PUNE MAHANAGAR PARIVAHAN MAHAMANDAL LTD.
Tender No-33

Request For Proposal (RFP) document
For
Design, manufacture, supply and commissioning of Midi, 900 mm floor height, Diesel Buses as per UBS-II specification under Tejaswini Buses Scheme of Maharashtra Government.

2017-18
# Table Of Contents

1. DISCLAIMER ......................................................................................................................... 3  
2. KEY DETAILS ........................................................................................................................ 4  
3. REQUEST FOR PROPOSAL .................................................................................................... 5  
4. INSTRUCTIONS TO BIDDERS .............................................................................................. 6  
5. GENERAL CONDITIONS ...................................................................................................... 18  
6. INTERPRETATION .................................................................................................................. 28  
7. NOTICES ............................................................................................................................... 29  
8. GOVERNING LAW ............................................................................................................... 30  
9. SETTLEMENT OF DISPUTES ............................................................................................. 31  
10. TAXES AND DUTIES .......................................................................................................... 33  
11. INDEMNITY ......................................................................................................................... 34  
12. CONFIDENTIAL INFORMATION ......................................................................................... 35  
13. WORK PROGRAM & DELIVERY ......................................................................................... 36  
14. DESIGN AND ENGINEERING ............................................................................................ 42  
15. WARRANTY AND SUPPORT .............................................................................................. 44  
16. INSURANCE ........................................................................................................................ 45  
17. FORCE MAJEURE ............................................................................................................... 46  
18. KEY DATES (DELIVERY SCHEDULE) ................................................................................. 47  
19. EVALUATION PROCESS AND CRITERIA .......................................................................... 48  
20. APPENDIX I - TECHNICAL BID ........................................................................................ 54  
21. APPENDIX II - FINANCIAL BID FORMAT ........................................................................ 59  
22. APPENDIX III – FINANCIAL ELIGIBILITY & PRE - QUALIFICATION PROPOSAL .......... 62  
23. APPENDIX IV - PERFORMANCE GUARANTEE FORMAT ................................................. 65  
24. APPENDIX V - POWER OF ATTORNEY FORMAT ............................................................ 67  
25. APPENDIX VII – FORMAT OF RESPONSE ....................................................................... 68  
26. APPENDIX VIII – FORMAT OF AFFIDAVIT CERTIFYING NO BLACKLISTING ............ 71  
27. APPENDIX IX – BID CLARIFICATION FORMAT ................................................................. 72  
28. APPENDIX X – TRAINING DETAILS .................................................................................. 73  
29. APPENDIX XI - CUSTOMER REFERENCES ....................................................................... 74  
30. APPENDIX XII - LIST OF SUPPLY .................................................................................... 75  
31. APPENDIX XIII - DECLARATION FOR POINT OF PRESENCE ....................................... 76  
32. APPENDIX XIV – UNDERTAKING ...................................................................................... 77  
33. APPENDIX XV – EMD GUARANTEE FORMAT ................................................................. 78  
34. APPENDIX XVI – UNDERTAKING FOR THE AVAILABILITY OF SPARE PARTS .......... 81  
35. APPENDIX XVII – STATEMENT LIFE OF SOME OF THE BUS AGGREGATES .............. 82  
36. APPENDIX XVIII – ADVANCE GUARANTEE FORMAT ..................................................... 83  
37. APPENDIX XIX – CONTRACT AGREEMENT ..................................................................... 84  
38. APPENDIX XX – TECHNICAL SPECIFICATIONS ............................................................... 89  
39. APPENDIX XXI – SPECIFICATIONS .................................................................................. 95  
40. APPENDIX XXI – BUS DESIGN LOGO AND COLOUR SPECIFICATION .................... 120
1. DISCLAIMER

This Request For Proposal (RFP) is being issued by Pune Mahanagar Parivahan Mahamandal Limited (Authority) for eligible bus chassis manufacturers to Design, Manufacture, Supply and Commission of Fully built Non-AC, Diesel Midi bus as per AIS 052 code with UBS-II specification conforming to BS-IV emission norms as issued by Government of India and or on such terms and conditions as set out in this RFP document.

It is hereby clarified that this RFP is not an agreement and is not an offer or invitation by Authority to any party hereunder. The purpose of this RFP is to provide the Bidder(s) with information to assist in the formulation of their proposal submission. This RFP document does not purport to contain all the information Bidders may require. This RFP document may not be appropriate for all persons, and it is not possible for Authority to consider particular needs of each Bidder. Each Bidder should conduct its own investigation and analysis, and should check the accuracy, reliability and completeness of information in this RFP document and obtain independent advice from appropriate sources. Authority and their advisors make no representation or warranty and shall incur no liability financial or otherwise under any law, statute, rules or regulations or otherwise as to the accuracy, reliability or completeness of the RFP document.

Authority may in its absolute discretion, but without being under any obligation to do so, update, amend or supplement the information in this RFP document.

The Authority reserves the right not to proceed with the Purchase or to change the process or procedure to be applied. It also reserves the right to decline to discuss the process further with any party submitting a proposal. No reimbursement of cost of any type shall be paid to persons, entities, or consortiums submitting a proposal.
## 2. KEY DETAILS

<table>
<thead>
<tr>
<th>S. No.</th>
<th>Particulars</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Name of the Company</td>
<td>Pune Mahanagar Parivahan Mahamandal Limited (PMPML)</td>
</tr>
<tr>
<td>2</td>
<td>Quantity and Type of Buses to be Purchased</td>
<td>30 to 40 New Fully built Non A/C, Midi 900mm Floor height, BS IV, Diesel buses as per UBS-II specification.</td>
</tr>
<tr>
<td>3</td>
<td>Date of issue of RFP</td>
<td>7&lt;sup&gt;th&lt;/sup&gt; December 2017.</td>
</tr>
<tr>
<td>4</td>
<td>Date, Time and Venue of Pre-Bid meeting</td>
<td>Date : 13&lt;sup&gt;th&lt;/sup&gt; December 2017. Time: 03.00 pm at Hon. CMD Office, PMPML.</td>
</tr>
<tr>
<td>5</td>
<td>Send Queries for Tender</td>
<td><a href="mailto:ce@pmpml.org">ce@pmpml.org</a></td>
</tr>
<tr>
<td>6</td>
<td>Date and Time for Submission of Bid including Technical &amp; Financial Bids</td>
<td>Date : 18&lt;sup&gt;th&lt;/sup&gt; December 2017. Time : Up to 03.30 pm On <a href="http://www.pmctenders.abcprocure.com">www.pmctenders.abcprocure.com</a> and/or <a href="http://www.punecorporations.org">http://www.punecorporations.org</a></td>
</tr>
<tr>
<td>7</td>
<td>Date and Time for Submission of Hard Copy of Bid including Technical &amp; Financial Bids</td>
<td>PMPML inward Section Date : 18&lt;sup&gt;th&lt;/sup&gt; December 2017. Time : 04.00 PM</td>
</tr>
<tr>
<td>8</td>
<td>Date and Time of Opening of Technical Bid</td>
<td>Date : 18&lt;sup&gt;th&lt;/sup&gt; December 2017. Time : 04.00 PM</td>
</tr>
<tr>
<td>9</td>
<td>Date and Time of Opening of Financial Bid</td>
<td>Only Technical Qualified Bidders will notify the financial Bid Opening 24 Hours in Advance.</td>
</tr>
<tr>
<td>10</td>
<td>Bid Security Amount</td>
<td>INR 50 Laks /- (Indian Rupees Fifty Laks Only)</td>
</tr>
<tr>
<td>11</td>
<td>Performance Security</td>
<td>5% of the Order Value</td>
</tr>
<tr>
<td>12</td>
<td>Bid Document Cost</td>
<td>Rs.15,000/- (Fifteen thousand Only) + Taxes</td>
</tr>
<tr>
<td>13</td>
<td>Venue of Pre Bid, Bid Submission and Financial Opening</td>
<td>Chairman and Managing Director Office Pune Mahanagar Parivahan Mahamandal Limited PMT Building, Shanakarseth Road, Swargate, Pune 411 037</td>
</tr>
</tbody>
</table>

Please note carefully the requirements for submitting Bids as set forth in this RFP, and the date and time for submission of Bids. Late or delayed Bids will not be considered for evaluation and will either not be received or returned unopened. The Authority reserves the right to reject any or all bids without assigning any reason thereof at its discretion.
3. REQUEST FOR PROPOSAL

Supply of Midi, Diesel Buses

Pune Mahanagar Parivahan Mahamandal Ltd is a company incorporated under the Companies Act, 1956 (as amended or re-enacted or restated, and including the Companies Act, 2013 as notified from time to time)] to procure Buses of the following [categories] viz. Non-AC Midi, Diesel buses conforming to BS-IV emission norms and the relevant specifications as prescribed under the Urban Bus Specifications II (UBS II) by Ministry of Urban Development, Government of India (hereinafter the “Buses”).

The Authority / PMPML caters its Bus Services to the Pune city and plays a vital role in providing affordable and convenient Public Transport Service that help the people reach any nook and corner in and around PMC and PCMC area. It is useful for different groups of people like students, employees, senior citizens, people visiting Pune city etc.

The future plans of the Authority includes:

i. Up-gradation of the Entire Public Transportation.

ii. Make Available High Quality Buses with Comfortable Facilities to its Commuters

iii. Increase the Fleet of Buses for Regular and Reliable Services

iv. Improve the Efficiency of the Authority through introduction of technology
   a. Intelligent Transport Management System
   b. Automatic Fare Collection & Management System
   c. Planning & Scheduling Systems
   d. CCTV System with Emergency Button
   e. Enterprise Asset Management System
   f. Digital Data for Commuters, etc.

v. Hub-n-Spoke system will be developed on major roads of the city.

vi. Quality of PMPML service will be customer friendly.

vii. Public Information will be displayed on bus terminals & bus stops if required.

viii. Pass system would be computerized from expert IT Organization.
4. INSTRUCTIONS TO Bidders
4.1 Definitions & Abbreviations
In this RFP, the following word(s), unless repugnant to the context or meaning thereof, shall have the meaning(s) assigned to them herein below:

“AFCS" means Automatic Fare Collection System in-bus (hardware and software) provided by Central Bank of India and integrated to ITMS system which is approved by ASRTU.

“ASRTU" means Association of State Road Transport Undertaking

"Authority" means Pune Mahanagar Parivahan Mahamandal Limited (PMPML).

“Bidder” means a company/Partnership/Proprietary Firm registered in India, engaged in the manufacture and supply of fully built buses / Bus chassis and who has submitted a proposal to the Authority in response to this RFP.

“Buses" mean Midi, Diesel, BS IV Non-AC buses as per the specification attached in this RFP in compliance with UBS II Specification.

“CIRT" means Central Institute of Road Transport

“Contracted Delivery Schedule” means the delivery timelines of the specified buses as per the defined timelines in this RFP.

"Delivery of Buses" shall be deemed to take place only if buses are delivered in accordance with approved specification and terms of the RFP, after approval by the Authorities appointed third party inspection agencies as specified in the RFP.

“Effective Date" mean the date of issuance of 'Letter of Acceptance' (LOA) by the Authority.

“EMD” Means Earnest Money Deposit to be submitted along with the tender submission.

“GoI” Government of India.

"GoM" means the Government of Maharashtra.

"Inspecting Officer” means any third party inspection agency or individual appointed and/or nominated by the Authority from time to time for the purpose of inspection of buses as per the CIRT approved and UBS II Specification.

“ITMS" means Intelligent Transist/Transport Management System, which is in compliance with the UBS II Specifications approved and supplied by ASRTU. The ITMS System includes Passenger Information System Display Boards, Amplifier and Speakers, Passenger Counters, On Board Unit and Driver Display Unit.

"Letter of Award" (LOA) means the letter issued by the Authority to the successful Bidder confirming the success of their bid.
"Manufacturing Premises" means the location of the bidder manufacturing factory at which the buses shall be manufactured.

"Material" means anything used in the manufacture or fabrication of the buses;

"Officer In-charge" means the person duly nominated or appoint by the Authority to execute the bid process and represent the Authority during the bid process.

"PIS" means Passenger Information System whereby and where under passengers shall be informed, inter alia, of approaching Bus stops and other details inside the buses/on Bus stops waiting for a Bus.

"Particulars" include – (i) Technical Specifications; (ii) Drawings; (iii) "Proprietary Mark" or "Brand" meaning the mark or brand of a product which is owned by an Industrial firm; (iv) Any other details governing the construction, manufacture or supply of buses as may be prescribed by the Contract;

"Period" shall mean the entire term of the agreement.

"Bid" or "Quote" means the proposals submitted by the Bidder(s) in response to this RFP in accordance with the provisions hereof including the Techno-Commercial proposal and financial proposal along with all other documents forming part and in support thereof.

"Bidding Process" means the process of selection of the Successful Bidder through competitive bidding and includes submission of Bids/tenders, scrutiny and evaluation of such Bids as set forth in the RFP.

"PCMC" means Pimpri Chinchwad Municipal Corporation

"PMC" means Pune Municipal Corporation

"Purchase Officer" means the official signing the “Letter of Award" and includes any officer who has authority to execute relevant Contract on behalf of the Authority;

"RFP" and/ or “RFP Document” means this RFP document comprising of a number of Parts/sections/clauses etc. namely Disclaimer, Brief Overview, and Key Details, Definitions and Abbreviations, Instructions to Bidders (ITB), General Conditions of Contract (GCC), Schedule of Requirements (SOR), Technical Specifications (TS), Techno-Commercial Evaluation Proforma’s (TCEP), Price Schedule (PS) and Bid Forms, Annexures and other Formats and any applicable Schedules thereto.

"RTA" means Regional Transport Authority

"RTO" means Regional Transport Office

“TCOP” means total cost of product for a defined period as per the RFP.

"Test" means such test(s) as is/ are prescribed by the Authority or considered necessary by the Inspecting Officer whether performed or carried out by the Inspecting Officer or any agency acting under the direction of the Authority/ Inspecting Officer,
"Services" means services ancillary to the supply of the buses such as transportation and insurance etc;

"Signed" includes stamped.

"Site" means the place specified in the RFP at which any work is required to be executed by the successful bidder under the RFP or any other place approved by the Authority for the purpose;

“Successful Bidder” mean the Bidder to whom a Letter of Award is issued by the Authority.

"Writing" or "Written" includes matter, either in whole or in part, in manuscript, type written, lithographed, photocopied, photographed or printed form under or over signature or seal, as the case may be;

Any other term(s), not defined herein above but defined elsewhere in this RFP shall have the meaning(s) ascribed to such term(s) therein and shall be deemed to have been included in this Part.

4.2 Due Diligence

   a) The Bidder is expected to examine all instructions, forms, terms& conditions, and specifications in the RFP. The Bid should be precise, complete and in the prescribed format as per the requirement(s) of the RFP.

   b) Failure to furnish all information required by the RFP or submission of a Bid not responsive to the RFP in every respect will be at the Bidder’s risk and may result in rejection of the Bid.

   c) The Bidders shall be deemed to have submitted their respective Bids after verifying the information in relation to the Project including but not limited to infrastructure, facilities, location, surroundings, climate, availability of power, water and applicable laws and regulations, and any other matter considered relevant by them.

   d) It shall be deemed that by submitting a Bid, the Bidder has:

         i. made a complete and careful examination of the RFP;

         ii. received all relevant information requested from the Authority;

         iii. acknowledged and accepted the risk of inadequacy, error or mistake in the information provided in the RFP or furnished by or on behalf of the Authority;

         iv. satisfied itself about all matters, things and information hereinabove necessary and required for submitting an informed Bid, execution of the Project in accordance with the RFP and performance of all of its obligations there under;

         v. acknowledged and agreed that inadequacy, lack of completeness or incorrectness of information provided in the RFP or ignorance of any of the matters in this RFP hereinabove shall not be a basis for any claim for compensation, damages, extension of time for performance of its obligations, loss of profits etc. from the Authority, or a ground for termination of the Contract;

         i. acknowledged that it does not have a Conflict of Interest; and

         ii. agreed to be bound by the undertakings provided by it under and in terms thereof.
e) The Authority shall not be liable for any omission, mistake or error on the part of the Bidders in respect of any of the above or on account of any matter or thing arising out of or concerning or relating to RFP, or the Bidding Process, including any error or mistake therein or in any information or data given by the Authority.

4.3 Cost of Bidding
The Bidder shall bear all costs associated with the preparation and submission of its Bid and PMPML, will in no case be held responsible or be liable for these costs, regardless of the conduct or outcome of the Bidding Process.

The Authority will not be responsible or in any way liable for such costs, regardless of the conduct or outcome of the Bid.

4.4 Language of Bid
All correspondence and documents relating to the RFP exchanged between the Bidder and the Authority shall be written in English or Marathi language only.

However, in case Bidder chooses to enclose certain supporting document(s) in any language other than or Marathi, then Bidder shall also enclosed certified authentic translated copies of the same in or Marathi language. Any document, which is not translated into or Marathi, will not be considered. For the purpose of interpretation and evaluation of the Bids, the English language translation shall prevail.

4.5 Bid Currencies
All prices quoted in the Bid shall be quoted in Indian National Rupee(s) (INR) only.

4.6 Bid Document Procurement
a) Prospective bidders shall download the bid document from the website www.pmctenders.abcprocure.com and/or http://www.punecorporations.org on or before 7th December 2017. The cost of the bid document needs to be paid as per the instruction on the above mentioned website.

b) The cost of the bid document is INR 15,000/- (Fifteen thousand Only) plus taxes online from the above mentioned website.

c) The payment mode for procurement of the bid document can only be made as per the instructions on the website.

d) Although the Authority will take all measures to ensure that the bid document with required supporting documents are available to the bidders, the onus rests with the bidders, prior to submitting their proposals to;

i. as certain whether or not any other documents have been issued and obtain the same.

ii. submit such completed documents with their proposals by the stipulated date.

4.7 Content of Bidding Document
This RFP comprises the Disclaimer set forth hereinafore, the contents as listed below, and will additionally include any Addendum issued.

4.8 Pre-Screening of Eligibility
a) Only those bidders who meet the eligibility criteria and have submitted the Technical Bids to the satisfaction of the Authority will be considered for opening
of Financial Bids and those not meeting the eligibility criteria and not shortlisted will not be invited for the opening of financial bid. The EMD of such bidder shall be returned.

b) The Authority reserves the right to verify all statements, information and documents submitted by the Bidder in response to the RFP and the Bidder shall, when so required by the Authority, make available all such information, evidence and documents as may be necessary for such verification. Any such verification or lack of such verification, by the Authority shall not relieve the Bidder of its obligations or liabilities hereunder nor will it affect any rights of the Authority there under.

c) The Authority reserves the right to reject any Bid and forfeit the EMD if:
   i. at any time, a material misrepresentation is made or uncovered, or
   ii. the Bidder does not provide, within the time specified by the Authority, the supplemental information sought by the Authority for evaluation of the Bid.

d) Such misrepresentation/ improper response shall lead to the disqualification of the Bidder. If such disqualification/rejection occurs after the Bids have been opened and the lowest Bidder gets disqualified/rejected, then the Authority reserves the right to:
   i. invite the remaining Bidders to submit their Bids; or
   ii. take any such measure as may be deemed fit in the sole discretion of the Authority, including annulment of the Bidding Process.

In case it is found during the evaluation of Bids or at any time before signing of the Contract or after its execution and during the period of subsistence thereof, that one or more of the pre-qualification conditions have not been met by the Bidder, or the Bidder has made material misrepresentation or has given any materially incorrect or false information, the Bidder shall be disqualified forthwith if not yet appointed as the successful bidder either by issue of the LOA or entering into a contract, as the case may be, the same shall, notwithstanding anything to the contrary contained therein or in this RFP, be liable to be terminated, by a communication in writing by the Authority to the Successful Bidder, as the case may be, without the Authority being liable in any manner whatsoever to the Successful Bidder. In such an event, the Authority shall be entitled to forfeit and appropriate the EMD or Performance Security, as the case may be, without prejudice to any other right or remedy that may be available to the Authority under the RFP and/or the contract.

4.9 Placement of Order

a) The Authority reserves the right to place order on the bidder directly.

b) The order will be placed to the bidder with the lowest price and technically qualified as per this RFP.

c) The Authority reserves the right to release the work order.

d) The evaluation of price shall be considered for lowest price.

4.10 Clarification to RFP Documents

e) In the event that any bidder requires any clarification on the RFP, such bidders are expected to send their queries to the Authority in writing by email only to ce@pmpml.org on or before date specified above clearly stating in the subject as “Clarification for RFP” to enable the Authority to have adequate notice of the said queries so that the same may be addressed at the Pre Bid Meeting in the prescriber format as attached in 27. Appendix IX – Bid Clarification
Format. After the pre-bid no queries will be entertained for any change/clarification in the RFP document.

f) Nothing in this section shall be taken to mean or read as compelling or requiring the Authority to respond to any questions or to provide any clarification to a query. The Authority reserves the right not to respond to questions it perceives as non-relevant which a Bidder may raise or not to provide clarifications if the Authority in its sole discretion considers that no reply is necessary.

g) No extension will be granted on the Submission Date on the basis or grounds that the Authority has not responded to any question or provided any clarification to a query.

4.11 Pre-Bid Meeting

a) A pre-bid meeting shall be held for any clarifications and replies to the queries raised by prospective Bidders at the above mentioned dates

b) Clarifications, if any, including the text of the relevant questions raised at the Pre Bid Meeting and the responses given there on shall be formally conveyed to each bidder who are in the receipt of this RFP.

c) Pursuant to the Pre Bid Meeting, the terms and conditions of the RFP Document will be frozen with or without amendments thereto as applicable.

d) Non-attendance at the Pre-Bid Meeting will not be a cause for disqualification of a Bidder. However, the terms and conditions of the Addendum(s) will be binding on all the Bidders irrespective of their attendance at the Pre-Bid Meeting.

e) A maximum of two representatives will be allowed for the pre-bid meeting. The name of the representatives who will be attending the pre-bid meeting should be provided by the bidder along with the pre-bid clarifications to the same email address as the pre-bid clarifications. The Authority shall not entertain for any reason any more than two representatives, who turn up at the pre-bid venue what so ever may be the reason without prior written notice.

f) The Authority may extend the deadline for pre-bid meeting without any prior notice at anytime as it may deem necessary.

4.12 Amendment of Bidding Documents

At any time before the Deadline for Submission of Bids, the Authority may, for any reason, whether at its own initiative or in response to a clarification requested by a prospective Bidder, modify the RFP by amendment. Any amendments/modifications to the RFP Document, which may become necessary for any reason, shall be through the issue of addendum(s) to the RFP, which shall set forth the said amendments/modifications there to (hereinafter referred to as the “Addendum(s)”)

All prospective Bidders who have purchased the RFP Document shall be informed of such Addendum(s) by advertisement on the website www.pmctenders.abcprocure.com and/or http://www.punecorporations.org and the contents, terms and conditions of all such Addendums(s) shall be binding on Bidders. If required, in order to allow prospective Bidders reasonable time in which to consider the Addendum in preparing their respective Bids, the Authority reserves the right to extend the Deadline for the Submission of Bids.

However, no request from the prospective Bidder(s) shall be binding on the Authority for the extension of the Deadline for the Submission of Bids.
4.13 Documents Constituting Bid
The documents constituting the bid shall be as follows:

4.13.1 Bid Document Cost
The bid document can be purchased online at www.pmctenders.abcprocure.com and/or www.punecorporations.org on or before 7th December 2017. The cost of the bid document needs to be paid as per the instruction on the above mentioned website. The cost of the bid document is INR 15,000/- (Fifteen thousand Only) plus taxes online from the above mentioned website.

4.13.2 Bid Security
The bidder shall enclose the bid security for the value as indicated in Section 2 as per the prescribed format in 33. Appendix XV – EMD Guarantee Format in the RFP document.

4.13.3 Technical Bid
The Technical Bid should be in the form and manner set forth in Appendix I of this RFP and should comprise of all documents required to be submitted as per the said Appendix I in their respective forms.

The bidder will submit their eligibility information as per the parameters of screening given in Section 19 of the RFP document and should comprise of all supporting documents required to substantiate their claim.

The technical bid should describe the solution, product, process, project time lines and the deliverables clearly.

4.13.4 Financial Bid

4.14 Only One Bid per Party
A bidder shall not participate in more than one bid. The bidder shall ensure that directly or indirectly not to either participate or not be involved with multiple bids, which will lead to disqualification of all bids in which the bidder is involved.

A Bidder who is a bus manufacturer of chassis and body can participate directly. Successful bidder should flexible enough to accept suggestions given by PMPML & inspection authority at the time of prototype inspection for CMVR & passenger safety point of view without any extra cost.

The OEM should manufacture the bus body in their own inhouse facility where more than 51% share of the body builder is owned by the OEM. The Body builder name and address needs to be submitted along with the bid to approve the body builder of the OEM.
4.15 Authorized Signatory

Bidder can forward the bid or bidder’s representative. Representative will have to enclose the Letter of Authority / the Power of Attorney along with the bid duly signed by the authorized board through a board resolution, otherwise the offer is liable to be considered null and void at any stage as per the decision of the Authority.

4.16 Authentication of Bid

The original and the copy of the Bid should be type written and shall be signed by a person or persons duly authorized by the Bidder behalf by way of a Power of Attorney duly executed by the Bidder in the form set forth in Appendix V here to.

The person or persons signing the Bid shall initial all pages of the Bid document.

4.17 Validation of Interlineations in Bid

Any interlineations, erasures or overwriting shall be valid only if the person or persons signing the Bid have authenticated the same with their respective signature alongside such interlineations, erasures or overwriting along with the seal of the Bidder.

If the signature and seal is missing alongside any interlineations, erasures or overwriting in the bid document, then the original information will be considered as the correct information submitted by the bidder.

4.18 DEAVIATION IN BIDS

The Bidder shall not request or submit any deviations in the terms and conditions related to this RFP at the time of submission of the Bids. Any Bidder who submits and/or even requests for any deviation shall be disqualified without any reason whatsoever by the Authority.

4.19 Number of Copies of Bid

The Bidder shall submit one original and one copy of the Technical Bid – which will be marked as “Technical Bid – Original” and “Technical Bid – Copy” as appropriate. In the event of any discrepancy between the original and the copy, the original shall govern. The Bidder shall submit only one original of the Financial Bid, clearly marking the same as “Financial Bid”.

4.20 Period of Validity of Bids

4.20.1 Validity Period

All Bids shall remain valid for a minimum period of 180 days (One Hundred Eighty) from the date of Financial Bid opening prescribed by the Authority. The Authority reserves the right to reject a Bid as non-responsive if such Bid is valid for a period less than 180 days (One Hundred Eighty) days and the Authority shall not be liable to send an intimation of any such rejection to such Bidder.

4.20.2 Extension of Period of Validity

In exceptional circumstances, the Authority may solicit the Bidder’s consent for an extension of the period of Bid validity. Any such request by the Authority and the response thereto shall be made in writing and such extension of Bid validity period by the Bidder should be unconditional. A Bidder may refuse the Authority’s request
for such extension without for feiting the Bid Security. A Bidder accepting the request of the Authority shall not be permitted to modify its Bid.

4.21 Submission for Bids
All Bidders have to be submitted their bids online at www.pmctenders.abcprocure.com and/or www.punecorporations.org and subsequently the hard copy to the Authority as indicated above. All Bidders have to be submit Hard copy in PMPML Office.

Failure to submit bids online at the above on the prescribed dates will lead to disqualification of the bidders. Failure to submit for any reason whatsoever shall not be entertained and such bids shall be rejected.

4.21.1 Last Date and Time for Submission
The Bids must be received by the Authority at the specified website online and address, latest by the Deadline for Submission of Bids. In the event of the specified date, which is stipulated as the Deadline for Submission of Bids, is declared as a holiday for the Authority, the Bids will be received up to the appointed time on the next working day.

4.21.2 Extension of Deadline for Submission of Bids
If the need so arises, the Authority may, in its sole discretion, extend the Deadline for Submission of Bids by amending the RFP documents in this behalf. In such event, all rights and obligations of the Authority and Bidders previously subject to the earlier deadline will thereafter be subject to the deadline as extended. Any such change in the Deadline for Submission of Bids shall be notified to the Bidders by dissemination of requisite information in this behalf in writing either by email or by facsimile or by registered post.

4.21.3 Late Bids
Any Bid received by the Authority after the Deadline for Submission of Bids prescribed by Authority will be summarily rejected and returned unopened to the Bidder. The Authority shall not be responsible for any postal delay or non-receipt / non-delivery of any documents. The Authority shall entertain no further correspondence on this subject.

4.22 Modification and Withdrawal of Bids
4.22.1 Modification of Bid
Bidder may modify any part of its Bid after the Bid submission, if such modification(s) is received by the Authority in writing from such Bidder in a sealed envelope, before the expiration of Deadline for Submission of Bids. Such modification(s) shall be sent through recognized courier service, registered post or by hand. Any such modification shall comply with the general terms of this RFP.

4.22.2 Withdrawal of Bid
A Bidder may withdraw his Bid after submission thereof, provided that the Authority receives written notice of such withdrawal before the expiration of Deadline for Submission of Bids.
4.23 Mailing Address

The bids should be submitted online on or before the prescribed date on www.pmctenders.abcprocure.com and/or www.punecorporations.org

The hard copy of the Bids should be addressed to PMPML and sent at the following address before the mentioned date and time above.

Chairman and Managing Director
Pune Mahanagar Parivahan Mahamandal Limited
PMT Building, Shanakarseth Road,
Swargate, Pune 411 037

4.24 False Information / Corrupt Practices

a) Bidder shall not offer or give or agree to give to any person in employment of Authority or working under the orders of the Authority any gift or consideration of any kind as an inducement or reward for doing or forbearing to do or having done or forborne to do any act in relation to obtaining or execution of the contract or any other Agreement with the Authority or for showing any favor or forbearing to show disfavor to any person in relation to this RFP or any other Agreement with the Authority. Any breach of the aforesaid condition by Bidder, or any one employed by him or acting on his behalf, under chapter IX of the Indian Penal Code,1860 or Prevention of Corruption Act,1947 or any other act enacted for the prevention of corruption by public servants, shall entitle the Authority to cancel this contract and all or any other contracts with the Bidder and to recover from the Bidder the amount of any loss arising from such cancellation in accordance this RFP.

b) Any dispute or difference in respect of either interpretation, effect or application of above sub-clause or of amount recoverable there under by Authority from the Bidder, shall be decided by Authority, whose decision thereon shall be final and binding on Bidder.

c) The Bidders and their respective officers, employees and advisers shall observe the highest standard of ethics during bidding and subsequent to the issue of the LOA and during the subsistence of the Contract. Notwithstanding anything to the contrary contained herein, or in the LOA or the Contract, the Authority may reject a bid, withdraw the LOA, or terminate the Contract, without being liable in any manner whatsoever to the Bidder, if it is determined that the Bidder or as the case may be has directly or indirectly or through an agent, Engaged in corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice in the bidding process. In such an event the Authority shall be entitled to en-cash the EMD or Performance Security as the case may be without prejudice to any other right or remedy that may be available to the Authority under the bidding documents and/or the Contract, or otherwise. In case of cancellation of Contract, if already awarded, Authority shall be entitled to recover from the Bidder the amount of any loss arising from such cancellation in accordance with provision of the RFP document.

d) Without prejudice to the right of the Authority under Clause 4.13.therein above and the rights and remedies which the Authority may have under the LOA or the Contract or otherwise if a Bidder as the case may be is found by the Authority to have directly or indirectly or through an agent, engaged in correct practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice in the Bidding process or after the issuance of the LOA or the execution of the
Contract and/or otherwise such bidder cannot and will not be eligible to participate in any tender, EOI or RFP issued by the Authority for a period of two (2) years from the date of such Bidder as the case may be is found by the Authority.

e) For the purpose of Clause 4.23, the following terms shall have the meaning hereinafter respectively assigned to them;

i. "corrupt practice" means (i) the offering, giving, receiving, or soliciting, directly or indirectly, of anything of value to influence the actions of any person connected with the Bidding Process (for avoidance of doubt, offering of employment to or employing engaging in any manner whatsoever, directly or indirectly, any official of the Authority who is or has been associated in any manner, directly or indirectly with the Bidding Process, the Authority or the LOA process or has dealt with matters concerning the Contract arising there from, before or after the execution thereof, at anytime prior to the expiry of two (2) years from the date of such official resigns or retires from or otherwise ceases to be in the service of the Authority, shall be deemed to constitute influencing the actions of a person connected with the Bidding Process. Or (ii) engaging in any manner whatsoever, whether during the bidding process or after the issue of the LOA or after the execution of the Contract, any person in respect of any matter relating to the Project or the LOA or the Contract otherwise who at anytime has been or is a legal, financial advisor of the authority in relation to any matter concerning the Bid.

ii. "fraudulent practice" means misrepresentation or omission of facts or suppression of facts or disclosure of incomplete facts in order to influence the bidding process,

iii. "coercive practice" means impairing or harming or threatening to impair or harm directly or indirectly any person or property to influence any person’s participation or action in the bidding process.

iv. “undesirable practice” means (i) establishing contact with any person connected with or employed or engaged by the Authority with the objective of canvassing, lobbying or in any manner influencing or attempting to influence the bidding process or having a conflict of interest; and

v. “Restrictive practice” means forming a cartel or arriving at any understanding or arrangement among Bidders which the objective of restricting or manipulating a full and fair competition in the bidding process.

4.25 Availability of requisite permissions and licenses

a) The bidder is required to follow all the statutory acts as may be applicable for such type of work / supply / services for which they are bidding through this bid.

b) It may or may not involve manpower. In case manpower is required, then the bidder merely by filling the bid confirms that the bidder has all the requisite permissions and licenses to carry out all the works as stipulated by this bid. Further, merely by filling the bids, the bidder reconfirms that the bidder has complied with all the statutory provisions of the central, state, local and municipal laws in force including manpower. The bidder also confirms merely by filling the bids, to comply with any future laws that may be enforced upon by the statute.

c) Bidders who do not have requisite permissions / licenses or who do not comply with the statutory provisions are requested to fill in the bids only if they are eligible in this respect.
d) Valid registrations viz., GST and with any other authorities as per requirement should be available with the bidder and be produced as and when required.

e) Consequences of insufficient permissions / licenses or compliances on the part of the Bidder would be to the Bidder’s account and the bidder merely by filling in the bid indemnifies the Authority of any or all such consequences.
5. GENERAL CONDITIONS

5.1 Bid Security / Earnest Money Deposit (“EMD”)

a) The Bidders are required to deposit, along with the technical bid, an earnest money deposit of INR 50,00,000/- (Indian Rupee Fifty Laks Only) as EMD, which shall be provided in the format of either:

   a) an account payee Demand Draft or Bank Guarantee in favor of “PMPML Fund Account” payable/ en-cashable at Pune from any nationalized bank or scheduled commercial bank, operating in India.

   b) an irrevocable Bank Guarantee from a scheduled commercial bank licensed by RBI (hereinafter referred to as “Scheduled Bank”) drawn in favor of PMPML Fund Account which shall remain valid for a period of 30 days beyond the Bid Validity Period, i.e. 210 (180 days + 30 day) days (Two hundred and ten days), in the format prescribed in the RFP document.

b) The Authority shall consider a bid as non-responsive and summarily reject any Bid not accompanied by the EMD.

c) The Authority, without any interest, will return the EMD of unsuccessful Bidders as promptly as possible within 30 day of signing of the Contract with the Successful Bidder or when the Authority cancels the Bidding Process.

d) The Authority shall be entitled to forfeit and appropriate the EMD inter alia in any of the events specified in Clause 5.1.1 here in below. The Bidder, by submitting its Bid pursuant to this RFP, shall be deemed to have acknowledged and confirmed that the Authority will suffer loss and damage on account of withdrawal of its Bid or for any other default by the Bidder during the Bid Validity Period as specified in this RFP. No relaxation of any kind on EMD shall be given to any Bidder.

e) The EMD shall be furnished in Indian Rupees only. No interest shall be payable by the Authority on the EMD.

5.1.1 The EMD will be forfeited:

The EMD shall be forfeited and appropriated by the Authority without prejudice to any other right or remedy that may be available to the Authority hereunder or otherwise, under the following conditions:

a) If a Bidder submits a non-responsive Bid;

   Provided, however, that in the event of encashment of the EMD occurs from operation of this Clause, the extent to which the EMD would be forfeited and appropriated by the Authority shall be restricted to 5% of the value of the EMD.

b) If a Bidder engages in a corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice

c) If a Bidder withdraws its Bid during the Bid Validity Period as specified in this RFP and as extended by mutual consent of the respective Bidder(s) and the Authority;

d) In the case of Successful Bidder, if it fails within the specified time limit –

   (i) if the bidder fails to honor the terms and conditions of work order placed on the basis of the bid

   (ii) to sign and return the duplicate copy of LOA in accordance with the terms thereof;

   (iii) to sign the Contract within the time specified by the Authority; or

   (iv) to furnish the Performance Security within the period prescribed in the RFP; or
(v) In case the Successful Bidder, having signed the contract, commits any breach thereof prior to furnishing the Performance Security.

e) If the bidder fails to accept the Authority corrections of arithmetic errors in the bidder’s bid (if any), as the case may be, which in the opinion of the Authority may delay or adversely affect the Agreement or

f) If the Successful bidder fails to sign the Contract with the Authority as per the terms provided in the draft contract.

5.2 Performance Security

a) The Bidder shall furnish Performance Security cashable at Pune in the form of Account Payee Demand Draft/ Fixed Deposit Receipt or in the form of a Bank Guarantee in Proforma prescribed in RFP document within 30 days from the date of dispatch of the ‘Letter of Award’ of the Bid by the Authority, for an amount equivalent to the amount as provided in the RFP Summary. The Bank Guarantee/ should be from any Indian nationalized bank. Bank Guarantee should be drawn in favor of “PMPML Fund Account”, payable at Pune. The total value of contract exclusive of duties and taxes shall be taken into account for calculation of amount of Performance Security. Bank Guarantee shall be valid up to 30 days after the expiry of warranty period as provided in the RFP and as extended for a suitable period by the Bidder in case of any extension of Agreed Delivery Schedule

b) In case Authority accepts where the Bidder delays furnishing of Performance Security and Performance Security so submitted, penalty hereinafter shall be levied for the period of delay, beyond 30 days allowed, in submission of Performance Security.

c) If Bidder, having been called upon by Authority to furnish Performance Security, fails to furnish the same, it shall be lawful for the Authority:

(i) to recover from the Bidder the amount of Performance Security by deducting the amount from the pending bills of the successful Bidder under the contract with the Authority or the Government or

(ii) to forfeit the EMD and Terminate the Contractor any part thereof and to purchase or authorize the purchase of the buses at the risk and cost of the Bidder.

(iii) In case of delay in submission of Performance Security, Authority shall, without prejudice to other remedies under the Contract, levy/deduct penalty @ 0.5% of total value of the Order exclusive of duties& taxes for delay of each week or part thereof. The decision of Authority shall be final in this regard. The Bidder agrees that penalty is fair and genuine pre-estimate of the loss that would be occasioned by Authority and it shall not dispute the same in any manner. The penalty shall be recovered from EMD and/or from any bill of the Bidder submitted against the Contract.

d) Authority shall be entitled and it shall be lawful on his part to forfeit amount of Performance Security in whole or in part in event of any default, failure or neglect on part of Bidder in fulfillment or performance in any manner whatsoever of the contract under reference or any other contract with the Authority or any part thereof to satisfaction of the Authority. Authority shall also be entitled to deduct from the amount of Performance Security any loss or damage which Authority may suffer or be put to by reason of or due to any act or other default, recoverable by Authority from the successful Bidder in respect of the contract under reference or any other Contract and in either of the events
aforesaid to call upon the Bidder to maintain the amount of performance
security at its original limit by furnishing fresh Bank Guarantee of additional
amount provided further that the Authority shall be entitled to recover any such
claim from any sum then due or which at anytime there after may become due
to the Bidder under this or any other contract with the Authority.

e) The Bank Guarantee shall remain in full force and effect during the period that
would betaken for satisfactory performance and fulfillment in all respects of the
contract i.e. till satisfactory commissioning of the buses at Authority’s works
and there after successful completion of Warrantee Period as specified in the
contract

f) As and when, an amendment is issued to the Contract, having an impact on
amount and validity of Performance Security, The Bidder shall, within fifteen
days of receipt of such an amendment furnish to the Authority an amendment
to the Bank Guarantee rendering the same valid for the contract as amended.

g) The Bank Guarantee and or any amendment thereto shall be executed on a
stamp paper of requisite money value in accordance with the laws applicable in
GoM shall be borne by the Bidder.

h) Fresh Performance Security: In the event of encashment of Performance
Security by Authority pursuant to an Encashment Notice issued, the Bidder
shall within 30 (thirty) days of Encashment Notice furnish to Authority fresh
Performance Security. The provisions set forth in above shall apply mutatis
mutandis to such fresh Performance Security.

5.3 Bid Pricing

a) The bidder shall provide the pricing as per the prescribed format in Appendix
II in the RFP document.

b) The bidder shall provide a detailed Bid of Quantiyu (BOQ), which covers each
and every line items, unit price and quantity. The total of that grouped item
must be quoted / shown in the attached financial bid format.

c) All duties, taxes, royalties and other levies payable by the bidder under the
contract, or for any other cause, shall be included in the price submitted by
the bidder.

   a. GST & any other taxes if any will be the responsibility of the Bidder

   d) The financial quote of solution shall be valid for 12 Months for the repeat
   order from the date of order, if any

e) The rates and prices quoted by the bidder shall be fixed for the duration of the
agreed timelines and shall not be subject to higher adjustment of price.

f) The prices to be given in response to this bid are fixed, irrespective of rise in
materials prices etc., till the delivery of the complete order. No request
regarding increase in the price of instruments etc. will be entertained after the
submission of the bid.

g) All costs of equipment and system shall be given in the prescribed format as
per 21. Appendix II - Financial Bid Format by the bidder against “Unit Cost”,
shall include supply of Non-AC, Non BRT buses, warranty and maintenance
charges for the Contract Period.

   h) If any or all of the information asked in 21. Appendix II - Financial Bid Format
   are not available in the Financial Proposal, the bid is liable for rejection at the
discretion of the Authority.

   i) To assist in the examination, evaluation and comparison of bids the Authority
   may, ask the bidder for a clarification of its bid. Failure to provide the required
clarifications in the stipulated time may result in the rejection of the bid on the grounds of bidder being unresponsive. However, no change in the price or substance of the bid shall be sought, offered or permitted.

j) The placement of work order will be according to technical compliance and evaluation of the Bid the lowest price of the technically qualified Bidder.

5.4 Payment Terms
If the buses are being procure directly by the Authority, then the payment shall be made subject to recoveries, if any, by way of liquidated damages or any other charges, deductions or adjustments as per terms & conditions of contract in the following manner:

<table>
<thead>
<tr>
<th>Payment</th>
<th>Payment Amount and Timeline</th>
<th>Submissions and Approval required for Payment</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Part of Mobilization</td>
<td>25% of the Order Value within 30 days of issuance of Purchase</td>
<td>Submission of Bank Guarantee equal to 100% of the amount of</td>
</tr>
<tr>
<td>Advance Part</td>
<td>Order Value</td>
<td>mobilization advance for First part</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Second Part of Mobilization</td>
<td>25% of the Order Value within 30 days of date approval of the</td>
<td>Submission of Bank Guarantee equal to 100% of the amount of</td>
</tr>
<tr>
<td>Advance Part</td>
<td>Prototype Bus</td>
<td>mobilization advance for second part</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Third Part of Payment for</td>
<td>40% of the Value of Buses delivered within 30 days from the</td>
<td>Issuance of Provisional Acceptance Certificate by the Authority</td>
</tr>
<tr>
<td>Balance amount</td>
<td>date of delivery of Buses and issuance of Provisional</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Acceptance Certificate</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Part of Payment for</td>
<td>10% of the Value of Buses delivered within 30 days from the</td>
<td>Issuance of Final Acceptance Certificate by the Authority</td>
</tr>
<tr>
<td>Balance amount</td>
<td>issuance of Provisional Certificate the Final</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Acceptance Certificate</td>
<td></td>
</tr>
</tbody>
</table>

a) The Bank Guarantees against Mobilization Advance, as mentioned above shall be issued from a Nationalized or Scheduled Bank in favor of the Authority, and cashable locally in Pune.

b) The aforesaid Bank Guarantee shall be issued separately for each lot of buses as agreed and specified in the Contracted Delivery Schedule. The Bank Guarantee shall be valid up to 30 days beyond the schedule delivery date of the last lot of buses, and where the Authority in writing, corresponding to such extended delivery date, extends such delivery date.

c) The Bidder shall raise invoice for total cost of Supply of Buses as per contract terms for each lot of buses delivered as per Delivery Schedule at the time of delivery and Provisional Acceptance of the lot. The Authority shall make payment against the aforesaid invoice amount after adjusting for the payment made as Mobilization Advance for the respective lot of buses.

d) The Authority shall return the Bank Guarantee in full to the Bidder, pursuant to the Clause 5.4.c above, for the lot of Buses Delivered and to which the Final Acceptance Certificate has been issued, after 30 days of the date of payment against the Invoice raised for respective lot of buses.
e) The Mobilization Advance shall be considered as non-interest bearing advance, notwithstanding above, in case of any default by the Bidder in performance of the obligations pertaining to quality and delivery Schedule, the Mobilization Advance shall be deemed as interest bearing advance and the Authority, without any prejudice, shall be entitled to charge annual interest at the rate equal to the prevailing Base Rate of Reserve Bank of India + 2%, on the amount of Mobilization Advance pertaining to the delayed buses, over and above other damages prescribed in the RFP. In case the value of such interest exceeds 10% of the outstanding Mobilization Advance, it shall be considered as Bidder Event of Default as per Clause 5.11.2.

f) The Bidder shall raise invoice of entire Bus purchase cost at the time of payment against Final Acceptance. The Authority shall pay the amount against the aforesaid invoice after deducting the amount paid as Mobilization Advance.

g) The Bank Guarantee submitted by the Bidder against mobilization advance shall remain valid for 30 after final payment. Format of bank guarantee against Mobilization advance is provided in the Annexure 3.

h) Bidders are required to indicate breakup of duties and taxes payable by them in their Price Schedule in respect of Price of Bus. For the supplies of buses made as per the agreed delivery schedule, the statutory levies as applicable on the date of supply shall be reimbursed to the Bidder at actual.

i) For supplies of buses made beyond the agreed delivery schedule, if the delay is not on account of the Authority, any additional taxes and duties beyond those prevailing at the scheduled delivery time as per the agreed delivery schedule shall be to the account of the Bidder. In such case, Bidder shall be entitled to any increase in duties and levies imposed after expiry of contracted delivery schedule.

j) Notwithstanding above, In case of the reasons for delay in the delivery of buses are attributable to the Bidder, any downward revision in the statutory levies shall be payable as per actual.

k) All Govt. taxes, Stamp Duty Charges, Stamp charges should be borne by successful Bidder.

5.4.3 Claim For Increase in Rates

Any claim for increase in rates on account of any reason whatsoever will not be entertained except for the change in the valid government statutory tax rates at the time of raising of invoice and or Purchase Order mentioned separately.

5.4.4 Guarantee of Payment

Which ever the final the type of payment for the purchase of these that will be adopted by the Authority at the time of placement of order will be guaranteed to the Bidder.

5.5 Payment Procedure

a) Payment for the buses shall be made in Indian Rupees against invoices raised by the Bidder as per the RFP terms and conditions and the contract.

b) Where there is a statutory requirement for tax deduction at source, such deduction towards Income Tax and other taxes as applicable shall be made from bills payable to successful Bidder at rates as notified from time to time.

5.6 Parties to the Contract and their Obligations

a) The parties to the contract are the successful bidder and the Authority, as
defined in this RFP Document.
b) A person signing the Bid or any other document in respect of the contract on behalf of bidder without disclosing his authority to do so, shall be deemed to have the authority to bind the bidder to fulfill his obligations as mentioned in such Bid or document. If it is discovered at any time that the person so signing has no authority to do so, Authority may, without prejudice to any other right or remedy of the Authority, cancel the contract and make or authorize making of a purchase of buses at the risk and cost of such person and hold such person liable to Authority for all costs and damages arising from cancellation of contract including any loss which Authority may sustain on account of such purchase.
c) Any approval that may be given by Authority or Inspecting Officer on behalf of Authority shall only be deemed to be approval in principle. Notwithstanding such approval, successful Bidder shall be fully and totally responsible for the satisfactory performance and compliance with contract specifications.
d) In case of any inter-se conflict between any provisions/ stipulations in Bid Document or in Contract Document, decision of Authority for interpretation/application would be final and binding.
e) Bidder shall be absolutely liable for technical design and manufacture of buses as per the design and final drawings approved by the Authority. It shall not be open to bidder to contend at a later stage that a particular change/ deviation in technical parameters/ drawings is not compatible with the overall design of the Bus or affects performance. Any losses, whatsoever, which are occasioned on account of the design / technical failure of the Bus, shall be borne by the successful Bidder.

5.7 Meaning Of “Bus Supply Contract”
The Bus Supply Contract comprises of the following and accordingly it shall mean and include the following:
a) This Contract document as per Appendix XIX along with all Annexure hereto.
b) Request for Proposal (RFP) in its entirety including all its Volumes, Sections, Annexure, and Addendums and response to Pre-proposal queries thereto.
c) Letter of Award no. __________ issued on dated__________
d) Performance Security through Bank Guarantee no.____________________________
e) Bank Guarantee issued against the mobilization advance
f) Further, any matters extraneous to the Contract which may be required to be added/ modified after the signing of this Contract would be so rendered by an exchange of acknowledged letters, and such letters would be appended to the Contract to become integral part of the Contract.

5.8 Contract
a) The contract shall be for supply (Design, Manufacture, Supply and Commissioning) of Buses of description, specifications and drawings, and in quantities set forth in the contract on the date or dates specified therein. Unless otherwise specified, Buses shall be entirely brand new (The chassis used for fabrication of fully built Bus should be new (not manufactured earlier than one month from the date of Purchase Order of fully built Bus) and of the best quality and workmanship to the satisfaction of Inspecting officer and Authority.
b) The whole contract is to be executed in the approved, substantial and workmanlike manner, to entire satisfaction of Authority, who both personally and
by its any person acting through or under Authority, shall have full power, at every stage of progress, to inspect the Buses/chassis/items at such times as he may deem fit and to reject any of the Bus/ item, which he may disapprove, and his decision thereon, and on any question of the true intent and meaning of the specifications shall be final and conclusive.

c) A suitable contract would have to be entered into with the Authority and/or any agency nominated by the Authority, failing which the EMD given may be forfeited or the LOA would not be issued. If the terms and conditions of the contract are not accepted to the successful bidder, then the Authority reserves the right to reject the bids and en-cash the EMD given by the Bidder.

d) In the absence of any specific contract, any offer made in response to this RFP, when accepted by the Authority automatically means the bidder has accepted all the terms & conditions of this RFP.

e) The stamp duty for signing of contract shall be the responsibility of the bidder as per the prevailing statutory rules and regulations as per GoM at the time of signing of the Contract. It is the responsibility that the bidder ensures the cost of such stamp duty before submission of the Bid.

5.9 Award of Contract

a) The Authority will examine the bids to determine whether they are complete, whether any computational errors have been made, and whether the bids are generally in order.

b) Arithmetical errors will be rectified on the following basis: If there is a discrepancy between the unit price and the total price that is obtained by multiplying the unit price and quantity, the unit price shall prevail and the total price shall be corrected. If the Bidder does not accept the correction of the errors, his bid will be rejected. If there is a discrepancy between words and figures, the amount mentioned in words will prevail.

c) The award will be made to the bidder offering the lowest price with fully technically compliant offer.

d) The Authority will establish the overall requirement cost through this bid process. The Authority then reserves the right to place order on the successful bidder through any agency nominated by the Authority. Necessary guarantees will be given to ensure receipt of payment as per purchase order.

e) Upon the successful bidder's furnishing Performance Guarantee, the Authority will promptly notify each unsuccessful bidder and will discharge its bid security.

f) The Authority will notify the successful bidder on its intention to award the work through “Letter of Award” mentioning the total Contract Value.

g) The Authority will subsequently send the successful bidder the contract, incorporating all agreements between the parties through its nominated agency if applicable in future.

h) Bidders should note that the awarding of this bid is subject to an agreed contract as per the terms of the Authority. All services and deliverables, including a detailed implementation plan, will be specified in the contract. If the contract negotiation fails then the Authority will enter into negotiations with the next preferred bidder at the same price of the first successful bidder.

i) The successful bidder will sign the agreed Contract document with the Authority or any nominated agency appointed by the Authority prior to commencement of the project.

j) The authority reserves the right to release the work order to the successful bidder.
5.10 Insolvency & Breach of Contract

Authority may at any time, by notice in writing summarily terminate the contract without compensation to the Bidder in any of the following events, if the Bidder:-

a) if a firm, any partner thereof, shall at anytime, be adjudged insolvent or shall have a receiving order or order for administration of his estate made against him or shall take any proceeding for composition under any Insolvency Act for the time being in force or make any conveyance or assignment of his effects or enter into any assignment or composition with his creditors or suspend payment or if the firm be dissolved under the Partnership Act, or

b) being a company is wound up voluntarily or by the order of a Court or a Receiver, Liquidator, or Manager on behalf of the Debenture holders is appointed, or circumstances shall have arisen which entitle the Court or Debenture holders to appoint a Receiver, Liquidator or Manager, or

c) commits any breach of the contract not herein specifically provided for.

Provided always that such determination shall not prejudice any right of action or remedy which shall have accrued or shall accrue thereafter to Authority and provided also the Bidder shall be liable to pay to the Authority any extra expenditure he is thereby put to and the Bidder shall, under no circumstances, be entitled to any gain on repurchase.

5.11 Termination of Contract

5.11.1 Termination For Default

a) Without prejudice to any other right or remedies which the Authority may have under this Contract, upon occurrence of an Bidder Event of Default, the Authority shall be entitled to terminate this Contract by issuing a Termination Notice to the Bidder; provided that before issuing the Termination Notice, the Authority shall by a notice inform the Bidder of its intention to issue such Termination Notice and grant Fifteen (15) days or reasonable period at sole discretion of Authority to the Bidder to remedy the default (“Remedial Period”) and/or make representations, and may after the expiry of such Remedial Period on non-remedy of breach/default at the satisfaction of the Authority, whether or not it is in receipt of such representation, issue Termination Notice and then terminate the Contract.

b) In the event of termination due to successful Bidder’s Event of Default, Authority shall have the right to:
   (i) invoke and retain the Performance Guarantee amount in full
   (ii) invoke and retain the amount of remaining Bank Guarantee against Mobilization Advance in full
   (iii) Authority shall not be liable to pay any termination payment to the successful Bidder in respect of such termination.

c) In the event the Authority terminates the Contract in whole or in part, pursuant to clause 5.11.1, Authority may enter into fresh contract with any other Bidder for completing unfulfilled portion of Contract and Bidder (whose contract is terminated) shall be liable to Authority for any excess costs for such buses, their commissioning for Warranty. However, Bidder shall continue performance of the Contract to the extent not terminated.
d) Without prejudice to any other right or remedies which the Bidder may have under this Contract, upon occurrence of an Authority Event of Default, the Bidder shall be entitled to terminate this Contract by issuing a Termination Notice to the Authority; provided that before issuing the Termination Notice, the Bidder shall by a notice inform the Authority of its intention to issue such Termination Notice and grant thirty (30) days or reasonable period to the Authority to remedy the default (“Remedial Period”) and/or make representations, and may after the expiry of such Remedial Period on non-remedy of breach/default at the satisfaction of the Bidder, whether or not it is in receipt of such representation, issue Termination Notice and then terminate the Contract.

e) In the event of termination due to Authority Event of Default, Authority shall;
   i. Refund the Performance Guarantee amount in full after deduction of any due payable by the Bidder
   ii. Refund remaining Bank Guarantee against Mobilization Advance in full without deduction of any interest against receipt of balance amount of mobilization advance
   iii. Authority shall not be liable to pay any termination payment to the successful Bidder in respect of such termination, except the payment to be made for the buses delivered by the successful Bidder and to which the Final Acceptance Certificate has been issued, successful Bidder.

5.11.2 Termination For Bidder’s Default
Following events shall constitute an Event of Default by the Bidder (Bidder’s Event of Default) unless such event has occurred as a result of a Force Majeure Event:

(i) If Bidder fails to deliver any or all of the buses or fails to commission the same within the delivery schedule(s) specified in contract or any extension thereof granted by Authority.
(ii) In Case of interest amount on Mobilization Advance exceeding the limit specified in the Clause 5.4.e.
(iii) In case of pre-decided Liquidated Damages exceeds the limit specified in the clause 5.13.
(iv) If Bidder fails to perform any other obligation(s) under the contract.

5.11.3 Authority Event of Default
Following events shall constitute an Event of Default by Authority (Authority’s Event of Default) unless such event has occurred as a result of a Force Majeure Event:

(i) The Authority is in Material breach of any of its obligations under this Contract and has failed to cure such breach within Ninety (90) days of occurrence thereof
(ii) The Authority has unlawfully repudiated this Contract or otherwise expressed its intention not to be bound by this Contract.
(iii) Failure in making payment to the Bidder as per the provisions of the RFP
(iv) Non Performance of any other obligations under this Contract

5.12 Delay
a) Delivery to be effected without time over-run: The time allowed for and the date specified in the contract or as extended or modified, for delivery & commissioning of buses shall be the essence of the contract and delivery must be completed not later than the date(s) so specified or extended.
b) Progress of deliveries: Bidder shall allow reasonable facilities and free access to
his works and records to Inspecting Officer or such other Officer as may be nominated by Authority for the purpose of ascertaining the progress of deliveries, etc. under the contract.

c) A failure or delay by Bidder in performance of his obligations for delivery and commissioning of buses, Authority at his discretion may take following actions:
   (i) Extend delivery period for unsupplied/ non-commissioned quantity of buses with imposition of pre-estimated liquidated damages and duties and taxes as per Clause 5.13 and/or
   (ii) Forfeit the Performance Guarantee in case of further delay in the supply of reaming quantity of buses ; and/or
   (iii) Terminate the Contract for unsupplied quantity of buses as per the terms of the Contract and
   (iv) Effect purchases at the Bidder’s risk and cost for unsupplied quantity hereinafter;
   (v) If at anytime during performance of Contract, The bidder encounters conditions beyond it’s control impeding timely delivery of buses, or as provided in the Clause of the ITB, the Bidder shall promptly notify the Authority in writing of the fact of delay, its likely duration and its cause(s). As soon as practicable after receipt of the Bidders notice, Authority may evaluate the situation and may, at his discretion, extend the Bidder time for performance, in which case, the extension shall be ratified by the parties by amendment of the Contract. The extension, if any, shall not affect condition of time being of the essence of the Contract.

5.13 Liquidated Damages (LD)
   a) If the Bidder fails to complete the delivery within the delivery period (s) specified in the Contract, the Authority shall, without prejudice to other remedies under the Contract, levy/deduct pre-estimated liquidated damages INR 5,000/- (Indian Rupee Five Thousand Only) per day of delay per bus on the cost of each bus of the unsupplied buses exclusive of duties & taxes which the successful Bidder has failed to deliver.
   b) The Authority will levy an annual interest of prevailing reserve bank of India base rate +2% for on all advance payments made to the successful bidder for non-delivery and delayed deliveries from the date as per the delivery times in the RFP.
   c) The amount of pre estimated liquidated damages to be charged and deducted from the Bidder next payment.
6. Interpretation

6.1 Singular and Plural
The singular shall include the plural and the plural shall include the singular, except where the context otherwise requires.

6.2 Persons
Words importing persons or parties shall include firms, corporations and government entities.

6.3 Incoterms
Unless inconsistent with any provision of the Contract, the meaning of any trade term and the rights and obligations of parties there under shall be as prescribed by Incoterms.
Incoterms means international rules for interpreting trade terms published by the International Chamber of Commerce (latest edition as of the Effective Date), 38 Cours Albert 1er, 75008 Paris, France.

6.4 Independent BIDDER
The bidder shall be an independent bidder performing the Contract. The contract does not create any agency, partnership, joint venture or other joint relationship between the parties hereto.

Subject to the provisions of the RFP, the bidder shall be solely responsible for the manner in which the contract is performed. All employees, representatives or Subcontractors engaged by the bidder in connection with the performance of the Bidder shall be under the complete control of the bidder and shall not be deemed to be employees of the Authority, and nothing contained in the Authority or in any subcontract awarded by the Bidder shall be construed to create any contractual relationship between any such employees, representatives or Subcontractors and the Authority.

6.6 Severability
If any provision or condition of the contract is prohibited or rendered invalid or unenforceable, such prohibition, invalidity or unenforceability shall not affect the validity or enforceability of any other provisions and conditions of the contract.

6.7 Others
1. Terms and expression not herein defined shall have the meanings assigned to them in the Indian Sale of Goods Act, 1930 (as amended) or the Indian Contract Act, 1872 (as amended) or the General Clauses Act, 1897 (as amended) as the case may be.

2. Wherever Date & Period are specified in RFP Document for completing some formalities/ tasks/ documentations etc., the commencement of the period prescribed for the said completion shall be reckoned from the date of dispatch of the communication by Authority, even if mentioned otherwise anywhere else.

3. Heading of these conditions shall not affect the interpretation or construction thereof of the Clause.
7. Notices

Unless otherwise stated in the Contract, all notices to be given under the Contract shall be in writing, and shall be sent by personal delivery, airmail post, special courier, cable, telegraph, telex, facsimile or Electronic Data Interchange (EDI) to the address of the relevant party as mentioned in Clause 4.22 of this RFP, with the following provisions:

a) Any notice sent by cable, telegraph, telex, facsimile or EDI shall be confirmed within two (2) days after dispatch by notice sent by airmail post or special courier, except as otherwise specified in the Contract.

b) Any notice delivered personally or sent by cable, telegraph, telex, facsimile or EDI shall be deemed to have been delivered on date of its dispatch.

c) Either party may change its postal, cable, telex, facsimile or EDI address or addressee for receipt of such notices by ten (10) days' notice to the other party in writing.

d) Notices shall be deemed to include any approvals, consents, instructions, orders and certificates to be given under the Contract.
8. Governing Law

a) This contract shall be governed and interpreted in accordance with the laws of India.

b) Irrespective of the place of delivery and the place of payment under the contract, contract shall be deemed to have been made in Pune from where the ‘Letter of Award’ of the Bid has been issued and where the contract is to be performed by supplying, commissioning and maintaining the buses.

c) Jurisdiction of Courts : The Courts of Pune, the place from where the ‘Letter of Award’ of the Bid has been issued in Pune and where the contract is to be performed by supplying and commissioning of the buses, alone shall have exclusive jurisdiction to decide any dispute arising out of or in respect of to the Agreement.


e) The Bidder shall:

(i) Comply with the provisions of the Contract Labor (Regulation and Abolition) Act,1970 and Contract Labor (Regulation and Abolition) Central Rules, 1971, as modified from time to time, wherever applicable and shall also indemnify Authority from and against any claims under the aforesaid Act and the Rules.

(ii) obtain a valid license under the aforesaid Act as modified from time to time before commencement of the Contract and continue to have a valid License until completion of Contract. Any failure to fulfill this requirement resulting in non-execution of the contract shall attract penal provisions of the Contract.

(iii) Pay to labor employed by it directly or through his authorized network/ Service Provider the wages as per provisions of the aforesaid Act and Rules wherever applicable. The successful Bidder, shall notwithstanding provisions of contract to the contrary, cause to be paid wages to labor indirectly engaged on the contract including any engaged by his authorized network/ Service Provider in connection with said contract, as if the labor had been immediately employed by him.

(iv) comply with or cause to be complied with provisions of aforesaid Act and Rules wherever applicable in respect of all labor directly or indirectly employed in the Contractor performance of the Bidder's part of Contract.

(v) In every case in which, by virtue of provisions of aforesaid Act or Rules, Authority is obliged to pay any amount of wages to a workman employed by the Bidder or his authorized network/ Service Provider in execution of the Contractor to incur any expenditure in providing welfare and health amenities required to be provided under the aforesaid Act and the Rules or to incur any expenditure on account of contingent liability of the Authority due to the Bidders failure to fulfill his statutory obligations under the aforesaid Act or the Rules, Authority shall recover from the Bidder, the amount of wages so paid or the amount of expenditure so incurred, and without prejudice to the rights of the Authority under sub-Part (2) of Part 20, and sub-Part (4) of Part 21, of the aforesaid Act, Authority shall be at liberty to recover such amount or part thereof by deducting it from the amount of Performance Guarantee Bond and/or from any sum due by the Authority to the Bidder whether under the Contract or otherwise. Authority shall not be bound to contest any claim made against him under sub- Part 2 of Part 20 and sub-Part 4 of Part 21 of the aforesaid Act except on the written request of the Bidder and upon his giving to the Authority full security for all costs for which Authority might become liable in contesting such claim. The decision of the Authority regarding the amount actually recoverable from the Bidder as stated above, shall be final and binding on the Bidder.
9. Settlement of Disputes

9.1 Adjudicator

a) If any dispute of any kind whatsoever shall arise between the Authority and the successful Bidder in connection with or arising out of the Contract, including without prejudice to the generality of the foregoing, any question regarding its existence, validity or termination, or the execution of the facilities whether during the progress of the Facilities or after their completion and whether before or after the termination, abandonment or breach of the Contract, the parties shall seek to resolve any such dispute or difference by mutual consultation CMD of PMPML and the CMD or Authorized Representative of the successful Bidder. If the parties fail to resolve such a dispute or difference by mutual consultation within thirty (30) days of the first notice of dispute, then either party to the Adjudicator, with a copy to the other party, shall refer the dispute in writing to the Adjudicator.

b) The CMD of PMPML and MD or Authorized Representative of the successful bidder shall jointly appoint the Adjudicator.

c) The Adjudicator shall give its decision in writing to both parties within fifteen (15) days of a dispute being referred to it. If the Adjudicator has done so, and no notice of intention to commence arbitration has been given by either the Authority or the successful Bidder within thirty (30) days of such reference, the decision shall become final and binding upon the Authority and the successful Bidder. The parties shall implement any decision that has become final and binding forthwith.

d) The Adjudicator shall be paid hourly fee plus reasonable expenditures incurred in the execution of its duties as Adjudicator, and these costs shall be divided equally between the Authority and the successful Bidder.

e) Should the Adjudicator resign or die, or should the Authority and the successful Bidder agree that the Adjudicator is not fulfilling his/her functions in accordance with the provisions of the Contract, a new Adjudicator shall be jointly appointed by the Parties.

f) At anytime if the successful bidder discontinues the service as per the terms and provision of the contract during the period of the contract, the bidder shall be in material breach and the Contract can be terminated by the Authority at its discretion.

g) Any payments due form the Authority to the bidder due to any pending disputes shall be resolved parallelly without impacting the Delivery as per the Contract.

9.2 Arbitration

In the event of any dispute of difference or controversy between the officers of the undertaking & contractor, dispute regarding interpretation of terms & condition & penalties, fines, amount due etc. The matter will be referred to Chairman & Managing Director, PMPML or any other officer appointed by him as Sole arbitrator under the arbitration & conciliation Act 1996. The arbitration will be held at PMPML office, Pune and the decisions given by the sole arbitrator shall be binding on both the parties. Any dispute or difference in the matter will be submit the subject to the jurisdiction of the Civil Court, Pune.
9.3 Notwithstanding any reference to the Adjudicator or arbitration herein,

The parties shall continue to perform their respective obligations under the Contract. If any of the parties fail to continue to perform their respective obligations under the contract during the adjudication and/or arbitration process, then PMPML has the right to complete/continue the work from the L2 Bidder or any other third party from the market to ensure uninterrupted services to the general public.

The cost incurred due to such activity shall be recovered from the amount payable to the successful bidder.
10. Taxes and Duties

Except as otherwise specifically provided in the RFP, the Bidder shall bear and pay all taxes, duties, levies and charges assessed on the Bidder, its Subcontractors or their employees by all municipal, state or national Government authorities in connection with the facilities in and outside of the country where the Site is located.

The bidder shall ensure full compliance with tax laws of India with regard to the Contract and shall be solely responsible for the same. He shall submit copies of acknowledgements evidencing filing of returns every year and shall keep the Authority fully indemnified against liability of tax, interest, penalty etc, of the bidder in respect thereof, which may arise.

The bidder shall maintain complete records in respect of payments made for taxes, duties, octroi, stamp duty and other levies payable to various authorities and shall advise the Authority of the complete details of such payments every month. In case the successful bidder is not able to submit the documentary proof related to submission of tax, the Authority shall be entitled to deduct and withhold from any fees due to the bidders and its sub-contractors any money due as tax in accordance with the laws of the Republic of India presently in force in relation to tax.
11. Indemnity

a) The bidder shall, subject to the Authority’s compliance, indemnify and hold harmless the Authority and its employees and officers from and against any and all suits, actions or administrative proceedings, claims, demands, losses, damages, costs, and expenses of whatsoever nature, including attorney’s fees and expenses, which the Authority may suffer as a result of any infringement or alleged infringement of any patent, registered design, trademark, copyright or other intellectual property right registered or otherwise existing at the date of the contract by reason of: (a) the installation of the Facilities by the bidder or the use of the facilities in the country where the site is located;

b) Such Indemnity shall not cover any use of the Facilities or any part thereof other than for the purpose indicated by or to be reasonably inferred from the contract, any infringement resulting from the use of the Facilities or any part thereof, or any products produced thereby in association or combination with any other equipment, or materials not supplied by the bidder, pursuant to the Contract.

c) If any proceedings are brought or any claim is made against the Authority arising out of the matters referred to in Clause 11(a) above, the Authority shall promptly give the bidder a notice thereof, and the bidder may at its own expense and in the Authority’s name conduct such proceedings or claim and any negotiations for the settlement of any such proceedings or claim. If the bidder fails to notify the Authority within fifteen (15) days after receipt of such notice that it intends to conduct any such proceedings or claim, then the Authority shall be free to conduct the same on its own behalf. Unless the bidder has so failed to notify the Authority within the fifteen (15) day period, the Authority shall make no admission that may be prejudicial to the defense of any such proceedings or claim.

d) The Authority shall, at the bidder’s request, afford all available assistance to the bidder in conducting such proceedings or claim, and shall be reimbursed by the bidder for all expenses incurred in so doing.

e) The Bidder should Indemnify and keep the Authority indemnified and harmless against all actions, suits, claims, demands, costs, charges or expenses arising in connection with any accident, death or injury, sustained by any person or persons within the premises of Authority and any loss or damage to property of Authority sustained due to the acts or omissions of Bidder irrespective of whether such liability arises under Workman’s Compensation Act or the Fatal Accidents Act any other statute in force from time to time.
12. Confidential Information

a) The Authority and the Bidder shall keep confidential and shall not, without the written consent of the other party hereto, divulge to any third party any documents, data or other information furnished directly or indirectly by the other party hereto in connection with the Contract, whether such information has been furnished prior to, during or following termination of the Contract. Notwithstanding the above, the bidder may furnish to its Subcontractor(s) such documents, data and other information it receives from the Authority to the extent required for the Subcontractor(s) to perform its work under the Contract, in which event the bidder shall obtain from such Subcontractor(s) an undertaking of confidentiality similar to that imposed on the Bidder.

b) The Authority shall not use such documents, data and other information received from the Bidder for any purpose other than the scope of work defined in this RFP. Similarly, the Bidder shall not use such documents, data and other information received from the Authority for any purpose other the scope of work defined in this RFP, or such other work and services as are required for the performance of the Contract.

c) The obligation of a party under above clause 12(a) & 12(b), however, shall not apply to that information which
   i. now or hereafter enters the public domain through no fault of that party
   ii. can be proven to have been possessed by that party at the time of disclosure and which was not previously obtained, directly or indirectly, from the other party hereto
   iii. otherwise lawfully becomes available to that party from a third party that has no obligation of confidentiality.

d) The above provisions of this Clause 12 shall not in any way modify any undertaking of confidentiality given by either of the parties hereto prior to the date of the Contract in respect of the facilities or any part thereof.

e) The provisions of this Clause 12 shall survive termination / expiry, for whatever reason, of the Contract period.

f) Any information obtained in the course of the execution of the Contract by the Bidder, his servants or agents or any person so employed, as to any matter whatsoever, which would or might be directly or indirectly, of use to any enemy of India, must be treated secret and shall not at any time be communicated to any person.

g) Any breach of the aforesaid conditions shall entitle Authority to cancel the contract and to purchase or authorize purchase of buses at the risk and cost of the Bidder in accordance with Clause 5.13 thereof as applicable.
13. Work Program & Delivery
13.1 Bidder’s Organization
The Bidder shall supply to the Authority and the Authority’s Representative a chart showing the proposed organization to be established by the Bidder for carrying out work on Scope of the Contract. The chart shall include the identities of the key personnel together with the curricula vitae of such key personnel to be employed within ten (10) days of the signing of the Contract. The Bidder shall promptly inform the Authority and the Authority’s Representative in writing of any revision or alteration of such an organization chart.

13.2 Program of Performance
Within fifteen (15) days after the date of signing the Contract as per the scope of work defined in this RFP between the Authority and the successful Bidder, the Bidder shall prepare and submit to the Authority a detailed program of performance of the Contract, showing the sequence in which it proposes to design, manufacture, transport, assemble, install, configure, test the Buses. The program so submitted by the bidder shall accord with the Time Schedule and any other dates and periods specified in the Contract.

13.3 Inspection Plan
13.3.1 Material Inspection – Quality Of Material

a) The materials to be used in manufacturing of buses shall conform to the specified Bureau of Indian Standards (BIS)/ Automotive Industry Standards (AIS) surpassing the performance & other requirements as given in the Bus Code AIS 052. Wherever Indian standards are not available, internationally acceptable standards may be referred/indicated such as ECE, JIS, DIN, ASTM, ISO etc. for quality assurance of material. Indian and International standards wherever indicated in Technical Specification shall be conforming to the Standards as amended up to date/ or latest. Wherever the standards of any item have not been notified as International/ National Standard etc. the Bidder shall provide actual specifications of that item along with the drawings of the items indicating all relevant details. In this case the Bidder shall also submit the certificate for non-availability of International/National standard etc. The Bidder shall be required to satisfy about all the relevant standards for the material to be used in manufacturing of buses before submitting their Bids.

i. The Authority may depute third party Govt. Authority for inspecting Bus Body Building, Related works and compliance to the specification as per this RFP. The expenses of stage wise inspection including for travel, boarding, & relevant things etc. should be borne by Bidder.

ii. It is necessary to furnish latest Lab Test Report of material (as per specification Proposed by CIRT, Pune /ARAI, Pune/ BIS approved Labs/NABL approved Labs/ ICAT, Manesar), ASRTU to the Authority At the time of inspection at any stage of Bus manufacturing.

b) Random samples of items as per 13.3.2.e shall be picked up by Authority’s representative and the manufacturer jointly and sealed for onward transmission by the manufacturer to the lab for inspection as per the required specification/ standards. ‘ISI’ or ‘E’ marked items of the concerned country used in manufacturing of Bus need no testing except flammability test and testing of all type of fuses.
c) Bus chassis manufacturer shall be required to obtain type approval of all safety critical items/ materials from the authorized testing agencies before use. The Bus chassis manufacturer shall be required to provide a list of such items along with their Certificates to the Authority.

d) The cost of all tests, analysis, and patent rights shall be borne by the Bidder.

e) The OEM should manufacture the bus body in their own inhouse facility where more than 51% share of the body builder is owned by the OEM.

f) The successful Bidder shall can only use one “A Grade” Body Builder to fulfill the reqirment of RFP. If the successful bidder is using more than one body builder, then the successful bidder needs to get one prototype approved from each body builder as their own cost.

13.3.2 Alteration, Addition/ Deletion, Deviation, Defects/ Deficiencies

a) The Bidder shall manufacture the Bus strictly in accordance with the technical specifications of the RFP. The Bidder is not allowed to make any alteration, addition/ deletion, and deviation or leave any defect/ deficiency in the manufacturing of the Bus. Bus chassis manufacturer shall note that the Bus shall be manufactured and supplied to the Authority with zero defects. In case, any defects/ deficiencies/ discrepancies are brought to the notice of the Bus chassis manufacturer during inspection at various stages, the same shall be immediately removed in all the buses under manufacturing before the Authority gives clearance. In case, any defects/ deficiencies observed at various stages and not rectified by the Bus chassis manufacturer before the commissioning of the completed buses at Pune or at any other unit of the Authority(Authority to specify), Bus Manufacturer shall be solely responsible for any mishap/ miss-happening and liable for levy of damages/ compensation for the damages caused and the same shall be recovered from the outstanding payments/ performance security etc.

b) Bus chassis manufacturer shall note that in case of defects/ deficiencies not attended/ rectified by him at his works during Bus manufacturing, the same shall result in delay in releasing the payment for the Bus in order to enable the Authority to work out the cost of recovery to be made from his bills.

c) However, in case any alteration/ addition/ deletion/ deviation, defects/ deficiencies in any manner is found or detected in the Bus at the time of commissioning, Authority shall have the right to recover full cost of the material/ fitment etc. damages from bills of Bus chassis manufacturer towards rectifications at his cost. The Authority shall also have a right to make recovery as determined by it after costing for defects/deficiencies, deviations, alterations etc.

d) For purpose of recovery of compensation and damages, no notice shall be required to be issued to Bus chassis manufacturer. However, after cost is assessed and evaluated as per joint inspection carried out in presence of Bus chassis manufacturer’s representative, Bus chassis manufacturer shall be sent a statement in respect of recovery/ deductions made with details of defects &deficiencies etc. Assessment of the cost of material fitment etc. shall be made by the Authority or his authorized representative, which shall be final and binding upon the Bus chassis manufacturer.

e) That the Bus chassis manufacturer shall be responsible and liable to deliver fully built Bus in accordance with the technical specifications, terms & conditions of the Contract as notified by the Authority to the successful bidder or
at any other unit of the Authority from 09:00 hours to 18:00 hours on working days. At the time of delivery, either the Bus chassis manufacturer himself or his authorized representative is bound to be present for joint inspection of fully built Bus. In case, Bus chassis manufacturer is not present or does not depute his authorized representative at the time of delivery of Bus, he shall not be allowed to urge or say at a later stage that the Bus was inspected in his absence. The inspection shall be carried out by the team of Officials of third party / Officers of the Authority and defects, deficiencies, change in specifications, additions/alterations, deviations etc. shall be noted down in the register and the same shall be got signed by the two witnesses of the Authority or the Bus chassis manufacturer's representative as the case may be.

<table>
<thead>
<tr>
<th>S.No</th>
<th>Items to be tested</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CR Tubular sections</td>
<td>BIS:4923-1997 (or latest) of Grade Yst.-240</td>
</tr>
<tr>
<td>2</td>
<td>Phosphating/ Galvanizing</td>
<td>BIS:3618-1966 (or latest) Class A-2 for Phosphating &amp; BIS:277-2003 or latest - 120 gsm for Galvanizing (Zinc Coating) and two weeks (336 hours) Salt Spray Test for both in accordance with ASTM procedure B117 with no structural detrimental effect to normally visible surfaces &amp; no weight loss of over 1%.</td>
</tr>
<tr>
<td>3</td>
<td>EPDM Rubber</td>
<td>As per AIS 085</td>
</tr>
<tr>
<td>4</td>
<td>Glasses Laminated</td>
<td>BIS: 2553 (Part-2)-1992 (or latest) Float Glass, Front ‘AA’ Grade Glass, PVB Film in Laminated Glass.</td>
</tr>
<tr>
<td>5</td>
<td>Aluminum Parts</td>
<td>IS:733-1974 (or latest) for Solid Part, IS:1285-1975 or latest for Extruded Round Tube &amp; Hallow Part and IS:738-1977 or latest for Drawn Tubes, Alloy 63400, tempering WP</td>
</tr>
<tr>
<td>6</td>
<td>Paint</td>
<td>PU Paint as per relevant IS: 13213:1991 (or latest) &amp; any other relevant BIS Standards. For Matt Black Paint the Gloss Value is upto 30 units. The design and the colours will be provided at the time of pre-bid meeting.</td>
</tr>
<tr>
<td>7</td>
<td>LT Wire</td>
<td>BIS: 2465-1984 (or latest). DIN 72551- Dimensional Test JISC 3406- Spark, Immersion &amp; Conductor Resistance Test’ SAE</td>
</tr>
<tr>
<td>8</td>
<td>Aluminum Sheet</td>
<td>BIS:737-1986(or latest), Aluminum Alloy H-2/31000</td>
</tr>
<tr>
<td>9</td>
<td>CR sheets</td>
<td>BIS:513-2008(or latest)</td>
</tr>
<tr>
<td>10</td>
<td>GI Sheets</td>
<td>BIS:277-2003 (or latest),Class-VIII Medium Coating of Zinc Weight 120 grams/M2</td>
</tr>
<tr>
<td>11</td>
<td>Passenger Seat</td>
<td>As per AIS-023, Bus Code &amp; BIS Standards. For MS components Assembly two weeks (336 hours) Salt Spray test for both in accordance with ASTM procedure B117 with no structural detrimental effect to normally visible surfaces &amp; no weight loss of over 1%.</td>
</tr>
<tr>
<td>12</td>
<td>Marine Board / other</td>
<td>BIS: 710-1976 (or latest) IS:5509-2000 (or latest) for Flammability.</td>
</tr>
</tbody>
</table>

The Authority shall issue Pre Dispatch Inspection Certificate within seven days of satisfactory inspection of Fully Built buses. Successful Bidder shall dispatch buses only after attending defects/ deficiencies observed during Pre-Dispatch Inspection.

**13.4 Delivery**

a) Delivery Period: Delivery of prototype Bus and thereafter-other buses is to be completed within the delivery schedule mentioned in the RFP.

b) The Bidder shall deliver buses at the place/places detailed in contract not later than the dates/schedule specified in the contract.

c) Authority shall be entitled to levy damages as per clause 5.13 of this RFP to the successful Bidder upon failing to perform as per Clause 13.4.a and 13.4.b above.

d) Notwithstanding any inspection and approval by the Inspecting Officer,
Authorized Agency ownership of the buses shall not pass on to Authority until the buses have been received, inspected and accepted by the Authority at his end i.e. Pune (place to be specified by Authority).

e) Failure to comply with stipulated delivery schedule shall attract pre-defined liquidated damages, risk purchase & other provisions of the Contract.

f) Bidder shall intimate Authority at least 7 days prior to any inspection at Bidder’s premises failing which Authority shall not be liable for delay in inspection and supplies of buses. Authority shall conduct inspection within 15 days from the day of receipt of request for inspection from the Bidder. Delay in delivery of buses on account of late inspection and delay in submission of inspection report by the Authority for the affected quantity shall be entirely attributable to the Authority.

13.5 Quality Assurance, Inspection and Testings

a) The Authority reserves the right to depute its Officers, Auditors, CIRT/ARAI/ or any Govt Agency, other officials as it may decide etc. to visit the office / factory / manufacturing site(s) of the selected bidder for checking their infrastructure, man power and other related documents mentioned and for checking stock records, quality controls, work processes without advance intimation and the bidder will have to provide the necessary documents, etc. to the Authority to support them ensure presence of appropriate and adequate controls on various processes. Inspection will be done, if so decided by the Authority on periodic basis also.

b) The Bidder shall formulate a Quality Assurance Plan (QAP) to ensure quality product. QAP shall cover quality assurance procedures to be followed during all stages of design, planning, procurement, manufacture, supply and commissioning. QAP shall be submitted by the Bidder to Authority within two weeks of signing of Contract.

c) Authority or representative authorized by the Authority may carry out inspection of Prototype and buses at any of the following stages before pre-dispatch stage at Bidder’s manufacturing premises.
   • Structural assembly stage before paneling in all buses
   • Final completion after paneling, and equipping of buses (Fully built buses)
For any Deficiency noted by the Authority during any stage of the inspection the successful Bidder shall initiate immediate remedial actions for the same as advised by the Authority.

d) The Authority shall not conduct any laboratory test if the Bidder submits the material procurement certificates at the time of inspection of buses. Notwithstanding with above, if found necessary, the Authority may conduct material test at any stage for prototype or any other buses, at its own cost. If the material fails the test, entire cost of testing shall have to be borne by the Bidder. The Authority might conduct lab testing mostly for following material.

e) The Bidder if using any external body builder for the supply of these by as per the specification of the Authority, can you use such external body builder who has “A Grade” certification and need to get written approval from the Authority for the same.

13.6 Right to reject the work/ service

The Authority has right to reject the work/services if they are not found to meet the specifications laid out or are not as per the terms of the bid / work order. No Charges will be paid for the defective work. The Authority reserves the right to reject
any items of the solution supplied, which are not specified at the bid document at the time of submission.

13.7 Inspection of Buses at Destination Station
On receipt of Buses at the place of delivery, the Bidder shall jointly inspect them, the Authority and the third party agency appointed for inspection for completeness and satisfactory condition of all equipment/components. Damages, defects and deficiencies, gas leakages if any, shall be noted and the Bidder shall initiate immediate action for making good the same under advice from Authority within mutually agreed time period.

Any delay in commissioning of these buses due to any such reason shall be to the Bidder’s account and shall be dealt by the Authority as per the RFP. The cost for inspection, tests, gas for gas leakage test shall be borne by the Bidder.

13.8 Provisional Receipt Certificate
Authority shall issue Provisional Receipt Certificate within thirty (30) working days of receipt of Bus(es) in good conditions along with valid required documents at the office of the Authority. The Provisional Receipt Certificate issued by the Authority shall not be considered the Acceptance of the Buses that have been received in any way whatsoever.

13.9 Removal and Replacement of Rejected Buses
a) On rejection of any Bus, subjected to inspection or assessment of performance during commissioning at Authority’s premises, such buses shall be removed and replaced by Bidder at his own cost subject as hereinafter stipulated, within 21 days of the date of intimation of such rejection. If the concerned communication is addressed and posted to the Bidder at the address mentioned in Contract, it shall be deemed to have been served on him at the time when such communication would in course of ordinary post reach Bidder, provided that where price or part thereof has been paid, the Authority is entitled without prejudice to his other rights to retain rejected buses till either price paid for the rejected buses is refunded by the Bidder or the same quantity of buses are replaced by the Bidder, save that such retention shall not in any circumstances be deemed to be acceptance of buses or waiver of rejection thereof.

b) All rejected buses shall in any event and circumstances remain and always be at the risk of the Bidder immediately on such rejection. If such buses are not removed by the Bidder within the period aforementioned, Inspecting Officer/Authority may remove the rejected buses and either return same to the Bidder at the risk and cost of the Bidder by such mode of transport as Authority or Inspecting Officer may decide, or dispose of such buses at Bidder’s risk and on his account and retain such portion of proceeds, if any, from such disposal as may be necessary to recover any expense incurred in connection with such disposals and any price refundable by Bidder as a consequence of such rejection. Authority shall, in addition, be entitled to recover from the Bidder handling and storage charges @ 0.5% of the price of buses per week or part thereof on the rejected buses after expiry of the time limit mentioned above.

c) Cancel the Contract and purchase or authorize purchase of buses of same or similar description (when buses exactly complying with particulars are not in the opinion of Authority, which shall be final, readily available) at the risk and cost of the Bidder. In the event of action being taken under (b) above or under this sub-
clause, the provisions of preceding Clause 13.5 above shall apply as far as applicable.

13.10 Acceptance of Buses received after the expiry of Delivery Period

The Bidder is required to complete supplies within stipulated delivery period as mentioned in the Contract. In case the Bidder fails to complete the entire/ part quantity of supplies within stipulated delivery period, the Authority at its discretion may grant extension in delivery period for unsupplied quantity. Such extension in delivery if granted shall be subject to following conditions:

a) successful Bidder shall pay and Authority shall recover pre-estimated liquidated damages from the Bidder as per Clause 5.13 on buses which the Bidder has failed to deliver within the period fixed for delivery.

b) All Government Taxes/ Levies, as applicable, on the date of invoicing of the buses shall be payable to the Bidder after deduction of all penalties as per LD Clause 5.13.

c) Notwithstanding any stipulation in the Contract for increase in price on any other ground, no such increase in Government taxes / levies etc which takes place after delivery date stipulated in the Contract shall be admissible on such of the said buses as are delivered after the said date.

d) Authority shall be entitled to benefit of any decrease in price on account of reduction in statutory levies, Custom Duty, Excise Duty, Sales/ Trade Tax/ VAT, Service Tax and duties or on account of any other ground which takes place during the currency of the contract and/ or after expiry of the delivery date stipulated in the Contract. The Bidder shall allow said benefit in his bills and in absence thereof shall certify that no decrease in price on account of any of these factors has taken place.

13.11 Final Acceptance Certificate

a) The Bidder shall inform about rectification/ removal of defects/ deficiencies observed during Joint Final Inspection within 07 days from date of inspection.

b) Thereafter, Authority shall issue Final Acceptance Certificate within 15 days after final inspection and satisfactory commissioning of buses In Pune and Pimpri Chinchwad or any other Place mentioned in the Contract.

c) The final acceptance certificate will only be issued after the Authority receives the same from all third party appointment agencies for the inspection of the buses and the ITMS and AFC Equipment.

13.12 Use of Authority Plant and Equipment

In case Bidder considers use of Authority plant and equipment during commissioning or for rectification of minor defects, their use, Authority shall lay down the rental to be paid for by the Bidder responsibility for wear and tear and damages, at that time.
14. Design and Engineering

14.1 Specifications and Designs

a) The bidder shall execute the basic and detailed design and the engineering work in compliance with the provisions of the Contract, or where not so specified, in accordance with good engineering practice.

b) The bidder shall be responsible for any discrepancies, errors or omissions in the specifications, drawings and other technical documents that it has prepared, whether such specifications, drawings and other documents have been given a Notice of No Objection by the Authority’s Representative or not, provided that such discrepancies, errors or omissions are not because of inaccurate information furnished in writing to the bidder by or on behalf of the Authority.

c) The Bidder shall provide two sets of general drawings comprising of elevations – sides, front & rear ends along with main dimensions, isometric views, exterior & interior details, seating layouts, specified color scheme, bill of materials and their sizes and specifications, etc. The Bidder to the Authority in advance of dispatch of Prototype Bus from Manufacturer's works shall supply three complete sets of Compact Disc (CD) along with two sets of hard copies and other documents as specified in Technical Specifications.

d) Bus design shall be developed based on requirements given in the Technical Specification & sound engineering practices. The successful bidder with supporting technical data to Authority for the purpose of inspection during prototype approval shall submit the design of bus body. However, successful bidder shall be required to obtain Type Approval for buses and Conformity of Production (COP) as per prevalent CMVR from the authorized agencies as per CMVR. In addition, Finite Element Analysis (FEA) using Computer Aided Engineering (CAE) Techniques for required loads/performance requirements approval shall be obtained from the authorized test agencies as per CMVR. The successful Bidder remains liable for ensuring adequacy and safety of the design of the Buses.

e) The design shall be developed in S.I. Units.

f) Notwithstanding the approval, successful Bidder shall be wholly and completely responsible for satisfactory design, manufacture, supply & performance of these Buses offered during the contract period.

14.2 Codes and Standards

Wherever references are made in the RFP to codes and standards in accordance with which the contract shall be executed, the edition or the revised version of such codes and standards current at the date twenty-eight (28) days prior to date of bid submission shall apply unless otherwise specified. During Contract execution, any changes in such codes and standards shall be applied after approval by the Authority.

14.3 Service Engineering

a) Successful Bidder shall furnish information on maintenance practices to be followed for these Buses manufactured to confirm to Technical Specification or similar to those offered against the tender, clearly spelling out the following:

i. Maintenance standards including clearances and tolerances at various locations and permissible limits of wear for good riding comfort, performance and operation.

ii. Inspection procedure & periodicity of various preventive schedules in detail including gauging practices.
iii. Maintenance procedures in detail including preventive maintenance schedules

b) Facilities required for maintenance, giving detailed information on the following:
   i. Plant & Machinery required for maintenance.
   ii. Gauges, Jigs and Fixtures and Tools required during maintenance
   iii. Space requirements for maintenance facilities.
   iv. Any other details necessary for development of said facilities.

14.4 Service Manuals and Spare Parts Catalogues

a) Detailed Maintenance & Service Manuals, Spare Parts Catalogues, Price List etc. shall be specially prepared for Buses and at least 1 sets of each for every 10 buses or part thereof of the same shall be supplied without any extra charge, along with the first supply. Detailed spare parts catalogue listing all components manufactured or purchased (One copy for every 10 buses or part thereof) shall be supplied without any extra charge. All manuals shall be sent to Authority in advance of dispatch of buses from manufacturer’s works.

b) The Bidder shall also furnish printed price list(valid for the warranty period) giving cost of all components/ assemblies of the Bus for applicable spares parts/ aggregates/ consumables etc. along with maximum discount allowed to Authority on purchase of such items as per prices in the price list during life of the Bus. The bidder shall give an undertaking along with the Bid that the rates of parts/ discounts etc. quoted by them in the price lists are reasonable and do not exceed rates at which these parts are made available on DGS&D / ASRTU Rate Contract (RC) / to any other Government Department / Public Sector Undertaking/Authorized Dealers, etc. The rates of spare parts shall be valid for the warranty period from date of submission of printed price list and the price variation will be limited to relevant price index of the Government of India.

c) All information to be provided on hardcopy and CD to the Authority.

14.5 Safety Norms

a) Bidder should take all precautionary measures in order to ensure protection of his own personnel moving about or working on the premises of Authority i.e. Authority.

b) Bidder should abide by and conform to all rules and regulations of Authority in force from time to time and ensure that his representatives, agents, sub-Contractor or workmen working in the premises of Authority follow the same.

c) Bidder should ensure that while working in the premises of Authority, unauthorized, careless or inadvertent operation of installed equipment which may result in accident to staff and/ or damage to equipment, does not occur.
15. Support
15.1 Spares and after sales service
The Bidder shall confirm adequate availability of spare parts and after sales services in India for the Buses offered in the bid by furnishing an undertaking on their official letterhead for a minimum period of 12 years from the date of supply of each bus.

15.2 Repair and Replacement Time
a) The bidder shall maintain minimum of 5% spares in the warehouse of the Authority free of cost during the warranty period of the buses and the additional equipment. When any manufacturing defect is identified, then the Bidder should send their representative to validate such defect and assist the Authority to rectify the defect as per the timelines mentioned in Clause 15.c.

b) The bidder shall replace, or repair free of charge, any defects that occur in the equipment, material or workmanship for a period of the Contract. Repairs will be carried out within the agreed SLA upon the notification of a defect in the equipment, workmanship or materials.

c) Any but not limited to all damages caused due to the actions of the Authority, its representative, employees, unions, public during the period of the Contract shall be paid by the Authority within 30 days from the date of receipt of such invoice as per the current date market price and additional cost such as transportation, duties, installation and integration back to the successful bidder.
16. Insurance

   a) Transit insurance:
      i. The Successful Bidder at its own cost shall arrange transit insurance, till
delivery/acceptance of Buses at Authority’s premises. Successful Bidder shall
be responsible till the ordered quantity of all Buses arrives in safe and sound
condition at destination as specified by the Authority, complying with all
statutory requirements. Insurance documents in original be submitted along
with other Bus delivery documents. Insurance charges shall be clearly indicated
separately in the break-up of prices.
   ii. For the buses manufactured in India using imported aggregates, in the case of
DDP destination contract, marine insurance covering transit risk up to ultimate
destination in India (ultimate Authority) shall be arranged and paid for by the
Successful Bidder.
   iii. The Authority shall advise Successful Bidder within 30 days of arrival of Buses
at destination, regarding any loss/ damage etc. of Buses and it shall be the
responsibility of Successful Bidder to lodge necessary claim on the carrier and/
or insurer and pursue the same. The Successful Bidder shall, however, at his
own cost replace/ rectify Buses that are lost/ damaged to the entire satisfaction
of the Authority, within 30 days from the date of dispatch of intimation from the
Authority, without waiting for settlement of the claim.

   b) Insurance after Delivery: On acceptance of buses by Authority, Authority shall
arrange third party insurance at its own cost. The Successful Bidder shall be
required to arrange insurance of Buses till they are delivered to and accepted by
the Authority.

   c) The Successful Bidder shall be entirely responsible for suitable packing wherever
required keeping in view the arduous conditions during transportation, handling and
storage in tropical conditions (including monsoon) so as to eliminate damage/
deterioration of Buses during transit/ trans-shipment/ handling or storage.
17. Force Majeure

a) For purposes of this contract, Force Majeure means an event beyond the control of the parties to contract and not involving either party's fault or negligence and not foreseeable.

b) If, at any time during the existence of the contract, either party is unable to perform in whole or in part any obligation under this contract because an event rendering performance of obligations impossible which include acts of God, war, revolutions, hostility, civil commotions, strikes, floods, earthquake, epidemics, quarantine restrictions, freight embargoes or explosions, then the date of fulfillment of contract shall be postponed during the period when such circumstances are operative.

c) The party, which is unable to perform its obligations under the present contract, shall, within seven (07) days of occurrence of Force Majeure event, inform other party with suitable documentary evidence. Non-availability of any component etc or any price escalation or change in any duty, tax, levy, charge etc shall not be an excuse for the successful Bidder for not performing his obligations under this clause/ contract.

d) Any waiver/extension of time in respect of the delivery of any installment or commissioning of buses shall not be deemed to be a waiver/extension of time in respect of remaining deliveries or commissioning of buses or completing balance portion of work.

e) If such inability on account of force majeure to perform continues for a period of more than three (3) months, each party shall have the right to be released from further performance of the contract, in which case, neither party shall have the right to claim damages from the other. All prior performance shall be subject to contract terms.

f) Successful Bidder shall not be liable for forfeiture of his performance security, pre-estimated liquidated damages or termination if and to the extent that delay in performance or other failure to perform its obligations under the contract is the result of Force Majeure.

g) In the event of termination due to Force Majeure Event of Default, Authority shall;
   a. Refund the Performance Guarantee amount in full after deduction of any due payable by the successful Bidder
   b. Refund remaining Bank Guarantee against Mobilization Advance in full without deduction of any interest against receipt of balance amount of mobilization advance
   c. Authority shall not be liable to pay any termination payment to the successful Bidder in respect of such termination, except the payment to be made for the buses delivered by the successful Bidder and to which the Final Acceptance Certificate has been issued to successful Bidder
18. Key Dates (Delivery Schedule)

The Authority will consider the T0 for this RFP for the delivery of the Buses from the date of Release of Work Order to the successful bidder.

<table>
<thead>
<tr>
<th>S.No</th>
<th>Month</th>
<th>Delivery Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Within 60 days from the date of Release of Mobilization advance</td>
<td>Delivery of Prototype</td>
</tr>
<tr>
<td>2.</td>
<td>60 days from approval of Prototype</td>
<td>All buses</td>
</tr>
</tbody>
</table>
19. EVALUATION PROCESS and CRITERIA

19.1 Pre-qualification criteria

Bidders that meet ALL of the eligibility / pre-qualification criteria need only apply. The following criteria must be met in order for a proposal to be qualified:

a) The bidder must be a company/firm incorporated and registered either in India or country of origin and operating for the past 3 financial years. (Copy of the “Certificate of Incorporation/ registration” should be submitted.).

b) Bidders, those who have either existing, fully equipped with required skills authorized service agents or support center’s at locations as defined in clause 4 of this section will have added advantage; however the bidders who do not have such center’s should provide an undertaking (refer 31. Appendix XIII - Declaration for Point of Presence) with the given time frame of 3 month and skill strength to open and operate the center in India.

c) The Bidder should have own service center, which is operational for the last one year in Pune.

d) The bidder should have experience of supply and supporting minimum of 300 buses to any Government transport company in the last three years.

e) Quality Certification.

f) Valid ISO 9001:2000 for Quality Assurance (development, production and supply) at the time of submitting the bid document and throughout the assignment period by any member in case of joint venture or consortium.

g) The bidder must have minimum average annual turnover of INR 500 Cr (Indian Rupee Five Hundred Crores) combined over the last three (3) financial years 2013-14, 2014-15, 2015-16 and should also be in profit each of the same financial year. (Certified / Audited Balance Sheets, P&L statements, schedules for last 3 years should be submitted in support of the turnover and profitability.

h) The documents to be signed by the Statutory Auditor who has been working with the company for a minimum of three (3) years. An undertaking by the Bidder and the Statutory auditor to be submitted.

i) Documentary proof in the form of a Certificate from the statutory auditor of the Bidder’s company strictly as per the format specified in Appendix III duly signed and stamped by the statutory auditor needs to be submitted as proof for the above. Any declaration or letter from the Bidder in any other format will not be accepted.


k) The bidder who have earlier been barred or blacklisted or banned or suspended by any entity of GOI or World Bank or by any state government or central government /department/agency in India or aboard from participating in any bidding process shall not be eligible to submit a bid at any stage, if such bar subsists as on the Proposal Due Date. The Bidder shall be required to furnish an affidavit verifying that neither he nor the OEM have been black listed/ banned/ suspended as per format provided in 26. Appendix VIII – Format of Affidavit Certifying no Blacklisting.
19.1.1 Technical Experience:
   a) Bidder shall be engaged in manufacture and supply of Diesel Fueled Engine propelled Bus chassis and/or Fully-built Buses for at least preceding three years ending on 31/05/2017.
   b) Bidder shall submit copies of Purchase Orders/ Letter of Awards/ Contract as documentary evidences, along with its Bid.
   c) The Bidder shall be required to have adequate in house bus chassis manufacturing facilities located in India.
   d) The in house bus body builder shall have developed Bus bodies to the tune of 80% of the total quantity of Buses for which proposals are invited under this RFP in any one of the last two financial years preceding the Bid Due Date.
   e) Bidder shall attach Certificate from Directorate /Commissioner of Factories /Sub Contracting Agreement other supporting evidences establishing such eligibility of the Bidder, along with its Bid.
   f) Such evidence will be required to be provided by the Successful Bidder before the approval of the prototype, for approval by the Authority, though without any recourse to the Authority for responsibility regarding the choice of such Bus body builder agency.
   g) In house body building means, the bus chassis manufacturer should own 51% or more of the body building facility where these buses shall be manufactured.
   h) Additionally such Bus body builder shall possess“A Grade” bus body builder accreditation certificate issued by agencies approved under the Central Motor Vehicle Rules ("CMVR")

19.2 Evaluation Process
The Authority shall adopt a single bid process with evaluation as per the RFP (referred to as the "Bidding Process") for selection of the Successful Bidder for award of the Project. The Bidders shall submit their Bids in accordance with this RFP. The Bidders need to offer bid, which conforms to the Contract provided as part of this RFP Document and the Technical Specifications. The Bid submitted by each Bidder will comprise of two envelopes.
The Bidders, other than the Successful Bidder, shall be kept in reserve and may, in accordance with the process specified in this RFP, be invited to match the Bid submitted by the Successful Bidder in case such Successful Bidder withdraws or is not selected for any reason. In the event that none of the other Bidders match the Bid of the Successful Bidder, the Authority may, in its discretion, either invite fresh Bids from all Bidders or annul the Bidding Process, as the case may be.
Bidders are invited to examine the Project in greater detail, and to carry out, at their cost, such studies as may be required for submitting their respective Bids for the award of the Project.
Envelope A: “Price Bid” – The Price bid shall only be submitted through online E-tendering system of Pune Municipal Corporation, bidders should submit their bid only through online E-tendering system.
19.2.1 Opening of Bid Cost, Bid Security (EMD) & Technical Bid
The envelope containing the Earnest Money Deposit, Bid Document Cost and technical proposal will be opened and is found furnished by the bidders shall be opened. At any stage during the evaluation, if the EMD is found invalid, the respective bidder’s bid will be summarily rejected.
All Technical Bids received by in response to this RFP shall be opened by the Authority in the presence of Bidders’ representatives who choose to attend the opening of Technical Bids on the above mentioned date. The Bidders’ representatives who are present at such opening shall sign a register evidencing their attendance as a witness to the Bids opening process. In the event of the specified date of Bid opening being declared a holiday for the Authority, the Bids shall be opened at the appointed time and location on the next working day.

19.2.2 Announcement of Bids
The Bidder’s names, Bid modifications or withdrawals (as applicable) and the presence or absence of requisite Bid Security and such other details as the Authority in its sole discretion may consider appropriate, will be announced at the opening of the Technical Bids.

19.2.3 Opening of Financial Bids
a) After the evaluation of Technical Bids has been completed, the Authority shall open the Financial Bids of only those Bidders who qualify the prescribed criteria for the Technical Bids. Financial Bids of those Bidders whose Technical Bids are rejected shall not be opened and shall be returned to such Bidders as per the procedure set forth in this RFP.
b) Financial Bids shall be opened, in the presence of Bidders’ representatives who have qualified and to attend the Financial Bid opening on such date and time as informed by the Authority, whose Technical Bids are accepted. The Bidder’s representatives who are present at such opening of Financial Bids shall sign a register evidencing their attendance as a witness to the Bids opening process. The name of Bidder, Bid rates, etc. will be announced at such opening.

19.2.4 Completeness of Bids & Rectification of Errors
The Authority will examine the Bids to determine whether these are complete, whether these meet all the conditions of the RFP Document and whether the documents have been properly signed and the Bids are generally in order. If there is a discrepancy between words and figures, the amount in words shall prevail.

19.2.5 Clarification of Bids
During evaluation of Bids, the Authority may, at its discretion, ask the Bidder for a clarification of its Bid. The request for clarification and the response shall be in writing. If the response to the clarification is not received by the Authority before the expiration of the deadline prescribed in the written request for clarification, the Authority reserves the right to make its own reasonable assumptions at the total risk and cost of the Bidder.
19.2.6 Rejection of Bid

A Bid is likely to be rejected by the Authority without any further correspondence, as non-responsive, if:-

a) Bid is not submitted in the manner as prescribed in the Instructions to bidders Section of this bid document and is otherwise not in conformity with the terms and provisions of this bid document; or

b) Bid is not submitted in the bid-forms annexed in the bid document; or

c) Bid is submitted by telex, fax or email; or

d) Failure to reply to any requested clarifications or questions in the stipulated time may result in the result in the rejection of the bid on the grounds of bidder being unresponsive. The clarifications would have to be submitted in both email and hardcopy.

e) Submission of misleading/false information in any part of the bid process.

f) Bid Security and/or procurement do not conform to the provisions set forth in this bid document.

\[25. \text{Appendix VII – Format of Response}\;\]

g) Any proposal that fails to meet the Qualifying Criteria or found misinformation at any stage of evaluation will be considered null and void, resulting in the bidder being automatically disqualified.

h) Failure of any one (or more) of the conditions set forth herein above shall result in rejection of Bid.

i) In addition to the foregoing, in the event a bidder makes an effort to influence the Authority in its decisions on Bid evaluation, Bid comparison, or selection of the successful bidder, it may result in rejection of such bidder’s Bid.

j) Any effort by a bidder influencing the Authority bid evaluation bid comparison, evaluation team or contract award decisions will result in the rejection of the bid.

19.2.7 Compliancy and qualifying evaluation of Bids

All bids received by PMPML in response to this bid document shall go through the Compliancy and qualifying criteria check by the selection committee. Fully qualified bids will be go through the next stage of evaluation.

a) The bidder must meet the requirements and conditions as set out in this document.

b) Bidder must submit the clause-by-clause compliance matrix.

c) The specified packaging (including different copies) must be as set out in this document 25. Appendix VII – Format of Response;

d) The bidder should submit all supporting documents required to substantiate the claim. The supporting documents shall include copy of purchase/work orders (with commercials breakout)/client certificates, Key Employee references with contact details, Quality certifications, and product/solution description and project time frames.

e) The copy of Purchase Order/Completion Certificate of the work duly signed by the client organization’s project in-charge / any equivalent officer / the authorized signatory.

f) Copies of work orders / contracts / client certificates from the client stating the project title, project value and the brief scope of work of the project.
19.2.8 Evaluation of Technical Bids
The Authority will examine and compare the technical aspects of the proposals on the basis of the information supplied by the bidders, taking into account overall completeness and compliance with the requirements specified. The proposal that does not meet minimum acceptable standards of completeness, consistency and details will be rejected taking it as non-responsiveness.

a) Stage-1:-
The proposals will be screened based on eligibility conditions by the selection committee based on Format of Response and eligibility conditions defined in this document.

b) Stage-2:-
The qualified proposals will be evaluated by the selection committee based broad technical evaluation criteria defined.

19.2.9 Evaluation of Financial Bids

a) The price of the Buses quoted by the Bidder shall be the bid parameter which shall be used for the purpose of evaluation of the Bids and selection of the Successful Bidder in accordance with the terms and conditions of this RFP documents. The Bidder in the format as in this RFP shall provide the Price Bid. All prices shall be in Indian Rupees.

b) The Price Bid of only the Bidder who qualify in accordance with Clause 19.2.8, and is declared “Eligible Bidders”, shall be opened in the presence of such of the Bidders and/or their authorized representatives who choose to attend.

c) The time and date of opening of Price Bid shall be informed to the Bidders who are declared as Eligible Bidders in advance. The Bidders’ authorized representatives who are present shall be required to sign and record their attendance.

d) The price for Buses shall include complete break-up of Bus prices as provided in the Appendix II. Bids not containing such break-up of prices are liable to be rejected. Government levies/ duties/ taxes on complete Bus as applicable on date of opening of Price Bids shall be considered for evaluation.

e) In case there is variation in the statutory levies/ taxes during the currency of the Contract, upon furnishing the requisite documents, the same shall be payable at actual as applicable on the date of invoicing of new Buses, provided such Buses are delivered as per Contracted Delivery Schedule.

f) In case of the reasons for delay in the delivery of buses are attributable to the successful Bidder, any upward revision in the statutory levies shall be payable at the rate prevailing during Contracted Delivery Schedule. The Authority shall not be liable to bear such upward revision.

g) Notwithstanding above, In case of the reasons for delay in the delivery of buses are attributable to the successful Bidder, any downward revision in the statutory levies shall be payable as per actual.

h) The Bidders supplying buses manufactured by them in India using imported aggregates, etc. are required to quote prices on “Delivered Duty Paid (DDP) to destination at Pune and Pimpri Chinchwad” basis. The terms DDP shall mean as defined in prevailing INCOTERMS.

i) The prices quoted for Bus shall be firm and not subject to any upward variation except for the variation in statutory levies and duties separately quoted by the Bidders.
j) After the evaluation of the technical proposal is complete, the Authority will notify all those bidders whose proposals did not meet the minimum technical criteria or who were considered non-responsive to the requirements of the Authority.

k) The Selection Committee will determine whether the financial proposals are complete, i.e. whether they have pricing of all the items that correspond to the technical proposal. If not, the Evaluation Committee will disqualify the bidder. Authority will rank the bidder based on the price quoted by the bidder.
20. Appendix I - Technical Bid

The technical bid should be in line with the functional and technical requirement. Technical Bid Proposal shall consist of Proposal Sheet duly filled and complete in all respects, particulars of the Bidder organization, Documentation of previous project experience as the case may be, technical proposal, solution offered, proposed methodology for execution of project as per given scope of work, Profile of Resources, CV of team proposed by bidder for the execution of this project and Time Schedule for completion of project.

Following documents should also be attached with the Technical Bid:

a) Letter of authorization in respect of the person authorized to remain present in bid process and interact with the Authority.

b) Certificate / affidavit regarding non-violation/ infringement of any Indian or foreign trademark, patent, registered design or other intellectual property rights

c) Certificate / affidavit mentioning that the bidder has never been blacklisted by any Central Government Department or any State Government Department

d) The bid document and all other attached documents should be signed and stamped on each page by bidder.

e) A detailed compliance statement to all clauses in this bid document
To,
Chairman and Managing Director
Pune Mahanagar Parivahan Mahamandal Limited
PMT Building, Shanakarseth Road, Swargate,
Pune 411 037

Subject: Submission and Acceptance of Terms & Conditions for Supply, Installation and Commissioning of Midi, Diesel, Non-AC buses to PMPML.

Dear Sir,

a) Having examined the ‘Instructions to Bidder’ ‘General Conditions of Contract’, ‘Technical Specifications’ and Annexures for the above Bid, we the undersigned, offer to design, manufacture, supply, test and commission and Guarantee the whole of the said Scope of Work in conformity with the said Conditions of Contract and Technical Specifications for the sum mentioned in the Price Bid of the bid submitted separately, or such other sum as may be ascertained in accordance with the conditions.

b) We acknowledge that this Annexure forms an integral part of the Bid. We also confirm acceptance of Proformas/ Annexure given in the RFP Document.

c) We undertake, if our Bid is accepted, we shall commence manufacturing of Buses as per delivery schedule offered by us to complete manufacturing, Supply and Commissioning of Buses and to guarantee satisfactory working of the buses/ fulfil our obligations under the Warranty for the period as per RFP Document.

d) If our Bid is accepted we shall furnish a Bank Guarantee for Performance as Security for due performance of the Contract. The amount and form of such guarantee shall be in accordance with ‘General Conditions of Contract’.

e) We have independently considered the amount shown in ‘General Conditions’ as pre-estimated liquidated damages and damages and agree that they represent a fair estimate of the damages likely to be suffered by you in the event of the work not being completed in time.

f) We agree to Bid by this Bid for a minimum period of 180 days from the date of Last date of Submission of Bid and it shall remain binding upon us and may be accepted at any time before the expiration of that period or any extended period mutually agreed to.

g) This Bid, together with any further clarification/ confirmation given by us and your written acceptance thereof, shall constitute a binding contract between us.

h) We understand that you are not bound to accept the lowest or any offer you may receive against this Bid.

i) If our Bid is accepted, we understand that we are to be held solely responsible for the due performance of the Contract.

Thanking You.

Yours faithfully

(Authorized Signatory)

Name: __________________________________________________________

Designation & Authority: ____________________________________________

Place: ______________

Date: __/__/2017

Stamp:

ON COMPANY LETTERHEAD
### 20.2 Format 2: DETAILS & of the Bidder Organization

Bid for Supply, Installation and Commissioning of Non-AC BRT buses to PMPML.

<table>
<thead>
<tr>
<th>S. No</th>
<th>Details</th>
<th>To be filled by bidder</th>
<th>Supporting Documents to be submitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Name of the Firm &amp; Registered Office Address</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Addresses:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a.</td>
<td>Factory with Telephone &amp; FAX No.</td>
<td></td>
<td>Registration Certificate of Factory and License for manufacturing Buses</td>
</tr>
<tr>
<td>b.</td>
<td>Offices with Telephone &amp; FAX No.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Status of the Firm</td>
<td></td>
<td>Proprietorship Certificate, Partnership Deed/ Company Incorporation Certificate along with Memorandum of Association and Articles of Association</td>
</tr>
<tr>
<td>a.</td>
<td>Proprietary/ Partnership / Company/ Corporation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Name of the person authorized to sign Tender Document:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Bus Design &amp; Evaluation Facilities:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a.</td>
<td>In house facilities (Yes Or No)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b.</td>
<td>If no, then Name &amp; Address of the Firm to carry out the work Out-sourced</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c.</td>
<td>Confirmation of being an authorized agency under CMVR</td>
<td></td>
<td>Certificate of Authorization</td>
</tr>
<tr>
<td>6</td>
<td>Details of Inspection Equipment for Quality Assurance available In-house.(The details of inspecting Equipment for Receipt Stage, In-process Stage of</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Details of Inspection Equipment for Quality Assurance of Out-sourced work.(The details of Inspecting Equipment for Receipt Stage, In-process Stage of Inspection and Final Inspection)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Details of available Equipment required for Safety Standards as per MORT&amp;H Notification No. GSR- 853 (E) dated 19.11.2001. (or latest or others till date)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Design Collaboration - Address &amp; other details - Proof of Collaboration</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>--------------------------------</td>
<td>-------------------------------------</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td><strong>Manufacturing Collaboration</strong>&lt;br&gt;- Address &amp; other details&lt;br&gt;- Proof of Collaboration</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td><strong>Quality Certificate</strong>&lt;br&gt;(from reputed/ recognized Firm)&lt;br&gt;- Certificate No. - Date of Validity</td>
<td>Copy of Certificate</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td><strong>Details of Safety Critical Items</strong>&lt;br&gt;with their Type Approval Certificate No. and Date (wherever applicable)</td>
<td>Copy of Certificate</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Details of:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a. <strong>Quality Management System Certification</strong>&lt;br&gt;(e.g. ISO: 9001-2000)</td>
<td>Copy of Certificate</td>
<td></td>
</tr>
<tr>
<td></td>
<td>b. <strong>Quality System Certification</strong>&lt;br&gt;(e.g. ISO: 16949-1999)</td>
<td>Copy of Certificate</td>
<td></td>
</tr>
<tr>
<td></td>
<td>c. <strong>Environment Management Certification</strong>&lt;br&gt;(ISO:14001-1996)</td>
<td>Copy of Certificate</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td><strong>Others</strong></td>
<td>Copy of Certificate</td>
<td></td>
</tr>
</tbody>
</table>

**Note:** Above details are mandatory, bidder may use additional sheets for above submittals.

**(Authorised Signatory)**
Name:  
Designation & Authority:  
Place:  
Date:  
Stamp:  
ON COMPANY LETTER HEAD
### 20.3 Format 3: Performance STATEMENT (On Company LETTERHEAD)

For each of the projects, please provide a profile based on the following template. The profile for a single project shall not exceed one page.

<table>
<thead>
<tr>
<th>S. No.</th>
<th>Information Sought</th>
<th>Details/Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Customer Information</td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>Customer Name</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Name of the contact person from the client organization who can act as a reference with contact coordinates</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Name</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Designation</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Address</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Phone Number</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mobile Number</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Email ID</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Project Details</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Project Title</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Start Date / End Date</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Current Status (In Progress / Completed)</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Number of responding firm's staff deployed on this project (peak time)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Value of the Project</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Order value of the project (in rupees lakhs)</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>Narrative description of project: (Highlight the components / services involved in the project that are of similar nature to the project for which this bid is floated)</td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td>Description of actual services provided by the responding firm within the project and their relevance to the envisaged components / services involved in the project for which this bid document is floated</td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td>Description of the key areas where significant contributions are made for the success of the project</td>
<td></td>
</tr>
<tr>
<td>11.</td>
<td>Order Copies &amp; Performance Certificate received from Client is attached with this statement</td>
<td></td>
</tr>
</tbody>
</table>

As on date, the information furnished in all parts of this form is accurate and true to the best of my knowledge.

(Authorised Signatory)

Name:  
Designation & Authority:  
Place:  
Date:  
Stamp:
21. Appendix II - Financial Bid Format
FORMAT FOR SUBMISSION OF FINANCIAL BID
FINANCIAL PROPOSAL SUBMISSION FORM (On Company Letter Head)

Date: / /2017

To
Chairman and Managing Director
Pune Mahanagar Parivahan Mahamandal Limited
PMT Building, Shanakarseth Road, Swargate,
Pune 411 037

Subject: Submission and Acceptance of Terms & Conditions for Supply,
          Installation and Commissioning of Midi, Diesel, Non-AC buses to
          PMPML.

Dear Sir/Madam;
We, the undersigned, offer to provide the Midi, Diesel, Non-AC Buses as required in
accordance with your bid and our Proposal (Pre-Qualification, Technical and
Financial).

Our Proposal is binding upon us up to expiration of the validity period of the Proposal.
We undertake that, in competing for (and, if the award is made to us, in executing) the
above contract, we will strictly observe the laws against fraud and corruption in force in
India namely "Prevention of Corruption Act 1988".

We understand you are not bound to accept any Proposal you receive.

Yours sincerely,
Authorised signatory:
Name and title of Signatory:

Encl. Detail Break up.
21.2 Detail Cost Break up

We, M/s…………………………………………………………………………………………hereby certify that we shall supply 30-40 Buses fitted with modern equipment and manufactured from our premises in India.

The production methods, quality control and testing of all materials and parts manufactured or used by us are/ shall be open to inspection by the representative of the Authority. We hereby offer to supply the following items at the price indicated below:-

A. PRICES FOR BUSES (IN INDIAN RUPEES)

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Price of Each Bus (In INR including All Taxes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>900 mm Floor Height Non AC Diesel Midi Buses as per BS IV and UBS II Specifications.</td>
<td>1</td>
<td>Price in Numbers : Price in Words :</td>
</tr>
</tbody>
</table>

Table 1 : Unit Price

B. BREAKUP OF COST

<table>
<thead>
<tr>
<th>Description</th>
<th>Base Price (In INR)</th>
<th>ITMS AMC &amp; Warranty Cost (In INR)</th>
<th>Taxes (In INR)</th>
<th>Final Unit Price to Authority (In INR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>900 mm Floor Height Non AC Diesel Midi Buses as per BS IV and UBS II Specifications.</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 2 : Break Up of Unit Price

C. AMC & WARRANTY COST

<table>
<thead>
<tr>
<th>Year</th>
<th>AMC (In INR)</th>
<th>Warranty (In INR)</th>
<th>Total Price / Bus (In INR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
NOTE:

1. The price requested is for the unit price of 1 Bus. The authority shall decide the total number of buses for which the order shall be placed. The number of buses depends on the final price and the budget available with the Authority and shall be between the ranges between 25 to 40 buses.

2. The price quoted in Table 1 should include all costs such as bus, ITMS, AFC and Passenger Counters, AMC, all other costs for inspection, delivery and applicable taxes. The price quoted in Table 1 shall be the deciding price of successful bidder.

3. In case of difference between the price quoted in figures and words are, the price quoted in figures shall prevail.

4. The Bidder quoting Lowest Price shall be considered as the successful Bidder.


6. The warranty for the bus, chassis, ITMS, CCTV, Validator, Passenger Counters shall be for minimum 2 years and or 2,15,000 kms whichever is earlier.

7. The price shall include 7 years AMC and warranty cost for ITMS, CCTV, Validator and Passenger Counters as per the terms of the RFP.

8. The Authority shall pay the cost for the additional 5-year warranty and 7 years AMC to the Bidder at the beginning of each year from the 1st years onwards for AMC and the 3rd years onwards for the warranty.

9. Bidder shall clearly indicate breakup of prices quoted including government taxes/ levies etc. as applicable at the time of filling their Bids as indicated in Table 2.

10. The Bidder should submit the price year wise for AMC and Warranty indicated in Table No. 3. All prices shall be inclusive of applicable taxes and is subject to prevailing tax rates at the time of invoice or payment.

11. The bidder shall submit the financial bid as per the terms of this RFP.

Envelop A – “Submission and Acceptance of Terms & Conditions for Supply, Installation and Commissioning of Midi, Diesel, Non-AC buses to PMPML.”

SIGNATURE AND SEAL OF THE BIDDER
To,
Chairman and Managing Director
Pune Mahanagar Parivahan Mahamandal Limited
PMT Building, Shanakarseth Road, Swargate,
Pune 411 037

Dear Sir,

Subject: Submission and Acceptance of Terms & Conditions for Supply, Installation and Commissioning of Midi, Diesel, Non-AC buses to PMPML.

We, the undersigned, confirm that we meet all the criteria listed in the press notice inviting bid.
We are submitting the following documents for our eligibility for the above assignment.

(a) Form PQ-1,
(b) Form PQ-2,

Our Proposal is binding upon us and subject to the modifications resulting from contract negotiations, up to expiration of the validity period of the Proposal.
We undertake that, in competing for (and, if the award is made to us, in executing) the above contract, we will strictly observe the laws against fraud and corruption in force in India namely “Prevention of Corruption Act 1988”. We understand you are not bound to accept any Proposal you receive.

Yours sincerely,

(Signature of the Authorized signatory):
Name and Designation of the Authorized signatory:
Name and Address of the Bidder:
Phone, Fax & E-Mail
Date: ________________

Place __________________
BIDDER’S ANNUAL TURNOVER
(On Letterhead of Statutory Auditor)

Date: 
To 
Chairman and Managing Director 
Pune Mahanagar Parivahan Mahamandal Limited 
PMT Building, Shanakarseth Road, Swargate, 
Pune 411 037 

Dear Sir,

Subject: Submission and Acceptance of Terms & Conditions for Supply, Installation and Commissioning of Midi, Diesel, Non-AC buses to PMPML

We hereby certify that the average annual turnover of M/s. ................. (name of the bidder) is not less than ................................................................. (amount in INR) during the last three financial years.

<table>
<thead>
<tr>
<th>S. No</th>
<th>Year</th>
<th>Turnover</th>
<th>Profit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>(2013-2014)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>(2015-2016)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Average of Above 3 years</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Yours Sincerely, 
For 
(Signature of Statutory Auditor) 
Name of the Statutory Auditor: 
Name of the Statutory Auditor Firm: 
Date: ________________ Place 
__________________ Seal:
22.2 Form: PQ-2  Similar Work Experience Format

SIMILAR WORK EXPERIENCE
(On Company Letterhead)

Date:
To
Chairman and Managing Director
Pune Mahanagar Parivahan Mahamandal Limited
PMT Building, Shanakarseth Road, Swargate,
Pune 411 037

Dear Sir,

Subject: Submission and Acceptance of Terms & Conditions for Supply,
Installation and Commissioning of Midi, Diesel, Non-AC buses to PMPML

<table>
<thead>
<tr>
<th>S. No</th>
<th>Name of Organization</th>
<th>Purchase Order No. &amp; Date of Issue of P.O</th>
<th>QTY of bus ordered</th>
<th>Value of Contract</th>
<th>Date of Completion of deliveries</th>
<th>Whether the copies of the P.O / contracts from the client with successful completion Certificate as required is attached</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Yes/No</td>
<td>Pg. No on the Proposal Yes/No Pg. No on the Proposal</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Yours Sincerely
For
(Signature of the Authorized signatory):
Name and Designation of the Authorized signatory:
Name and Address of the Bidder:
Phone, Fax & E-Mail
Date: ________________
Place ___________________
23. Appendix IV - Performance Guarantee Format

PROFORMA OF BANK GUARANTEE FOR PERFORMANCE GUARANTEE
(ON BANK’S LETTERHEAD WITH ADHESIVE STAMP)

Date:
To
Chairman and Managing Director
Pune Mahanagar Parivahan Mahamandal Limited
PMT Building, Shanakarseth Road, Swargate,
Pune 411 037
Dear Sir,

i) This Deed of Guarantee made this day of dd/mm/yyyy (Authority to specify) between Bank of(hereinafter called the “Bank”) on the one part, and ------(name of the official and that of the Authority to be specified by Authority) (hereinafter called “the Authority”) of the other part.

ii) Whereas -------(name of the official and that of the Authority to be specified by Authority) has awarded the Contract for (Description of Item)(hereinafter called the Contract) to: (Name of successful Bidder) (hereinafter called the Contractor).

iii) AND WHEREAS the Contractor is bound by the said Contract to submit to the Authority a Performance Security for a total amount of Rs. (----------Amount in Figures and words).

iv) NOW, WE THE UNDERSIGNED (Name of Bank) ---------- do hereby unconditionally and irrevocably undertake to pay to the Authority an amount not exceeding Rs.(Rupees only) without any demur, merely on a demand in writing from the Authority stating that the amount claimed is due and payable by the Contractor. Any such demand made on the Bank shall be conclusive as regards the amount due and payable by the Bank under this Guarantee.

v) We, the Bank, further undertake to pay to the Authority any money so demanded Notwithstanding any dispute raised by the Contractor in any manner whatsoever and our liability under these presents is absolute, unconditional, unequivocal and irrevocable.

vi) We, the Bank, further agree that the Guarantee herein contained shall remain in full force and effect during the period that would be taken for the performance of the said Contract.

vii) This Guarantee is valid for a period of (Duration in calendar months in figures and words) from the date of signing. (The initial period for which this Guarantee shall be valid must be for at least six (6) months longer than the anticipated expiry date as stated in the Contract. We undertake not to revoke this guarantee during its currency without the written consent of the Authority.

viii) At any time during the period in which this Guarantee is still valid, if the Authority agrees to grant a time extension to the Contractor or if the Contractor fails to complete the works within the time of completion as stated in the Contract, or fails to discharge itself of the liability or damages or debts as stated under Para 5, above, it is understood that the Bank shall extend this Guarantee under the same conditions for the required time on demand by the Authority and at the cost of the Contractor.

ix) The Guarantee hereinbefore contained shall not be affected by any change in the Constitution of the Bank or of the Contractor.

x) The neglect or forbearance of the Authority in enforcement of payment of any
moneys, the payment whereof is intended to be hereby secured or the giving of
time by the Authority for the payment hereof shall in no way relieve the Bank of
their liability under this deed.

xi) We, the Bank, undertake not to revoke this Guarantee except with the previous
consent of the Authority in writing. This Guarantee shall be valid up to and we
undertake to renew/extend this Guarantee from time to time till the
completion of performance by the Contractor of its obligations under the Contract
and/or as demanded by the Authority.

xii) The expressions “the Authority”, “the Bank” and “the Contractor” herein before
used shall include their respective successors and assignees.

SIGNATURE OF THE WITNESS
NAME OF THE WITNESS
________________________,
ADDRESS OF THE WITNESS
________________________

SIGNATURE OF AUTHOURISED OFFICIAL OF THE BANK
NAME OF OFFICIAL______________________
DESIGNATION__________________________
DATE: ______________
PLACE __________________
STAMP/SEAL OF THE BANK
24. Appendix V - Power of Attorney Format

Power of Attorney for Signing of Proposal

(On Non – judicial stamp paper of Rs. 100/- or such equivalent document duly attested by notary public)

Power of Attorney

(Applicable only in case where the signatory to the Bid is not authorized directly by the Bidder firm through Board Resolution or Partners’ resolution and is signing on behalf of the Authorised Signatory. The Power of Attorney is not required for a firm being Proprietary Concern)

KNOW ALL MEN by these presents that we, …[name of the Company/partnership firm], a company incorporated under the Companies Act 1956, Firm having partnership deed as per partnership act and having its Registered Office/ office at ….[Address of the Company/partnership firm] (hereinafter referred to as “Company/firm”):

WHEREAS in response to the RFP for Purchase of Buses {Title of the RFP}, (“Project”), the Company/ firm is submitting Bid Comprising Technical and Price Bids for the project in ______ to {Name of the Purchase}, and is desirous of appointing an attorney for the purpose thereof.

WHEREAS the Company deems it expedient to appoint Mr. __________ son of __________ resident of __________, holding the post of __________ as the Attorney of the Company/firm.

NOW KNOW WE ALL BY THESE PRESENTS, THAT _______[name of the Company/firm] do hereby nominate, constitute and appoint…….[name & designation of the person]……as its true and lawful Attorney of the Company/ firm to do and execute all or any of the following acts, deeds and things for the Company/ firm in its name and on its behalf, that is to say:

To act as the Company’s/firm’s official representative for submitting the Bid comprising Technical Bid and Price Bid for the said project and other relevant documents in connection therewith;

To sign all the necessary documents, papers, testimonials, applications, representations and correspondence necessary and proper for the purpose aforesaid;

To tender/bid documents, receive and make inquiries, make the necessary corrections and clarifications to the Bid and other documents, as may be necessary;

To do all such acts, deeds and things in the name and on behalf of the Company as necessary for the purpose aforesaid.

IN WITNESS WHEREOF WE,................................, THE ABOVE NAMED PRINCIPAL HAVE EXECUTED THIS POWER OF ATTORNEY ON THIS ..................... DAY OF ...... 20........

The common seal of [name of the company/firm] was here unto affixed pursuant to a resolution passed at the meeting of Committee of Directors/ Partners held on --- Day of ---------, 20___ in the presence of [name & designation of the person] and countersigned by [name & designation of the person] of the Company/firm of [name of the company]
25. Appendix VII – Format of Response

The bidders shall submit their proposals in accordance with the response format specified below. Failure to do so will result in the disqualification of the bid.

The bidder’s proposal shall contain the following sections and should be structured as follows (Note - the descriptions of the sections are examples of what should be included in the different sections and is not exhaustive).

<table>
<thead>
<tr>
<th>SECTION A</th>
<th>TECHNICAL/ FUNCTIONAL PROPOSAL</th>
</tr>
</thead>
</table>
| Schedule 1: | **Forms and Supporting Documents for Sole bidders**  
  - 20.1 Format 1: Proposal Sheet  
  - ON COMPANY LETTERHEAD  
  - 20.2 Format 2: DETAILS & of the Bidder Organization  
  - Copy of tax clearance certificate either from taxation authority/ certificate from a Chartered Accountant;  
  - Copy of valid Business / Trading License from the country of registration/operations (where applicable);  
  - Copy of VAT Registration (where applicable);  
  - Documental Proofs as described in this RFP  
  - Eligibility & Pre-qualification forms as described in Appendix III  
  - Payment for Bid Document Cost demand draft.  
  - Customer references as described in 29. Appendix XI - Customer References;  
  - References testimonial letters from last 3 years clients with similar assignment  
  - 22.2 Form: PQ-2 Similar Work Experience Format and 29. Appendix XI - Customer References;  
  - List of Installation as prescribed in 30. Appendix XII - List of Supply;  
  - Undertaking for Point of Presence as described in 31. Appendix XIII - Declaration for Point of Presence;  
  - Copies of the production capacities of buses – installed and production levels achieved during last three years –year wise  
  - Copies of Documents in respect to the Manufacturing Collaboration.  
  - Performance Guarantee bond (refer to sample in 23. Appendix IV - Performance Guarantee Format);  
  - Affidavit about Blacklisting as prescribed in 26. Appendix VIII – Format of Affidavit Certifying no Blacklisting;  
  - Undertaking for Authenticity and Accuracy of Information as prescribed in 32. Appendix XIV – |
| Schedule 2: | **Management Summary** This section should include *no more than three (3) pages*:  
- Approach and Methodology Summary;  
- Solution Summary;  
- Technical Summary;  
- Training Summary;  
- Skills Transfer Strategy Summary; |
| Schedule 3: | **Proposed Solution** This section should include:  
- Compliance to the requirements - any variations should be clearly specified and explained.  
- Complete list of Instruments/Equipment required for Inspection at Receipt Stage, In-process Stage and Final Stage;  
- Copies of Type Approval of Complete Bus, Aggregates/ Safety Critical Items as applicable.  
- Copies of Documents in respect to Design Collaboration.  
- Submission of item wise / parameter wise details of offered Bus Design Vs UBS II in same format  
- Submission of the General schematic Drawings, Bus Layout, Front, Rear and Both  
- Side Views of the offered design of the Bus  
- Delivery & Implementation Strategy and Milestones;  
- Solution Acceptance Testing Approach;  
- Constraints, Assumptions and Dependencies;  
- Appendix XVI and XVII  
- Any other format provided in this RFP |
| Schedule 4: | **Facilities Management**  
- Warranty service and support strategy of all items;  
- maintenance and support after warranty  
- Service Level Agreements information. |
| Schedule 5: | **Training**  
This section should include:  
- Skills and Knowledge Transfer Approach;  
- Training Approach;  
- Course content and duration for each proposed training module; |
| Schedule 6: | **Project Management**  
This section should include:  
- Project Structure;  
- Project Reporting;  
- Project Plan;  
- Quality Management Approach; |
| Schedule 7: | **Project Deliverables**  
This section should include:  
- Technical Solution Deliverables;  
- Training Deliverables (28. Appendix X – Training Details);  
- Warranty, Maintenance and support;  
- Any other Deliverables; |
| Schedule 8: | **NOT USED** |
| Schedule 9: | **Credentials and Expertise – Statement of Capability**  
This section should include *(repeat for each sub-contractor)*:  
- Company Profile;  
- Credentials (experience) on similar engagements (including description and references of the mentioned credentials) *(refer to sample in 20. Appendix I - Technical Bid 20.3 Format 3: Performance)*. As well as installation experience record on works of a similar nature and complexity over the last three (3) years and clients who may be contacted for further information on those contracts;  
- Curriculum Vitae of Personnel with Relevant Experience (who are going to be assigned to the project);  
- Technical support offices  
- Partner’s technical capabilities, if any involved in the project (technical operational sites and CVs of the staff). |
| Schedule 10: | **Appendices**  
- Product specification for each hardware and software proposed;  
- Company brochures;  
- Any documents that the bidder may wish to add as appendices; |
| **SECTION B** | **COMMERCIAL AND FINANCIAL PROPOSAL** |
| Schedule 11: | This section should include:  
- Detailed proposed solution pricing *(refer to sample in 21. Appendix II - Financial Bid Format)*;  
- Detailed proposed pricing structure on outright purchase basis;  
- The **fixed tenure and fixed price** for the complete implementation of the required solution and all services. |
26. Appendix VIII – Format of Affidavit Certifying no Blacklisting

(On Non – judicial stamp paper of Rs 100/- or such equivalent document duly attested by notary public)

Anti-Blacklisting Certificate

M/s. ……………… (Name of the Bidder), (the names and addresses of the registered office) hereby certify and confirm that we or any of our promoter/s / director/s are not barred by State Government / any other Government entity or blacklisted by any state government or central government / department / Local Government / agency in India or from abroad from participating in Project/s, either individually or as member of a Consortium as on the _______-(Last date of submission of Bid).

We further confirm that we are aware that our Application for the captioned Project would be liable for rejection in case any material misrepresentation is made or discovered with regard to the requirements of this RFP at any stage of the Bidding Process or thereafter during the Contract period. Dated this

……………………..Day of …………………., 20__

Name of the Bidder

Signature of the Authorized person

Name of the Authorized Person
## Pre Bid Queries Clarification Format

<table>
<thead>
<tr>
<th>S.No.</th>
<th>Document Reference</th>
<th>Page No.</th>
<th>Clause No.</th>
<th>Description in RFP</th>
<th>Clarification Sought</th>
<th>Additional remark if any</th>
</tr>
</thead>
<tbody>
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</tr>
</tbody>
</table>
28. Appendix X – Training Details

Please give details of the training offered along with the proposed solution / items. List out all the training courses offered by the Bidder and provide the following information for each course:
   a) Duration
   b) Location
   c) Prerequisites
   d) Frequency of the course.
   e) Brief outline of the course
   f) Trainer Details
   g) Training schedule details
      (a) Session outline
      (b) Objectives
      (c) Day-wise schedule
      (d) Hands On
      (e) Handouts / materials

1. The successful bidder shall provide training to minimum 3 drivers and 1.2 maintenance staff per Bus.
2. The successful bidder shall also impart training to minimum 3 engineers of the Authority at the Depot and 10 engineers at the headquarter of the Contractor for Intelligent Transport System fitments which are part of the Bus as per the Specifications to minimum 3 engineers at each depot and 10 engineers at head quarter of the Contractor.
3. The Contractor shall have to certify the trainees for the said training programs and a satisfactory note to be issued by trainees at the end of training program
29. Appendix XI - Customer References

Bidder must furnish all the customer references of the last three years

<table>
<thead>
<tr>
<th>S. No</th>
<th>Name of the official</th>
<th>Designation</th>
<th>Name of Organization</th>
<th>Address for Communication</th>
<th>Contact Details with email id</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
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<td>6</td>
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</tbody>
</table>

(Signature of the Authorized signatory with Seal):
Name and Designation of the Authorized signatory:
Name and Address of the Bidder:
Phone, Fax & E-Mail

Date: ________________

Place ________________
30. Appendix XII - List of Supply

We declare that the following information is correct and binding as per the attached documents.

<table>
<thead>
<tr>
<th>SL. No</th>
<th>Customer Name</th>
<th>Contact Details</th>
<th>Country</th>
<th>No of Buses</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

Name and Designation of the Authorized signatory: ____________________________

Name and Address of the Bidder: ____________________________

Phone, Fax & E-Mail: ____________________________

Date: ____________________________

Place ____________________________
31. Appendix XIII - Declaration for Point of Presence

Date:
To
Chairman and Managing Director
Pune Mahanagar Parivahan Mahamandal Limited
PMT Building, Shanakarseth Road, Swargate,
Pune 411 037

Dear Sir,

Subject: Submission and Acceptance of Terms & Conditions for Supply, Installation and Commissioning of Midi, Diesel, Non-AC buses to PMPML

We declare that currently, we do have office / Authorized Agent in the city (ies) ............ .........................., India with the name .......................................................... .......................................................... at the address .......................................................... .......................................................... ............................................Contact number ............

OR

We do not have office / Authorised Agent in the city (ies), India. However, we undertake to set up a point of presence in the city (ies) ................................................, India within .................... ....... months of the Purchase Order issued / rate contract signed.

List of Skill Sets

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Proposed Role / Position</th>
<th>Number of resources</th>
<th>Area of Expertise</th>
<th>Key Responsibilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: The bidder can either extend the skill set table or attaches separate sheet in the similar format with signature and office stamp

(Signature of the Authorized signatory with Seal):
Name and Designation of the Authorized signatory:
Name and Address of the Bidder:
Phone, Fax & E-Mail

Date: ________________

Place ________________
32. Appendix XIV – Undertaking

To
Chairman and Managing Director
Pune Mahanagar Parivahan Mahamandal Limited
PMT Building, Shanakarseh Road, Swargate,
Pune 411 037

Dear Sir,

Subject: Submission and Acceptance of Terms & Conditions for Supply, Installation and Commissioning of Midi, Diesel, Non-AC buses to PMPML

It is certified that the information furnished here in and as per the document submitted is true and accurate and nothing has been concealed or tampered with. We have gone through all the conditions of bid and are liable to any punitive action for furnishing false information / documents.

We also certify that the information/data/particulars furnished in our bid are factually correct. We also accept that in the event of any information / data / particulars are found to be incorrect, PMPML will have the right to disqualify / blacklist us and forfeit bid security.

We also want to confirm that no bribe has been paid by us to anyone.

Dated this ________ day of ______________ 2016

(Signature of the Authorized signatory with Seal):
Name and Designation of the Authorized signatory:
Name and Address of the Bidder:
Phone, Fax & E-Mail
Date: __________________

Place __________________
Appendix XV – EMD Guarantee Format

PROFORMA OF BANK GUARANTEE FOR BID SECURITY
(ON BANK’S LETTERHEAD WITH ADHESIVE STAMP)

Date: /  
/2017

To Chairman and Managing Director
Pune Mahanagar Parivahan Mahamandal Limited
PMT Building, Shanakarseth Road, Swargate,
Pune 411 037

Dear Sir,

A. [______________Please insert the Name of the Bidder], a company incorporated under the Companies Act, 1956/2013 having its registered office at [Please insert the address of the registered office of the Successful Bidder] (“Bidder”), has submitted a Bid for Design, Manufacture, Supply, and Commissioning of Diesel/CNG fuelled fully built ______ meter long ____- Floor Urban Buses Specification II (UBS II) No.____hereinafter called “the Project” to [______________Please insert Name of the Authority] (“Authority”)

B. The RFP requires the Bidder to furnish a Bank Security for Earnest Money Deposit/ Proposal Security at the time of submission of the Bid to the Authority in a sum of Rs. _____ (Rupees _______ only) [Please insert the amount] (the “Bid Security Amount”) as security for due and faithful performance of its obligations, under and in accordance with the RFP.

We, …………………..through our Branch at …………………. (the “Bank”) have agreed to furnish this Bank Security by way of Bid Security.

NOW, THEREFORE, the Bank hereby, unconditionally and irrevocably, guarantees and affirms as follows:

a) The Bank hereby unconditionally and irrevocably guarantees the due and faithful performance of the Bidder obligations under and in accordance with the Contract, and agrees and undertakes to pay to the Authority, upon its mere first written demand, and without any demur, reservation, recourse, contest or protest, and without any reference to the Authority such sum or sums upto an aggregate sum of the Bid Security Amount as the Authority shall claim, without the Authority being required to prove or to show grounds or reasons for its demand and/or for the sum specified therein.

b) A letter from Authority that the Bidder has committed default in the due and faithful performance of all or any of its obligations shall be conclusive, final and binding on the Bank. The Bank further agrees that the Authority shall be the sole judge as to whether the Bidder is in default in due and faithful performance of its obligations under the Contract and its decision that the Bidder is in default shall be final, and binding on the Bank, notwithstanding any differences between Authority and the Bidder, or any dispute between them pending before any court, tribunal, arbitrators or any other Authority or body, or by the discharge of the Bidder for any reason whatsoever.

c) In order to give effect to this Security the Authority shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Bidder and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Security.
d) It shall not be necessary, and the Bank hereby waives any necessity, for Authority to proceed against the Bidder before presenting to the Bank its demand under this Security.

e) The Authority shall have the liberty, without affecting in any manner the liability of the Bank under this Security, to vary at any time, the terms and conditions of the RFP or to extend the time or period for the compliance with, fulfilment and/ or performance of all or any of the obligations of the Bidder contained in the RFP to postpone for any time, and from time to time, any of the rights and powers exercisable by the Authority against the Bidder, and either to enforce or forbear from enforcing any of the terms and conditions contained in the RFP and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Authority of the liberty with reference to the matters aforesaid or by reason of time being given to the Bidder or any other forbearance, indulgence, act or omission on the part of the Authority or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Security and the Bank hereby waives all of its rights under any such law.

f) This Security is in addition to and not in substitution of any other Security or security now or which may hereafter be held by the Authority in respect of or relating to the RFP; or for the fulfilment, compliance and/or performance of all or any of the obligations of the Bidder under the RFP.

g) Notwithstanding anything contained hereinbefore, the liability of the Bank under this Security is restricted to the Security Amount and this Security will remain in force till _______

h) Upon request made by the Bidder for release of Bid Security along with the particulars required hereunder, in accordance with the terms of the RFP, the Authority shall release the Bid Security forthwith provided the Bidder is not in breach of the RFP.

i) The Bank undertakes not to revoke this Bid Security during its currency, except with the previous express consent of Authority in writing, and declares and warrants that it has the power to issue this Security and the undersigned has full powers to do so on behalf of the Bank.

j) Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred Branch, which shall be deemed to have been duly authorized to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Authority that the envelope was so posted shall be conclusive.

k) This Security shall come into force with immediate effect and shall remain in force and effect till the expiry of twenty four months from the date of execution of the Contract and shall be extended from time to time for such period as may be desired by PMPML in accordance with the terms and conditions of the Contract.

Signed and sealed this ……….day of ……….., 201__……… at ………..

SIGNED, SEALED AND DELIVERED

For and on behalf of
the BANK by: (Signature) (Name) (Designation) (Code Number) (Address)

NOTES:

(i) The Bank Security should contain the name, designation and code number of the officer(s) signing the guarantee.

(ii) The address, telephone number and other details of the Head Office of the Bank as well as of issuing Branch should be mentioned on the covering letter of issuing Branch.
34. Appendix XVI – Undertaking for the availability of spare parts and after sale service

{On Bidders Letterhead}

Date: (Last Date of Submission)
To,

The CEO/CMD/ED/MD/ ------(to be specified by Authority)
Name of Authority: ------(to be specified by Authority)
Address of Authority: ------(to be specified by Authority)

Subject: Undertaking for the availability of Spare Parts and After Sale Service throughout the Supply and Commissioning of Buses and Warrantee Period in India as provided in the RFP document.

Hereby we confirm that, with pursuant to the RFP document, we shall, for all the time as and when required, endeavor to provide Spare Parts and other Aggregates of the Buses and After Sale Service at the destination specified by (Name of Authority).

Name of the Bidder

Sign of the Authorized Signatory

Name of the Authorized Signatory
### Appendix XVII – Statement Life Of Some Of The Bus Aggregates

<table>
<thead>
<tr>
<th>S. No</th>
<th>Item</th>
<th>Aggregate life in km before re-conditioning</th>
<th>Life in km for each re-conditioning</th>
<th>Ex-Factory price in Rs per unit</th>
<th>Cost of re-conditioning in Rs per it available</th>
<th>No. of Re-conditions available</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Engine</td>
<td></td>
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<tr>
<td>2</td>
<td>Oil filter</td>
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<tr>
<td>3</td>
<td>Air filter</td>
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<td>4</td>
<td>Transmission</td>
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<td>Any other details</td>
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<td>6</td>
<td>Front axle</td>
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<td>7</td>
<td>Rear axle</td>
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<tr>
<td>8</td>
<td>Steering</td>
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<tr>
<td>9</td>
<td>Air suspension</td>
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<tr>
<td>10</td>
<td>Battery</td>
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<td>11</td>
<td>Alternator</td>
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<tr>
<td>12</td>
<td>Self-starter</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Pneumatic door cylinder</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Catalytic converter, if fitted</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>15</td>
<td>Others</td>
<td></td>
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</tbody>
</table>

The guaranteed life of the Bus:  ----------- Years---------------------Kms.
36. Appendix XVIII – Advance Guarantee Format

To:

__________________________________________ [address of Authority]

___________________________________________ [name of Contract]

In accordance with the provisions of the Annexure VII of the RFP document ("Mobilization Advance") of the above-mentioned Contract, ____________________ [name and address of Contractor] (hereinafter called "the Contractor ") hereby deposits with _________[name of Purchaser] a bank guarantee representing a mobilization advance in an amount of ____________________ [amount of guarantee] _____________ [in words] equal to the 110% of the total amount of Mobilization Advance.

We, the ____________________ [bank or financial institution] agree that Purchase shall have right to demand, not exceeding, full or part of the amount of ____________________ [amount of guarantee] _____________ [in words] if the Contractor fails to deliver any or all of the buses as per the specifications provided in the Bus Purchase Contract or fails to follow the Contracted delivery schedule (s) specified in the Bus Purchase Contract, or any extension thereof granted by Authority pursuant to terms and conditions set forth in the Annexure ___of the RFP document and Bus Purchase Contract. It is understood that the Mobilization Advance shall be adjusted against the payment for the invoices raised by the Contractor at the time of delivery of buses.

We, the ____________________ [bank or financial institution] agree unconditionally and irrevocably to guarantee as primary obligator and not as Surety merely, the payment to Authority on his first demand without whatsoever right of objection on our part and without its first claim to the Contractor, in the amount not exceeding ____________________ [amount of guarantee] _____________ [in words].

We further agree that no change or addition to or other modification of the terms of the Contract to be performed there under or of any of the Contract documents which may be made between Authority and the Contractor, shall in any way release us from any liability under this guarantee, and we hereby waive notice of any such change, addition or modification.

This guarantee shall remain valid and in full effect from the date of the Mobilization Advance under the Contract for _______ days or until Authority receives full Delivery of Buses as per the contract condition from the Contractor.

Yours truly,

Signature and seal: _______________________________

Name of Bank/Financial Institution: _________________

Address: _______________________________________

Date: ____________________
37. Appendix XIX – CONTRACT AGREEMENT
37.1 Format Of Cover Agreement Comprising The Contract

THIS BUS SUPPLY CONTRACT is made on the <dd/mm/yyyy (Authority to specify) > between """" (Authority to specify) having principle place of business at ------(Place and address etc to be specified by Authority) hereinafter called “theAuthority”ofthe onepart and M/s. <Name of theContractor> having its principleplace ofbusiness at……………….. hereinafter called “theContractor” of the other part.

WHEREAS:
A. The Authority is desirous to procure the Buses and services during the warranty period to be provided by the Contractor, viz. Design, Manufacture, Supply & Commissioning of Buses including prescribed warranty period of [2 years or 2,15,000 Km (whichever is later)] or [any better warranty period offered by the Contractor] and has accepted the Bid submitted by the Contractor for the said Buses and services.
B. The Contractor has been selected pursuant to a competitive bid process and has agreed and undertaken to discharge the scope of services in consideration of the Price Bid submitted by it and has submitted the Performance Security as required pursuant to the RFP Document.

NOW THIS CONTRACT WITNESSETH as follows:

1. In this Contract words and expression shall have the same meaning as are respectively assigned to them in the Conditions of Contract hereinafter referred to.
2. The Contract comprises of the following documents:
   (1) This cover agreement;
   (2) Annexures to the Contract;
   (3) RFP document dated ________ in its entirety
   (4) Addendum and Response to Queries dated ________________
   (5) Consultant’s Bid
   (6) Performance Security.
   (7) BankGuarantee for Mobilization Advance
   (8) LOA dated _______________.
   (9) Any amendment or clarification agreed to between the Parties whether by way of letters or agreements.

3. In consideration of the payments to be made by the Authority to the Contractor as hereinafter mentioned, the Contractor hereby covenants with the Authority to discharge the scope of work as provided in Clause 1.2 of the RFP Documents, including delivery of the Buses and providing the spares and after sales services, and guarantees the same to be in conformity in all respects with the provisions of the Contract.
4. The Authority hereby covenants to pay the Contractor in consideration of the provision of buses and services and guarantee of the same, the Contract Price at the times and in manner prescribed by the Contract.
5. The Contractor agrees that essence of Contract and other contractual obligation shall become effective from the date of Letter of Award i.e. LOA. The Contractor further agrees that pre estimated damages mentioned in RFP Document, are fair and genuine pre-estimate and not by way of penalty. The Contractor shall not dispute the same in future in any manner.
IN WITNESS WHEREOF the parties here have caused their respective Common Seals to be hereunto affixed (or have hereunto set their respective hands and seals) the day and year first above written.

SIGNED, SEALED AND DELIVERED
By the said

Name ................................................

On behalf of the Contractor

In the presence of

Witness ...........................................

By the said

Name ................................................

On behalf of the Authority

In the presence of

Witness ...........................................

Name .............................................

By the said

Address..........................................

On behalf of the Authority

In the presence of

Witness ...........................................

Name ...........................................

Address..........................................

Name .............................................
### 37.2 Indicative Proforma For Submission Of Monthly Progress Report

Contract No.
Authority/---/---/---------
(to be specified by Authority)
Date of Opening: dd/mm/yyyy (Authority to specify)
Date of Reporting: dd/mm/yyyy
Description:
Due date:
Date of Submission/ Delivery:
  1. Submission of Design/ Drawings
  2. Prototype Approval:
  3. Commencement of manufacturing activity:

**Progress of Deliveries:**

<table>
<thead>
<tr>
<th>Activity</th>
<th>During the month</th>
<th>Cumulative Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delivery of Buses (in Nos.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspection of Buses Completed (in Nos.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspection call given (in Nos.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Under manufacturing at different stages (in Nos.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Separate PERT/ Bar Chart etc be also submitted giving details of Activities &amp; Time Schedule.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SIGNATURE AND SEAL OF THE BIDDER**
37.3 Provisional Acceptance Certificate:

(FULLY BUILT ------- BUS)

Name of the Bus chassis manufacturer: Place of receipt:

Chassis No. Engine No.
Type of Bus: -------Bus Date of receipt

The fully built Bus has been received subject to final inspection to be carried out jointly with the authorized representative of M/s _______. However, following observations made during the preliminary inspection at the time of receipt of above said Bus.

1) Shortage of Loose Items, if any:-

2) Shortage of Documents, if any:-

3) Visual Inspection Report (damage/defect/ discrepancies occurred during transit of Bus and the same is to be rectified by M/s _______ before offering for final inspection): -

Signatures of the Authorized representative Received/Inspected by ----(Authority to specify)

BusManufacturer
37.4 Final Acceptance Certificate

(Fully Built -------- Bus)
Ref. No.
Name of the Bus chassis manufacturer:
Chassis No.
Type of Bus:
Dated: _______
Place of Final Inspection:
Engine No.
Date of receipt

The above said fully built Bus has been finally accepted subject to the recoveries(to be intimated by the costing section) to be made from M/s against the following defect/deficiencies which have not been removed/attended and the same were observed during the final inspection carried out jointly with M/s

<table>
<thead>
<tr>
<th>S.No</th>
<th>Defect / Deficiencies</th>
<th>Requirement as per contract</th>
<th>Amount of recovery</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Rs P</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Signatures of the Authorized representative
of the Bus chassis manufacturer

Inspected by -------------------------(Authority to specify)
38. Appendix XX – TECHNICAL SPECIFICATIONS GUIDELINE.

38.1 Scope

a) The specification covers design, manufacture, supply and commissioning of Midi, Diesel Engine propelled 900 mm, floor city Buses for operation in Pune & Pimpri Chinchwad City and nearby. The Bus design is based on Urban Bus Specifications (UBS-II) shall be energy efficient; environment, commuter and community friendly, safe and secure for mass transportation of passengers. The Bidder will submit its compliance to the specifications against the approved specification of PMPML inline with UBS II.

b) Offered Bus specs shall comply with all applicable Central, State and local laws (including Acts, Rules & Regulations). These shall include, but not be limited to, the Disability Act 1995 as well as state and local accessibility, safety and security requirements.

c) All the buses should be as per PMPML specification.

38.2 Contractor’s Responsibility

a) The Contractor shall be entirely responsible for execution of contract strictly in accordance with the terms of Technical Specification and General Conditions of Contract, Instruction to Bidder and other conditions of contract.

b) Any approval that may be given by Authority or Inspecting Officer or any agency on behalf of "---------(Name / designation to be specified by Authority)", (Authority) shall only be deemed to be the approval in principle. Notwithstanding such approval Contractor shall be fully and totally responsible for satisfactory performance and compliance with contract specifications and conditions.

c) Contractor shall be responsible for taking all necessary approvals and permissions from the Government of India and from the Government of Maharashtra as the case may be and shall be responsible and liable for payment of all statutory and non-statutory dues during the performance of its obligations under the contract.

d) Contractor shall be required to make available all such facilities as may be reasonably required at his works for carrying out essential tests.

38.3 Quality Assurance

a) Contractor shall use materials including fasteners conforming to relevant Indian/ International standards and shall get the same pre-tested before use, meeting requirements of all the specified parameters to ensure quality of the material specified. Detailed procedure for quality assurance is given in Schedule 2 of the RFP doc. However, random sample of materials as per the list given in the RFP picked up and duly sealed by the representative of Authority in presence of the Bidder, out of purchased lot at the works of the manufacturer or out of Bus under fabrication/ completed Bus and shall be sent for testing quality of components at CIRT, / ARAI/ BIS approved testing laboratories having testing facilities for testing all parameters of specifications of materials/ items. In the event of failure of samples in lab tests testing shall be conducted in the same way again from the fresh lot. Contractor shall replace failed materials by those duly passed in lab tests. if the material fails the test, the entire cost of testing shall has to be borne by Contractor.
b) Completed Bus shall be subjected to water leakage test conforming to BIS: 11865-1986 or latest.
c) Water leakage test confirming BIS inflammable item.
d) The inflammable items used in the Bus shall be tested as per IS: 15061. All the buses will be inspected as per AIS 028.

38.4 Statutory Requirement

a) Bus design shall meet all statutory requirements in respect of each and every item of the Bus. Contractor shall obtain type approval certificates etc. for Bus & any other items from testing agencies authorized under CMVR.
b) Authority reserves the right to alter, modify, change the specifications as per requirement to suit the latest provisions of CMVR/any other Notifications, safety aspects, emission aspects besides any practical/operational difficulties etc. faced by Authority. Vehicle Manufacturer shall ensure that all the alterations, changes or modifications in the specifications, if necessary, as mentioned above shall be carried out in the buses built by them as per advice of the Authority without attributing any additional cost. Complete Bus has to be type approved from the approved test agency under CMVR as per specifications laid herein before any prototype is given to Authority.
c) While registering every Bus, Vehicle Manufacturers & transport authority shall jointly examine the Bus prior to registration. All concerned along with the transport authority would do the registration of such a vehicle only after signing the report jointly.
d) Contractor shall submit detailed specs of offered Bus against each item/parameter in PMPML approved specification based on UBS-II, ensuring that offered Bus specs fulfill and or exceed all requirements of the specifications are attached as Appendix XXI to this tender.

38.5 Technical Specification Sheet (Body Structure)

(*Material to be decided by manufacturer Finite Element Analysis (FEA) report to be submitted. It is responsibility of bidder to ensure that strength of super structure shall meet life cycle requirement of 10 Lakh kms or 12 years whichever is earlier.)

<table>
<thead>
<tr>
<th>Parameters</th>
<th>Specifications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Internal Height</td>
<td>1900 mm (minimum) as per bus code.</td>
</tr>
<tr>
<td>Height of first foot step from ground</td>
<td>400mm max.</td>
</tr>
</tbody>
</table>

| a. Tubular Structure fabrication. | **Bus Under frame and structure:**
|-----------------------------------| Structure should be as per bidders design.
| All 4 wheel hump structure is required with GI square tubing with radius bending at corners.
| Flooring structure should be strongly longitudinal supports. |

<table>
<thead>
<tr>
<th>b. Interior Paneling</th>
<th>Only Pre-coated AL. sheet 0.8mm + 0.2mm coating. (Mandatory Requirement)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Internal truss paneling</td>
<td>Only Pre-coated AL. sheet 0.8mm + 0.2mm coating. (Mandatory Requirement)</td>
</tr>
<tr>
<td>Internal roof paneling</td>
<td>Only Pre-coated AL. sheet 0.8mm + 0.2mm coating. (Mandatory Requirement)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>c. External body paneling</th>
<th>1.0 mm stainless steel (Mandatory Requirement)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waist rail to center</td>
<td></td>
</tr>
<tr>
<td>Requirement</td>
<td>Description</td>
</tr>
<tr>
<td>-------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Skirt below center</td>
<td>Minimum 1.2mm Aluminum skirt panels</td>
</tr>
<tr>
<td>Roof paneling exterior</td>
<td>AL. sheet 1.2 mm (Mandatory Requirement)</td>
</tr>
<tr>
<td><strong>d. Body Insulation</strong></td>
<td>Thermocol / Glass Wool packing in between outside and inside paneling for the insulation. As per AIS:052</td>
</tr>
<tr>
<td><strong>e Passenger Doors</strong></td>
<td>Ahead of front axle Std. Jack Knife of 800mm aperture, Behind rear axle double Jack Knife doors of <strong>800mm</strong> width. All the doors are pneumatically operated and provided with sensitivity kit sensors for safety &amp; emergency switch for safety operations. Each door leaf to have 2 glasses.</td>
</tr>
<tr>
<td><strong>f Emergency Exits</strong></td>
<td>To be provided as per bus code.</td>
</tr>
<tr>
<td><strong>g Passenger saloon floor</strong></td>
<td>18 mm thickness phenolic resin bonded densified laminated compressed wooden floor board (both side plain surface) having density of 0.95-1.25 gms/cc conforming to IS 3513 (Part-3): type VI 1989 or latest. The flooring should also be boiling water resistant as for marine board BIS:710-1976/ latest and fire retardant as per BIS:5509-2000 (IS15061:2002).</td>
</tr>
<tr>
<td><strong>h Front Face, Bumper and grill</strong></td>
<td>FRP Front facia with suitable Headlights with centre grill and Metal bumper to be provided. In Metal garnish shall be provided.</td>
</tr>
<tr>
<td><strong>i Rear face</strong></td>
<td>FRP rear facia with single piece glass and Metal bumper shall be provided. All GI to have 120 gsm of zinc coating</td>
</tr>
<tr>
<td><strong>j Grab Rail</strong></td>
<td>Two rows of yellow powder coated grab rails in full length of the saloon compartment, one with handstraps.</td>
</tr>
<tr>
<td><strong>k Window Guard Rail</strong></td>
<td>2 rows window guard rail from external on both sides, with black powder coating for the side windows. (3/4&quot; Stainless steel 14 gauge)</td>
</tr>
<tr>
<td><strong>l Rear View mirror</strong></td>
<td>Manual adjustable type RH &amp; LH Rear view mirrors and driver cabin center mirror for the saloon compartment vision will be provided. As per AIS 001 &amp; AIS 002.</td>
</tr>
<tr>
<td><strong>m Wiper</strong></td>
<td>Heavy duty wiper motor with two numbers sufficient length arm blades for the front single w/s curved glass. As per AIS 011 or IS:15802 (Lucas Make)</td>
</tr>
<tr>
<td><strong>n Front wind shield glass</strong></td>
<td>One piece Curved, Laminated windshield glass to be fixed with EPDM rubber beading having separate fix glass on the top for destination board. 1040MM HT &amp; 1180 MM. (As per PMPML requirement.)</td>
</tr>
<tr>
<td><strong>o Rear wind shield glass</strong></td>
<td>Single piece Flat toughened clear glass with EPDM rubber beading will be provided. Hammer provided for the breaking of Rear windshield in case of emergency glass. (As per PMPML requirement.)</td>
</tr>
<tr>
<td><strong>p Window glasses</strong></td>
<td>Toughened clear glasses (without any tint), separate top fixed &amp; Bottom double sliding aluminum square frame powder coated windows fitted on the body.</td>
</tr>
</tbody>
</table>
| **q Passenger seats** | AIS 023 certified Plastic molded passenger seats with 2x2 layout. 2 Seats in front for the “Differently
<table>
<thead>
<tr>
<th>r</th>
<th>Saloon Partition</th>
<th>Abled™ to be provided with Seat Belts with lapbelts. Seats to have armrests on the Aisle side. Provision for advertisement at rear side of the seat. In between front driver cabin and saloon compartment, half pipe partition with barricade pipes over the engine bonnet. Half of the driver partition should be close with Al. chequered sheet with smooth/soft edges. All the doors will have modesty pipe partitions with safety hand-holds.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electricals</td>
<td>Head lamps</td>
<td>2 nos each side head lamps suitable for front Metal show (As per PMPML requirement.)</td>
</tr>
<tr>
<td></td>
<td>Blinkers</td>
<td>On front, rear, sides as per Bus code norms.</td>
</tr>
<tr>
<td></td>
<td>Saloon lightings</td>
<td>Quality LED tube lights on roof to be provided to meet bus code requirement.</td>
</tr>
<tr>
<td></td>
<td>Tail Lamps</td>
<td>Suitable sunken Tail lamps for the rear Metal show. (As per PMPML requirement.)</td>
</tr>
<tr>
<td></td>
<td>Height marker lamps</td>
<td>2 nos. front, 2 nos at rear.</td>
</tr>
<tr>
<td></td>
<td>Step lights</td>
<td>All the entrance/exit doors will have step-lights</td>
</tr>
<tr>
<td></td>
<td>Reflectors</td>
<td>2 nos at front (white) 2 nos. At rear (red)</td>
</tr>
<tr>
<td></td>
<td>Battery Box</td>
<td>Underneath the flooring (out side of the passenger saloon)</td>
</tr>
<tr>
<td></td>
<td>Fan</td>
<td>One Fan in the driver cabin area for driver comfort.</td>
</tr>
<tr>
<td></td>
<td>Bus with fitment of LED Destination Boards.</td>
<td>1800 mm at front top, 900 mm left side rear door on top and 900 mm at rear emergency glass, 900 mm on right side BRT door top with PIS as per</td>
</tr>
<tr>
<td>Item</td>
<td>Requirement</td>
<td></td>
</tr>
<tr>
<td>--------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Reflective tape</td>
<td>On sides/front/rear as per CMVR norms.</td>
<td></td>
</tr>
<tr>
<td>Fire extinguisher</td>
<td>To prevent Fire in Engine/Battery compartment keeping in view of passenger</td>
<td></td>
</tr>
<tr>
<td></td>
<td>safety the vendor should provide Total 10 kg of fire extinguisher to be</td>
<td></td>
</tr>
<tr>
<td></td>
<td>provided as per AIS 052.</td>
<td></td>
</tr>
<tr>
<td>First Aid Box</td>
<td>1 no</td>
<td></td>
</tr>
<tr>
<td>Sunvisor</td>
<td>Roller type for Driver area.</td>
<td></td>
</tr>
<tr>
<td>Stop Request switch</td>
<td>On the stanchions poles or Side Pillars in the saloon compartment area.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Additional manual bell cord will be provided.</td>
<td></td>
</tr>
<tr>
<td>Speakers &amp; Audio system.</td>
<td>Chassis with Multiplex wiring and mounting with 4 speakers will be provided</td>
<td></td>
</tr>
<tr>
<td></td>
<td>in passenger compartment.</td>
<td></td>
</tr>
<tr>
<td>Stanchions poles</td>
<td>On both sides with zig-zag arrangement in the saloon compartment.</td>
<td></td>
</tr>
<tr>
<td>Instructional stickers</td>
<td>To be provided as per PMPML norms</td>
<td></td>
</tr>
<tr>
<td>Roof Hatch</td>
<td>Two numbers roof hatch for the</td>
<td></td>
</tr>
</tbody>
</table>

AIS-052 code and to be certified by government approved test agencies. Chassis with Multiplex wiring and mounting reinforcement with 4 speakers will be provided. (As per PMPML requirement.)
### 38.7 Other Equipments

1. The successful bidder needs to install the following equipment's in the buses which will be approved, inspected and supervised by ARAI/CIRT for 2 years through the OEM during warranty period of 2 years or 2,15,000 kms whichever is longer.

2. Complete ITMS system including PIS, PAS, OBU, TC, CCTV etc. as per Ministry of Road Transport and Highways Guidelines and the requirement of the Authority.

3. Fare Collection System like Bus Validators – from existing vendors of the Authority. Cost of the validators should bear by supplier.

4. All the equipment's will be as per UBS II Specifications.

5. The integration of the ITMS, AFC of validators to the existing system of the Authority is not the responsibility of the Bidder. This integration shall be done by the existing vendors of the authority after the supply of each bus(es).
### 39.1 Appendix XXI – SPECIFICATIONS

**Technical Specifications for Non-AC, Midi, Diesel buses based on UBS-II**

<table>
<thead>
<tr>
<th>Sr.No.</th>
<th>Description</th>
<th>Specifications</th>
<th>PMPML requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bus Floor heights in mm</td>
<td>Maximum floor height 900 mm or 650mm</td>
<td>900 mm</td>
</tr>
<tr>
<td>1</td>
<td>Propulsion system</td>
<td>ICE, electrical, hybrid, fuel cell</td>
<td>ICE</td>
</tr>
<tr>
<td>2</td>
<td>Fuel-options</td>
<td>Fuel to be compatible with propulsion system &amp; prescribed emission norms</td>
<td>Diesel</td>
</tr>
<tr>
<td>3</td>
<td>Engine</td>
<td>Fuel compatible engine</td>
<td>OK</td>
</tr>
<tr>
<td>3.1</td>
<td>Engine HP sufficient to provide:</td>
<td>- -</td>
<td>75-90 kw</td>
</tr>
<tr>
<td>a</td>
<td>Rated performance at GVW in a stop/start urban operations</td>
<td>Geared maximum speed without speed limiter to be minimum 75 kmph</td>
<td>OK</td>
</tr>
<tr>
<td>b</td>
<td>An acceleration (meter/sec²)</td>
<td>≥ 0.8</td>
<td>OK</td>
</tr>
<tr>
<td>c</td>
<td>Attain bus speed of 0-30 kmph in seconds</td>
<td>≤ 10.5</td>
<td>OK</td>
</tr>
<tr>
<td>d</td>
<td>Maximum speed</td>
<td>Geared maximum speed without speed limiter to be minimum 75 kmph</td>
<td>OK</td>
</tr>
<tr>
<td>e</td>
<td>Grade ability from stop at GVW</td>
<td>17%</td>
<td>OK</td>
</tr>
<tr>
<td>f</td>
<td>Rated HP / torque preferably at lower rpm/rpm range</td>
<td>Maximum engine torque required at lower range of RPM and spread over a wider range of RPM</td>
<td>OK</td>
</tr>
<tr>
<td>g</td>
<td>Power requirements for Air conditioning system, ITS etc.</td>
<td>Required</td>
<td>OK</td>
</tr>
<tr>
<td>3.2</td>
<td>Emission norms</td>
<td>BS IV/latest as applicable</td>
<td>BS IV, Diesel</td>
</tr>
<tr>
<td>3.3</td>
<td>Engine management</td>
<td>Engine oil pressure, engine coolant temperature, engine speed in RPM, vehicle speed, engine % load (torque), diagnostic message (engine specific)</td>
<td>Electronically controlled engine, Suitable to get Vehicle Health Monitoring Device.</td>
</tr>
<tr>
<td>3.4</td>
<td>Engine operational requirements</td>
<td>Engine should be able to operate efficiently at ambient temperatures of approximately 0°C to 50°C, humidity level from 5% to 100%, and altitude levels of up to 2000 meters, generally operating in the semi arid zone/hilly region prevailing in the area.</td>
<td>OK</td>
</tr>
<tr>
<td>3.5</td>
<td>Engine location</td>
<td>Optional</td>
<td>Front engine only.</td>
</tr>
<tr>
<td>3.6</td>
<td>Transmission</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Automatic with torque convertor. Neutral during stops</td>
<td>Purchaser to select any one transmission system. However, rear engine buses to have either automatic or automated manual transmission system only. (any bus delivered after 1st April, 2015 will mandatorily have either automatic or automated manual transmission system)</td>
<td>AMT</td>
</tr>
<tr>
<td>b</td>
<td>Automated manual</td>
<td>- -</td>
<td>- -</td>
</tr>
<tr>
<td>c</td>
<td>Manual - synchronmesh - forward speeds (minimum 5) &amp; constant mesh on reverse gear</td>
<td>- -</td>
<td>- -</td>
</tr>
<tr>
<td>d</td>
<td>Mounting</td>
<td>Column or floor</td>
<td>OK</td>
</tr>
<tr>
<td>Sr.No.</td>
<td>Description</td>
<td>Specifications</td>
<td>PMPML requirement</td>
</tr>
<tr>
<td>-------</td>
<td>------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>4</td>
<td>Operational safety</td>
<td>Transmission system to be fitted with a mechanism which makes it possible to engage reverse gear only when vehicle is stationary (applicable for automatic &amp; automatic manual transmission)</td>
<td>OK</td>
</tr>
<tr>
<td>5</td>
<td>Clutch (where applicable)</td>
<td>Dry, single plate, power assisted operation</td>
<td>OK</td>
</tr>
<tr>
<td>5.1</td>
<td>Rear axle</td>
<td>Single reduction, hypoid gears, full floating axle shafts with optimal gear ratios suitable for urban operations</td>
<td>OK</td>
</tr>
<tr>
<td>5.2</td>
<td>Front axle</td>
<td>Heavy duty reverse Elliot type axle suitable for various floor heights</td>
<td>OK</td>
</tr>
<tr>
<td>6</td>
<td>Steering system</td>
<td>Hydraulic power steering</td>
<td>OK</td>
</tr>
<tr>
<td>7</td>
<td>Suspension system</td>
<td>Optional (air suspension/independent/parabolic/weveller)-irrespective of the type of suspension, floor level of bus should not go beyond maximum floor height (any bus delivered after 1st April, 2015 will mandatorily have air suspension or superior)</td>
<td>Front &amp; Rear Mechanical Suspension. Parabolic leaf spring suspension at front &amp; rear.</td>
</tr>
<tr>
<td>Sr.No.</td>
<td>Description</td>
<td>Specifications</td>
<td>PMPML requirement</td>
</tr>
<tr>
<td>--------</td>
<td>-------------</td>
<td>----------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>10</td>
<td>Speed limiting device (optional):</td>
<td>Electronic type duly approved /certified as per AIS – 018/2001 or latest, tamper proof and be adjusted to applicable speed limit</td>
<td>As per CMVR Mandatory</td>
</tr>
<tr>
<td>11</td>
<td>Tyres</td>
<td>Steel radial tube-less. Size and performance as per CMVR</td>
<td>235/75 R17.5 Tubeless radial</td>
</tr>
<tr>
<td>12</td>
<td>Fuel tank</td>
<td>Capacity of diesel fuel tank/ CNG cylinders adequate to enable bus operation of up to 250 km between consecutive fillings</td>
<td>Renge Min. 300 kms</td>
</tr>
<tr>
<td></td>
<td>Fuel tank location</td>
<td>Optional</td>
<td>OK</td>
</tr>
<tr>
<td>13</td>
<td>Bus characteristics</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13.1</td>
<td>Bus dimensions in mm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Overall length (over body excluding bumper)</td>
<td>≤ 9400</td>
<td>OK</td>
</tr>
<tr>
<td>b</td>
<td>Overall width (sole bar/floor level- extreme points)</td>
<td>≤2500</td>
<td>OK</td>
</tr>
<tr>
<td>c</td>
<td>Overall height (unladen-at extreme point )</td>
<td>3800 (maximum)</td>
<td>OK</td>
</tr>
<tr>
<td>d</td>
<td>Wheel-base</td>
<td>≤ 5000</td>
<td>OK</td>
</tr>
<tr>
<td>i</td>
<td>Front overhang</td>
<td>As per CMVR</td>
<td>To accommodate 800mm wide door ahead of front axle.</td>
</tr>
<tr>
<td>ii</td>
<td>Rear overhang</td>
<td>As per CMVR</td>
<td>OK</td>
</tr>
<tr>
<td>13.2</td>
<td>Turning circle radius (mm)- minimum</td>
<td>As per CMVR</td>
<td>OK</td>
</tr>
<tr>
<td>13.3</td>
<td>Floor height above ground (mm) - maximum</td>
<td>900 /650</td>
<td>900mm</td>
</tr>
<tr>
<td>13.4</td>
<td>Clearances (mm)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Axle clearance (mm)</td>
<td>Minimum 175 mm (as per addendum)</td>
<td>Minimum 175 mm (as per addendum)</td>
</tr>
<tr>
<td>b</td>
<td>Wheel area clearance (mm)</td>
<td>&gt; 220 mm for parts fixed to bus body &amp; &gt; 170 mm for the parts moving vertically with axle.</td>
<td>OK</td>
</tr>
<tr>
<td>c</td>
<td>Minimum ground clearance (un-kneeded) at GVW</td>
<td>Within the wheelbase not less than 240 mm.</td>
<td>OK</td>
</tr>
<tr>
<td>13.5</td>
<td>Angles (degrees)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Angle of approach (unladen)</td>
<td>Not less than 8.0°</td>
<td>OK</td>
</tr>
<tr>
<td>b</td>
<td>Angle of departure (unladen)</td>
<td>Not less than 8.5°</td>
<td>OK</td>
</tr>
<tr>
<td>c</td>
<td>Ramp over angle (half of break-over angle)</td>
<td>Minimum 4.8°</td>
<td>OK</td>
</tr>
<tr>
<td>14</td>
<td>Bus Gates/Doors</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14.1</td>
<td>Entry exit gates with doors</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Operating mechanism</td>
<td>Electro pneumatically controlled</td>
<td>Power operated JK type Aluminium doors.</td>
</tr>
<tr>
<td>b</td>
<td>Maximum opening closing time in seconds per operation</td>
<td>4</td>
<td>OK</td>
</tr>
<tr>
<td>c</td>
<td>Positions of door controls</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>d</td>
<td>Passenger safety system - allowing bus motion on doors closing and doors opening only when the bus is stopped</td>
<td>Mandatory</td>
<td>Mandatory</td>
</tr>
<tr>
<td>Sr.No.</td>
<td>Description</td>
<td>Specifications</td>
<td>PMPML requirement</td>
</tr>
<tr>
<td>-------</td>
<td>-------------</td>
<td>----------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>14.2</td>
<td>Front service doors - near side:</td>
<td>✓</td>
<td>OK</td>
</tr>
<tr>
<td>a</td>
<td>Door aperture (without flaps) in mm</td>
<td>As per AIS 052</td>
<td>800 mm</td>
</tr>
<tr>
<td>b</td>
<td>Clear door width (fully opened) in mm</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>c</td>
<td>Door height in mm</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>d</td>
<td>Positioning front service gate</td>
<td>As per AIS 052</td>
<td>Ahead of the front axle</td>
</tr>
<tr>
<td>e</td>
<td>Number of gates minimum.</td>
<td>1</td>
<td>OK</td>
</tr>
<tr>
<td>14.3</td>
<td>Rear service doors (near side): where provided</td>
<td>Optional and at the discretion of purchaser</td>
<td>OK</td>
</tr>
<tr>
<td>a</td>
<td>Door aperture (without flaps) in mm</td>
<td>As per AIS 052</td>
<td>800 mm</td>
</tr>
<tr>
<td>b</td>
<td>Clear door width (fully opened) in mm</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>c</td>
<td>Door height in mm</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>d</td>
<td>Positioning rear door with respect to centre line of rear axle.</td>
<td>As per AIS 052</td>
<td>Middle door / Behind rear axle</td>
</tr>
<tr>
<td>e</td>
<td>Number of gates</td>
<td>1</td>
<td>Total 2 on left side</td>
</tr>
<tr>
<td>14.4</td>
<td>Applicable for BRTS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14.5</td>
<td>Applicable for BRTS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14.6</td>
<td>Maximum first step height (mm) from ground - unladen &amp; un-kneedled position in buses with:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Stepped type entry</td>
<td>400</td>
<td>Max 400 mm</td>
</tr>
<tr>
<td>b</td>
<td>No step entry/level entry (maximum)</td>
<td>900/650/400</td>
<td>Not applicable. Since this is Non BRTbus.</td>
</tr>
<tr>
<td>14.7</td>
<td>Maximum height (mm) of other steps</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>if door ahead of rear axle</td>
<td>250</td>
<td>Not applicable</td>
</tr>
<tr>
<td>b</td>
<td>if door behind rear axle</td>
<td>300</td>
<td>OK</td>
</tr>
<tr>
<td>14.8</td>
<td>Ramp for wheel chair at the gates</td>
<td>Sunken type wrap over (manually operated) ramp, for wheel chair of PwDs, fitted on floor at gate in front of PwD seat anchorage. Suitable design mechanism for 650/900mm floor ht considering that floor level of bus stops are at 400mm</td>
<td>Not applicable</td>
</tr>
<tr>
<td>a</td>
<td>Dimensions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b</td>
<td>Material</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c</td>
<td>Load carrying capacity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d</td>
<td>Device to prevent the wheel chair roll off the sides when the length exceeds 1200 mm</td>
<td>As applicable for 14.8</td>
<td>Not applicable</td>
</tr>
<tr>
<td>e</td>
<td>Device to lock wrapped up ramp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>f</td>
<td>Kneel ramp control: (applicable in reference of clause 7.3)</td>
<td>Kneeling arrangement for kneeling on left side severally and combined. Kneeling up to 60mm</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Sr.No.</td>
<td>Description</td>
<td>Specifications</td>
<td>PMPML requirement</td>
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<tr>
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<td>------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>g</td>
<td>Requirement for passenger with limited mobility</td>
<td>√</td>
<td>Not applicable</td>
</tr>
<tr>
<td>i</td>
<td>Wheel chair anchoring - minimum for one wheel chair</td>
<td>√</td>
<td>Not applicable</td>
</tr>
<tr>
<td>ii</td>
<td>Priority seats - minimum 2 seats</td>
<td>√</td>
<td>OK</td>
</tr>
<tr>
<td>iii</td>
<td>Stop request- on every pillar</td>
<td>√</td>
<td>OK and also bell with rope.</td>
</tr>
<tr>
<td>h</td>
<td>Emergency doors / exits or apertures (numbers)</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td></td>
<td>Dimensions in mm</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>i</td>
<td>Door closing requirements for bus movement</td>
<td>Bus could move only after door closing completed</td>
<td>OK</td>
</tr>
<tr>
<td>i</td>
<td>Power operated service door - construction &amp; control system of a power operated service door be such that a Passenger is unlikely to be injured/trapped between the doors while closing.</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>15</td>
<td>Bus body</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15.1</td>
<td>Design type approval</td>
<td>As per Annexure-3 committee to decide. (stability mandatory)</td>
<td>As per CMVR and AIS 052 (Only stability test mandatory)</td>
</tr>
<tr>
<td>15.2</td>
<td>Bus structure - materials specifications etc</td>
<td>Material to be decided by the manufacturer OR as per the tender specifications issues by purchaser. Other requirements as per bus body code. Material should fulfil strength etc. requirements indicated under Annexure-3</td>
<td>Recommended metallic GI tubular material for Front structure, rear structure, L.H structure, R.H structure, roof structure, floor structure, and staircases at front and rear also.</td>
</tr>
<tr>
<td>15.3</td>
<td>Insulation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Roof structure/body</td>
<td>FR grade : Thermacol, poly foam / glass wool. Material to be decided by the manufacturer OR as per the tender specifications issues by purchaser. Other requirements as per bus body code. Material should fulfil strength etc. requirements indicated under Annexure-3</td>
<td>FR grade : Thermacol, poly foam / glass wool recommended as per AIS 052.</td>
</tr>
<tr>
<td>b</td>
<td>Engine compartment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sr.No.</td>
<td>Description</td>
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<td>PMPML requirement</td>
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<td>-------------------------------------------------------------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>15.4</td>
<td>Aluminium extruded sections for:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a Rub rail</td>
<td>Aluminium extrusion IS 733/1983 or better</td>
<td>OK</td>
</tr>
<tr>
<td></td>
<td>b Decorative moulding</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>c Wire cover</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>d Wearing strip</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>e Foot step edging</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>f Panel beading</td>
<td>Aluminium extrusion IS 733/1983 or better</td>
<td>OK</td>
</tr>
<tr>
<td></td>
<td>g Window frame</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>h Roof grab rail brackets</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15.5</td>
<td>Floor type / materials etc</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>a Type of floor</td>
<td>Flat except at wheel arches in the low floor area of bus- seats may be located over the wheel arches</td>
<td>Min. 5 wearing strips</td>
</tr>
<tr>
<td></td>
<td>b Type of floor</td>
<td>Not applicable</td>
<td>Not applicable</td>
</tr>
<tr>
<td></td>
<td>c Steps on floor</td>
<td>No steps except those necessary on near side gates or in rear side for rear engine buses</td>
<td>Not applicable</td>
</tr>
<tr>
<td></td>
<td>d Steps on floor</td>
<td>N/A</td>
<td>Not applicable</td>
</tr>
<tr>
<td></td>
<td>e Maximum floor slope</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td></td>
<td>f Floor surface material</td>
<td>12 mm thickness phenolic resin bonded densified laminated compressed wooden floor board (both side plain surface) having density of 0.95-1.25 gms/cc conforming to IS 3513(Part-3): type VI 1989 or latest. The flooring should also be boiling water resistant as for marine board BIS:710-1976/ latest and fire retardant as per BIS:5509-2000(IS15061:2002),</td>
<td>12 mm thickness phenolic resin bonded densified laminated compressed wooden floor board (both side plain surface) having density of 0.95-1.25 gms/cc conforming to IS 3513(Part-3): type VI 1989 or latest. The flooring should also be boiling water resistant as for marine board BIS:710-1976/ latest and fire retardant as per BIS:5509-2000(IS15061:2002),</td>
</tr>
<tr>
<td></td>
<td>g Water draining System</td>
<td>Proper water draining system if hole should be with cap.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>h Anti – skid material</td>
<td>3 mm thick anti-skid type silicon grains ISO 877/76 for colour, IS5509 for fire retardancy</td>
<td>OK</td>
</tr>
<tr>
<td>Sr.No.</td>
<td>Description</td>
<td>Specifications</td>
<td>PMPML requirement</td>
</tr>
<tr>
<td>--------</td>
<td>-------------</td>
<td>----------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>15.6</td>
<td>Safety glasses and fittings:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Front windscreen (laminated) glass:</td>
<td>Single piece laminated safety glass, plain, flat/curved with curved corners with PVB film IS 2553 (Part-2)-1992/latest. Standard designs for each variant of buses to be followed. (Refer Annexure 1)</td>
<td>OK</td>
</tr>
<tr>
<td></td>
<td>Size:</td>
<td>Standard designs for each variant of buses to be followed. (Refer Annexure 1)</td>
<td></td>
</tr>
<tr>
<td>b</td>
<td>Rear windscreen: (wherever provided)</td>
<td>Single piece flat/curved toughened glass - plain/flat/curved at centre &amp; curved at corners IS 2553 (Part-2)–1992/latest.</td>
<td>OK</td>
</tr>
<tr>
<td></td>
<td>Size:</td>
<td>Standard designs for each variant of buses to be followed. (Refer Annexure 1)</td>
<td></td>
</tr>
<tr>
<td>c</td>
<td>Side windows:</td>
<td>Flat, 2-piece design-top fixed/sliding &amp; bottom sliding toughened glass IS 2553 (Part-2)-1992/latest.</td>
<td>Side windows need to be horizontal sliding with 550 mm aperture as per AIS 052.</td>
</tr>
<tr>
<td>d</td>
<td>Glass specifications</td>
<td>Toughened glass IS 2553 (Part-2)-1992/latest</td>
<td>OK</td>
</tr>
<tr>
<td></td>
<td>Glass thickness:</td>
<td>4.8-5.3 mm</td>
<td>OK</td>
</tr>
<tr>
<td>e</td>
<td>Window &amp; other glasses - material specifications, thickness etc</td>
<td>Toughened as per IS 2553 (Part-2)–1992/latest of 4.8-5.3 mm thickness</td>
<td>OK</td>
</tr>
<tr>
<td>f</td>
<td>Safety glass</td>
<td>As per AIS 052/ CMVR</td>
<td>OK</td>
</tr>
<tr>
<td>g</td>
<td>Rear view mirrors</td>
<td>As per AIS 052</td>
<td>As per CMVR</td>
</tr>
<tr>
<td>15.7</td>
<td>Seating and gangway etc</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15.7.1</td>
<td>Passenger seating’s for ordinary type-1 buses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Seat layout in the low floor area</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>b</td>
<td>Seat layout in the higher floor area</td>
<td>As per AIS 052</td>
<td>2X2 seating only recommended.</td>
</tr>
<tr>
<td>c</td>
<td>Seat area/seat space per passenger (width*depth) mm</td>
<td>400*350</td>
<td>With provision for advertise at rear side.</td>
</tr>
<tr>
<td>d</td>
<td>Seat pitch - minimum in mm</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>e</td>
<td>Minimum backrest height- from floor to top of seat/headrest</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td></td>
<td>Seat base height-distance from floor to horizontal front upper surface of seat cushion mm.</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td></td>
<td>Seat back rest height in mm</td>
<td>375</td>
<td>OK</td>
</tr>
<tr>
<td>f</td>
<td>Torso angle (degrees)</td>
<td>Minimum 12°</td>
<td>OK</td>
</tr>
<tr>
<td>g</td>
<td>Seat materials</td>
<td>‘PPLD/LDPE’ moulded AIS 023 &amp; bus code for performance</td>
<td>Plastic moulded seat with cushion.</td>
</tr>
<tr>
<td>h</td>
<td>Seat frame structure material where required:</td>
<td>Frame structure of ERW steel tube</td>
<td>OK</td>
</tr>
<tr>
<td>Sr.No.</td>
<td>Description</td>
<td>Specifications</td>
<td>PMPML requirement</td>
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<tr>
<td>-------</td>
<td>-----------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>i</td>
<td>Free height over seating position in mm</td>
<td>More than 800</td>
<td>OK</td>
</tr>
<tr>
<td></td>
<td>Seat base height:</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>j</td>
<td>Clearance space for seated Passenger facing partition mm</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>k</td>
<td>Seat back / Pad material / Thickness: (optional)</td>
<td>Polyurethane foam IS15061:2002, 30± 5 mm (padding is optional)</td>
<td>Not applicable.</td>
</tr>
<tr>
<td></td>
<td>Type:</td>
<td>MDI moulded IS 5509</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Upholstery:</td>
<td>Pile Fabric/Jekard 0.7-1mm thickness</td>
<td></td>
</tr>
<tr>
<td>l</td>
<td>Area for seated passengers (sq. mm.):</td>
<td>400*350</td>
<td>OK</td>
</tr>
<tr>
<td>m</td>
<td>Area for standee passengers (sq. mm.):</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>n</td>
<td>Number of seats including one for wheel chair</td>
<td>23-34</td>
<td>OK</td>
</tr>
<tr>
<td>o</td>
<td>Number of standees (calculation As per AIS 052)</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>p</td>
<td>Seats side facing location</td>
<td>Not suggested except on wheel arches</td>
<td>Not recommended</td>
</tr>
<tr>
<td>q</td>
<td>Seat back rest</td>
<td>Fixed</td>
<td>OK</td>
</tr>
<tr>
<td>r</td>
<td>Seat belts &amp; their anchorage</td>
<td>Not necessary except diver seat &amp; wheelchair (performance etc. as per AIS 052)</td>
<td>OK</td>
</tr>
<tr>
<td>s</td>
<td>Performance &amp; strength requirements of:</td>
<td>√</td>
<td>OK</td>
</tr>
<tr>
<td>i</td>
<td>Driver seat</td>
<td>As per AIS 023</td>
<td>OK</td>
</tr>
<tr>
<td>ii</td>
<td>Passenger seats</td>
<td>As per AIS 023</td>
<td>OK</td>
</tr>
<tr>
<td>15.7.2</td>
<td>Gangway:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Minimum interior head room (centre line of gangway) in mm</td>
<td>1900 mm including that in the rear overhang area.</td>
<td>OK</td>
</tr>
<tr>
<td>i</td>
<td>At front axle:</td>
<td></td>
<td>OK</td>
</tr>
<tr>
<td>ii</td>
<td>At rear axle:</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>iii</td>
<td>Other areas</td>
<td></td>
<td>OK</td>
</tr>
<tr>
<td>b</td>
<td>Gangway width (mm) from gates to longitudinal space between rows of seats (access to service doors)</td>
<td>(Refer figure-1) minimum 600 mm excluding armrests (armrests are not required) and including stanchions- will be measured from seat edge to seat edge. In case of front engine buses, clear passage available between front seat row and engine should not be less than 400 mm.</td>
<td>As per AIS 052</td>
</tr>
<tr>
<td>c</td>
<td>Gangway width (mm) in longitudinal space between rows of seats</td>
<td>As above</td>
<td>OK</td>
</tr>
<tr>
<td>d</td>
<td>Gangway width (mm) in longitudinal space between rows of seats (rear of rear edge of the rear door in RE bus)</td>
<td>As above</td>
<td>OK</td>
</tr>
<tr>
<td>e</td>
<td>Driver’s working space</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td></td>
<td>Driver’s seat</td>
<td>As per AIS 023 &amp; AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>Sr.No.</td>
<td>Description</td>
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</tr>
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<td>-------------------</td>
</tr>
<tr>
<td>15.8</td>
<td>Corrosion prevention &amp; painting</td>
<td>As per clause 3.17 of AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>a</td>
<td>Corrosion prevention treatment Internal surfaces of structural members</td>
<td>As per clause 3.17 of AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>b</td>
<td>Primer coating</td>
<td>As per confirmation of Govt. of Maharashtra</td>
<td></td>
</tr>
<tr>
<td>c</td>
<td>Painting:</td>
<td>As per confirmation of Govt. of Maharashtra</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Electricals</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16.1</td>
<td>Electrical cables:</td>
<td>BIS marked, copper conductors with fire retardant as per IS/ISO: 6722:2006 as per appropriate class. Conductor cross-section varying as per circuit requirements, min cross-section 0.5 sq mm. Quality marking may also be as per equivalent or better European, Japanese, US standards</td>
<td>OK / IS 2465 / multiplex wiring / ISO 6722</td>
</tr>
<tr>
<td>16.2</td>
<td>Conductor cross section</td>
<td>As above and suitable to carry rated current (Japanese auto standard JASO D0609-75 AV)</td>
<td>OK</td>
</tr>
<tr>
<td>16.3</td>
<td>Safety requirements of electrical</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>a</td>
<td>Fuse</td>
<td>As per AIS 052 - fuse of rated current 1.5 times the load current of electrical equipment. Necessary in every electrical circuit</td>
<td>OK</td>
</tr>
<tr>
<td>b</td>
<td>Isolation switches for electrical circuits where RMS value of voltage exceeds 100 volts</td>
<td>As per AIS 052 - Isolation switch required for each such circuit</td>
<td>OK</td>
</tr>
<tr>
<td>c</td>
<td>Location of cables away from heat sources</td>
<td>As per AIS 052 - Required for each such circuit</td>
<td>OK</td>
</tr>
<tr>
<td>d</td>
<td>Type approval of circuit diagram as per standards related to electric equipments/wiring</td>
<td>As per AIS 052 - Required for all items</td>
<td>OK</td>
</tr>
<tr>
<td>e</td>
<td>Cable insulation with respect to heat</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>f</td>
<td>Battery cut-off switch (isolator switch):</td>
<td>Heavy-duty type capable of carrying &amp; interrupting total circuit load. 1 each near battery/driver</td>
<td></td>
</tr>
<tr>
<td>16.4</td>
<td>Wind screen wiper:</td>
<td>Electrically operated with two wiper arms &amp; blades, wiper motor heavy duty steel body with minimum 2-Speed operation wiping system as per CMVR/ BIS 7827 part-1, 2, 3 (Sec.1 &amp; 2)/latest. As per AIS 011</td>
<td>As per IS 15802</td>
</tr>
<tr>
<td>Sr.No.</td>
<td>Description</td>
<td>Specifications</td>
<td>PMPML requirement</td>
</tr>
<tr>
<td>-------</td>
<td>--------------------------------------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>a</td>
<td>Wiper motor:</td>
<td>Variable speed with time delay relay as per AIS 011</td>
<td>OK</td>
</tr>
<tr>
<td>b</td>
<td>Wiper arm/blade:</td>
<td>As per AIS 019/AIS 011</td>
<td>OK</td>
</tr>
<tr>
<td>16.5</td>
<td>Driver cabin fan</td>
<td>1 number, 200mm fan as per provision of CMVR, matching interiors</td>
<td>OK</td>
</tr>
<tr>
<td>16.6</td>
<td>Lighting - internal &amp; external and illumination</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>16.7</td>
<td>Illumination requirements/performance of:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Dash board tell tale lighting/control lighting</td>
<td>As per AIS 052 &amp; bulbs tested for photometry as per IS 1606:1996</td>
<td>OK</td>
</tr>
<tr>
<td>b</td>
<td>Cabin lighting - luminous flux of all lamps for</td>
<td>As per AIS 052 with illumination level of $\geq 100$ lux &amp; $\leq 200$ lux</td>
<td>50 - 150 lux as per amendment</td>
</tr>
<tr>
<td>c</td>
<td>Passenger area lighting - luminous flux of all</td>
<td>As per AIS 052 with illumination level of $\geq 100$ lux and $\leq 150$ lux</td>
<td>50 lux minimum at</td>
</tr>
<tr>
<td></td>
<td>lamps for Passenger area lighting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>ITS enabled bus</td>
<td>As specified separately under ITS specifications</td>
<td>OK</td>
</tr>
<tr>
<td>18</td>
<td>Safety related items:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18.1</td>
<td>Driver seat belt &amp; anchorage</td>
<td>ELR recoil type 3 point mounting as per CMVR &amp; AIS 052.conforming to AIS 005 &amp; 015.</td>
<td></td>
</tr>
<tr>
<td>18.2</td>
<td>Passengers seat belt:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number:</td>
<td>Not necessary except diver seat &amp; wheelchair (performance etc. as per AIS 052)</td>
<td>OK</td>
</tr>
<tr>
<td>18.3</td>
<td>Driver/Passenger/Wheelchair seat belt anchorage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18.4</td>
<td>Fire extinguisher:</td>
<td>As per AIS 052</td>
<td>Total 10 kg fire extinguisher to be provided as per AIS 052.</td>
</tr>
<tr>
<td>18.5</td>
<td>First aid box:</td>
<td>1 number, as per provision of CMVR</td>
<td>OK</td>
</tr>
<tr>
<td>18.6</td>
<td>Handrails minimum length<em>diameter</em>height above</td>
<td>Colour contrasting and slip resistant of SS / MS tubing. 32 mm dia, 3 mm thick.</td>
<td>OK</td>
</tr>
<tr>
<td></td>
<td>floor in mm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18.7</td>
<td>Handholds:</td>
<td>Colour contrasting and slip resistant. 2 to 4 numbers. Handholds per bay</td>
<td>OK</td>
</tr>
<tr>
<td>18.8</td>
<td>Stanchions:</td>
<td>Vertically fitted, aluminium tubing with colour contrasting and slip resistant. 40 mm dia &amp; 3.15 mm thick. Rest As per AIS 052. As an alternative to stanchions mounted on bus floor, stanchions mounted on top of seat frames (new version seats) be explored (refer figure-2).</td>
<td>SS / MS tubing with colour contrasting slip resistant sleeve.</td>
</tr>
<tr>
<td>18.9</td>
<td>Bells for Passenger convenience</td>
<td>High visibility bell pushes shall be fitted at a height of 1.2 meter on all alternate stanchions. These would assist PwDs</td>
<td>These would assist PwDs and ladies seats.</td>
</tr>
<tr>
<td>Sr.No.</td>
<td>Description</td>
<td>Specifications</td>
<td>PMPML requirement</td>
</tr>
<tr>
<td>-------</td>
<td>-------------</td>
<td>----------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>18.10</td>
<td>Left Blank</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18.11</td>
<td>Window guardrails:</td>
<td>2 guard rail of ¾ MS with PVC coating</td>
<td>OK</td>
</tr>
<tr>
<td>a</td>
<td>In all school buses - minimum numbers.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b</td>
<td>In all other buses - minimum numbers.</td>
<td>As per AIS 052. An additional guard rail in the rear part of bus in view of raised seating.</td>
<td>OK</td>
</tr>
<tr>
<td>c</td>
<td>In AC super deluxe buses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d</td>
<td>Other details:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i</td>
<td>First guard rail at a height from window sill in mm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii</td>
<td>The distance between two guard rails in mm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18.12</td>
<td>Entrance/Exit Guard/Step well guard:</td>
<td>800 mm minimum height extending ≥ 100mm more than centre line of sitting position of the Passenger.</td>
<td>OK</td>
</tr>
<tr>
<td>18.13</td>
<td>Emergency exit doors, warning devices etc:</td>
<td>As per AIS 052/CMVR</td>
<td>OK</td>
</tr>
<tr>
<td>18.14</td>
<td>Front/rear door, step well lights, door open sign</td>
<td>Incandescent bulb/LED as per AIS 008</td>
<td>As per AIS 052</td>
</tr>
<tr>
<td>18.15</td>
<td>Mirrors right/left side exterior/interior:</td>
<td>Convex as per AIS 001 &amp; 002. Interior with double curvature</td>
<td>OK</td>
</tr>
<tr>
<td>18.16</td>
<td>Towing device front /rear</td>
<td>Heavy duty 1.2 times (minimum) the kerb weight of the bus with 30o of the longitudinal axis of the bus. As per CMVR &amp; IS 9760 - ring type</td>
<td>Front towing device at center of front cross member.</td>
</tr>
<tr>
<td>18.17</td>
<td>Warning triangle</td>
<td>As per AIS 052/CMVR</td>
<td>OK</td>
</tr>
<tr>
<td>18.18</td>
<td>Fog lighting</td>
<td>As per AIS 052/CMVR</td>
<td>OK</td>
</tr>
<tr>
<td>18.19</td>
<td>Bumpers - front and rear</td>
<td>Both made of steel or impact resistant polymer or combination of both meeting requirement of an energy absorbing system</td>
<td>OK</td>
</tr>
<tr>
<td></td>
<td>Impact strength for bumpers</td>
<td>Meet requirements of Para 6.3.1 of AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>19</td>
<td>Miscellaneous items/requirements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19.1</td>
<td>Windows</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a</td>
<td>Type of window</td>
<td>Sliding type window panes except AC bus</td>
<td>OK</td>
</tr>
<tr>
<td>b</td>
<td>Minimum height of window aperture (clear vision)3</td>
<td>≥ 950 mm</td>
<td>OK</td>
</tr>
<tr>
<td>c</td>
<td>Minimum height of upper edge of window aperture from bus floor</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>d</td>
<td>Minimum width of windows (clear vision zone)</td>
<td>As per AIS 052</td>
<td>OK</td>
</tr>
<tr>
<td>19.2</td>
<td>Cabin luggage carrier</td>
<td>As per AIS 052</td>
<td>Not required</td>
</tr>
<tr>
<td>19.3</td>
<td>Life cycle requirements of bus (whichever is earlier)</td>
<td>12 years or 10,00,000 km</td>
<td>OK</td>
</tr>
<tr>
<td>20</td>
<td>Air conditioning system - test procedure for type approval</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20.1</td>
<td>Specifications</td>
<td>a) For up to 42°C of saloon temperature and b) &gt; 42°C of saloon temperature</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Sr.No.</td>
<td>Description</td>
<td>Specifications</td>
<td>PMPML requirement</td>
</tr>
<tr>
<td>-------</td>
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</tr>
</tbody>
</table>
| 20.2  | Target results | a) 24+/- 4°C (Up to 42°C)  
b) Temperature gradient of 15°C (> 42°C of saloon temperature) eg. If the saloon temperature is 45°, then the target temperature inside the bus is 45°-15°= 30°  
c) Minimum average air velocity at air vent is 4.5 m/s | Not applicable |
| 20.3  | Apparatus | Lab condition and heating chamber | Not applicable. |
| 20.4  | Procedure | 1. Soak for 1 hour, 2. At 2000 rpm  
3. Upto 42°C: pull down time 30 minutes (maximum) for more than 42°C of saloon temperature, pull down time within 40 minutes (maximum)  
4. Thermocouple to be placed over place minimum 20 numbers at nose level | Not applicable. |
| 20.5  | Air curtains on entry /exit gates to avoid loss/gain of heat and or cool air when doors are frequently opened for boarding / alighting of Passenger with min air flow of 1000±50 m³/hr at each gate. Type of air curtains at entry exit gates their power consumption etc be accounted for while deciding engine power, etc | Required | Not applicable. |
| 21    | Additional requirements | | |
| 21.1  | Air circulations and ventilation in driver's area | An air passage/duct/roof hatch to be provided in driver area at a suitable location for proper inflow of air inside the driver cab  
Drivers work area to be provided with blower or suitable device (200 mm diameter fan) to ensure proper ventilation. These devices may be capable of 3 - speed adjustment. | As per AIS 052 |
| 21.2  | Maximum noise levels inside the saloon (irrespective of AC, Non-AC/fuel type/engine location)-test procedure as per AIS020 | 84 dba (to be achieved a maximum noise level of 81 dba from 1st April 2015 onwards) | As per CMVR |
| 22    | Fuel efficiency requirement | While tendering purchaser may take into account the higher weightage for more fuel efficient vehicle under standard test conditions | OK CSFC report submission mandatory. |
# 39.2 CHASSIS SPECIFICATION

## 1. SERVICE LIFE AND MAINTENANCE

### 1.1 Service Life

The bus shall be designed for a service life of at least 12 years or 10,00,000 Kms. whichever comes first.

### 1.2 Accessibility

Assemblies / units shall be so mounted that they are easily accessible and can be removed without disturbing other components/assemblies. Particular attention shall be given to easy accessibility of units such as fuel injection system components, water pump, lubrication filter, inlet and exhaust manifolds, air compressor, radiator, starter, alternator, gear box, rear axle, propeller shafts, front springs, rear air suspension system components, brake units etc. For ease of maintenance, the engine oil dipstick from front of the vehicle. Engine shall have no loss cooling system.

## 2. MECHANICAL SYSTEMS AND RUNNING GEAR

### 2.1 Chassis

The chassis shall conform to MMVR 1989 and C.M.V.R. 2000 or its latest revision in all respects. The bus chassis frame along with outriggers shall be of robust construction, treated with anti-corrosive coating, comprising of channel section longitudinal and braced by full depth cross members and full depth flitch plates at suitable intervals and in particular at the front and rear suspension mounting points. A sturdy towing hook rigidly fastened on the near side shall be provided at the front. Chassis frame along with outriggers shall be designed for a service life of at least 12 years or 1000000 kms. The chassis number shall be machine punched.

### 2.2 Engine

The bus shall be fitted with diesel engine located at front. The engine should have following configurations.

#### 2.2.1 Engine HP with adequate power and torque sufficient to provide compatible with propulsion system.

#### 2.2.2 The engine shall be equipped with an efficient air filter and the air filter shall be mounted on the chassis in such a way that it shall not obstruct the movement of passengers from exit staircase.

#### 2.2.3 The engine shall conform to emission norms as applicable as per MV Rules notified at the time of bid opening and applicable at the time of bus delivery.
2.3 **Transmission**
Transmission shall consist of torque converter and automatic transmission of suitable ratios (not less than 5 Nos). The capacity of automatic transmission shall match with the capacity of engine. The automatic transmission shall be suitable for city driving cycle operation.

2.4 **Rear axle**
Single reduction, hypoid gears, full floating axle shafts with optimal gear ratios suitable for urban operations.

2.5 **Front axle**
Front axle shall be heavy ‘I’ section alloy steel forging of adequate capacity with reverse Eliot design. The front axle shall be designed for the service life of the bus.

2.6 **Steering**
The steering position shall be on the right hand of the bus. The steering system shall be power assisted and sufficiently rugged in design to withstand peak road shocks without risk of component failure or inadvertent alteration of steering geometry. Power steering pipes to be routed in front of the chassis shall be metallic type.

2.7 **Suspension**
Front & Rear Mechanical Suspension. Parabolic leaf spring suspension at front & rear.

2.8 **Wheels and Tyres**
Tubeless tyres of adequate capacity shall be fitted on the front and rear axles as well as on one spare wheel complete to be supplied along with each bus. The tyres shall be fresh from factory and shall not be more than 6 months old at the time of bus delivery.

2.9 **Lubrication**
Lubricating points shall be easily accessible for lubricating with power-operated machines. ‘Hydraulic’ type grease nipples shall be provided.

2.10 **Braking system**
Fully compressed air brake system shall be provided for all four wheels. Dual line brake system with spring brake actuator shall be incorporated in the system.
Hand brake shall be of graduated hand control valve type operating with the brake actuators on rear wheels. The hand control valve shall be provided on the right hand side of the driver, suitably located at front.
The bus shall be fitted with self adjusted automatic slack adjusters of ‘Haldex’ make.

3 **ELECTRICAL SYSTEM**

3.1 **Wiring system, battery main switch/main cable/junction box & head lights.**
The system shall preferably be 24-volt DC double pole wiring type & suitably protected by means of circuit breakers. The battery main cable and bridge connection shall be of proper of size and proper current carrying capacity, enclosed in high density PVC sleeving. The fuse
box/junction box shall be protected to prevent ingress of water. A battery-isolating switch (main switch) shall be provided near driver seat on rear partition.

<table>
<thead>
<tr>
<th>3.2</th>
<th><strong>Batteries</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Nos. of 12V batteries of 180 AH capacity shall be provided on bus. These batteries shall be of “Exide” make preferably. Batteries shall be fresh from factory &amp; shall not be more than six month old at the time of delivery of chassis. Battery terminals shall be of round pole type</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3.3</th>
<th><strong>Alternator &amp; Starter</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>An alternator and the starter motor of adequate capacity and of “Lucas” make shall be provided.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3.4</th>
<th><strong>Instrument Panel</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The panel should be easily accessible to the driver &amp; should consist of –</td>
<td></td>
</tr>
<tr>
<td>3.4.1</td>
<td>Speedometer with kilometer counter</td>
</tr>
<tr>
<td>3.4.2</td>
<td>Air pressure gauge</td>
</tr>
<tr>
<td>3.4.3</td>
<td>Flashing / Direction indicator and switch</td>
</tr>
<tr>
<td>3.4.4</td>
<td>Audible buzzer or warning lamp for low air pressure</td>
</tr>
<tr>
<td>3.4.5</td>
<td>A warning lamp for charging of batteries.</td>
</tr>
<tr>
<td>3.4.6</td>
<td>Starting switch – push type.</td>
</tr>
<tr>
<td>3.4.7</td>
<td>Dipper switch.</td>
</tr>
<tr>
<td>3.4.8</td>
<td>Temperature gauge.</td>
</tr>
<tr>
<td>3.4.9</td>
<td>Engine oil pressure gauge with lamp (Electrical).</td>
</tr>
<tr>
<td>3.4.10</td>
<td>Engine RPM meter.</td>
</tr>
<tr>
<td>Fitments of the Instruments on the panel shall be such that the individual instruments can be easily replaced.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4</th>
<th><strong>Fuel tank</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>A fuel tank shall be provided so as to have running of 300 Kms between two fuelling. The location of fuel tank on chassis shall be on right side and it shall be easily accessible for fueling.</td>
<td></td>
</tr>
</tbody>
</table>

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### 39.3 BUS BODY SPECIFICATION.

<table>
<thead>
<tr>
<th>1</th>
<th><strong>Overall appearance</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The bus overall appearance i.e. overall dimensions of body, front windscreen, rear windscreen, side windows, seat layout etc shall be as per drawing.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>2</th>
<th><strong>Body Shell</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>The body shall be correctly designed in areas of high structural loading and at points of stress concentration. Body materials proper grade shall be selected and the body shall be fabricated to reduce maintenance, extend durability and provide consistency of appearance throughout the life of the bus. The Body structure/paneling and floor shall be of material mentioned in technical specifications. The basic structure shall withstand fatigue damage that results in safety hazards under transit conditions throughout the service life of the bus. All structure, body panels and fitments shall be sufficiently tuned to minimize audible, visible or sensible resonant vibrations during service. The bus including chassis and underbody components shall resist corrosion from atmospheric...</td>
<td></td>
</tr>
</tbody>
</table>
condition throughout the service life of the bus. It shall maintain structural integrity throughout its service life of twelve years. Materials exposed, all joints and connections of dissimilar metals shall be substantially corrosion resistant, protected by an appropriate system from corrosion. The design and construction of the vehicles shall follow universal commercially accepted practices to minimize corrosion of metal body components and under frame structure.

The bus, body and roof structure shall be designed in such a way that it shall withstand all kinds of possible loads that may occur during daily normal operations in the city of Pune & Pimpri Chinchawad. Skirt, corner and dome panels shall be easily removable for repair of minor accident damage. The Windscreen and Rear glasses removal and fitment shall be easy and shall be able to be carried out in-house.

Whole bus body including bus body structure shall be designed as per AIS-052. The bus body and structure shall be evaluated for strength under various loading conditions such as normal static loads, bump loads, braking loads, lateral loads, and vertical loads through physical testing or finite element method so as to have bus with adequate strength, stiffness, minimal vibrations and compliance to roll over test if applicable. Accordingly, bus body shall have type approval issued by testing agencies under CMVR on the basis of above design and evaluation.

### 3 Finish and Colour:

All exterior surfaces shall be substantially smooth and free of wrinkles and dents. The bus shall be painted with superior better quality Polyurethane paint as specified in AIS: 375:68 Paint shall be applied smoothly and evenly with the finished surface substantially free of dirt, runs, peel and other imperfections.

The colour to be painted inside and outside the bus body will be as per suggested by Government of Maharashtra standard and will be informed at time of bus body building at appropriate stage.

### 4 Interior

#### 4.1 Noise level and Engine Cover

The design of the engine cover shall be such as to minimize the transmission of noise and heat. Engine cover insulation shall not absorb oil or hydraulic fluid and shall be flame retardant. The noise level at any seating position in the bus shall not exceed exceeds 82 dB (A) during maximum acceleration. It shall be sufficiently sealed to arrest leakage of hot air.

#### 4.2 Driver’s Cabin

The design and construction of driver’s cab shall be properly integrated into the design of the interior of the bus, solidly constructed, mounted and supported in a manner to minimize vibration and panel drumming.

One rear view mirror each on offside and nearside shall be provided as per CMVR. One mirror of adequate dimensions shall be provided at rear entrance door, to enable the driver to view entry and exit of passengers. The mirrors shall be easily accessible to the drivers for adjustment. The design of the windscreen, side window and partition shall ensure no reflection or refraction-troubling driver is created as an effect of external or internal lighting.

All control, indicator and warning instrument and signal lamps in the dashboard, shall be positioned in a main board or on sideboard well visible by driver under any light condition. Further the dashboard shall not obstruct the driver vision in
4.3 **Driver’s seat**

The driver’s seat shall be comfortable and fully adjustable, with replaceable seat cushion and backrest preferably. The driver’s seat cushion and backrest shall be ergonomically designed and contoured to provide maximum comfort for extended period. The steel parts seat frame/seat are to be pretreated and painted to prevent corrosion. The driver seat should have a Seat adjustable mechanism (Fore and aft, Height, Backrest reclining etc).

4.4 **Driver cabin ventilation**

There shall be sufficient ventilation to the driver so that the temperature of driver’s compartment does not exceed ambient temperature more than 50C. Provision of one fan in driver cabin.

4.5 **Driver Door**

All the buses shall be provided with a sturdy Driver Door at right hand side of the driver, suitably located and dimensioned and provided with safe and convenient means of access.

4.6 **Saloon Floor**

4.6.1 **Height**

A flat floor is required throughout the saloon length in bus. All floor measurements shall be with the bus on level surface and with vehicle in unladen condition.

4.6.2 **Strength**

The floor deck shall be mounted securely on the structure to prevent chafing or horizontal movement. All floor fasteners shall be secured and protected from corrosion for the service life of the bus. The floor deck shall be constructed as needed to support passenger loads without noticeable deflection.

4.6.3 **Construction**

The flooring shall be as per mentioned in specifications. Flooring as assembled including the sealer attachments and covering shall be waterproof. 10 SWG thick aluminum chequered plate (65032 WP of Indian Standard IS 726 – 1986) shall be used for flooring. The flooring surface shall be made anti slip by providing minimum five rows of aluminum wearing strips, solid riveted to the floor plate with at least 5 mm dia steel rivets at minimum 125 mm pitch. The joints of flooring chequered plate shall fall on the supporting section only. Trap doors shall be provided wherever necessary for maintenance of bus chassis aggregates, and shall fit flush with the flooring and be positively secured.

4.6.4 **Passenger Seats**

The seating capacity of the bus shall be as per mentioned in technical requirement. The seats should be placed across the vehicle and are facing in the same forward direction except seats on both side rear wheel housing.

Passenger seats shall be of plastic blow mould type and main mould shell of seat shall be of single piece i.e. top hand rest shall be one piece
with main shell. The dimensions of seats, padding thickness and rexene cover shall be as per bus body code. Passenger Seats used should be of reputed manufacturers like Harita Grammar, Vijayjyot etc. The design seats and their anchorage shall be as per AIS-052, AIS-046, AIS-023 standard. Padding and rexene cover shall be fire retardant as per IS 15061:2002.

4.6.5 **Seat Stanchions**
Alternatively vertical stanchions of stainless steel pipe, lower end to be fastened to seat base frame of gangway side seat with suitable connector and upper end to be fastened with grab rails with suitable connector. Exact position will be informed at the time of body building.

4.6.6 **Grab rail & grab handles**
Two nos of grab rails shall be provided on roof with height of 1800 mm from saloon floor. Rails shall be stainless steel type and fastened to roof with small stainless steel pipe of same diameter as that of grab rail. Grab handles shall be of PVC type, suitable size / strength as per bus body code. 20 nos of such grab handles shall be provided on each grab rail.

4.6.7 **Bell Cord**
Mechanical bell arrangement shall be provided with bell striker and cord passing over rollers fastened to roof on left side.

4.6.8 **Wheel Housings**
The wheel housings shall be securely mounted and sealed to the bus body structure. Wheel housings shall be constructed to contain tyre bursts during operation and be flame retardant in case of a tyre fire. Sufficient clearance and air circulation shall be provided around the wheels. Wheels shall be easily removable when the bus is jacked. Mud Flaps, designed to minimize side spray from the moving bus, shall be installed behind front wheels and both sides (i.e. ahead & behind) of rear wheels.

4.6.9 **Entrance and Exit**
Doors shall be provided at entry and exit. Their numbers, location and width shall be as per mentioned in specification. Every door shall have door closing arrangement operated by electro-pneumatically. Door closing arrangement shall be of in swinging. Doorways shall be provided with conveniently located grab-rails on each side to assist the boarding and alighting of passengers. These grab-rails shall be brightly colored in a durable non-slip finish, and shall be of such diameter and clearance from their backing panels as to facilitate their comfortable use. Necessary safety measures shall be ensured for passenger safety during entry and exit in the bus. The height of the first step in the doorway above ground level in the unladen condition, step risers and their depth shall be as per bus body code mentioned in specification. Door mechanism preferably Rotex make.
### 4.6.10 Technical Specification For Bus door system

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Bus door &amp; bus door system is ARAI approved</td>
</tr>
<tr>
<td>2</td>
<td>Power operated service door as per AIS-052 &amp; UBS-II</td>
</tr>
<tr>
<td>3</td>
<td>The frames fabricated with aluminium Extrusion with 2.5 mm wall thickness.</td>
</tr>
<tr>
<td>4</td>
<td>The door should be with internal hinge design. At the center of the door handles to be provided. No external bolted hinge.</td>
</tr>
<tr>
<td>5</td>
<td>The 5mm thick, toughened, clear glass be pasted on aluminium frame. The glass should be flush with door frame.</td>
</tr>
<tr>
<td>6</td>
<td>The rubber profiles extrusion provided of EPDM material.</td>
</tr>
<tr>
<td>7</td>
<td>The bus door system is electro-pneumatic &amp; it is controlled by microprocessor based controller</td>
</tr>
<tr>
<td>8</td>
<td>The door shall be provided with independent pneumatic cylinder mechanism with sensor enabling to control the movement of door from driver seat.</td>
</tr>
<tr>
<td>9</td>
<td>Pressuer sensor for passenger safety provided as a primary safety feature.</td>
</tr>
<tr>
<td>10</td>
<td>The doors system should be incorporated with secondary safety feature for passenger safety if primary safety feature fails in operation.</td>
</tr>
<tr>
<td>11</td>
<td>Brake SOV safety feature to be provided. Brakes to be applied when doors are open.</td>
</tr>
<tr>
<td>12</td>
<td>Vehicle motion speed (VMS) safety feature to be provided (Doors open only when vehicle maintained the controlled speed)</td>
</tr>
<tr>
<td>13</td>
<td>Emergency switches provided outside &amp; inside of the bus on the body sheet.</td>
</tr>
<tr>
<td>14</td>
<td>The complete door frame is black powder coated.</td>
</tr>
<tr>
<td>15</td>
<td>The finishing work to be done with elegant aesthetic.</td>
</tr>
<tr>
<td>16</td>
<td>The entire system shall be ensured for trouble free operation.</td>
</tr>
</tbody>
</table>

### 4.6.11 Driver cabin and Passenger saloon ventilation

Air circulation and ventilation arrangement shall be suitably incorporated for driver cabin and passenger saloon area with the provision of suitable capacity blowers and ducting arrangement.

### 5 Electrical Fitments

#### 5.1 Passenger Interior Lighting

Sufficient numbers of LED type tube lights shall be provided with secured mounting on roof panel. Illumination intensity shall be as per bus body code. This illumination system shall be such that removal of cover, tubes shall be done easily. Suitable Lighting arrangement shall be provided at the Entrance/Exit staircase.

#### 5.2 Driver Area Lighting

The driver’s area shall have a suitable lighting arrangement to provide general illumination, separately switched from the saloon lights.

#### 5.3 Exterior lighting

The bus shall be equipped with minimum two headlamps with halogen bulbs conforming to latest CMVR. Headlamps and headlamp supports and mountings
shall be sufficiently rugged to maintain adjustment under road shock and heavy-duty service conditions. A headlamp high beam indicator shall be installed on the instrument panel. The bus shall be equipped with sidelights, stoplights, taillights, signal lights, and break-down signal function. All exterior lights shall be sealed to prevent entry of moisture or dust.

<table>
<thead>
<tr>
<th>5.4 Wipers</th>
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</thead>
</table>
The bus shall be equipped with electric powered wiper motors. The wiping mechanism should confirm to AIS 011-2001. The arms and blade shall be of best quality used in heavy-duty automotive industries. Wiper motors and mechanism shall be easily accessible for repair or service and shall easily be removable as complete unit.

6 Driver controls and Instruments:

6.1 Controls
All switches and controls necessary for the operation of the bus shall be conveniently located in the driver’s area. Switches and controls shall be essentially within the hand reach envelope and shall be operable without the driver leaning in the seat. No wiring, equipment or housings shall interfere with the operation of foot-controlled pedal. The steering wheel diameter shall be of suitable diameter and shall be shaped for a firm grip with comfort provided for long period. Primary switches and controls shall be identifiable by shape, touch and markings. All switches and controls shall be marked with easily read identifiers. All controls and switches shall be easily replaceable. Switches, controls and instruments shall be dust and water-resistant, consistent with the Undertaking’s bus washing practice.

6.2 Color Codes for Electric Cables
The Electric wiring system shall be two pole type preferably. Wiring shall be color coded for ease of fault detection and repair. Wires shall be of proper current capacity type. Wires along with outer sleeve shall be fire retardant type as per IS 6722:2006 & IS 15061:2002. The wires shall be routed properly to avoid rubbing with sharp bend/corners and when passed through hole in body panel, proper size rubber grommets shall be provided.

8. Horns
The bus shall be fitted with an electric horn. Additionally, a mechanical horn (Air Horn bulb – Hose pipe – Horn assembly) shall be provided. The Horn bulb position shall be suitably located on the Front right side of the Driver seat.

10 Exterior
10.1 Front/Rear windscreen and side windows:

10.1.1 Front windscreen
Single piece laminated safety glass, plain, flat/curved with curved corners with PVB film IS 2553 (Part-2)-1992/latest. Standard designs for each variant of buses to be followed. Standard Size of windscreen for each variant of buses to be followed.

10.1.2 Rear windscreen
Single piece flat/curved toughened glass-plain/flat/curved at centre &
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>curved at corners IS 2553 (Part-2)–1992/latest. Standard Size of windscreen for each variant of buses to be followed.</td>
</tr>
</tbody>
</table>
| 10.1.3 | **Side windows**  
Flat, 2-piece design-top fixed/sliding & bottom sliding toughened glass IS 2553 (Part-2)-1992/latest. Side windows need to be horizontal sliding with 550 mm aperture as per AIS 052. |
| 10.2 | **Emergency Window / Door:**  
Emergency exit provision shall be made in accordance with the existing CMVR / bus body code. |

### 39.4 Specification for Intelligent Transport Management System (ITMS)

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<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>4 no.s of Speakers</td>
</tr>
<tr>
<td>2</td>
<td>OBITS</td>
</tr>
</tbody>
</table>
| 3 | Security Camera Network system (SCN)  
High resolution cameras, one no to monitor bus interiors (doors, driver zone, ticketing zone etc) & one reversing surveillance camera to be provided. Require 3 nos. of CCTV System |
| 4 | Vehicle health monitoring and diagnostics (VHMD)-Chassis fitment as per CMVR OBD-II |
| 5 | On board pole mounted ticketing machine. Electrical socket for charging mobile ticket machine on dash board. |
| 6 | Destination board (Chemito Make)- 4 Nos. electronic destination board to be fitted (one in the front, LH side, rear & in passenger saloon. |
| 7 | 1 no. of Amplifier |
| 8 | 1 no. of System Control Unit (SCU) (OBITS) |
| 9 | 1 no. of Driver Display Unit fitted with dashboard of bus. |
| 10 | All other wiring and accessories to enable the ITMS system. |
| 11 | APCS (Automatic Passenger Counting System) |
| 12 | 1 no. of Television (T.V.)  
BIS/ISI Certified – 24” LED |
| 13 | Validators and Passenger Counters  
Will be provided by Central Bank of India through its vendors. Integration to ITMS. |
39.5 WARRANTY CLAUSE

1. **Complete Bus**
The complete Bus Chassis shall be warranted to be free from major defects and related damages for two years or 1,60,000 Kms., whichever comes first, beginning from the date of registration of each bus by RTO Pune.

2. **Sub-systems and components**
Specific subsystems and components shall be warranted beginning from the date of registration of each bus by RTO Pune from major defects and related damages, other than those caused by operational abuse, for the minimum period /kileage, as given in the following table.

<table>
<thead>
<tr>
<th>System</th>
<th>Whichever occurs first</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine (Mechanical + Electrical + Wiring harness + Fuel system + Cooling system)</td>
<td>3 years 2,50,000</td>
</tr>
<tr>
<td>Automatic transmission (Mechanical + Electrical + Wiring harness)</td>
<td>3 years 2,50,000</td>
</tr>
<tr>
<td>Differential</td>
<td>2 years 1,60,000</td>
</tr>
<tr>
<td>Power Steering Gear and Pump</td>
<td>2 years 1,60,000</td>
</tr>
<tr>
<td>Self Starter</td>
<td>2 years 1,60,000</td>
</tr>
<tr>
<td>Alternator</td>
<td>2 years 1,60,000</td>
</tr>
<tr>
<td>Dual air brake system units</td>
<td>2 years 1,60,000</td>
</tr>
<tr>
<td>Air suspension</td>
<td>2 years 1,60,000</td>
</tr>
<tr>
<td>Body structure/corrosion &amp; fatigue failure</td>
<td>48 months -</td>
</tr>
<tr>
<td>Multiplex wiring system including units such as dashboard cluster, master/slave units</td>
<td>2 years 1,60,000</td>
</tr>
<tr>
<td>Electronic destination LED system</td>
<td>4 years -</td>
</tr>
</tbody>
</table>

The Bidder shall be responsible for any defect from the date of handover of busses to the Authority as following;
1) ITMS, AFC, TV and CCTV System shall have a manufacturers warranty for minimum 2,15,000 km or 2 years whichever is later.
2) Intelligent Transport Management System for 7 years
3) Automatic Fare Collection System for 7 years
4) TV, CCTV and Emergency button for 7 years

3. **Tyre Claim Settlement Clause**
The firm should settle the claims within 1 month from the date of claim intimation. If the firm fails to settle the claims and collect the defective tyres within that period then the Undertaking shall have right to dispose off the defective tyres and to recover the claim amount equivalent to the residual life of the tyre under claim as deemed fit without any further reference in the matter and thereafter, no claim, whatever from the suppliers, shall be entertained by the Undertaking. The settlement of the claims should be based on the following formula:

\[
\text{Cost of new Tyre} = B \times \frac{X - A}{X}
\]

where:
- \(X\) is the NSD of the new Tyre
- \(A\) is the NSD of the claim Tyre
- \((X-A)\) is the NSD of the utilized claim Tyre
Payment to be made by Undertaking for replacement of new tyre against claimed tyre : \( B \times \frac{(X - A)}{X} \)

To be quoted by the manufacturer:
1. Non-Skid Depth of New Tyre (NSD) : \( \text{mm} \).
2. Cost of New Tyre : Rs. \( \text{} \).

4. **Battery claim settlement clause:**
The Bus batteries are guaranteed for 12 months from the date of Put in Service of each bus. Batteries failed during the Guarantee period shall be collected by the tenderer from the undertaking's premises within 15 days from the date of intimation and shall be replaced with new batteries on FOC basis within 2 months from the date of collection of the failed batteries, failing which, the cost of batteries as per prevailing rates will be recovered from their performance guarantee.

5. **Procedure for warranty claim**

5.1 The Undertaking will replace the above units except engine and automatic transmission, on the bus with our float units. Concerned section in workshop, after overhaul of these units, will claim for the failed parts/spares with manufacturer/supplier.

5.2 As regards engine and automatic transmission, its mechanical & electrical defects, attention and both removal/fitment if necessary on the bus at depot as well as repairing/overhauling of units will be done by manufacturer/supplier within 7 days of intimation either at workshop or at concerned depot.

5.3 In case of units which are new & unique for supplied bus chassis model i.e. not available on existing buses, manufacturer shall replace such units in warranty period on buses at concerned depot till such time Undertaking procures such new units.

5.4 In case of front axle beam failure, axle shall be replaced with on bus at respective depot by manufacturer/supplier.

5.5 In case of chronic failure of any unit/system, manufacturer shall rectify the issue on all supplied buses till the issue is sorted out.

5.6 The roof leak on buses reported in two years warranty shall be promptly attended by the supplier at concerned depots within three days from reporting to their satisfaction.

5.7 The warranty of bus body shall cover a period of 48 months for body structure/under frame failures from fatigue/cracks/joints failure from the date of registration of the bus. The supplier shall collect such bus immediately, whenever informed by the Undertaking. The supplier shall collect the bus from the BEST premises, attend defects/deficiencies pointed out to satisfaction and deliver the bus back to PMPML at no extra cost. Bus should be collected within three days after reporting. Buses shall be attended within seven days from date of collection from undertaking’s premises.

5.8 In case of delay in making the buses available for service in warranty period, the penalty will be charged @ \` 1,000/- per day per bus beyond the period of seven days.
39.6 ITMS Equipments

(1) The successful bidder shall provide the buses completely installed with the following equipment's.

i. Intelligent Transport Management System (ITMS)
   - 4 Passenger Display Boards
   - 4 Speaker
   - 1 Amplifier
   - 1 SCU / OBU
   - 1 DDU
   - 1 CCTV System (2 Internal Cameras, 1 External Reverse Camera along with 1 MDVR for storage up to 7 days) with cover for back camera.
   - Architecture provided.

ii. Validators - 1 at each entry and exit door (Supply Information and integration with existing Fare Collection System)

iii. Camera based Passenger Counters – 1 at each entry and exit door. (Specification attached separately for your reference in Clause 39.9).

(2) All these equipment’s shall be tested and fully integrated into the bus OBU/DDU at the time of delivery and all features shall be shown to the Authority for approval.

(3) All the multiplex cabling and wiring is for the entire bus and these equipment’s is the responsibility of the bidder.

(4) All these equipment shall be included in the price of the buses.

(5) The Bidder shall install the following equipment’s in the buses, which will be approved, inspected, etc. by the Authority or any third Party as appointed by them. The warranty and AMC for these ITMS equipments shall be for 7 years through the OEM.

(6) All the equipment’s will be as per UBS II Specifications.

(7) All route information of for voice and PIS display announcements already existing with the Authority shall be provided to the successful Bidder and any new route information as may be required shall be recorded,
uploaded, tested and integrated into the ITMS by the Bidder during the period of the warranty and AMC.

(8) The successful bidder shall understand the requirement of the Authority to ensure compliance with the Authority on the flow of the ITMS system before the proto inspection itself.

(9) The successful bidder shall provide all data related to ITMS into the existing backend in NMEA 0183 protocol and JSON format for the AVLS system and as per prescribed format for Fare Collection system for easy integration to the existing backend.

(10) 1 no. of Television (T.V.) with BIS/ISI Certified – 24” LED

ITMS ARCHITECTURAL DIAGRAM

PIS Display System with:
1. Front Display
2. Side Display
3. Rear Display
4. Inner Display
39.7 Passenger Counter Specification

The passenger counter shall be camera based device as indicated below:

<table>
<thead>
<tr>
<th>TECHNICAL DATA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating nominal voltage</td>
</tr>
<tr>
<td>Operating voltage range</td>
</tr>
<tr>
<td>Power consumption</td>
</tr>
<tr>
<td>Operating temperature</td>
</tr>
<tr>
<td>Storage temperature</td>
</tr>
<tr>
<td>Ingress protection</td>
</tr>
<tr>
<td>Ceiling height</td>
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<tr>
<td>Monitored Area</td>
</tr>
<tr>
<td>Dimensions</td>
</tr>
<tr>
<td>Weight</td>
</tr>
<tr>
<td>Housing</td>
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<tr>
<td>Reliability</td>
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<tr>
<td>EMC</td>
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<tr>
<th>INTERFACES</th>
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<tbody>
<tr>
<td>Ethernet</td>
</tr>
<tr>
<td>Serial Port</td>
</tr>
<tr>
<td>Inputs</td>
</tr>
<tr>
<td>Communication Protocols</td>
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<td></td>
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<tr>
<td></td>
</tr>
<tr>
<td>Setup / service</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>OTHER FEATURE REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direction</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Detection of U-Turns</td>
</tr>
<tr>
<td>Door Masking</td>
</tr>
<tr>
<td>Video Streaming and Recording</td>
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<tr>
<td></td>
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<tr>
<td></td>
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<tr>
<td>Camera</td>
</tr>
</tbody>
</table>
40. Appendix XXI – BUS DESIGN LOGO and COLOUR SHADES

As per confirmation of Govt. of Maharashtra.

Approved By,

CE,
CIA,
CAFO,
LO,
JMD,
CMD