

Queries raised by prospective tenderers for In-floor Pit jacks

A. TECHNICAL

S.No	Clause No	Description	Query by Tenderer	Answer by KMRCL	Addendum required or not required
1	1.3.5 of PS	<p>Maintenance of the machine during DLP</p> <p>The manufacture should either directly or through associate company have trained manpower and maintenance facilities in India preferably in Kolkata. The associate company must have at least 3 years experience of manufacturing the machine for railways/metros application or of giving after-sales service for machine used in railways/metros. The bidder shall commit to maintain at least 2 trained and skilled engineers for the In-floor pit jack. The competency of the trained manpower deputed for the purpose of maintenance during DLP period shall be certified by the contractor. The contractor shall submit complete credentials of associate company in compliance with this clause within 2 months of placement of order. Bidder shall submit undertaking as per format is placed at Appendix--B.</p>	Maintenance during DLP period by our partner M/s..... in India allowed?	<p>Please refer clause 3.0 of (B) ELIGIBILITY CRITERIA (Refer clause T4.0 of ITT) of INITIAL FILTER CRITERIA</p> <p>The bidder if located outside India shall have an Indian associate for defects liability period and post defects liability period obligations, who should have at least 2 years experience of manufacturing the machines for railways/metros applications or of giving after-sales service for machines used in railways/metros or shall be RDSO/Railways approved vendors. In support of the above, relevant certificates from the respective clients should be submitted.</p>	Not required
2	1.4.9.2 of PS	Stress analysis of sensitive structures shall be carried out from a reputed test house & report shall be submitted.	Stress analysis will be done by an independent static engineer, who did this for all our systems in operation. Is it required, that additionally for example the TUV confirms that the calculations are	It has to be done by an approved agency.	Not required

			ok?		
3	1.5.1 of PS	The Contractor shall inspect the Designated Contractors' enabling works and satisfy himself that all works to be carried out by the Designated Contractors are in accordance with the interface requirements as specified in the interface specification.	What is meant by this paragraph – Foundation control?	This requirement cater for the interface activities between the tenderer and other relevant contractors i.e. Depot, Track, Electrical contractors.	Not required
4	2.4 of Particular Spec.	Equipment shall incorporate a means of adjustment in order to allow for foundation differential settlement of maximum 25 mm.	It is not clear what it means by way of foundation differential settlement. If the Depot is falling under Seismic Zone, as machine suppliers we can do nothing about it. If it is specifying about building settlement period after construction, then building should be constructed as per civil engineers design keeping a provision for building settlement period. The machine should be installed only after settlement period is over. The machine will have leveling adjustments for fine adjustments, but this shall be limited. Please define the expectation & situation with more clarity.	It is expected that the machine should have leveling adjustments upto 25mm of level difference.	Not required
5	2.12 of PS	The environment within which the equipment is to operate shall be taken into consideration in the equipment design. The contractor is advised to carefully examine the air pollutants and deposits generally encountered in Kolkata's ambience.	KMRCL should indicate at this stage the Air Pollutants & Deposits. We assume that the depot will be a almost closed building and comparable with generally ambience.	The Air Pollutants & Deposits values of Kolkata atmosphere are as follows: SO ₂ = 6.7 To 80 Micro g/m ³ NO _x = 16 to 80 Micro g/m ³ RSPM= 49 to 120 Micro g/m ³ TSPM= 111 to 360 Micro g/m ³	provided
6	2.15a of PS	All the major brought out items which are required to be used in the machine shall be of proven make and shall be procured only after taking employers' approval for the same , with a complete submission of each item	Is it not acceptable to KMRCL if we submit the List of Standard makes of the Bought-Out items along with our Tender offer and submit quality	Engineer's Approval shall be done within 21 days	Not required

		mentioning, make, country of origin, parts numbers, catalogues etc.	certificates during FAT? If the supplier has to wait for Engineers approval before procurement, then the delivery may be delayed.		
7	2.18 of PS	Principal Notional Vehicle Dimensions*	<p>There are missing the most important measurements for the car body support pads:</p> <p>Length and width of pads</p> <p>Distance of pads from each other from center to center</p> <p>Distance of lifting pads from top of rail</p> <p>Distance between pad and center of bogie.</p> <p>Please provide.</p> <p>A drawing of the train configurations (2-/3-coupled) with all dimensions would be very helpful.</p> <p>Furthermore it is not clear which minimum/maximum dimension of bogie wheelbase and distance between bogie centers belong to which car (DT or M?)</p> <p>It would be helpful to list up all dimensions separately for DT and for M-car.</p> <p>The distance from front of DT/M-car to the first center of bogie is also missed.</p>	<p>The detail dimension of pad etc are interface issues between the RS & the tenderer. However, the General Unit Arrangement Drawing of the Train is being provided which will show all the major dimensions.</p> <p>Dimensions are marked either for DT or M car. Where not provided those are common for DT &M.</p>	Not required
8	3.4.4 of PS	While the jacks are at the lowered positions, the shop area, where the fully automatic In-floor pit jacks locate,	Shall the pit covers made in painted or galvanized design (not clear)	The pit covers shall be galvanized steel	Not required

		shall provide a safe and clear passage for railcars and workshop vehicles. The pit areas shall be covered with jack structures or galvanised steel chequered plates. The maximum weight of workshop vehicles will be 100kN with a maximum axle load of 60kN. The maximum deflection of floor covers shall not exceed 1/750 of the cover spans.		chequered plate and painted subsequently.	
9	3.5.4 of PS	In case of failure of any one motor/ control during hoisting operation, suitable mechanism shall be available to safely lower the railcar to floor level for clearing the track. The system shall be in operation until the damaged motor is replaced.	Motor failure: Is a second motor required, or would an emergency hand drive also be acceptable.	Second motor is not required.	Not required
10	3.7.13 of PS	Fully automatic In-floor pit jacks shall be provided with alarm system in case of water flooding in underground sump with subsequent operation of the float operated sump pump along with flexible drainpipe for 40m approx per pit, which shall be provided by the contractor.	Flooding control system must be considered by the bidder of the lifting system. The flexible drainage system with a cartridge mounted at each screw also acceptable?	Float operated sump pump along with flexible drainpipe for 40m approx is required.	Not required
11	3.8.3 of PS	An automatic lubrication system shall be provided in each pit to assure proper lubrication of equipment components. All moving parts shall be effectively lubricated by either oil or grease.	Automatic lubrication system: Is a system with Central lube pumps (1 per pit) required, or is a system with a cartridge mounted at each screw also acceptable?	As long as the system is automatic, it is acceptable.	Not required
12	3.11.4 of PS	Technical meetings Attended by engineers and technicians, convened upon request by either party, during which, among other subjects, clarifications of additional information relative to the technical specifications may be provided.	How many technical meetings must be considered?	After LOA, meetings are only required if the data provided isn't clear. So the number depends on how much interface information is required. At least a design meeting with the client.	Not required
13	3.13 of PS	Each bogie hoist shall have a bogie-lifting platform sized for bogies. Each pair of bogie hoists shall be capable of lifting a 42.5 tonne railcar. The lifting platform shall be of cantilevered type that provides a clear passage for transport of bogie and bogie tractor underneath the raised railcars. Lighting (florescent tube) shall be done on the face of cantilever lifting head for the illumination of complete under frame of the railcars and also lighting arrangement shall be made in side the pits by the contractor for smooth maintenance of the installation.	We would like to also allow our well proven equipment with lifting rail bridges with roll-off safety instead of bogie-lifting Platform. The Lifting Rail Bridges of Bogie Lifter considered the handling of bogies with wheelbase dimensions from 2200mm -2600mm with the rigid strong roll off safety device. The 2200mm-2600mm range of wheel base dimensions as incorporated in design as such	No change in the clause.	Not required

			<p>range is common for Bogies from major Rolling Stock suppliers.</p> <p>Accordingly we suggest the first line of tender clause 3.1.3 may be revised as follows:</p> <p>From: 'Each bogie hoist shall have a bogie-lifting platform sized for bogies.'</p> <p>To: 'Each Bogie Hoist shall have Bogie Lifting Platform / Lifting Rail Bridge to allow Bogies of Wheel Base ranging from 2200mm to 2600mm with suitable rigid Roll off safety.'</p>		
14	3.14 of PS	<p>Each body stand shall have a supporting pad for lifting railcar body at its jacking points. Each body stand consists of one spindle-lifting element, one lifting beam, one guiding box, one automatic following gap cover and associated electrical equipment. Each double pairs of body stands shall be capable of supporting a 42.5 tonne railcar. The locations of jacking pockets shall be near the edges of the car body (clearly marked) in the vicinity of the bogies. The exact locations shall be determined by interfacing with the rolling stock manufacturer.</p>	<p>We would like to know if it is really necessary to lift the railcar with the body stands.</p> <p>Normally, the railcar will be lifted by bogie hoists. The body stands are only used as support element when the bogies are changed by bogie hoists to support the lifted coaches without bogies.</p>	<p>Body stand shall be provided to support the carbody during run out of the bogie for attention.</p>	Not required
15	3.16 of PS	<p>Auxiliary rails/ split rails shall be provided to allow for towing of bogies with a rail bound bogie tractor beneath the lifting platforms while the bogie lifting platforms are raised. The rails between the four pits shall be in the scope of supply of the pit jack supplier & shall not be welded to the shop floor rails.</p>	<p>KMRC want to lift a 3-car train. Clause 3.1.1 says the infloor lifting systems consists of six bogie hoists. Please change "four pits" into "six pits".</p>	<p>Only 3-car lifting with six pits. Clause 3.16 is being amended accordingly.</p>	Required
16	3.2.1A of PS	<p>The jacks shall be electrically linked together to allow various combinations of synchronous lifting/lowering services. The combinations shall include the following modes, which shall be selected from a master control console.</p> <p style="text-align: center;">A. Two/three coupled car</p>	<p>Please provide the possible train configurations</p> <p>Two coupled car: DT/DT or DT/M? Three coupled car: DT/M/DT or DT/M/M?</p>	<p>Six car formation is DT—M—M—M—M—DT</p> <p>Possible lifting formations are</p> <ol style="list-style-type: none"> 1. DT—M—M 2. M—M—DT <p>Where, DT= Driving Trailer car</p>	required

				M= Motor car	
17	3.4.1 of PS	Each bogie hoist shall consist of four lifting spindle elements, which are always operated together.	<p>We would like to also allow our well proven equipment with Central column on equitable basis as all manufacturers make equipment as per individual design.</p> <p>We request our proven design is also allowed in tender equally. We confirm our design of Pit Jacks meet all the operational requirements as proven already in many installations worldwide. Also our design equipment (Pit Jacks) are working satisfactorily at DMRC Mundka and Sarita Vihar Depots for over 3.5 years and 2.5 years since Commissioning respectively. We enclose herewith DMRC Certificate of 11.09.2013 confirming good and satisfactory performance.</p> <p>In our system : Each bogie hoist has 4 Lifting columns joined together with Main Spindle Assembly as always operated together.</p> <p>Therefore we request to change the above clause as follows :</p> <p>Each Bogie Hoist shall Consist of 4 Lifting Spindles or elements which are always operated together.</p>	Acceptable	Not required
18	3.4.10 of PS	<p>The spindle shall be a robust, vertical, self-locking screw shaft driving a spindle load-lifting nut, which shall be manufactured from cast bronze. A safety nut shall follow the lifting nut of cast bronze. The load screw shall be of class 3A as per IS 2004/78 having threads in accordance with IS 4696 or equivalent international / European / British standard. Screw must be irreversible under a 150% of nominal load. Load screw shall be covered with protection boots.</p> <p>The spindles shall be fitted with flexible bellows for protection. The bellows shall be grease, acid, water and steam resistant. The fastening of the bellows shall</p>	<p>Safety nut made of cast bronze. Why are you asking for cast bronze. It is not necessary cast iron will be sufficient and are price wise much more economical.</p>	No change in the clause.	Not required

		be designed to facilitate quick disassembly for inspection of the spindles.			
19	3.7 of PS	Safety provision	3.7.5, 3.7.6 & 3.7.7 missing or deleted	Clauses 3.7.5, 3.7.6 & 3.7.7 not exist.	Not required
20	3.10.1 of PS	All paints, painting processes and methods shall be submitted for acceptance prior to the commencement of work..... The paint finish shall be regarded as an additional finish applied over hot dip galvanized steel sheet or extruded aluminium surface, or other coatings already defined elsewhere in the Contract. Details shall be submitted to the Employer's Representative for Approval prior to application.	Prior approval in some of provisions desired. How much time will be required for getting approval? Otherwise Specs can describe what is already in approved list	Engineer's Approval shall be done within 21 days.	Not required
21	4.1.2 of PS	<p>After assembly</p> <p>Functional tests</p> <p>Operation check of limit switches, over-travel switches and locks, measurement of absorbed current, operation of the support monitoring device and etc.</p> <p>Static tests (Fully automatic In-floor pit jacks)</p> <p>The jacks shall require static tests according to EN1493. Measurement of deflections shall be recorded.</p> <p>Dynamic tests (Fully automatic In-floor pit jacks)</p> <p>The Jacks shall require the following tests and the tests according to EN1493:</p> <p>Lifting speeds,</p> <p>Behaviour of components during lifting after a stop,</p> <p>Limit switch contact and brake efficiency,</p> <p>Heating of motors, electrical components and screw nuts,</p> <p>Synchronous travel of the jacks,</p> <p>Insulation of the electrical installation and current measurements.</p> <p>Noise level when lifting and lowering nominal load to be less than 55 dBA at one metre.</p>	Who will provide the loads for the overload tests required under this chapter?	Testing mechanism to be suggested by tenderer & approved by Engineer. Tenderer should specify the load requirements and assured that the proper loads can be provided.	Not required
22	SOD chap-4	Electric Traction	Vehicle will be powered by third rail. We need position of third rail/distance to the bogie center in	There is no 3 rd rail in the workshop, stingers are planned to be used.	Not required

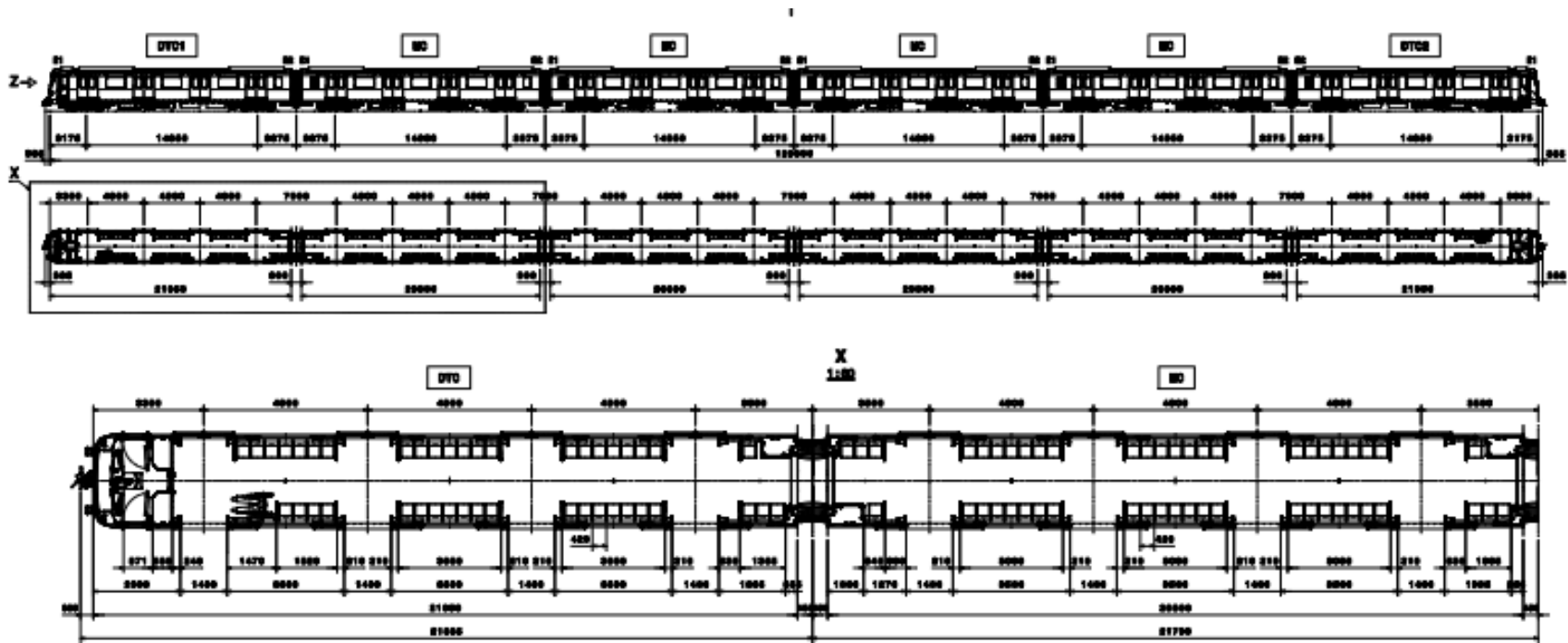
			drive direction (hope there are no discrepancies with body support column)		
B. COMMERCIAL					
23	-----		<p>OFFER BASIS:</p> <p>We being company based in Germany cannot do the custom clearance as importer in India is KMRC. Therefore the Custom clearance can be only done in Purchaser's name against documents provided by Purchaser.</p> <p>Also the Custom Duty and other Taxes as applicable in India should be payable by KMRC directly to the Indian Customs and other relevant Tax Authorities.</p> <p>Therefore we request the offers 23 may please be allowed on Incoterms DAP (previously DDU) Kolkata basis exclusive of Taxes for Foreign Companies. Kindly amend the Annexure 1(b) accordingly to submit offer on DAP Kolkata basis.</p>	Specification is being amended as per CIF basis.	Required
24	NIT & Appendix H	<p>NIT: Tender Security Amount- INR 20,00,000/- (Rs Twenty Lakh only or USD 40,000)</p> <p>APP-H: Tender Security/ Tender Security of INR 25,00,000/- (Indian Rupee Twenty Five lakh only) or USD 50000 (USD Fifty Thousand only) as mentioned in Instruction to Tenderers (Clause T5.0) is required along with the offer</p>	<p>NIT & Appendix H are not matching in terms of Value of Earnest Money Deposit. NIT mentions it as Rs 20,00,000/-, where as APPENDIX 'H' mentions it as Rs.25,00,000/-.</p> <p>2ndly in NIT it is calling it as CONTRACT - IFPJ whereas in ITT, COC it is calling it as ITPJ.</p> <p>Which one is correct?</p>	<p>Appendix-H being amended as:-</p> <p>APP-H: Tender Security/ Tender Security of INR 20,00,000/- (Indian Rupee Twenty lakh only) or USD 40000 (USD Forty Thousand only) as mentioned in Instruction to Tenderers (Clause</p>	Required

				T5.0) is required along with the offer	
25	T 7.1	<p>Foreign tenderer shall quote his prices on DDP (Delivery Duty Paid) basis from the nearest port of shipment to the destination at site at Central Park Depot Kolkata including unloading charges at site. The tenderers are required to quote their price indicating the break-up of following items of cost:</p> <ol style="list-style-type: none"> i. Unit price at port of dispatch. ii. Insurance Charges (all risk cover Marine & all transit insurances upto site including unloading) iii. Freight Charges applicable from Port of Dispatch to the Indian Port of Discharge. iv. Charges for clearance at the Indian Port including Custom Duty which will be paid in INR and claimed from Purchaser at actual. v. Charges for Dispatch in INR for shipment of the machine from the Indian Port to the Destination site at Central Park Depot including unloading charges at destination and the supplier shall be entirely responsible for the receipt of the machine at the destination in good condition. vi. Installation and commissioning charges for the machine in INR. vii. Supply of mandatory spares as per particular specification viii. Recommended spares for 3 years maintenance of the plant after DLP. ix. Comprehensive Annual Maintenance Contract (CAMC) cost for 5 years after DLP. 	<p>The Quote has to be on DDP Basis. However the terms mentioned in this clause are contradictory to DDP Incoterms 2010 and RBI guidelines. Please find below our point wise comments:</p> <ol style="list-style-type: none"> i) OK ii) Acceptable but any special reason for ignoring Indian Insurers? iii) Freight Charges OK iv) As per RBI guidelines, a foreign company (not having any permanent establishment in India) cannot receive any payment in Indian Rupees. Whether such foreign company makes expenses in India in Foreign Currency or Indian Currency, it can receive payments in Foreign Currency only. Hence, Claims of any expenses, by submitting proof of actual amount of expenses paid in INR will have to be done by way of transfer of the amount in EURO by your Bank on the prevailing exchange rate. Indian Bank's charges will also be to buyer's 	Specification is being amended as per CIF basis.	Required

			<p>account.</p> <p>v) Same as above comments in point (iv)</p> <p>vi) Installation & Commissioning to be paid in EURO - Same as above comments in point (iv)</p> <p>vii) OK</p> <p>viii) OK</p> <p>ix) OK</p> <p>Further please note that in DDP Shipments from foreign countries, the entire responsibility of shipment, sea freight & insurance, customs duties & port clearance, inland transport lies with the Supplier. The suppliers offer cost includes all the expenses in foreign currency, though if defined separately.</p> <p>There are no reimbursements of expenses in INR. All payments will have to be made in foreign currency only.</p>		
26	C 5.3	<p>The Contractor shall comply with all laws in force India. The laws will include</p> <p>all local, state, national or other laws that affect the performance of the Contract and bind upon the Contractor. The Contractor shall indemnify and hold harmless the Employer from and against any and all liabilities, damages, claims, fines, penalties and expenses of whatever nature arising or resulting from the violation of such laws by the Contractor or its personnel, including the Subcontractors and their personnel.</p>	<p>More details needed. What kind of laws? May be a few examples for better understanding.</p>	General laws of India.	Not required
27	C 10.1	<p>Except as otherwise specifically provided in the Contract, the Contractor shall bear and pay all taxes, duties, levies and charges assessed on the Contractor, its Subcontractors or their employees by all municipal, state or national government authorities in connection with the Facilities in and outside India.</p>	<p>Our Foreign Supply Offer will be on DDP basis, as desired by KMRCL. The Foreign Supply Component is not Taxable.</p> <p>Applicable Service Tax shall be paid by us for the Services</p>	Specification is being amended as per CIF basis	Required

			rendered in India or may be deducted at a pre-defined rate . No other Taxes, Duties, Local Levis, LBT, etc. will be considered in our offer unless specifically defined / specified individually by KMRCL in the Tender Specifications.		
28	C 10.2	<p>The Contract Price shall be adjusted to take account of any change, increase or decrease of any taxes and duties including Custom Duties, Excise Duties, Sales Taxes, Service Tax, Additional Tax etc. enacted by law of the land in India only, affecting the cost of the goods and introduced after the date of submission of the Tender.</p> <p>In case the tenderer has not quoted the rates of taxes and duties separately and quoted the prices inclusive of taxes and duties and same has been considered for evaluation in accordance with clause no. T10.7 of ITT, KMRCL will not adjust the payment for an upward revision in the taxes and duties during the execution of the contract. However, for any downward revision, the benefit accrued shall be passed on KMRCL.</p> <p>If a tenderer quotes concessional rates of duties and taxes and subsequently rate of applicable taxes and duties revised by the Government then revision of taxes & duties on concessional rates of taxes & duties quoted by the firm will be adjusted on pro-rata basis.</p>	Our Foreign Supply FOB / C&F Cost will not change due to change in taxes & duties in India. (Since it is not taxable under the DTAA Act). Customs Duty is the responsibility of KMRCL, hence in no case will affect the contract price for us. Sales Tax / Excise Duty will also not be applicable in case of our foreign supply. Applicable Service Tax shall be paid by us for the Services rendered in India.	Specification is being amended as per CIF basis	Required
29	C 10.3	In the event of exemption or reduction of Custom Duties, Excise Duties, Sales Tax or any other Cess/Levy being granted by the Government in respect of the works, the benefit of the same shall be passed on to the Employer.			Not required
30	C 11.3	<p>In case of foreign contracts on DDP basis: -</p> <p>All activities for delivery of Imported as well as Indigenous components like sea freighting, Insurance, Port clearance, Custom clearance, Inland freighting, Loading and Unloading both on the Vessel as well as consignee's sight and thereafter, its complete supply to ultimate consignee, shall be discharged by the supplier</p>	Sea Freighting, Insurance, Loading on the vessel are activities involved within the DDP offer and cannot be termed Indigenous components (like Indigenous supplies). There is complete	Specification is being amended as per CIF basis.	Required

		or their authorized representative.	misunderstanding on this issue. KMRCL needs to understand the issues much more transparently.		
31	C18 & C19		SCC mentions "refer to Clause 18 of COC". While we understand that COC Clause 18 & 19 are missing. Kindly relook at the contents.	COC is being amended accordingly to include clauses C18 & C19. .	Required
32	SCC 1.1. (iii)	<p>Foreign Suppliers:- All the payments will be made through an irrevocable Letter of Credit (LC) payable at site from a bank in India</p> <p>(iii) Balance 10% payment of the supply value along with installation, testing, commissioning charges & O&M documentation and training to Employer's staff charges will be made through irrevocable Letter of Credit (LC) on furnishing of following documents:</p> <p>(a) Purchaser's Certificate indicating the successful receipt, installation, testing, commissioning, operational acceptance, training to Employer's staff and receipt of O&M Manuals etc. as per Particular Specification .</p>	The LC should be opened within 30 days from the date of submission of PBG. The Balance Payment of 10% should be released latest within 6 months from the date of delivery, in case the project is delayed.	No change in the clause.	Not required
33	SCC 2	<p>Warranty (refer clause no. C28.0 of COC)</p> <p>Warranty period of the equipment along with all its sub systems shall be 24 months from the date of commissioning of the equipment. All other terms and conditions of the warranty shall be as mentioned in Schedule of Requirement or Particular Specification and in clause no. C28.0 of conditions of contract.</p>	Warranty period of the equipment along with all its sub systems shall be 24 months from the date of commissioning of the equipment or 30 months from the date of supply, whichever is earlier.	No change in the clause.	Not required
34	1 (b) Foot Note No. 6	All expenses made in India shall be paid in Indian currency only.	Not Accepted. Being a DDP Offer from Foreign Bidder, all charges will be quoted in Foreign Currency (Euros) only. No payment will be applicable in Indian Rupees. No reimbursement of Customs Duties will be applicable. This point needs to be deleted.	Specification is being amended as per CIF basis	Required



GENERAL LAYOUT OF THE ROLLING STOCK