

MUMBAI METRO RAIL CORPORATION LIMITED

Mumbai Metro Line-3 Project

IFB No: MM3-CBS-DEQ-9-03A

Design, Manufacture, Supply, Installation, Testing & Commissioning of Rail-cum-Road Diesel Shunter

Response to Bidders' Queries (Set-1)

Sr. No.	Part No. & Section No.	Clause No.	Page No.	Bid Document Clause Description	Bidder's Query /Clarification	MMRC Response
1	Part 1 Section-I Instruction to bidders	4.1	ITB-5	A Bidder may be a firm that is a single entity or any combination of such entities in the form of a joint venture (JV) under an existing agreement or with the intent to enter into such an agreement supported by a letter of intent. In the case of a JV: (a) all members shall be jointly and severally liable for the execution of the Contract in accordance with the Contract terms, and (b) the JV shall nominate a Representative who shall have the authority to conduct all business for and on behalf of any and all the members of the JV during the bidding process and, in the event the JV is awarded the Contract, during Contract execution.	This is an "International Competitive Bidding" tender and all proprietorship firms, partnership firms, companies, corporations, consortia or joint ventures or authorized Indian agent/s of OEM can participate in the tender by using credentials of OEM who are involved in execution of this type of work and those who fulfil the financial soundness and work experience criteria and other requirements laid down in Eligibility cum Qualification Criteria and/or in this document are eligible to participate.	Please refer Addendum No. 1, Sr No. 1 & 2.
2	Part 1 Section III Evaluation and Qualification Criteria	2.4.2	09 of 11	A) A minimum number of 4 Shunters of similar(i) works (Design, Manufacture, Supply, Installation, Testing & Commissioning) shall have been satisfactorily and substantially completed during the period from 1st Jan 2018 till the Bid Submission date. Note : - The similarity shall be as "All supplies of Diesel Shunter of Rail-cum-Road type with minimum tractive effort of 120 kN for use in Metro / MRT/ Standard Gauge Railway trains.	We request you to modify the description in the notes as "The similarity shall be as "All supplies of Diesel Shunter of Rail-cum-Road type with minimum tractive effort of 70 kN or above for use in Metro / MRT/ Standard Gauge Railway trains."	Minimum Tractive effort of 70 kN is not acceptable. Bidding documents conditions prevail.
3	Part 1 Section III Evaluation and Qualification Criteria	2.4.2	10 of 11	Eligible Bidders: (a) Manufacturers as Prime Member (in single entity/ JV/ sub-contractor), who declare during tender submission to supply from their manufacturing plant in India/ outside India with their own credentials, directly through themselves or through their Principal,or (b) Indian subsidiaries, satisfying the criteria of Class-I or Class-II local supplier, of the foreign manufacturer and having a tie up with the foreign manufacturer for a valid transfer of technology agreement along with an undertaking from the foreign manufacturer that the process of design, manufacturing, testing and commissioning and the corresponding quality assurance program for all the above activities of the Equipment being procured under this Bid have been checked and verified by them and also an undertaking for an assurance from the above manufacturer to provide the technical support for all the activities under this Bid and the after sales service up to the end of Defect Liability Period as also the supply of spares as per Clause PC 7.3, Section VIII, Part 3 is available and requisite documents are submitted along with the Bid. In this case the	We can participate in your subject tender through our Authorized Indian Agent. Please appreciate that in such case, the RRV will be manufactured Europe and will be shipped to India. Our Agent will be responsible for the Customs clearance, transportation of the RRV up to the ultimate consignee on DDP basis. We stand committed to provide all technical support to during testing and commissioning as also during any maintenance work. We also give assurance of providing all types of support in case is not able to provide its services. In view of the above, we would request you to modify the eligibility criteria of the subject tender suitably by way of issuance of a corrigendum, allowing the Authorized Indian Agent of the OEM to be the Bidder based in Tender Specific Authorization issued by the OEM and oblige.	Please refer Addendum No. 1, Sr No. 1 & 2.



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4	Part 1 Section III Evaluation and Qualification Criteria	2.4.2	9 of 11	<p>Eligible Bidders:</p> <p>(a) Manufacturers as Prime Member (in single entity/ JV/ sub-contractor), who declare during tender submission to supply from their manufacturing plant in India/ outside India with their own credentials, directly through themselves or through their Principal,or</p> <p>(b) Indian subsidiaries, satisfying the criteria of Class-I or Class-II local supplier, of the foreign manufacturer and having a tie up with the foreign manufacturer for a valid transfer of technology agreement along with an undertaking from the foreign manufacturer that the process of design, manufacturing, testing and commissioning and the corresponding quality assurance program for all the above activities of the Equipment being procured under this Bid have been checked and verified by them and also an undertaking for an assurance from the above manufacturer to provide the technical support for all the activities under this Bid and the after sales service up to the end of Defect Liability Period as also the supply of spares as per Clause PC 7.3, Section VIII, Part 3 is available and requisite documents are submitted along with the Bid. In this case the credentials of foreign manufacturer can be used to satisfy the qualifying eligibility criteria spelt out in 2.4.2 above.</p> <p>The Bidder shall also disclose the details of the foreign manufacturing plant (i.e., the city and the country of the manufacturing plant etc.) with which they claim to fulfil the qualifying eligibility criteria spelt out in 2.4.2 above. The qualifying eligibility criteria shall be evaluated on the basis of considering the above plant and its country as the country of origin. The disclosing of the above foreign manufacturing plant shall be in addition to the disclosing of the details of the Bidder's manufacturing plant in India (i.e., the plant in India in which the Equipment to be supplied through this Bid shall be actually manufactured).</p>	<p>We request inclusion of below point:</p> <p>(c)Manufacturer through authorization can allow Indian company to bid for the Project provided the Indian company and the Manufacturer are controlled by the same Holding Company. The Indian Company shall submit the bid with authorization from manufacturer, comply with all financial and contractual requirements related to supply of the Product manufactured by the Manufacturer for the Project whereas the technical performance requirements of the Product for the Project shall be met by the Manufacturer. The Manufacturer also agrees to provide all the technical and contractual support needed for the execution of the Contract to the Indian Company and provide an undertaking with regard to the same at the time of submission of the bid.</p>	Please refer Addendum No. 1, Sr No. 1 & 2.
5	Part 1- Bidding Procedure Section IV-B - Pricing Document	1.2.7	3 of 23	<p>MML3 Metro Project is eligible for availing concessional duty benefits as per Customs Tariff Act for Project Imports and Bidders shall refer to Project Import Regulation 1986 (PIR), Section 5, read along with Customs Manual Chapter 5, Para 3, 4 & 5. After award of Contract, at the request of the Contractor, MMRC shall issue sponsoring/ recommendation letter to the Contractor for getting themselves registered for availing Project Import Benefit. However, the responsibility to avail the concessional benefits under Project Import or otherwise as extended in accordance with the law of the land shall solely rest with the contractor and all logistics and other arrangement in connection with the import of material shall remain with the Contractor as per the Bid conditions. The Contractor shall be the importer of all items to be imported for this project.</p>	<p>Supply of Equipment from abroad requires Permanent Establishment in India to serve as Importer and deliver under DDP basis (Delivery Duty Paid including cost of carriage, applicable taxes, customs duty and Insurance up to the destination) - Named place of destination is Mumbai Metro Line 3, Depot site, Mumbai, India. Mumbai Metro's authorization to use Mumbai Metro's IEC for clearance of equipment's under DDP term would enable bidder to deliver the goods without permanent establishment in India.</p> <p>Suitable suggestions are requested by allowing the bidder to avail the project import benefits supplied from Overseas.</p>	<p>The Contractor shall remain the Importer.</p> <p>Bidding documents conditions prevail.</p>



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6	Part 2 Employer's Requirement, Section VI-A- General Specifications	Appendix 1- Key Dates	42 of 82	KD – 1 Submission of Works program, Interface Management Plan, Design Plan, Preliminary & Detailed Design Drawings/ documents, and vendor approval proposals and obtaining the Project Manager's 'Notice of No Objection'. 72 days KD – 2 Submission of Management Plans due till 84 days after effective date and obtaining the Project Manager's 'No Objection' to the above. 96 days KD – 3 Delivery of the Shunter to MML3 Depot, Mumbai. 330 days KD – 4 Installation, Testing & Commissioning (excluding Guarantee tests), Supply of O&M Manual, Training Manual and Training of O&M Personnel of Employer. 360 days KD – 5 Completion of all obligations (including Guarantee tests) of the Contract under the Contract. 395 days	Please increase the completion dates of the following KDs by 30 days each. KD-3, KD-4, and KD-5. KD – 3 Delivery of the Shunter to MML3 Depot, Mumbai. 360 days KD – 4 Installation, Testing & Commissioning (excluding Guarantee tests), Supply of O&M Manual, Training Manual and Training of O&M Personnel of Employer. 390 days KD – 5 Completion of all obligations (including Guarantee tests) of the Contract under the Contract 425 days	Bidding documents conditions prevail.
7	Part 1 Section VI-B Technical Specifications	1.4 (a)	04 of 17	Protection Features of Shunter The Contractor shall design the Shunter to ensure the following Protection and Safety features in the Shunter: (a) Shunter shall be "fail-safe" and "overload protected". The Shunter shall incorporate all necessary safety devices to protect the equipment, operators, and all other people and things in the vicinity of the Shunter. No failure of the Shunter shall cause or give rise to any damage or catastrophe of any nature whatsoever.	Contractor's responsibility is to supply a "fail safe " and "overload protected " shunter However protection of operator , people in vicinity are not only dependent on safe equipment but also on safe operating and maintenance practices at site which is beyond contractor scope . therefore, it is requested to amend the clause to: Shunter shall be "fail-safe" and "overload protected". The Shunter shall incorporate all necessary safety devices to protect the equipment.	The Clause requires satisfactory design of the Shunter to ensure its Protection and Safety features. Bidding Documents conditions prevail.
8	Part 1 Section VI-B Technical Specifications	1.7 (b) (iii)	05 of 17	The paint colour scheme shall match the general colour aesthetics of Mumbai Metro Line 3 Project and shall be submitted to the Project Manager for his notice of No Objection.	Please provide details	The painting colour scheme shall be finalized during design stage in conformity with the colour scheme of other Shunters (Yellow cabin & Red Frame) available in the depot. Bidding Documents conditions prevail.
9	Part 1 Section VI-B Technical Specifications	1.7 (c)	05 of 17	i) A plate indicating the following shall be fixed on the Shunter at a suitable location • Name of manufacturer • Important technical particulars • Year of Manufacture • Serial Number • A logo of MMRC as per the design and details of MMRC shall be affixed at suitable location(s) on the Shunter.	Please provide MMRC badging details	These are minor issues and can be decided during design stage. Bidding Documents conditions prevail.
10	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	1.11 (a) (ii)	6 of 17	The Response time to attend to the breakdowns shall be maximum 24 hours. In case where the Response time ends between 2200 hrs to 0800 hrs next day, the same shall be treated to have been extended up to 0800 hrs next day	The Response time to attend to the breakdowns shall be 72 hours	Please refer Addendum No. 1, Sr No. 3



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11	Part 1 Section VI-B Technical Specifications	1.11 (f)	07 of 17	If the availability during two consecutive quarterly periods or during any calendar year reaches a level of 85% and below on Contractor's account, this may be treated as unsatisfactory performance and the Employer may initiate action for termination of the Contract with forfeiture of the Performance Guarantee of the balance value available with the Employer along with further actions as deemed necessary.	The contractor shall be provided time to rectify the equipment to meet availability criteria. Therefore, it is requested that cure period of 60 days should be provided before Employer may initiate action.	The maximum down time allowed as per 96% availability is 15 days. Action of termination of Contract may be initiated only if the downtime is more than 55 days in a year or 14 days each in any two consecutive quarters. Bidding Documents conditions prevail.
12	Part 1 Section VI-B Technical Specifications	2.1 a	07 of 17	a) The Works shall comprise (but not limited to) the design, manufacture, inspection, testing, transportation, delivery, installation, testing & commissioning of 1 no Rail-cum-Road Diesel Shunter with minimum continuous draw bar pull of 160 kN for Mumbai Metro Line 3 as per the operational requirements described in Clause 2.2.	The requirement of a draw bar pull of 160 kN seems to be excessive for the real need of towing as described on section 2.2. A shunter with approx... 70 kN of pulling effort would be enough to tow a load of 350 tons on straight track and 60 tons on 4% gradient even on wet conditions. In order to achieve 160 kN a very big and heavy machine would be needed which could bring undesired problems.	Tractive Effort of 70 kN is not sufficient for starting and hauling the loads under the situations of Mumbai Metro Line 3 project. Bidding Documents conditions prevail.
		2.2 b	08 of 17	(b) It shall be capable to start & haul empty 8-car train (Load up to 350 tons) within the Maintenance Depot with a speed of minimum 10 kmph on straight track.		
		2.2 c	08 of 17	(c) It shall also be capable to start & haul a wagon (freight car) with gross load up to 60 tons from depot to mainline in the tunnel traversing over the Ramp of the tunnel (4% gradient)		
13	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.1 (b)	07 of 17	The Contractor shall carryout maintenance of Shunter during DLP. Spares required during DLP shall be supplied by the Contractor along with the supply of Shunter. In case the quantity of DLP spares falls short of the requirements, the Contractor shall be bound to supply the required quantity in time.	We understand that shortfall spares to be supplied within DLP period only and the price of shortfall spares to be borne by employer.	The DLP spares have to be supplied by the Contractor along with the supply of Diesel Shunter and the cost is to be included in the pricing of Shunter. The type and quantity if spares adequate for 2 years of DLP to be used during maintenace in DLP have to be assessed by the Contractor based on his experience. Any shortfall will have to be met by the Contractor at his cost. Bidding Documents conditions prevail.
14	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.1. (d)	7 of 17	The Contractor shall fulfil the IT requirements & develop BIM model as per clause 2.8.3 (c), Chapter 2, and Clause 6.2 of Appendix 6, Section VI-A, Part 2.	We can give you only vehicle 3D Drawing instead of BIM model. BIM model yet not developed by us and not easy to develop for a single sale. Please accept and modify the tech. specification as 3D drawing.	BIM model (3D model) in AutoCad is also allowed. Bidding Documents conditions prevail.



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15	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.1. (e)	7 of 17	The Contractor shall submit RAMS Plan in accordance with Clause 3.7, Chapter 3, Section VI-A, Part 2	RAMS plan yet not developed by us. Hence requesting you to remove this point. However we assure you to availability above 96%. Hence we requiring to remove the RAMS specification.	Bidding Documents conditions prevail.
16	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.1 (h)	7 of 17	Submission of required documents and certificates where applicable for license applications and registration with local statutory authorities before commencement of the Defects Liability Period. MMRC shall take necessary action for certification of Rail-cum-Road Vehicle from RDSO and registration from Regional Transport Office for movement on Road. The Contractor shall coordinate with the Employer for all technical clarifications and shall provide all assistance in getting the sanctions from the statutory authorities	We never done such things in all our past supplies. RDSO was not involved. Please remove the clause.	All approvals from Statutory Authorities shall bbe processed by MMRC. Only Technical support by way of data shall be given by the Contractor as and when demanded. Bidding Documents conditions prevail.
17	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.2 d	08 of 17	The Shunter shall be capable of moving at a speed up to 25 kmph running on level track under no-load condition	We find this speed excessive for a machine of this kind considering speed limitations inside depots where there are many operators walking. Additionally, when the machine is operating or arriving to the train to be towed there shall be personnel around. Therefore, we request you to reduce the speed to 10- 20 km/h. to ensure safety for the personnel around.	Please refer Addendum No. 1,Sr No. 4
18	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.2 (d)	08 of 17	The Shunter shall be capable of moving at a speed up to 25 kmph running on level track under no-load condition.	The Bidder model meets operational criteria, it is capable of moving at a speed up to 20 kmph running on level track under no-load condition. Please confirm acceptance	
19	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.2 f	08 of 17	(f) Fuel tank size shall be 340 litres or more to meet the required running capacity.	We find this volume excessive for a machine of this kind, which would oblige to use a heavy duty machine, with the previously mentioned problems of this. Therefore, we request you to reduce the speed the volume to 200 l. which shall bring enough autonomy for the shunter.	340 lts tank capacity is required for avoiding frequent diesel oil filling. Bidding Documents conditions prevail.
20	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.3. (b)	08 of 17	The Shunter shall be powered by Diesel engine with smoke emission standards Euro VI/ Bharat Stage VI/ Tier IV or better.	Euro VI /Bhart Stage VI engine yet not been developed by us and not possible for one project. Hence we requesting to accept (EURO- V) applicable for new non-road mobile machinery and specified in EU-Regulation 2016/1628. We requesting you to accept Euro-V engine and requesting to accept EUOR-V and same to amend in the tender specifications.	Please refer Addendum No. 1,Sr No. 5
21	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.3 (b)	8 of 17	The Shunter shall be powered by Diesel engine with smoke emission standards Euro VI/ Bharat Stage VI/ Tier IV or better	Our vehicle is powered by a standard diesel engine with smoke emission standard Euro V. It will not be possible to make changes in our standard design for just 1 no order. Please allow Euro V standard also	
22	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.3 (e) (vii)	08 of 17	Indication for kms run (mileage meter).	Bidder has hour meter. Bidder can add analog mileage meter. Please confirm acceptance.	Analog mileage meter is acceptable. Bidding Documents conditions prevail.



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23	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.3 (j)	09 of 17	The Shunter shall have sensors to avert any derailment.	Comply - Shunter has responsive downward hydraulic pressure built in to help reduce effect of derailments and change in rail conditions, as a standard global practice no current sensor onboard. Please confirm acceptance	Please refer Addendum No. 1, Sr No. 6
24	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.4 (d)	09 of 17	The driver's seat shall be comfortable and suitably designed to avoid stressed working for the Driver. It shall have a backrest and footrest. The driver's seat shall allow longitudinal and vertical adjustment besides the adjustment of backrest angle.	Bidders Model has adjustable height seating arrangement hence footrest is not required. Please Accept confirmation	Please refer Addendum No. 1, Sr No. 7
25	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.4 (e)	9 of 17	The driver's desk design shall be such as to facilitate easy access from each side of the Shunter. The Driver's desk shall be ergonomically designed	Our Vehicle has one side access which is a standard design of ours. Beside the driver's cabin is the engine and the Bonnet opens upward during the maintenance of the engine.	Please refer Addendum No. 1, Sr No. 8
26	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.5 (a)	10 of 17	Coupler height shall be adjustable as per the requirements by hydraulic mechanism from Driver's desk. It shall be possible to position the coupler head at the same height as that of trailing load.	Please provide more details on requirements of coupler positioning. Please clarify whether the whole coupler has to move to adjust height or only the head of the coupler required to move to adjust to Freight Wagons with different wheel sizes.	Please refer Addendum No. 1, Sr No. 9
27	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.5 (d)	10 of 17	When the Shunter is operated with Remote, its speed shall be limited to 3 km/hr running on tracks.	Shunter can run on 3 Kmph, But us suggesting to put limit at 5 km/hr for loaded condition this is most safe limit suggested. This corresponds with use of first gear only. We requesting you to accept and change the specification 5kmph.	Please refer Addendum No. 1, Sr No. 10
28	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.6 (a)	10 of 17	An automatic coupler (with electrical head) matching that of the metro train of Mumbai Metro Line 3 shall be provided at both end of the vehicle for coupling the 8-car train. Details of Metro train automatic coupler are provided in Drg No 4, Section X, Part 4.	We request for free supply of couplers (front and rear) for better availability and manage contractual commissioning timelines	Bidding documents conditions prevail.
29	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.6 (a)	10 of 17	a) An automatic coupler (with electrical head) matching that of the metro train of Mumbai Metro Line 3 shall be provided at both end of the vehicle for coupling the 8-car train. Details of Metro train automatic coupler are provided in Drg No 4, Section X, Part 4	It is difficult to get only 2 nos. of couplers in time and at competitive prices. So we would like this item to be supplied as a free supply by Rolling Stock Contractor to avoid delays in delivery of Shunter.	
30	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.6 (a)	10 of 17	An automatic coupler (with electrical head) matching that of the metro train of Mumbai Metro Line 3 shall be provided at both end of the vehicle for coupling the 8-car train. Details of Metro train automatic coupler are provided in Drg No 4, Section X, Part 4.	We suggest that MMRC must buy couplers locally as these coupler now available in make in India on low cost price. it will be much expensive for us to buy in Europe and it will increase high cost of vehicle. We will support to MMRC technically to purchase correct coupler. MMRC must buy and provide coupler to Contractor and coupler will installed at site by us during the commissioning of shunter. We will design and provide hydraulic system for coupler up and down position.	
31	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.9 (c)	12 of 17	The vehicle shall have provision to generate adequate compressed air (tentative capacity of compressor 2000 litre/minute at up to minimum 8.5 and maximum 10 kg/cm2 pressure) along with suitable air reservoir and equipped with an air dryer for the release of the brake of 8-car train, wagon etc. The Contractor shall interface with the Contractor of Rolling Stock for the compressed air requirements to ensure effective working of train (8-car train) for braking.	In this regard, after studying tender documents cum specifications, we are sorry to inform you that these specifications are "Not called for shunter" because any RRV can fulfil these running based on Engine KW - HP, Torque may be RRV procured by MMRCL." fulfil current running of Train Shunting and Wagon application because "NO MR-BP is asked & only Depot Shunting is required".	It is not intended to use Rescue Vehicle for normal train movement works within the Depot. Bidding Documents conditions prevail.



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32	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.9 (d)	12 of 17	The compressor shall be of independent from engine revolution. Driver's valve shall be controlled by the following characteristics: • First quick depression. • Automatic refilling at starting at ca 4.8 bar. • Neutral function. • Assimilation function, lift pressure with 0.4 bar above nominal pressure. • Startup, automatic prefilling up to 3 bars.	Compressor is run by a hydraulic pump which is in turn run by engine. Please confirm acceptance.	Hydraulic Air compressors will be acceptable subject to fulfilment of all braking needs. Bidding Documents conditions prevail.
33	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.9 (e)	12 of 17	Emergency brake by means of Air Cock on the main brake line.	: we have updated design as Nowadays we install a pneumatic actuated emergency valve = same function as the air cock. Hence we requesting you to accept pneumatic actuated valve system for emergency braking.	This is acceptable. Bidding documents conditions prevail
34	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.9 b	11 of 17	b) It shall have adequate braking capacity to stop with trailing wagon with gross load of 60 tons on the Ramp of the Tunnel (4% gradient).	According to EN 15746-2 section 5.24.4 Braking of trailed machines/vehicles: "Where a machine is to haul machine/vehicle in rail configuration with a total weight of more 200% of the host vehicle, or at speeds greater than 25 km/h, it shall be equipped with continuous service brake."	It is agreed. Continuous service brake shall be needed through wagon braking system. Bidding Documents conditions prevail.
35	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	2.10 (d)	13 of 17	Power supply cable from 110 V DC supply point to DC-DC Converter shall be provided by the Contractor	12 VDC, 24VDC, 220VAC will be provided	Not accepted. 110 V DC supply shall be needed for Mobile Train radio System. Bidding Documents conditions prevail.
36	Part 2 - Employer's Requirements Section VI-B-Technical Specifications	3.2 (g)	16 of 17	Compressed air, power supply and water required for the maintenance of the Shunter will be provided free-of-cost by the Employer. Any material handling facility if available and required for transportation within the depot can also be provided free of cost by the Employer.	Please provide for warehousing facility required for the maintenance of the Shunter to store spare parts free-of-cost by the Employer.	Spare parts shall be kept in the Depot. Bidding documents conditions prevail.
37	Part 1 Section-II Bid Data Sheet	ITB 24.1	6 of 7	The deadline for Bid submission is: Date: 02/05/2023 Time: 15:00 hrs.	Deadline for bid submission to be extended up to 02-06-2023	Please refer Addendum No. 1,Sr No. 11
38	Part 1 Section-II Bid Data Sheet	ITB 27.1	6 of 7	The Technical Bid opening shall take place at: Date: 02/05/2023 Time: 15:15 hrs.	Deadline for bid submission to be extended up to 02-06-2023	Please refer Addendum No. 1,Sr No. 12

