, obsolescent management plan is required for formulating ESP support, which is mandatory throughout the service life of the equipment. No deviation to the RFP parameter. The vendor agreed to the clarification given.
70.	Page No 14, S No 37, Part I, General Requirements	<u>Field Evaluation Trials.</u> For an equipment to be introduced in service, it is mandatory that it successfully clears all stipulated tests/ trials/ evaluations as per RFP. The trial evaluation process comprises of the following phases.	We request the authority trial either at the OEM plant location or any of the locations where OEM is already operating similar Electric Buses. So that necessary equipment and manpower are available for conducting such trials.	DGCD CD13-14	It was clarified that the location of trials will be intimated during Pre-Trial meeting after completion of TEC. The vendor agreed to the clarification given.
71.	Page No 25, S No 31 of Appendix A,	<u>Fire Detection and Suppression System (FDSS).</u> Fire Detection and Suppression System (FDSS) shall be fitted with complying with AIS-135:2016, as amended from time to time. In	This section pertains to ICE Vehicles and is not applicable to Electric Buses and is not required. We request you kindly delete this requirement kindly consider it.	DGQA	No deviation to RFP parameters. However, It was further clarified that as per AIS – 153 Amdt No2, all buses of Type I, II category shall be fitted with Fire Detection Alarm System (FDAS) and Type III category including Double Deck Buses and Sleeper Coaches shall be fitted with Fire Detection and Suppression System

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		addition, four portable 2 Kg CO2 Fire Extinguisher will be suitably mounted in the vehicle.			(FDSS) complying with AIS-135:2016, as amended from time to time. However, this requirement shall be optional for buses whose Gross Vehicle Weight (GVW) is less than 3.5 tons. The vendor agreed to the clarification given.
72.	Page No 39, S No 4 of Appendix C	SELLER hereby warrants that necessary cost towards service and repair backup including consumables, spares, labor and oils/ lubricant/ greases required for the periodic/ scheduled/ un scheduled maintenance of the equipment during the warranty period, including routine maintenance beyond Unit Level, shall be borne by the SELLER.	Request you to kindly elaborate on the complete scope of work for the seller/ OEM. If all routine repair and maintenance are in the scope of the Buyer or Seller/ OEM	HQ TG EME	The scope of work for the seller/ OEM includes cost towards service and repair backup including consumables, spares, labor and oils/ lubricant/ greases required for the periodic/ scheduled/ un scheduled maintenance of the equipment during the warranty period, including routine maintenance beyond Unit Level, and the same shall be borne by the SELLER. The vendor agreed to the clarification given.
M/s EKA (Environment Conscious Mobility)					
73.	Page No105, S No 1 (b) of AppendixL	Average Annual Turn Over- Min Avg Annual Turnover for last 03 financial years, ending 31 Mar of the previous financial year, should not be less than 50 Crores.	1. EV being emerging technology and investment just started so request your good office to consider Associate criteria in Tender where manufacture can use the credential of its parent/Holding/Sister concern company to meet up the turnover and Net worth criteria, similar criteria is in practice for other electric bus procurement by Central and State agencies. 2. We also request to consider exemption given to MSME for prior experience/turn over and Net worth.	DGCD RFP CELL	1. Turnover and Net worth criteria could be complied as per Annexure IV to Appendix A of Chapter II of DAP-2020. 2. Exemption towards prior experience and turnover only and not net worth could be considered for Micro & Small enterprises and startups as per DEPP policy letter No F.20/2/2014-PPD/(Pt) dt 20 Sep 2016, provided there are atleast two or more MSMEs eligible to

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
					participate in the category in accordance with Para 23 of chapter II of DAP 2020. The vendor agreed to the clarification given.
74.	Page No 19, S No 3 of Appendix A	<u>Flooring of Bus Body.</u> The under frame of the bus will be covered with Aluminium alloy chequered plates of minimum 3mm thickness fixed over 15mm thick marine quality plywood. The floor to be tapering to enable accumulated water inside to be drained off. The entire Gangway will be anti-skid with PVC flooring (Fire resistant) as per AIS-052.	We propose to mention the desired floor strength instead of thickness of ply wood and Aluminium. This will enable OEM's to offer optimum design.	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
75.	Page No 19, S No 5 of Appendix A	<u>Seats and Seating Arrangements.</u> (a) Seating capacity : 40 (excluding driver & Co-dvr). (b) Dvr and co-dvr seat shall be individual seat. Dvr seat shall be provided with self-adjusting mechanism as per height of dvr. Dvr/co-dvr seat shall comply with the requirements specified in AIS-023.	Need more clarity on self adjusting mechanism as per height of dvr- is it dvr seat with air suspension mechanism ?kindly clarify.	DGQA	As per vendor solution. The vendor agreed to the clarification given.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
76.	Page No20, S No 8 of Appendix A	<u>Windows.</u> Fixed Window Panel with provision of hanging curtains on all windows will be provided.	Need more clarity on Fixed Window. Is it sliding or stuck glass.	DGQA	Air conditioning is provided in the Bus, therefore fixed window panel is necessary. The vendor agreed to the clarification given.
77.	Page No 23, S No 15 of Appendix A	<u>Motor.</u> (a) Type of Motor. A suitable Permanent Magnet Synchronous Motor of not less than 200 KWH shall be provided which produces Torque not less than 3000 NM.	We purpose to have Motor as per OEM design meeting all the performance criteria mentioned in this tender. The selection of technology i.e, Permanent Magnet Synchronous Reluctance Motor "PMSRM" or "PMSM". To be left to the OEM, we would like to highlight that PMSRM is advance technology comparative to PMSM used by many motor manufacture and OEM's	DGQA	Agreed, if the proposed Motor is based on latest technology supporting the RFP parameters and does not affect the performance parameters. The vendor agreed to the clarification given.
78.	Page No23, S No 16 of Appendix A	<u>Battery.</u> Battery Capacity not less than 200 KW.	We propose to have HV battery as per OEM design meeting all performance criteria mentioned in this tender.	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
79.	Page No 23,S No 18 of Appendix A	<u>Power train.</u> The vehicle will have Automatic Transmission System.	We propose to have Automatic Transmission as per OEM design meeting all performance criteria mentioned in this tender.	DGQA	Being OEM design accepted. To be evaluated during CTT on Certification. The vendor agreed to the clarification given.
80.	Page No 23, No 19 (b) of Appendix A	<u>Parking Brake.</u> Hand operated electric/pneumatic/spring actuated parking brake system will be provided. The brake will be capable of holding the vehicle at a Gradient of not less than 25 with full payload.	We are proposing the gradeability requirement needs to be as per CMVR.	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
81.	Page No 24, S No 24 (e)(f)	<u>Demister</u> . Demisting of the windscreen to be possible through the HVAC system.	We propose demisting provision as per OEM design, it can be integral or separate with HVAC system. The bus in a tender is m£ category of the vehicle whereas Testing standard-AIS084 is applicable for M1 category.	DGQA	Being OEM design accepted. The vendor agreed to the clarification given.
		<u>Electric Cables</u> . Electric cables used in bus shall conform to the requirements mentioned in Clause 5.1 of AIS-052 (Revision-1) : 2008 (as amended). Standards of electrical wiring mentioned in clause 5.6 of AIS -052 (Revision-1) : 2008 (as amended) to be adhered to. Safety requirements as stipulated in clause 5.4 of AIS -052 (Revision-1) : 2008 (as amended) Fuse and terminal connectors shall be in accordance to clause 5.2 and 5.3 respectively of AIS -052 (Revision-1) : 2008 (as amended)	The AIS 052 standard may mention requirements of low voltage wiring harness system not for high voltage wiring harness. We propose mention standard for high voltage wiring harness.	DGQA	Latest applicable IS for Electric Cables be followed for high voltage wiring harness. The vendor agreed to the clarification given.
82.	Page No 25, S No 26 (f) of Appendix A	A socket for taking power for lighting other area of bus or nearby to bus shall be provided with a cable of length 5 meters.	Request to provide load/power details or rating of sockets.	DGQA	5 Amp Socket. The vendor agreed to the clarification given.
83.	Page No 25, S No 31 of Appendix A	<u>Maintainability & Ergonomic Parameters</u> Fire Detection and Suppression	AIS-135 is not applicable for Electric Power train Vehicles (EVs). Kindly clarify.	DGQA	No deviation to RFP parameters. However, As per AIS – 153 Amdt No2, all buses of Type I, II category shall be fitted with Fire Detection Alarm System (FDAS) and

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		System (FDSS). Fire Detection and suppression System (FDSS) shall be fitted with complying with AIS-135:2016, as amended from time to			Type III category including Double Deck Buses and Sleeper Coaches shall be fitted with Fire Detection and Suppression System (FDSS) complying with AIS-135:2016, as amended from time to time. However, this requirement shall be optional for buses whose Gross Vehicle Weight (GVW) is less than 3.5 tons. The vendor agreed to the clarification given.
M/s OlectraGreentech Ltd					
84.	Page No 3, Para 3 (b) Quantity Required	Quantity 113 Bus (Electric) (Indian Army -60 and Indian Air Force-46 & Indian Navy -07) along with quantity 43 Fast Chargers (Indian Army-24 and Indian Air Force-15 & Indian Navy -04)	Request to share the detailed specification of the Buses.		The same has been provided in detail in the RFP document at Page No 19. The vendor agreed to the clarification given.
85.	Page No 3, Para 3 (f) Warranty Period	Warranty Period=24 Months	Warranty Period= 24 Months 12 Months	HQ TG EME	No deviation to RFP parameters. The vendor agreed to the clarification given.
86.	Page No 9, Para 11 Warranty.	The deliverables supplied shall carry an onsite warranty for Twenty-four (24) months and that of Battery Pack & Motor will not be less than 04 (four) years or 3,00,000 Kms, whichever is earlier.	The deliverables supplied shall carry an onsite warranty for Twenty four (24) month Twelve (12) months and that of the Battery Pack & Motor will not be less than 04 (four) years or 3,00,000Kms, whichever is earlier.	HQ TG EME	No deviation to RFP parameters. The vendor agreed to the clarification given.
87.	Page No 9,	The Bidder would be bound by	Please clarify the scope of maintenance in bidders	HQ TG	It was clarified that the vendor should be in a

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
	Para 11 Product Support.	a condition in the contract that he is in a position to provide product support in terms of maintenance, materials and spares for a period of 15 (fifteen) years from last lot of equipment delivered.	scope.	EME	position to provide product support in terms of maintenance, materials and spares for a period of 15 (fifteen) years from last lot of equipment delivered. The vendor agreed to the clarification given.
88.	Page No 11, Para 21 Fall Clause.	Fall Clause. If the equipment being offered by the Bidder has been supplied/ contracted with any organization, public/private in India, the details of the same may be furnished in the technical as well as commercial offers. The Bidders are required to give written undertaking that they have not supplied/ is not supplying the similar systems or subsystems at a price lower than that offered in the present bid to any other Ministry/Department of the Government of India and if the similar system has been supplied at a lower price, then the details regarding the cost, time of supply and quantities and quantities be included as part of the commercial offer. In case of non-disclosure, if it is found at any stage that the	Request for amendment in this clause.	DGCD RFP CELL	No deviation to RFP parameters. The vendor agreed to the clarification given.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		similar system or subsystem was supplied by the Bidder to any other Ministry/Department of the Government of India at a lower price, then that very price, will be applicable to the present case and with due allowance for elapsed time, the difference in the cost would be refunded to the Buyer, if the contract has already been concluded.			
89.	Page No 19, Para 2 Bus Body Structure.	(a) The bus body structure and driver compartment will conform to requirements in AIS-031. The bus to have Monocoque / Semi-Monocoque / Ladder type frame with structural life up to service life of the vehicle confirming to norms of ARAI/ CIRT/ Similar government certifying agencies. All structural members to be fabricated out of steel as per specifications prescribed for the bud body. Rubber rails will be provided on either sides of the bus body.	(a) The bus body structure and driver compartment will conform to requirements in AIS-031. The bus to have Monocoque/ Semi Monocoque/ Ladder type type frame with structural life up to service life of the vehicle confirming to norms of ARAI/ CIRT/ Similar government certifying agencies. All structural members to be fabricated out of steel as per specifications prescribed for the bud body. Rubber rails will be provided on either sides of the bus body.	DGQA	No deviation to RFP parameters. However, being OEM design accepted. The vendor agreed to the clarification given.
90.	Appendix A Page No 20, Para 8	(b) Window glass / glazing/ frames to be as per Para 3.6 if AIS -052. In addition, all	Request for amendment in this clause.	DGQA	The same be as per Para 3.6 of AIS-052.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
	Windows (b)	glasses including wind screen (front/rear) will be UV protected (tinted), Laminated and confirming to latest CMVR provisions.			The vendor agreed to the clarification given.
91.	Appendix A Page No 21, Para 12 Bridge Classification.	The vehicle to be able to go across a class 18 bridge and be transportable by broad gauge section of the railway with ODC clearance.	Request for clarification in this clause.	DGST ST-11	Reply of Para 31 above refers. The vendor agreed to the clarification given.
92.	Appendix A Page No 21, Para 13 Additional Fitments.	(j) Towing/ Lashing Arrangement. Suitable towing arrangements will be provided in the front. Lashing hooks will be provided on sides of the vehicle.	(j) Towing/ Lashing Arrangement. Suitable towing arrangements will be provided in the front. Lashing hooks will be provided on sides of the vehicles.	DGQA	Reply at Para 17 (a) refers. The vendor agreed to the clarification given.
93.	Appendix A Page No 22, Para 14 Energy Storage System. (b)	(b) Electric Safety. Electric safety shall be provided in the vehicle in accordance to Clause 5.0 of AIS-156.	Request to delete this clause.	DGQA	(a) Reply at Para 41 refers. (b) All Safety requirements shall be met as per AIS-038
94.	Appendix A Page No 22, Para 14 Energy Storage System (c).	(c) Functional Safety. Requirements of functional safety as mentioned in Clause 5.3 of AIS -156 to be provided in the vehicle.	Request to delete this clause.	DGQA	
95.	Appendix A	(d) Protection Against Water	Request to delete this clause.	DGQA	

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
	Page No 22, Para 14 Energy Storage System (d).	Effects: Protection against washing, flooding and heavy rainstorm shall be provided in accordance to Clause 5.5 of AIS - 156.			The vendor agreed to the clarification given.
96.	Appendix A Page No 23, Para 15 Motor (a).	(a) Type of Motor: A suitable Permanent Magnet Synchronous Motor of not less than 200 Kwh shall be provided which produces Torque not less than 300 Nm	A suitable Permanent Magnet Synchronous Motor of not less than 200 Kwh 180 Kwh shall be provided which produces Torque not less than 300 Nm 800 Nm	DGQA	
97.	Appendix A Page No 23, Para 15 Motor (b)	(b) Range: Electric range shall be not less than 250 Kms with one opportunity charge.	(b) Range: Electric range shall be not less than 250 Kms with one opportunity charge of 30 minutes.	DGQA	Reply at Para 13 above refers. The vendor agreed to the clarification given.
98.	Appendix A Page No 23, Para 15 Battery Charger (d)	(c) Battery Charger: Where required, one mini 240 KW Fast charger capable of charging battery pack from 0-80% in 45-90 minutes will be provided	(d) Battery Charger: Where required, one mini 240 KW Fast charger capable of charging battery pack from 0-80% in 45-90 minutes will be provided	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
99.	Appendix A Page No 23, Para 19 Brakes (b)	(d) Parking Brake: Hand operated electric/ pneumatic/ spring actuated parking brake system will be provided. The brake will be capable of holding the vehicle at a Gradient of not less than 25° with full payload.	Request for clarification in this clause.	DGQA	It was clarified that the brake will be capable of holding the vehicle at a Gradient of not less than 25° with full payload. The vendor agreed to the clarification given.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
100.	Appendix A Page No 24, Para 24 Brakes (e)	(e) Demister: Demisting of the windscreen to be possible through the HVAC system.	Request to delete this clause.	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
101.	Appendix A Page No 25, Para 26 Lighting and Fitments (f).	(f) A socket for taking power for lighting other area of bus or nearby to bus shall be provided with a cable of length 5 meters.	Request delete this clause.	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
M/s Ashok Leyland Defence System Ltd					
102.	Page No 19, S No 3 of Appendix A	Flooring of Bus Body. The under frame of the bus will be covered with Aluminium alloy chequered plates of minimum 3 mm thickness fixed over 15 mm thick marine quality plywood. The floor to be tapering to enable accumulated water inside to be drained off. The entire Gangway will be anti skid with PVC flooring (Fire resistant) as per AIS-052.	(a) As per AIS 052,12mm Plywood is allowed and certified by ARAI/ICAT/CIRT. Hence, request modification as: 'The under frame of the bus will be covered with Aluminium alloy chequered plates of minimum 3mm thick marine fixed over 12mm thick marine quality plywood. (b) The model requested is AC and chances of any ingress of water is not possible. Hence, drain not required. This drain option is not advisable for EV Buses since the Electrical equipment is installed below the floor. Request deletion of " The floor to be tapering to enable accumulated water inside to be drained off. "	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
103.	Page No 19, S No 5 of Appendix A	Seats and Seating Arrangements. (a) Seating capacity: 40 (excluding driver).	Kindly request you to provide us the :- (a) Length of Electric Bus. 9 M 2x3/12m 2x2 can be offered. (b) Type and size of seats (High back/Reclining) (c) Clearance from tyre to wheel Arch Area.	DGQA	(a) No deviation to RFP parameters. (b) Query raised by the firm is not related to seating capacity. The vendor agreed to the clarification given.
104.	Page No 20, S No 7 of	Doors. Emergency exit in the form of	Request clarification on the no of doors (Driver Side and Non-Driver Side), width and type of doors required.	DGQA	No deviation to RFP parameters.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
	Appendix A	emergency door shall be situated in the vehicle as per clause 2.2.4.1 (amended) of AIS-052 (Revision-1): 2008. The emergency door shall be capable of operation from both inside and outside when operated manually. Emergency door shall meet the dimensional requirements given in Para 3.4.5.13 and technical requirement of Para3.4.5.1 of AIS-052 (Revision-1): 2008 (as amended). Marking of emergency exit shall be done in accordance to clause 3.4.5.4 of AIS-052 (Revision): 2008 (as amended).			The vendor agreed to the clarification given.
105.	Page No 20, S No 8 of Appendix A	(b) Window glasses/Glazing/frames to be as per Para 3.6 of AIS-052. In addition, all glasses including wind screen (front/rear) will be UV protected (tinted), laminated and conforming to latest CMVR provisions.	Tinted UV protected Windscreen is not allowed as per the CMVR Regulations. Kindly delete the requirement.	DGQA	The same be as per Para 3.6 of AIS-052. The vendor agreed to the clarification given.
106.	Page No 21, S No 10 of	<u>Interior Luggage Carrier.</u> Integrated modular closed hat-	The complete bus is AC Bus and there is no change of any dust coming inside. Hence, request you to consider	DGQA	No deviation to RFP parameters.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
	Appendix A	racks with AC ducts, individual seat climate control facility and embedded reading lights to be provided.	Open hat-rack which is easy to maintain. Kindly request you to delete the individual Control Facility and this will be on Overall Vehicle Control.		The vendor agreed to the clarification given.
107.	Page No 21, S No 13 of Appendix A	<u>Luggage Hold Area/Compartment.</u> Luggage Hold Area/compartment shall be provided at the rear or at the sides, or both, with sufficient space and size, and shall be rattle proof, dust proof with safety arrangements. Total space shall be not less than 1.025 m ³ (0.025 m ³ per passenger)	Kindly request you to consider Luggage Hold Area in the form of Hat-rack. Since all the electrical Components and Battery are fitted below the floor and at the rear.	DGQA	Reply at Para 30 refers. The vendor agreed to the clarification given.
108.	Page No 22, S No 13 (h) of Appendix A	<u>Windshield.</u> Single piece, curved, laminated, tinted & UV protected windshield will be provided.	Kindly request you to delete the Tinted and UV requirement for windshield. Regulations will not permit tinted & UV protected windshield.	DGQA	Reply as per Para 105 above. The vendor agreed to the clarification given.
109.	Page No 22, S No 13 (f) of Appendix A	<u>Emergency Switch.</u> The bus will be provided with an emergency declaration switch. The switch will activate an audio hooter and red blinking lights inside and outside the bus to declare an emergency and facilitate speedy evacuation of the passengers	Emergency switch is required to facilitate for speedy evacuation of the passengers who are inside the bus. Kindly consider placement of emergency switch only inside the bus.	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
110.	Page No 22,	<u>Glove Compartment.</u> A	Kindly request you to consider box type arrangement	DGQA	It was clarified that lockable glove compartment

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
	S No 13 (l) of Appendix A	lockable Glove Compartment for keeping vehicle documents will be provided.	near the Driver area for keeping the documents.		will be provided which should be in easy reach of the driver. The vendor agreed to the clarification given.
111.	Page No 22, S No 13 (m) of Appendix A	<u>Climate Control/HVAC.</u> Environmental control/HVAC will be provided in the bus with arrangement for both cooling and heating. A temperature of 25°C +50°C up to an ambient temperature of 45°C and +15°C drop in temperature for ambient temperature above 45°C be achievable. Similarly, a temperature of 25°C +50°C up to an ambient temperature of 0°C and 15°C rise in temperature for ambient temperature below 0°C will be achievable. Provision of vents will be made for each row of seats.	Kindly request you to delete the Heating requirement in the bus	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
112.	Page No 22, S No 14 of Appendix A	Energy Storage System	AIS 156 is applicable for 2 and 3 wheelers. Kindly request you to correct the AIS standard as AIS 038.	DGQA	Refer comments at Sr No 41. The vendor agreed to the clarification given.
113.	Page No 23, S No 15 (a) of Appendix A	<u>Type of Motor.</u> A suitable Permanent Magnet Synchronous Motor of not less than 200 kwh shall be provided which produces Torque not less than 3000Nm.	Request correction to 200 kW	DGQA	Point noted. The vendor agreed to the clarification given.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
114.	Page No 23, S No 15 (b) of Appendix A	Range. Electric range shall be not less than 250kms with one opportunity charge.	Kindly request you to provide real time Opportunity charging of 60 minutes.	DGQA	Clarification at Para 13 above refers. The vendor agreed to the clarification given.
115.	Page No 23, S No 16 (a) of Appendix A	Battery Capacity. Not less than 200 KW	Request correction to 200kWh	DGQA	Point noted. The vendor agreed to the clarification given.
116.	Page No 23, S No 16 (b) (ii) of Appendix A	Battery pack & Motor Warranty. Not less than 4 years /3,00,000 Kms	Request consideration of Motor warranty as “ Not less than 2 years/ 2,50,000Kms ”	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
117.	Page No 23, S No 19 (b) of Appendix A	Parking Brake. Hand operated electric/pneumatic/ spring actuated parking brake system will be provided. The brake will be capable of holding the vehicle at a Gradient of not less than 25 ⁰ with full payload.	Request consideration of gradient as 25% with full payload.	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
118.	Page No 23, S No 21 of Appendix A	Suspension. The Bus shall be fitted with Air Bellow suspension at both Front and Rear	Request consideration of Waveller Suspension at Front and Air Suspension at Rear. Since this bus will be used for Pucca, semi-pucca and kacha roads, hence, wavellersuspension is recommendable.	DGQA	No deviation to RFP parameters. The vendor agreed to the clarification given.
119.	Page No 24, S No 24 (e) of Appendix A	Demister. Demisting of the windscreen to be possible through the HVAC system.	Demister will be provided by a separate Device. Request confirmation	DGQA	Accepted. The vendor agreed to the clarification given.
120.	Page No 26, S No 32 of	Dust and water ingress protection shall comply with	Request consideration as per AIS 052 standard.	DGQA	No deviation to RFP parameters.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
	Appendix A	specifications IS/IEC 60947-1:2004 in conjunction with IS/IEC 60529:2001, 'nodes' IP54.			The vendor agreed to the clarification given.
121.	Page No 39, S No 2 of Appendix C	The SELLER warrants for a period of 24 (Twenty Four) months onsite warranty' from the date of acceptance of deliverables post Joint Receipt inspection or from date of installation and commissioning (as applicable), that the goods/stores/services supplied under this contract and each component used in the manufacture thereof should be free from all types of defects). In addition, the warranty of Battery Pack & Motor life will not be less than 04 (four) years or 3,00,000 Kms, whichever is earlier'.	Request your good office to consider warranty as below: (a) Warranty of complete Bus as 24 months or 2,00,000kmswhichever is earlier. (b) Warranty of motor as 2 years or 2,50,000kms.	HQ TG EME	No deviation to RFP parameters. The required period of warranty on complete Bus and Motor will be as per the RFP. The vendor agreed to the clarification given.
122.	Page No 42, S No 1 of Appendix E	<u>Maintenance Philosophy.</u> Maintenance of the equipment is through outsourcing model. The equipment will be "onsite serviced/repared (if OEM/Authorised serviced centre does not exist at station)	Kindly confirm whether only spares support it required or Annual maintenance Contract is to be provided post completion of warranty of 2 years.	HQ TG EME	The Maintenance of the equipment will be through outsourcing model. The equipment will be "onsite serviced/repared (if OEM/Authorised serviced centre does not exist at station) by the OEM/SELLER, on payments basis post warranty.

<u>Sr No</u>	<u>RFP Para Ref</u>	<u>Parameter</u>	<u>Queries</u>	<u>Response provided by</u>	<u>Clarification</u>
		by the OEM/SELLER, on payments basis post warranty. To sustain and support platform/ equipment through its operational life cycle, OEM/SELLER shall ensure product support for next 15 Years on payment, as and when need arises.			The vendor agreed to the clarification given.