

Dedicated Freight Corridor Corporation of India Limited
(A Government of India Enterprise)

PLANT AND EQUIPMENT WORKS
ICB NO. PE P-6

Response to Queries

Following are the Employer's Clarifications to the perspective Bidders' queries, w.r.t. to the Pre-Bid meeting held on 22nd Dec. 2017 against Bid invitation notification no-2017/HQ/EN/PWC/PE P-6, Dated 01-12-2017 for Design, Manufacturing, Supply, Testing, Commissioning and Training of Plant and Equipment for Railway Track and Electric Over Head Equipment (OHE) on Dadri-Rewari-JNPT Network of Western Dedicated Freight Corridor package.

The aforesaid clarifications would not be a part of the Contract Agreement and no part of such clarifications can be reproduced, post award, by the successful Bidder/Contractor to drive home a point or can be cited as basis for any change in Bid process.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
137	I	113 of 172	14.7	Payment	<p>5th paragraph of this clause says that "the time of payment shall mean the time when all necessary documents for payment are issued by the Employer to the Contractor or JICA", but this means that the Contractor will be deemed to be paid even though the actual payment has not been received at the Contractor's bank account.</p> <p>We request your good office to kindly delete this 5th paragraph so that the Contractor could receive the necessary support from the Employer until the Contractor receives the actual payment at his bank account and has the entitlement to receive the financing charges for the actual period of delay as per GC14.8.</p>	Refer Sl. No. 17 and 18 of Amendment No. 3.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
138	I	134 of 172	Schedule 3 & 4	Price Schedule & Payment Schedule	<p>We have understood that the Weightage of Cost Centre (% of total Bid Price) given by the Price Schedule was set to manage the cash flow of each Section (Section A to E) and the study of “Alternative Cost Centers Percentages” circulated at the Road Show held on 13th Feb 2018 in Tokyo showed that the % of each Section will be kept at the same level in any alternative case (Alternative A to D). At the same time, aforesaid study showed that the % of some items may differ depending on the each alternative case.</p> <p>We request your good office to kindly understand that the Bidder’s price proposal is based on the proposals from potential Special/Other Manufacturers and the % of each item doesn’t necessarily correspond to the given Cost Centres. Such gap in price between the Employer and the manufacturers may cause the Contractor severe negative cash flow, which may impact on the progress of the Contract.</p> <p>Based on the understanding from the aforesaid “Alternative Cost Centers Percentages”, we consider that the % of each Section may not be very different from the % given in the current Price Schedule even if the price of each item is proposed by the Bidder, and the Employer can manage the cash flow by Payment Schedule which stipulates the</p>	Refer Sl. No. 19, 20 and 21 of Amendment No. 3.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					<p>Stage Payment at which the Interim Payment is made.</p> <p>Considering the above, we request your good office to delete the given % (Cost Centres) and allow the Bidder to offer the unit price of each P&E.</p> <p>Lastly, we would like to highlight that the tenders published by Ministry of Railways (MOR), such as Bid. No. RS P-7 (Electric Locomotive cum Maintenance and Depot Works) published in September 2014 and E-Global Tender No. TM 1714 (Procurement of Rail Bound Maintenance Vehicle (RBMV)) published in January 2018, don't have this kind of given % (Cost Centre). Therefore our request does not differ from the common practice of MOR.</p>	
139	II			Inspection by the Employer	<p>We understand that the Employer doesn't need to attend any inspection of the P&E since the Inspecting Officials are to be appointed by the Employer. We've also noted that this understanding was expressed by the Advisor Infra at the review meeting on the DFC projects chaired by the Chairman of Railway Board on 21st February 2018.</p> <p>Please kindly confirm if the above understanding is applied to this Project (PEP6).</p>	In this direction, please refer, Refer Sl. No. 10 and 11 of Amendment No.2.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
140	II	118 of 223	5.11	9.3 Self-Driven Recording and Measurement Cars	It is understood that the strain gauge test results / oscillation test results of similar vehicles / machines, prior to 3 years on IR track is acceptable.	This clause pertains to Strain Gauge and not the Oscillation Test. Refer 25.2 of Section 8 Vol II for Oscillation Test (at Page 27 of 223).
141	II	148 of 223	3.12	9.4 Self-Driven Rail Bound Maintenance Vehicle	We assume this is only for the tower wagon. Please elaborate on what kind of integration is required with the driver's desk.	In this direction, please Refer Sl.No.1 of Amendment No. 3
142	II	145 of 223	1.5 b	9.4 Self-Driven Rail Bound Maintenance Vehicle	As per 9.3/1.6/c, period of continuous running is taken as 20 hrs at 100 kmph. Please clarify which clause is to be considered.	Both the Sections referred in the query cater to different Machines while Section 9.3 (Page 107 of 223) pertain to Self-driven Recording and Measurement Cars, Section 9.4 pertain to Self-driven Rail Bound Maintenance Vehicle. The requirement of period of continuous running is stipulated for respective P&E.
143	II	145 of 223	1.4	9.4 Self-Driven Rail Bound Maintenance Vehicle	It is understood that the transmission system can be any one of Diesel Electric/Hydrostatic/Hydrodynamic for all three vehicles. Please confirm. Creep speed up to 5 kmph is not be possible with Diesel Electric traction.	In this direction, please Refer Sl.No.2 of Amendment No. 3
144	II	149 of 223	3.14	9.4 Self-Driven Rail Bound Maintenance Vehicle	We assume that either one of the pneumatic or hydraulic type wind screen wiper is acceptable. Please confirm.	The Referred Clause is self-explanatory.
145	II	146 of 223	2	9.4 Self-Driven Rail Bound Maintenance Vehicle	The specification referred to is of DETC, the under-frame, superstructure, side and end walls, roof, body shell, headstocks, lifting pads, sole bar, body bolster, roof ventilation, air space, windows, doors, bogies, wheel, axles, axle boxes, suspension arrangement, brake system, Piping, corrosion protection, illumination, auxiliary power	DETC specification of RDSO is for guidance for the supply of Tower Wagon, RBMV and BIV if chosen with diesel electric traction. In case, hydrostatic/hydrodynamic traction is chosen, then it shall be guided by RBMV specification of RDSO.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					<p>supply, Battery charger, speed indicator and reorder, diesel engine, cooling system, alternator, traction motor, air compressor, etc are not compatible with the specifications of the RBMV and the BIU.</p> <p>It is assumed that for the RBMV and the BIV the RDSO spec no. MP-0.08.00.67 (Rev. -02) Jan 2009 in volume III is to be followed.</p>	
146	II	154 of 223	2.7	9.4.1 Rail Bound Mobile Vehicle for Civil Engineering Works with MMU Equipment	<p>It has come to our attention that Nordco equipment is no longer available. It is internationally known that Sperry as a policy does not sell their hand testing equipment.</p> <p>In India and worldwide the slider probe technique is being used on a large scale with effective testing.</p> <p>We request to allow the bidder to quote either RSU / slider probe system as long as it meets the specification. It is assumed that RDSO approved USFD testing equipment is acceptable. Please confirm.</p>	No Change is envisaged.
147	II	163 of 223	4.2	9.4.3 Bridge Inspection Vehicles	<p>Please confirm if Maximum horizontal depth of 10 m under the bridge is acceptable</p> <p>d) Please confirm if Maximum load on platform of 300 Kgs is acceptable</p> <p>h) Serials nos. b & h seems to be contradictory. Please clarify.</p>	The Clause is self-explanatory.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
148	II	168 of 223	4	9.5 Rail-cum-Road Maintenance Vehicle	Such warranty certificate may not be available from the vehicle manufacturer but the RRV manufacturer can issue such a certificate for the entire equipment. It is understood that the same is acceptable.	In this direction, please Refer SI.No.3 of Amendment No. 3
149	II	168 of 223	8	9.5 Rail-cum-Road Maintenance Vehicle	Please share the details of the axle counter so that the compatibility can be ensured.	In this direction, please Refer RDSO specification no. RDSO/SPN/176 and make of the Axle Counters are of ELDYNE/Thales and Frauscher.
150	II	168 of 223	11	9.5 Rail-cum-Road Maintenance Vehicle	Please clarify what is meant by this.	In this direction, please Refer SI.No.4 of Amendment No. 3
151	II	168 of 223	12	9.5 Rail-cum-Road Maintenance Vehicle	This clause is in contradiction to section 9.5.1 clause 6.1; section 9.5.2 clause 2; section 9.5.3 clause 2. In addition, 50 Kmph speed on track without hydrostatic drive is not possible and hi-risk. It is requested that all RRVs be with Hydrostatic drive for 50 kmph travel speed.	In this direction, please Refer SI.No.5 of Amendment No. 3
152	II	169 of 223	17.1 & 18	9.5 Rail-cum-Road Maintenance Vehicle	Clause No. 17.1 and 18 are contradicting each other. Please clarify.	In this direction, please Refer SI.No.6 of Amendment No. 3
153	II	196 of 223	4	9.6 Rail cum Road based vehicle with motorized elevated working platform (MEWP)	It is assumed that Indian vehicle manufacturer like Leyland and TATA are also acceptable as they meet the base vehicle specifications.	In this direction, please Refer SI.No.7 of Amendment No. 3

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
154	II	196 of 223		9.6 Rail cum Road based vehicle with motorized elevated working platform (MEWP)	9.6 (scheme 1 and scheme 2) There are no similarities between the two types of the RRVs. It is requested to separated these two different vehicles instead of clubbing them into one section. This will allow better participation & competition.	No Change is envisaged
155	II	218 of 223	2	9.9 OHE Rehabilitation and Renewal Equipment	It is requested to allow the combination of the Hydrostatic and Hydrodynamic transmission as creep speed with Diesel Electric traction is not be possible. We have checked the same with the RDSO approved electric traction system suppliers.	In this direction, please Refer SI.No.8 of Amendment No. 3
156	I	99 of 172	14.2	Advance Payment	As per the payment schedule, the Contractor can receive the first stage payment when the P&Es are supplied, which means that the Contractor cannot receive any payment other than 10% of advance payment until 21 months from the commencement date. We would like your good office to kindly understand that the Contractor will be required by the Special/Other manufacturers to pay more than 10% as the cost for the mobilization, design and procurement of materials for the P&E as the advance payment. In fact, most of our potential Special/Other manufacturers have been requesting us to pay 30% of advance payment for their required payment to their venders, which cannot accept without the Contractor's receipt of the same from the Employer.	Note below Form-FIN 3: Financial resources (at Page 65 of 172-Vol-1 of bid document) may be referred which stipulates that Bidders are to demonstrate capacity to meet the initial cash flow requirements for a maximum period of six months and shall meet the requirement as specified in para 3.2.c.(iii) of stage 3 –Section-2 (at Page -38 of 172) [stipulating the requirement of bidders being required to demonstrate access to Financial resources other than Contractual advance payments to meet the cash flow requirements of 17 million USD] Provision of 10% interest free Mobilization advance (Ref-ATB-14.2 at page no-99 of 172) is in line with section 4.13 of JICA procurement guideline. No Change is envisaged.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					We would like your good office to pay 30% of advance payment, provided that the payment timing of first half (15%) and second half (15%) will not be changed, so that the Contractor will not suffer the severe negative cash flow and contribute the smooth contract execution.	
157	I	108 of 172	8.2	Time for Completion	This clause says that “Supply shall neither commence before the starting month of the range (stipulated for each Section)...”. Can we understand that “Supply” means the “delivery of P&E to the Site”? Please kindly confirm if our understanding is correct.	Yes, supply means the delivery of the P&E to the Site.
158	II	209 of 223	9.7.1.2	WILD	We match the stated criteria except predictive analysis, which may be developed an additional cost to the DFCC. Will DFCC allow this deviation from the standard conditions?	In this direction, please Refer SI.No.10 of Amendment No. 3
159	II	209 of 223	9.7.1.3	WILD	Standard 32 Channel (16 per rail) WILD Mk-III yields first-pass coverage of not less than 95% for all types of rolling stock. However, for optimal results, our equipment require speed of 40 kmph or above. Additional channels up to 40 (20 per rail) may be added at additional cost to DFCC. Will DFCC allow this deviation from standard?	No change is envisaged.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
160	II	209 of 223	9.7.1.3	WILD	We comply the whole statement except standard WILD Mk-III yields first-pass coverage of not less than 95% for all types of rolling stock. Will DFCC allow this minor deviation from standard?	No change is envisaged.
161	II	210 of 223	9.7.1.4.3	WILD	We comply the whole statement except standard WILD Mk-III yields first-pass coverage of not less than 95% for all types of rolling stock. There is no commercially viable force-based wheel impact load detector offered by any reputable vendor that can provide 100% coverage with a fixed sleeper spacing of 600 mm. Will DFCC allow this deviation from standard?	No change is envisaged.
162	II	210 of 223	9.7.1.5	WILD	Standard 32 Channel (16 per rail) WILD Mk-III yields first-pass coverage of not less than 95% for all types of rolling stock which is near to 95% accuracy. Additional channels up to 40 (20 per rail) may be added at additional cost to purchaser. Will DFCC allow this?	No change is envisaged.
163	II	210 of 223	9.7.1.6	WILD	We Shall comply with detection criteria for any mechanical defect that causes High Impact Load. However, there is no commercially viable force-based wheel impact load detector offered by any reputable vendor that can identify the type of wheel defect that will cause a High Impact Load, regardless of sensor used (strain gauge, load cell, accelerometer, etc.) or combination thereof. Will DFCC allow this deviation?	No change is envisaged.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
164	II	210 of 223	9.7.1.6	WILD	We comply with the stated condition. However We would like to propose remove the wheels, as they will become redundant once the system is automated. A custom ratchet will be supplied to turn the shaft when the motors are disabled for manual unloading. An average person will be easily able to open and close the gates manually using the ratchet. The ratchets can be stored safely in the locked control box. This is also a safety feature. The big and bulky wheels will become redundant. Can you please confirm that, Is this acceptable to DFCC or not?	Repetitive query. Refer reply to Q no-165 below.
165	II	215 of 223	9.8.3.1	System of Ballast discharge	We comply with the stated condition. However We would like to propose remove the wheels, as they will become redundant once the system is automated. A custom ratchet will be supplied to turn the shaft when the motors are disabled for manual unloading. An average person will be easily able to open and close the gates manually using the ratchet. The ratchets can be stored safely in the locked control box. This is also a safety feature. The big and bulky wheels will become redundant. Can you please confirm that, Is this acceptable to DFCC or not?	In this direction, please Refer SI.No.10 of Amendment No. 3
166					This being a Government of India Project will Import Duty waiver be applicable? If	In this direction, Refer PC Sub Clause 14.1 (at Page no-111 of 172)

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					so, our pricing will be more competitive. Request you to please confirm and let us know if there is any Law exists related to this?	
167					At the time of Installation of machines at the site we are planning 3 installations for single track. Each installation will comprise of 1 WILD and 1 HAHW. In case installations are required for double track then the cost will change. Can you confirm that what type of installation is required whether it's for Single track or for Double track? So that we will plan accordingly.	In this direction, Refer Sub Clause 18 (at Page no-205 of 223 of vol-2 of Bid document)
168	I	N.A.	11.9 of GC	Performance Certificate	<p>As per 10.2 of PC (page 109/172 of Volume 1), we have understood that Supply of any of the P&E is termed as Part of the Works and the Taking Over Certificate will be issued for each P&E.</p> <p>However, the second paragraph of GC 11.9 says that "The Engineer shall issue the Performance Certificate within 28 days <u>after the latest of the expiry dates of the Defects Notification Periods</u>". This means that the Performance Certificate will not be issued until expiry of Defects Notification Period of all P&Es. For example, Points & Crossing Tamping Machine (S. No.4 of Table 1, page 101/172 of Volume 1), which shall be taken over by 33 month from the Commencement Date, needs to wait for the issuance of Performance Certificate about 45 months (21 months until the</p>	<p>In accordance with FIDIC GC 11.9, the Performance Certificate shall be issued on completion of the Contractor's Obligation under the Contract. Performance Certificate is not to be issued to each of the Specialist Manufacture from Engineer's End on supply of P&E under its part of obligation.</p> <p>No change is contemplated.</p> <p>No Change is envisaged.</p>

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					<p>end of Section E plus 24 months of DNP).</p> <p>In order to avoid unnecessary cost for retaining Specialist/Other Manufacturers even though Defect Notification Period of each P&E is successfully expired, we request your good office to change GC11.9 (underlined part in the above) to "after the expiry date of Defect Notification Period of each P&E".</p>	
169	I	8 of 172	19.4	Bid Security	We request your good office to keep ITB 19.4 entirely so that the bid security of unsuccessful Bidders shall be returned as promptly as possible upon the successful Bidder's furnishing of the performance security.	<p>Attention is invited to ITB Sub Clause 39.2 wherein provision has been stipulated for return of Bid security of unsuccessful bidders once the Contract Agreement becomes effective upon receipt of relevant concurrence from JICA.</p> <p>Therefore, No Change is envisaged.</p>
170	I	89 of 172	FORM I-B-2 Subclass (e)	Project Manager/Quality Manager/Service Engineer	Please kindly confirm that (i) the same person can be nominated as both the Contractor's Representative and the Project Manager, (ii) the Quality Manager and the Service Engineer can be nominated even from the Specialist Manufacturer(s), Other Manufacturer(s) or any 3rd parties, and (iii) all of the Contractor's Representative, the Project Manager, the Quality Manager, and the Service Engineer can be stationed in Delhi NCR rather than the Site.	<p>Extant Bid Provisions do not debar Contractor Representative also being the Project Manager.</p> <p>The Quality Manager shall be in the rolls of the Contractor.</p> <p>Service Manager shall be stationed at Site from the time delivery of P&E begins.</p>
171		100 of	ATB 18.5	Professional Indemnity insurance	We request your good office to delete this clause as agreed at the 2nd Pre-Bid meeting held in Japan dated 14th Feb	In this direction, please refer sl.no.11 of Amendment No. 3

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
		172			2018.	
172		100 of 172	ATB 20.6	Arbitration	<p>We understand that your good office kindly gives the successful bidder the right to select any arbitration place out of Dubai, Singapore, or Delhi. Please kindly consider modifying the condition as below;</p> <p>“The place of arbitration shall be Dubai or Singapore or Delhi as decided mutually by both parties selected by the successful bidder before signing of Contract Agreement”</p>	Repetitive Query. Please refer DFCCIL Clarification on Q no-12
173		109 of 172	PC11.1	Completion of Outstanding Work and Remediating Defects	5 calendar days is too short for overseas technicians to appear at the Site. Instead, we request your good office to accept 15 calendar days as the time limit for attending the defects.	In this direction, please refer sl.no.12 of Amendment No. 3
174		167 of 172	Schedule 3	Price Schedule	We request your good office to delete “shall transfer intellectual properties rights to DFC.” since our Specialist Manufactures cannot comply with the same.	In this direction, please refer sl.no.13 of Amendment No. 3
175		8 of 223	Section 8 of 4.1	Codes, Standards and Specifications	<p>Since we are trading house who cannot obtain quality certificate as its nature, we request your good office to modify this sub-clause as below;</p> <p>“The Bidder should possess and submit at the Bid stage, a valid IS/ISO9001:2008 (or latest) certificate for his and his Specialist Manufactures/Other Manufactures</p>	In this direction, please refer sl.no.14 of Amendment No. 2 dated 09-04-2018.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					for...”	
176		44 of 172	3.2(e) Experience of 11)	11)Manufacture & Supply of minimum 25 nos of Rail cum Road vehicle for maintenance of OHE during last five(5) years	We request the Experience to be modified allowing 25 vehicles in last 10 years or 12 vehicles in last 05 years. Please confirm.	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-109
177		57 of 223	Section 9.1 of 3.1	Mechanized Track Maintenance Machines	The current standard for Track Maintenance Machines for the Indian Railways is Stage 2. Can it be understood that Stage 2 is the minimum standard for all requested Track and OHTE Maintenance machines?	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-91
178		62 of 223	Section 9.1 of 11	Mechanized Track Maintenance Machines	The current computer control and monitoring standard for all newly tendered track machines is: The machine should be equipped with a centralised computer based control and monitoring system which shall monitor the health of machine working system such as engine (lube oil pressure, temperature, rpm etc.), hydraulics (hydraulic pressure in different units, temperature, oil level in tank etc), pneumatic (pressure of different units), electricals (charging/discharging rate, voltage etc.). All these data should be displayed on a monitor installed in working cabin. Arrangement for providing3G/4G internet connection for sending data in soft format directly	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-92

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					<p>from the computer should also be available.</p> <p>This standard is also mentioned in the detailed specification for e.g. the ballast regulator.</p> <p>Can it be understood that the current Indian Railways standard regarding control and monitoring systems is the applicable standard for all requested Track Maintenance machines?</p>	
179		73 of 223	Section 9.1.2 of 17e,f,g	Ballast Regulating Machine with Hopper	<p>It is required (sub clause e) that the machine fulfils all specified maximum performance as specified in clause 14 to accomplish the site acceptance test. In sub clause f and g the performance requirement is increased drastically.</p> <p>Can it be understood that the performance as mentioned in clause 14 is applicable for the Site Acceptance Test?</p>	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-60 and in turn Refer item no-32 of Addendum no-1 dated 09-02-2018.
180		107 of 223	Section 9.3 of 1.6	Self-driven Recording and Measurement Cars	<p>Please clarify if the additional payload of 5 tons are the operators with tools or something different. If it is something different, please specify the required space in m².</p>	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-94 and in turn DFCCIL Clarification to Q no-61
181		110 of 223	Section 9.3 of 3.12	Self-driven Recording and Measurement Cars	<p>The UIC 566 is valid for coaches only, but the measuring cars are classified as on-track-machines.</p> <p>Can it be understood that the EN14033 which is the reflecting standard for on track machines should be fulfilled?</p>	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-62
182		111 of 223	Section 9.3 of 3.17b	Self-driven Recording and Measurement Cars	<p>Please clarify what size of objects should be loaded into the machine. This refers also to clause 1.6. If the size of the objects fit through the regular doors</p>	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-96 and in turn DFCCIL Clarification to Q no-63 and item no-33 of Addendum no-1 dated 09-02-2018

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					no additional doors are needed.	
183		118 of 223	Section 9.3 of 5.9	Self-driven Recording and Measurement Cars	<p>Please confirm that the chassis and frame shall be designed and constructed do the latest Indian Railways standard:</p> <p>The chassis shall be of standard welded steel sections and of steel sheets so as to permit transportation of the machine in train formation without endangering safety of the train. The under frame shall be constructed with rolled steel section and/or plates and shall be designed to withstand a maximum static squeeze test load of 102 t i.e. 51 t at each buffing point without any permanent distortion. The under frame shall be sufficiently robust for safe travel of the machine in train formation.</p>	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-64 and in turn item no-39 of Addendum no-1 dated 09-02-2018
184		118 of 223	Section 9.3 of 5.11	Self-driven Recording and Measurement Cars	It is understood that the strain gauge test results / oscillation test results of similar vehicles / machines, prior to 3 years on IR track is acceptable. Please confirm.	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-140 above.
185		124 of 223	Section 9.3.1 of 2.2	Track Recording Car	An observation post for the catenary wire does not work for speeds above 50 km/h. At speeds up to 110 km/h a person is not able to detect or see anything relevant. Please accept the installation of a catenary wire view video system which allows an inspection of the catenary wire in real time. Please confirm.	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-65.
186		124 of 223	Section 9.3.1 of 4	Track Recording Car	Diagnostic Kit for ETCS level-1 (to be provided both in TRC and ORC) provided by STP-5A Contractor	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-99.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					<p>-What are the equipment components (antennas, electronics)? What are the dimensions of the components? How and where should the antenna(s) be mounted on the vehicle?</p> <p>-What are the rack space and power requirements (AC and DC power,height units, ...)?</p> <p>-Shall the data be stored with Specialist Manufacturer's track information (Line, Code,Track, KM, M) or independent?</p>	
187		132-142 of 223	Section 9.3.2	OHE Recording Car	<p>Please provide information about the high-rise pantograph, such as detailed drawings incl.</p> <p>-min. and max. contact wire height,</p> <p>-the installation height of the pantograph</p> <p>-maximum reach above rail level</p> <p>-working range</p> <p>-maximum folded height of the pantograph</p>	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-100.
188		145 of 223	Section 9.4 of 1.4	Self-Driven Rail Bound Maintenance Vehicle	<p>It is understood that the transmission system can be any one of Diesel Electric/Hydrostatic/Hydrodynamic for all three vehicles. Please confirm. Creep speed up to 5 kmph is not be possible with Diesel Electric traction.</p>	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-143 above.
189		145 of 223	Section 9.4 of 1.5b	Self-Driven Rail Bound Maintenance Vehicle	<p>As per 9.3/1.6/c, period of continuous running is taken as 20 hrs at 100 kmph. Please clarify which clause is to be considered.</p>	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-142 above.
190		146 of 223	Section 9.4 of 2	Self-Driven Rail Bound Maintenance Vehicle	<p>The specification referred to is of DETC, the under-frame, superstructure, side and end walls, roof, body shell, headstocks, lifting pads, sole bar, body bolster, roof</p>	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-145 above.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					<p>ventilation, air space, windows, doors, bogies, wheel, axles, axle boxes, suspension arrangement, brake system, Piping, corrosion protection, illumination, auxiliary power supply, Battery charger, speed indicator and reorder, diesel engine, cooling system, alternator, traction motor, air compressor, etc are not compatible with the specifications of the RBMV and the BIU.</p> <p>It is assumed that for the RBMV and the BIV the RDSO spec no. MP-0.08.00.67 (Rev. -02) Jan 2009 in volume III is to be followed. Please confirm.</p>	
191		148 of 223	Section 9.4 of 3.12	Self-Driven Rail Bound Maintenance Vehicle	<p>Our potential Specialist Manufacturer assume this is only for the tower wagon. Please confirm.</p> <p>Also please elaborate on what kind of integration is required with the driver's desk.</p>	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-141 above.
192		149 of 223	Section 9.4 of 3.14	Self-Driven Rail Bound Maintenance Vehicle	We assume that either one of the pneumatic or hydraulic type wind screen wiper is acceptable. Please confirm.	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-144 above.
193		151 of 223	Section 9.4.1 of 2.7	Rail Bound Mobile Vehicle for Civil Engineering Works with MMU Equipment.	<p>It has come to our attention that Nordco equipment is no longer available.</p> <p>In India and worldwide the slider probe technique is being used on a large scale with effective testing.</p> <p>We request to allow the bidder to quote</p>	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-146 above.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					either RSU / slider probe system as long as it meets the specification. It is assumed that RDSO approved USFD testing equipment is acceptable. Please confirm.	
194		151 of 223	Section 9.4.1 of 2.7	Rail Bound Mobile Vehicle for Civil Engineering Works with MMU Equipment.	The quantity of Single Pass Ultrasonic Rail Flaw Detector to be supplied with each RBMV is not mentioned. Keeping in mind the total requirement of RBMV's as listed in the tender and the length of track, we anticipate that this quantity should be 2 units (1 set - one pc for left rail and one pc for right rail) of Single Pass Ultrasonic Rail Flaw Detector with each RBMV. Please clarify. Please also confirm who would be responsible for the data analysis of the A Scan and B Scan data that would be generated by this system	In this direction item no-40 of Addendum no-1 dated 09-02-2018.
195		163 of 223	Section 9.4.3 of 4.2	Bridge Inspection Vehicles	Please confirm if Maximum horizontal depth of 10 m under the bridge is acceptable d) Please confirm if Maximum load on platform of 300 Kgs is acceptable h) Serials nos. b & h seems to be contradictory. Please clarify.	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-147 above.
196		168 of 223	Section 9.5 of 4	Rail-cum-Road Maintenance Vehicle	Such warranty certificate may not be available from the vehicle manufacturer but the RRV manufacturer can issue such a certificate for the entire equipment. It is understood that the	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-148 above.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					same is acceptable. Please confirm.	
197		168 of 223	Section 9.5 of 8	Rail-cum-Road Maintenance Vehicle	Please share the details of the axle counter so that the compatibility can be ensured.	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-149 above.
198		168 of 223	Section 9.5 of 11	Rail-cum-Road Maintenance Vehicle	Please clarify what is meant by “Front clearance from the rail shall be as low as possible, but not lower than 110 mm”.	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-150 above.
199		168 of 223	Section 9.5 of 12	Rail-cum-Road Maintenance Vehicle	This clause is in contradiction to section 9.5.1 clause 6.1; section 9.5.2 clause 2; section 9.5.3 clause 2. In addition, 50 Kmph speed on track without hydrostatic drive is not possible and hi-risk. It is requested that all RRVs be with Hydrostatic drive for 50 kmph travel speed.	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-151 above.
200		169 of 223	Section 9.5 of 17.1 and 18	Rail-cum-Road Maintenance Vehicle	Clause No. 17.1 and 18 are contradicting each other. Please clarify.	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-152 above.
201		196 of 223	Section 9.6 of 4	Rail cum Road based vehicle with motorized elevated working platform (MEWP)	Indian vehicle manufacturer like Leyland and TATA are also acceptable as they meet the base vehicle specifications. Please accept.	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-153 above.
202		196 of 223	Section 9.6 (scheme 1 and scheme 2)	Rail cum Road based vehicle with motorized elevated working platform (MEWP)	There are no similarities between the two types of the RRVs. It is requested to separate these two different vehicles instead of clubbing them into one section. This will allow better participation & competition. Please confirm.	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-154 above.
203		215 of 223	Section 9.8 of 3.1	Ballast Hopper Wagons (with remote	We proposes to remove the wheels, as they will become redundant once the system is automated. A custom	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-165 above.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
				discharge)	ratchet will be supplied to turn the shaft when the motors are disabled for manual unloading. An average person will be easily able to open and close the gates manually using the ratchet. The ratchets can be stored safely in the locked control box. This is also a safety feature. The big and bulky wheels will become redundant. Please confirm.	
204		216 of 223	Section 9.8 of 4	Ballast Hopper Wagons (with remote discharge)	There is no experience requirement in 3.2(e) of Vol.I, page 41, 44.However on page 216 of Vol.II, in the technical specifications, clause no: 4 (b) (i), the criteria mentioned specifies supply record of 100% of tendered quantity, the application also is specified. It is understood that this is only a suggestion and not a criteria. Please confirm.	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-110 above
205		218 of 223	Section 9.9 of 2	OHE Rehabilitation and Renewal Equipment	Please accept the combination of the Hydrostatic and Hydrodynamic transmission as creep speed with Diesel Electric traction is not be possible. We have checked the same with the RDSO approved electric traction system suppliers.	Repetitive Query. Please refer DFCCIL Clarification ion on Q no-155 above