



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

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

ADDENDUM NUMBER 01 DATED 02.07.2010

AMENDMENTS MADE BY DELHI TRANSPORT CORPORATION TO THE RFP DOCUMENT

S. No.	Section of the Bid Documents	Proforma/ Annexure No.	Page No.	Para/ Clause No.	Existing Entry in the Bid Documents	Now Read as
1.	III	Nil	14	1.1	... Weveller/ Semi Elliptical Suspension System...	... <u>Weveller Suspension System</u> ...
2.	III	Nil	14	2	“Availability of Bus” shall mean a bus shall be considered as available for operation for the purpose of calculation of 95% availability during warranty period, provided the same is made available by the Contractor after necessary inspection and repairs within 24 hours of date and time of lodging the report verbally or in writing,....	“Availability of Bus” shall mean a bus shall be considered as available for operation during warranty period, provided the same is made available by the Contractor after necessary inspection and repairs within 72 hours of date and time of lodging the report (excluding Sunday) verbally or in writing,....
3.	III	Nil	18	6.1	cgm_sbu@yahoo.com	cgm_sbu@yahoo.co.in
4.	III	Nil	23	14.3 (iii)	Start up trials, commissioning, periodic maintenance, repair & annual maintenance will be done by the Bidder...	Start up trials & commissioning will be done by the Bidder...
5.	III	Nil	24	15.3	The Bidders shall be required to provide a Scaled Model Purchaser, alongwith the Bid.	Deleted
6.	III	Nil	27	20.8	Delivery Period: The Bidders of ‘Letter of Acceptance’ (LOA),Total delivery of tendered/ ordered quantity of Non AC buses is to be completed within 8 (Eight) months (3 months for Prototype + 5 months for remaining quantity) from the date of issue of Letter of Acceptance.	Delivery Period: The Bidders of ‘Letter of Acceptance’ (LOA),Total delivery of tendered/ ordered quantity of Non AC buses is to be completed within 8 (Eight) months (5 months for Prototype + 3 months for remaining quantity) from the date of issue of Letter of Acceptance.



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7.	III	Nil	27	20.9	Bidderssupply minimum 40 (Forty) buses every month subject to completion of supplies within the stipulated delivery period.	Bidderssupply minimum 40 (forty), 60 (sixty) and 100 (hundred) buses in the first, second and third months respectively, subject to completion of supplies within the stipulated delivery period.
8.	III	Nil	35	42.1	...Latitudes between 28o x 20' and 28o x 45' North and longitudes 76o x 56' and 77o x 20' East.	...Latitudes between 28° x 20' and 28° x 45' North and longitudes 76° x 56' and 77° x 20' East.
9.	IV	Nil	40	5.1	Delivery Period: Prototype delivery schedule of 8 (Eight) months (5 months for Prototype + 3 months for remaining buses) from the date of issue of Letter of Acceptance as provided in Clause 20.8 of ITB (Section-III). If the	Delivery Period: Prototype delivery schedule of 8 (Eight) months (5 months for Prototype + 3 months for remaining buses) from the date of issue of Letter of Acceptance as provided in Clause 20.8 of ITB (Section-III). If the
10.	IV	Nil	42	8.3	If the Contractor fails to ensure 95% availability of the buses, which will be calculated bus-wise on the monthly basis during warranty period, the Purchaser shall, without prejudice to other remedies under the Contract, levy/ deduct pre-estimated damages @ Rs 4000/- per bus per day.	The Contractor shall ensure to make the bus roadworthy within response time of 72 hours excluding Sunday (including time for providing replacement of defective parts) during the warranty period failing which the Purchaser shall, without prejudice to other remedies under the Contract, levy/ deduct pre-estimated damages @ Rs 4000/- per bus per day for additional no of days for which the vehicle shall remain held up.
11.	IV	Nil	42	8.4	...Clause-8.1, 8.2 and 8.3 of GCC...	...Clause-8.1, 8.2 and 8.3 <u>of</u> GCC...
12.	IV	Nil	50	23.1	The Contractor will whichever is later.	The Contractor will whichever is later <u>from the date put into operation after registration.</u>



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13.	IV	Nil	50	23.4	The Contractor shall ensure the availability of 95% of the buses during warranty period. In case of failure to keep 95% availability of the buses, the Contractor shall be liable for pre-estimated damages of Rs.4,000/- per bus per day. The availability of 95% will be calculated on the basis of availability of each bus on six monthly basis.	The Contractor shall ensure to make the bus roadworthy within response time of 72 hours excluding Sunday (including time for providing replacement of defective parts) during the warranty period failing which the Purchaser shall, without prejudice to other remedies under the Contract, levy/ deduct pre-estimated damages @ Rs 4000/- per bus per day for additional no of days for which the vehicle shall remain held up.
14.	IV	Nil	51	23.6	Scope of Warranty Obligation: If any defect(s) in material ... Also the maximum response time of Contractor to make the bus roadworthy shall be 24 hours in normal course which shall include time for providing replacement of defective parts	Scope of Warranty Obligation: If any defect(s) in material ... Also the maximum response time of Contractor to make the bus roadworthy shall be 72 hours excluding Sunday in normal course which shall include time for providing replacement of defective parts
15.	IV	Nil	51	23.7	Contractor shall guarantee minimum average fuel efficiency in terms of 4.0 kms operated per Kg of CNG gas consumed (KMKG) of the buses supplied against instant tender for the Warranty Period (hereinafter referred to as 'Fuel Efficiency Norms') as per the following: The Fuel efficiency of buses.....	Contractor shall guarantee minimum average fuel efficiency equal to the average CNG Fuel KMKG of the first lot of 40 Buses achieved during the initial period of 6 (Six) months in operation after registration, which will be taken as a benchmark in respect of the buses supplied against instant tender for the Warranty Period. (hereinafter referred to as 'Fuel Efficiency Norms') as per the following: The Fuel efficiency of buses.....
16.	IV	Nil	57	33.2	The Contractor willminimum period five years from the date of LOA.	The Contractor willminimum period three years from the date of LOA.
17.	IV	Nil	61	45.1(iii)	T9el No. 011-26511699	Tel No. 011-26511638



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18.	IV	Nil	57	33.5	The Contractor will be required to supply tools required for maintenance @ one set for every 25 (twenty five) complete buses to be supplied...	The Contractor will be required to supply <u>special tools in addition to tool kit as per CMVR</u> required for maintenance @ one set for every 25 (twenty five) complete buses to be supplied...
19.	VI	Nil	64	1.5	The Bidder shall furnish main bus aggregates (Annexure 12A & 12B), Production capability.....	The Bidder shall furnish main bus aggregates (<u>Annexure 12</u>), Production capability.....
20.	VI	Nil	65	2.1full sitting capacity (Minimum 46 Nos. & seating layout of 3 x 2).....full sitting capacity (Minimum 54 Nos. & seating layout of 3 x 2).....
21.	VI	Nil	65	2.4	The bus design should be such as to meet all statutory requirements applicable for the city of Delhi in all respects. Further,	The bus design should be such as to meet all statutory requirements applicable for the <u>northern India</u> in all respects. Further,
22.	VI	Nil	66	2.6	Fatigue strength: The bus is expected to be designed for operation of minimum 10, 00,000 <u>km</u> . The fatigue strength.....	Fatigue strength: The bus is expected to be designed for operation of minimum <u>6, 00,000 km</u> . The fatigue strength.....
23.	VI	Nil	68	2.11	The material used..... aggregates (Annexure-12A & 12B). Periodical maintenance..... as per Bus code.	The material used..... aggregates (<u>Annexure-12</u>). Periodical maintenance..... as per Bus code.
24.	VI	Nil	68	2.12	BIS Standards are available..... ASRTU Specifications are available from Association of State Road Transport Undertakings, 7/6, Sirifort Institutional Area, August Kranti Marg, New Delhi-110 049. Web site: http://www.asrtu.org ...	BIS Standards are available..... ASRTU Specifications are available from <u>ASRTU Bhawan, Plot no. 4-A, PSP Block, Pocket14, Sector 8, Dwarka, New Delhi – 110075</u> . Web site: http://www.asrtu.org ...
25.	VI	Nil	69	2.16	The bus shall be so designed to maintain operational stability requirement as per Bus Code. Interior noise and pass by noise of the vehicle shall confirm to BIS: 12832:1989 or latest and BIS: 3028:1998, 10399: 1998 or latest respectively.	The bus shall be so designed to maintain operational stability requirement as per Bus Code. Interior noise and pass by noise of the vehicle shall confirm to <u>AIS-020 -2004 (as per CMVR)</u> and BIS: 3028:1998, 10399: 1998 or latest



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						respectively.
26.	VI	Nil	69	3.1	Compressed Natural Gas (CNG) fuelled engine with electronic ignition system if any. As the bus is required for operation in <u>city services</u> with a maximum speed of 50km/hr, engines of adequate horse power	Compressed Natural Gas (CNG) fuelled engine with electronic ignition system if any. As the bus is required for operation in <u>inter-city services</u> with a maximum speed of 50km/hr, engines of adequate horse power
27.	VI	Nil	69	3.2	Engine should be able to operate efficiently at ambient temperatures of approximately 0o to 50oC, humidity level	Engine should be able to operate efficiently at ambient temperatures of approximately <u>0 degree C to 50 degree C</u> , humidity level
28.	VI	Nil	69	3.3	Performance data/curves and other details of the engine have to be enclosed with the tender documents. A detailed set of calculations indicating adequacy of the said CNG engine for the <u>city bus</u> be provided along with all the performance parameters of the selected engine. The engine has to meet all statutory requirements (copies of necessary certificates be enclosed). To ascertain whether there is sufficient tractive force to pull over load of <u>20% above GVW during peak hours over 17% gradient</u> , a certificate from approved test agency will be specifically required.	Performance data/curves and other details of the engine have to be enclosed with the tender documents. A detailed set of calculations indicating adequacy of the said CNG engine for the <u>inter-city bus</u> be provided along with all the performance parameters of the selected engine. The engine has to meet all statutory requirements (copies of necessary certificates be enclosed).
29.	VI	Nil	69	3.5	The engine compartmentminimum density of 128 Kgs/M3 in its	The engine compartmentminimum density of 128 <u>kilograms per cubic meter</u> in its
30.	VI	Nil	70	3.6	The engine should be suitably designed to operate optimally under Delhi's peak summer heat	The engine should be suitably designed to operate optimally under <u>Northern India's</u> peak summer heat
31.	VI	Nil	70	3.9	A mechanism in the engine compartment shall be provided to prevent start of the engine from driver's seat while maintenance is being carried	Deleted



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S. No.	Section of the Bid Documents	Proforma/ Annexure No.	Page No.	Para/ Clause No.	Existing Entry in the Bid Documents	Now Read as
					out near the engine compartment area.	
32.	VI	Nil	70	3.10	Exhaust gases and waste heat shall be discharged <u>from the rear of the vehicle</u> . The entire exhaust system	Exhaust gases and waste heat shall be discharged <u>as per CMVR</u> . The entire exhaust system
33.	VI	Nil	70	3.11	The engine shall be equipped malfunctioning of (a) Speed limiting device (b) Lambda Sensor (c) Catalytic Converter.	The engine shall be equipped malfunctioning of (a) Speed limiting device (b) Lambda Sensor (c) Catalytic Converter. Bus architecture should be compatible with ITS. Multiplexed wiring system with an intelligent gateway between Engine Management Controller and cluster with CAN networks. Engine diagnostic data to be made available on CAN line and be able to be read and transmitted to back office through GPRS (or equivalent system). The engine used should be CAN enabled with the specific data (Coolant temperature, engine RPM, CNG pressure, bus speed, odometer reading ,functioning of Catalytic converter and speed limiter ,Lamda Sensor etc.) that is required to be transmitted with Diagnostic Trouble Codes.
34.	VI	Nil	71	4.1	Maximum speed of bus will be limited to 50km/hr or as prescribed.....	Maximum speed of bus will be limited to 60km/hr or as prescribed.....
35.	VI	Nil	72	7.1	The bus shall be fitted with Semi Elliptic Multi Leaf Spring/ <u>weveller suspension</u> _at front and air bellow	The bus shall be fitted with <u>weveller suspension</u> at front and air bellow
36.	VI	Nil	72	10.1	The bus shall be fitted make & country of origin. <u>Special filling extension nozzle has to provided for rear inner tyres.</u>	The bus shall be fitted make & country of origin.
37.	VI	Nil	73	10.3	Suitable guards be provided near wheels to prevent damage/ for obtaining safety from stones	Suitable guards be provided near wheels to prevent damage/ for obtaining safety from stones



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					hurled from tyres. Suitable guards shall also be provided for spray suppressor conforming to the relevant standard (AIS) prescribed in CMVR.	hurled from tyres. <u>Spray suppressor shall be type approved for the supplied buses as per AIS 13.</u>
38.	VI	Nil	73	10.4	<u>The bus axles or jacking plates shall accommodate the lifting pads of a 4-post hoist system. Jacking plates, if used as hoisting pads, shall be designed to prevent the bus from falling off the hoist. Other pads or the bus structure shall support the bus on jack stands independent of the hoist.</u>	Deleted
39.	VI	Nil	74	12.1	The CNG cylinders shall be roof mounted ahead of centre of the bus and shall be aesthetically enclosed with proper ventilation besides fulfilling other requirements. The cylinders shall as per CMVR per filling of CNG in cylinders of the bus at 200-bar at 15°C with minimum 720 ltrs. water capacity. The Bidder	The CNG cylinders shall be <u>mounted under chassis with</u> proper ventilation besides fulfilling other requirements. The cylinders shall as per CMVR per filling of CNG in cylinders of the bus at 200 bar at 15 degree C (<u>excluding the minimum residual CNG required, if any to be retained in the Cylinders</u>) with minimum 720 ltrs. water capacity. <u>Suitable shield guard shall be provided under CNG cylinder valve bank area.</u> The Bidder
40.	VI	Nil	74	12.3	The CNG system shall be LPR, HPR & fuel filling area etc. Suitable escape system shall be provided in engine compartment for CNG leakage, if any.	The CNG system shall be LPR, HPR & fuel filling area etc. <u>Suitable escape system shall be provided in engine compartment and CNG cylinder valve bank for CNG leakage, if any.</u>
41.	VI	Nil	75	12.5	The cylinders shall be fitted in such a manner that the punched number i.e. serial number, name of the manufacturer etc be visible clearly <u>from</u> <u>topside</u> when fitted in the buses.	The cylinders shall be fitted in such a manner that the punched number i.e. serial number, name of the manufacturer etc be visible clearly when fitted in the buses.



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42.	VI	Nil	75	13.1	CNG Cylinders shall be aesthetically mounted on reinforced roof structure properly protected against fire hazards. The mounting arrangement of the CNG Cylinders on roof shall be Type Approved by the authorized Testing Agency.	CNG Cylinders shall be mounted under chassis properly protected against fire hazards. The mounting arrangement of the CNG Cylinders shall be Type Approved by the authorized Testing Agency.
43.	VI	Nil	75	14.1	Self supporting in Para 2 of Section VIII. Moreover, the	Self supporting in Para 2 of Section VI. Moreover, the
44.	VI	Nil	75	14.2	The bus body shallCRCA sheet confirming to IS: 1079 shall be used as cross bearer. The formed U/C-Section made out of CRCA sheet confirming to relevant BIS standard shall be used for floor longitude.	The bus body shallCRCA sheet confirming to relevant standard. shall be used as cross bearer. The formed U/C-Section confirming to relevant BIS standard shall be used for floor longitude.
45.	VI	Nil	75	14.3	The comprehensiveBIS: 277 for Galvanizing (Zink coating), 120 gm/sq. meter	The comprehensiveBIS: 277 for Galvanizing (Zinc coating), 120 gm/sq. meter
46.	VI	Nil	76	15.1	The bus exterior side panels shall be fitted with stretched steel sheet at waist level. The exterior front-end panelling shall be of steel sheet while roof, rear & skirt panelling shall be of aluminium. All interior panelling shall be of Aluminium sheet conforming to BIS -737-1986(or latest) Aluminium alloy H-2/31000 (minimum). Wherever aluminiumroof exterior panelling shall have joggling joint.....	The bus exterior side panels shall be fitted with stretched GI sheet at waist level. The exterior front-end panelling shall be of steel sheet while roof, rear & skirt panelling shall be of aluminium. All interior panelling shall be of Aluminium sheet conforming to BIS -737-1986(or latest) Aluminium alloy HX4/31000 (minimum). Wherever aluminium roof exterior panelling with aluminium sheet shall have joggling joint.....
47.	VI	Nil	77	15.2	All side skirt panels below stretch panel line must be no longer than 1500 mm and be of such design	All side skirt panels with aluminium sheet below stretch panel line must be no longer than 1500 mm and be of such design



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48.	VI	Nil	77	16.1	All the structural members of the bus shall be treated for corrosion prevention internally as well as externally and painted wherever required. The Polyurethane (PU) shall match to the shades as per BIS: 5-1978 or latest. Details of paints	All the structural members of the bus shall be treated for corrosion prevention internally as well as externally and painted. The Polyurethane (PU) shall match to the shades as per BIS: 5-1978 or latest <u>or as per approved shade number / matching, equivalent shade given by the Corporation.</u> Details of paints
49.	VI	Nil	78	19.1	Two service doors (Entrance & Exit) shall be fitted at front and rear nearside of the bus as per provisions of the Bus Code for Type-II NDX Category. The front door shall be ahead of the front axle and rear door behind the rear axle. Doors,.....	Two service doors (Entrance & Exit) shall be fitted at front and rear nearside of the bus as per provisions of the Bus Code for Type-II NDX Category. One service door of 800mm at Entrance at rear (behind rear axle) and another service door of minimum 800 mm wide aperture (without flaps) shall be fitted at the front of the bus. Doors,.....
50.	VI	Nil	79	21.1	Minimum 03 nos.....strengthened by providing metallic pipe insert. The window guard rail brackets provided in the windows above wheel arch shall be additionally strengthened to avoid flexing during wheel repairing with a provisional for additional non flexing bracket in the middle of the window bay area holding all guard rails together.	Minimum 03 nos.....strengthened by providing metallic pipe insert. <u>The window guard rail shall be strengthened to avoid flexing by providing additional non flexing bracket in the middle of each window bay</u>
51.	VI	Nil	79	25.1	Floor design shall be constructed with three steps at entrance and exit door at left side of the bus for boarding and alighting of the passengers.	<u>Floor design shall be constructed with entry plus two steps at entrance and exit door at left side of the bus for boarding and alighting of the passengers.</u>
52.	VI	Nil	80	27.1	The Handrailsof 25 mm dia. comply to AIS-046 for the hand holds.	The Handrailsof minimum 25 mm dia. comply to AIS-046 for the hand holds.
53.	VI	Nil	82	32.2	The bus shallbattery charging current,....	The bus shallbattery charging Indicator ,....



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54.	VI	Nil	82	34.1	Adjustable sun visors shall be provided for the windshield & the driver's side window. Visors shall be more than_50_above horizontal.	Adjustable sun visors shall be provided for the windshield. Visors shall be more than <u>5 degree</u> above horizontal.
55.	VI	Nil	82	36.1	Alphanumeric Dual Display given in the following Sub-clauses. <u>The Sign Boards shall be Non- Multiplexed design, Amber colored</u>	Alphanumeric Dual Display given in the following Sub-clauses. <u>The Sign Boards shall be Amber colored</u>
56.	VI	Nil	83	36.2	Front Destination Board: The display of text should be possible with option in Hindi and English along with fixed route number in <u>Indo</u> numerals. The display system be accommodated in the size specified in the bus code i.e. Minimum display width of 1800 mm (<u>minimum 1600 mm in case of Tata Buses</u>) and minimum height of Destination Board should be 220 mm & Minimum height of character should be 200 mm. The display	Front Destination Board: The display of text should be possible with option in Hindi and English along with fixed route number in " <u>Arabic</u> " numerals <u>as per CMVR</u> . The display system be accommodated in the size specified in the bus code i.e. Minimum display width of 1800 mm and minimum height of Destination Board should be 220 mm & Minimum height of character should be 200 mm. The display
57.	VI	Nil	84	36.6	The system shall haveat ambient temperatures of approximately <u>00 to 500C</u> , humidity level 5% to 100%.	The system shall haveat ambient temperatures of approximately <u>0 degree to 50 degree C</u> , humidity level 5% to 100%.
58.	VI	Nil	86	36.10(xii)	Operable on 24 Volt DC Power (150 AH) obtained from vehicle battery. The system shall have adequate measured to ensure appropriate quality of power supply even during battery output fluctuations.	Operable on 24 Volt DC Power (<u>180 AH</u>) obtained from vehicle battery. The system shall have adequate measured to ensure appropriate quality of power supply even during battery output fluctuations.
59.	VI	Nil	86	36.10(xiii)	All components, circuitry, cards, microprocessors, switches / keys should have ISI. Wherever Indian standards are not available, internationally acceptable standards may be followed.	Deleted



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60.	VI	Nil	86	36.10(xiv)	-	The bidder shall provide the above system as upgradeable as and when required in future. Also any other precaution/measures required for smooth and efficient trouble free functioning of the system year after year be incorporated.
61.	VI	Nil	86	38.2	The reflective tape of red colour shall be pasted over the full length of the rear bumper.	<u>In addition to the conspicuity tape at rear,</u> the reflective tape of red colour shall be pasted over the full length of the rear bumper.
62.	VI	Nil	86	40	Front wind screen in the bus shall be in single piece design, plain/flat with curves at sides, PVB laminated safety glass of minimum thickness of 8 mm. Rear wind screen shall be in <u>single piece</u> design, toughened glass of thickness of 6 mm. Windscreen glasses shall meet the requirements of BIS 2553: Part II-1992 or latest and that of CMVR and Bus code. The glazing used for fitment of glasses shall be Ethylene Propylene Dien Monomer (EPDM) rubber of black colour <u>or pasted with adhesive material conforming to Indian Standards to be specified by the Bidder.</u> A grab handle on the outside of the windshield centre at waist level shall be provided to facilitate manual cleaning of the windscreens.	Front wind screen in the bus shall be in single piece design, plain/flat with curves at sides, PVB laminated safety glass of minimum thickness of 8 mm. Rear wind screen shall be in <u>two piece</u> design, toughened glass of thickness of 6 mm. Windscreen glasses shall meet the requirements of BIS 2553: Part II-1992 or latest and that of CMVR and Bus code. The glazing used for fitment of glasses shall be Ethylene Propylene Dien Monomer (EPDM) rubber of black colour. A grab handle on the outside of the windshield centre at waist level shall be provided to facilitate manual cleaning of the windscreens.
63.	VI	Nil	87	44 (Sr. No. 10)	Seating Capacity: Bidder bus code.(Minimum 46 seating excluding driver)	Seating Capacity: Bidder bus code.(Minimum 54 seating excluding driver)
64.	VI	Nil	87	45.1	The battery system shall be 24V of minimum 180 Amps-hour capacity shall conform to BIS: 7372-1995 (or latest).	The battery system shall be 24V of minimum 180 Amps-hour capacity shall conform to <u>IS:14257-1995.(Light weight & high cranking battery)</u>



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65.	VI	Nil	88	46.1The wiring shall be flame proof, ISI marked conforming to BIS: 2465-1984 or latest.....	LT Wire shall be provided as per IS 2465: 1984 or latest, dimensional test as per DIN: 72551 and Conductor Resistance & Spark & immersion test as per JIS C 3406.
66.	VI	Nil	88	46.3	All electrical fittings and lights shall be fully wired up, running in flame retardant black colour PVC sleeves or conduit or casing of adequate size as per applicable Indian standards.....	All electrical fittings and lights shall be fully wired up, running in flame retardant black colour PVC/ PP-FR (poly propylene - Fire retardant) grade corrugated tube sleeves or conduit or casing of adequate size as per applicable Indian standards.....
67.	VI	Nil	90	46.17	One AC (Alternating Current) out-let of 220V is also to be provided at suitable location for charging of electrical/electronic equipment like Mobile Phone, etc.	<u>Minimum four</u> AC (Alternating Current) out-let of 220V is also to be provided at suitable location for charging of electrical/electronic equipment like Mobile Phone, etc.
68.	VI	Nil	91	47.10	A well-lighted bus registration number plate shall be fitted at rear as per the provisions of CMVR. The Bidder shall be required to comply with the directives/ regulations regarding high security number plates as/ to be notified by the Government of India in the near future.	A well-lighted bus registration number plate shall be fitted at rear as per the provisions of CMVR. <u>Yellow number plates are to be painted at rear end corner on Gate side & Conductor side .Location will be intimated by DTC before prototype.</u> The Bidder shall be required to comply with the directives/ regulations regarding high security number plates as/ to be notified by the Government of India in the near future.
69.	VI	Nil	91	48.1	The Bidders shall submitTechno-Commercial Evaluation(Performa A of Section IX), Technical specifications of the offered bus for Evaluation of Techno-Commercial Bid(Performa(B) of Section IX), General Drawings	The Bidders shall submitTechno-Commercial Evaluation(Performa A of <u>Section VII</u>), Technical specifications of the offered bus for Evaluation of Techno-Commercial Bid(Performa(B) of <u>Section VII</u>), General Drawings
70.	VI	Nil	93	53.2	The inspection shall be carried out	The inspection shall be carried out



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					inspection Proformas as per Section XI.	inspection Proformas as per <u>Section IX</u> .
71.	VI	Nil	94	56.1	The fully built bus shall be coveredunder Warranty Period as per Clause-24 of General Conditions of Contract	The fully built bus shall be coveredunder Warranty Period as per <u>Clause-23</u> of General Conditions of Contract
72.	VI	Nil	95	57.17	EPDM rub rail of aesthetic profile shall be fitted in anodized extruded aluminium channel between stretch panel and skirt rail longitudinally at the widest portion of the bus.	EPDM rub rail of aesthetic profile shall be fitted in anodized extruded aluminium channel (70mm) between stretch panel and skirt rail longitudinally at the widest portion of the bus as well as additional on skirt panel.
73.	VI	Nil	97	62.1	A separate boot for spare wheel Stepney & tools shall be provided preferably on the near side of the bus.	A separate boot for spare wheel Stepney & tools shall be provided on the bus, the location of which will be finalized by the purchaser at the time of structural approval.
74.	VI	Nil	97	66.1	A retro-reflective tape will have <u>white or yellow</u> colour and in the rear	A retro-reflective tape will have <u>yellow</u> colour as per CMVR and in the rear
75.	VII	Nil	102	D	Aggregates. Other (including HVAC Aggregates)	<u>Aggregates.</u> <u>Other</u>
76.	VII	Nil	104	(F) 25	Submission of General Drawings of the offered Design of the bus as mentioned in Clause-50.0 of Technical Specification Section – (VIII).	Submission of General Drawings of the offered Design of the bus as mentioned in <u>Clause-48</u> of Technical Specification <u>Section – (VI)</u> .
77.	VII	Nil	105	18	Item-wise prices of Spare Parts/ Consumable Items/ Sub-assemblies/ Assemblies along with their <u>Bid</u> after off-setting applicable discount with a commitment that there will be no escalation clause applicable thereto for a minimum period <u>five years</u> from the Date of LOA as per <u>Clause 34.2</u> of GCC.	Item-wise prices of Spare Parts/ Consumable Items/ Sub-assemblies/ Assemblies along with their <u>Prototype</u> after off-setting applicable discount with a commitment that there will be no escalation clause applicable thereto for a minimum period of <u>three years</u> from the Date of LOA as per <u>Clause 33.2</u> of GCC.



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S. No.	Section of the Bid Documents	Proforma/ Annexure No.	Page No.	Para/ Clause No.	Existing Entry in the Bid Documents	Now Read as
78.	VII	B	110	6.2.2	Super-structure using CRCA steel tubes (ERW) conforming to minimum BIS: 4923-1985 (or latest) of Grade-Yst 240 at least The Channel conforming to IS: 808-1989 & IS: 2062 or formed sections made out of CRCA sheet confirming to <u>IS: 1079</u> shall be used as cross bearer. The formed U/C-Section <u>made out of CRCA sheet</u> confirming to relevant BIS standard shall be used for floor longitude.	Super-structure using CRCA steel tubes (ERW) conforming to minimum BIS: 4923-1985 (or latest) of Grade-Yst 240 at least The Channel conforming to IS: 808-1989 & IS: 2062 or formed sections made out of CRCA sheet confirming to relevant standard shall be used as cross bearer. The formed U/C-Section confirming to relevant BIS standard shall be used for floor longitude.
79.	VII	B	111	7.1	Interior (<u>For Non-AC ONLY</u>)	Interior
80.	VII	B	112	7.1.4	BIS –737-1986(or latest) Aluminium alloy <u>H-2/31000</u> (minimum)	BIS –737-1986(or latest) Aluminium alloy <u>HX4/31000</u> (minimum)
81.	VII	B	112	7.2.5	BIS –737-1986(or latest) Aluminium alloy <u>H-2/31000</u> (minimum)	BIS –737-1986(or latest) Aluminium alloy <u>HX4/31000</u> (minimum)
82.	VII	B	113	7.4.4	BIS –737-1986(or latest) Aluminium alloy <u>H-2/31000</u> (minimum)	BIS –737-1986(or latest) Aluminium alloy <u>HX4/31000</u> (minimum)
83.	VII	B	113	7.7.4	BIS –737-1986(or latest) Aluminium alloy <u>H-2/31000</u> (minimum)	BIS –737-1986(or latest) Aluminium alloy <u>HX4/31000</u> (minimum)
84.	VII	B	113	8	Insulation (<u>For NON-AC ONLY</u>)	Insulation
85.	VII	B	114	11	Floor Materials(<u>FOR NON-AC ONLY</u>)	Floor Materials
86.	VII	B	116	12.1.18	A detailed set of calculations indicating adequacy of the said CNG engine for the <u>city</u> operation be provided along with all the performance parameters of the selected engine.	A detailed set of calculations indicating adequacy of the said CNG engine for the <u>inter-city</u> operation be provided along with all the performance parameters of the selected engine.



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S. No.	Section of the Bid Documents	Proforma/ Annexure No.	Page No.	Para/ Clause No.	Existing Entry in the Bid Documents	Now Read as
87.	VII	B	117	12.1.26	Electronically Controlled Engine Management System Compatible with Multiplex Wiring System and 24V Battery System as per provision under <u>Clause-3.6</u> of Technical Specifications.	Electronically Controlled Engine Management System Compatible with Multiplex Wiring System and 24V Battery System as per provision under <u>Clause-3.11</u> of Technical Specifications.
88.	VII	B	118	12.6.1 ii	<u>Semi-Elliptic Multi Leaf Spring/</u> weveller suspension	Weveller suspension
89.	VII	B	122	18.3(iii)& (iv)	Rear windshield glass <u>Single</u> piece design, plain/ flat, Toughened glass. <u>One</u>	Rear windshield glass <u>two</u> piece design, plain/ flat, Toughened glass. <u>Two</u>
90.	VII	B	123	19.3	Minimum 46 Nos. (Excluding Driver)	Minimum 54 Nos. (Excluding Driver)
91.	VII	B	123	18.9	<u>Adhesive material for fixing of glass:</u>	Deleted
92.	VII	B	127	23.12.1 iii	Class-A-2 for Phosphating/ Relevant BIS Standard for Galvanizing (Zinc coating)	Class-A-2 for Phosphating/ <u>IS-277 120 gram per sq. m.</u> for Galvanizing (Zinc coating)
93.	VII	B	127	24.6	Adequate capacity to facilitate daily operation as per CMVR per filling of CNG in Cylinders of the bus at initial gas settled pressure of <u>200 Bar at 150 C</u>	Adequate capacity to facilitate daily operation as per CMVR per filling of CNG in Cylinders of the bus at initial gas settled pressure of <u>200 bar at 15 degree C (excluding the minimum residual CNG required, if any to be retained in the Cylinders)</u>
94.	VII	B	129	26 vi	<u>BIS: 7372-1995 (or latest).</u>	IS:14257-1995.(Light weight & high cranking battery)
95.	VII	B	133	35 iii	Flame proof conforming to <u>IS: 2465-1984 (or latest).</u>	Dimensional tests as per DIN.72551.Conductor resistance,spark And immersion tests as per JIS C 3406.All other tests as per IS: 2465 ,
96.	VII	B	145	69.6 iv	Minimum <u>2</u> Nos. of MS Pipe black powder coated alongwith the provision of brackets to avoid	Minimum <u>3 Nos.</u> of MS Pipe black powder coated alongwith the provision of brackets to avoid



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S. No.	Section of the Bid Documents	Proforma/ Annexure No.	Page No.	Para/ Clause No.	Existing Entry in the Bid Documents	Now Read as
					flexing.	flexing.
97.	VII	B	146	71.2	<u>Side luggage boot</u>	Deleted
98.	VII	B	146	72	Hat rack(<u>FOR NON-AC ONLY</u>)	Hat rack
99.	VII	B	146	74		Requirement deleted
100.	VII	B	147	75	Technical information to be furnished by the Bidders alongwith the Bid: <u>(For NON-AC ONLY)</u> The details for the Technical information to be furnished by the Bidders alongwith the Bid as per Clause-46.0/Section-VIII. Enclosed separately __ Yes/ No	Technical information to be furnished by the Bidders alongwith the Bid: The details for the Technical information to be furnished by the Bidders alongwith the Bid as per <u>Clause-48.0/Section-VI.</u> Enclosed separately __ Yes/ No
101.	VII	B	147	76	Duly approved /certified as per AIS –018/2001 or latest, Temper proof and be adjusted to applicable speed limit of <u>40 KMPH in Delhi</u>	Duly approved /certified as per AIS –018/2001 or latest, Temper proof and be adjusted to applicable speed limit of <u>60 KMPH in northern India</u>
102.	Nil	11	171	1.5	The manufacturerequipment, tools labour, gauges, drawings	The manufacturerequipment, <u>tools, labour,</u> gauges, drawings
103.	Nil	11	174	3.3	Special provision for sample testing: Fuses whose testing facility is not available with CIRT, ARAI and any BIS approved Lab, the same can be tested <u>from NABL approved Lab authorized to test Fuses</u>	Special provision for sample testing: Fuses whose testing facility is not available with CIRT, ARAI and any BIS approved Lab, the same can be tested <u>from I Cat, NABL approved Lab authorized to test Fuses</u>



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S. No.	Section of the Bid Documents	Proforma/ Annexure No.	Page No.	Para/ Clause No.	Existing Entry in the Bid Documents	Now Read as
104.	Nil	12	176		List of some of the bus aggregates	Items at Sr. No. 2-4 are deleted. Item at Sr. No. 14(a) shall read as Weveller suspension. Item at Sr. No. 22 (Others) shall include CNG Recepticle, First stage regulator, 2nd Stage regulator, Ignition Coil, Distributer, Carburer, DC/DC Converter, Commander, Trigger Box, Relay , Speed Governor, Oxygen sensor, Control box (Air/ Fuel) Governor speed (Gas valve & over speed), Defogging & demisting device.
105.		13	177	7	BIS: 2465-1984(or latest).	Dimensional tests as per DIN.72551. Conductor resistance, spark and immersion tests as per JIS C 3406.All other tests as per IS: 2465 ,
106.	VII	13	177	Sr. No. 1, 4,5, 8, 9, 10, 11,12 and 13	The sample size of items at Sr. No. 1, 5, 8, 9, 10, and 11 is 20 buses or part thereof. In case of item at Sr. No. 12, the sample size is 30 buses or part thereof and in case of items at Sr. No. 4&13 the sample size is 60 buses or part thereof.	The sample size in Case of items at Sr. No. 1, 4,5, 8, 9, 10, 11,12 and 13 will be 50 buses instead of per lot of 20/30/60 buses or part thereof.
107.		13	177	8	BIS: 737-1986(or latest). Alu. Alloy H-2/31000	BIS: 737-1986(or latest). Alu. Alloy <u>HX4</u> /31000
108.	Nil	13	178	Note 2	In case of material having ISI mark or E mark, above testing will not be required except flammability test for all fire retardant material to be used for manufacturing <u>if</u> buses irrespective of their <u>value.sea</u>	In case of material having ISI mark or E mark, above testing will not be required except flammability test for all fire retardant material to be used for manufacturing <u>of</u> buses irrespective of their <u>values.</u>
109.		15A	183		Visual inspection of Phosphating component	Visual inspection of <u>Phosphating/zinc</u> component
110.		15A	184		Sample of Phosphating sealed on _____ Reference no. _____	Sample of Phosphating/ <u>zinc</u> sealed on _____ Reference no. _____
111.		15B	187		a) Phosphating.	a) Phosphating/zinc components
112.		15C	188	1	<u>ABS Paneling (Acrylonitrile Butediene styrene)</u>	Deleted



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S. No.	Section of the Bid Documents	Proforma/ Annexure No.	Page No.	Para/ Clause No.	Existing Entry in the Bid Documents	Now Read as
113.		15C	189		<u>Anti Skid Silicon grains 3mm(minimum)</u>	Deleted
114.		16	196	Top Sheet	Phosphating_checked on: _____	<u>Phosphating/zinc components_checked on:</u> _____
115.		16	196		<u>Marine Board/ Aluminium Chequered Plate</u>	Aluminium Chequered Plate
116.		17	197	Provisonal Receipt Certificate	Type of Bus: <u>Low Floor</u> _____ bus	Type of Bus: Standard Floor Intercity Bus
117.		24	222	4	Signaling device, direction indicator and stop lights (<u>AIS:011/2001</u>)	Signaling device, direction indicator and stop lights (<u>AIS - 008 & AIS-012</u>)
118.		24	222	6	The bus body builder must use Lumps meeting the requirement of AIS: 034:2004	The bus body builder must use <u>Lamps</u> meeting the requirement of AIS: 034:2004
119.		24	222	11.2	Bus Window Retention Test as per IS: 13944: <u>1944</u>	Bus Window Retention Test as per IS: 13944: <u>1994</u>
120.		24	223	12.1	The bus body builder should fit Rear View Mirror as per specification AIS: 001:2001:. Type Approval Certificate to be submitted. Separate test will have to be carried out at <u>CIRT</u> on fully build Proto type bus for Rear View Mirror Installation as per AIS: 002:2001.	The bus body builder should fit Rear View Mirror as per specification AIS: 001:2001:. Type Approval Certificate to be submitted. Separate test will have to be carried out at <u>any Type Approving Agency as per CMVR</u> on fully built Prototype bus for Rear View Mirror Installation as per AIS: 002:2001.
121.			238		Bus Code <u>AIS-052</u>	Revised Bus Code AIS-052 (revision-1)

N.B.: PLEASE NOTE THAT AFTER INCORPORATING THE ABOVE AMENDMENTS (PAGE- 01 TO 18); THE RFP DOCUMENT HAS BEEN FROZEN.