



KERALA STATE ROAD TRANSPORT CORPORATION
TRANSPORT BHAVAN, FORT, THIRUVANANTHAPURAM - 695 023
Telephone No: 0471-2471011, Extn : 321 / 303
E-mail: sr@kerala.gov.in / tenderksrtc@gmail.com Web: www.keralartc.com

No. **S001-SRA01/72/2024 – Store KSRTC – HQ**

Date: 18.01.2025

CORRIGENDUM / ADDENDUM – 1

Sub: e-Tender for the Supply of Bus Chassis and Bus Body for AC Seater 13.5 Mtr Diesel Propelled Buses of BSVI Norms or Latest with Retarder as per CMVR Norms, warranty 3 year / 4 lakh km - Amendment of NIT

Ref: 1. NIT No. **S001-SRA01/72/2024 – Store KSRTC – HQ** dt: 21.12.2024
2. Tender ID : **2024_KSRTC_718596_1**

Page No. & CI No.	Existing Tender Parameters	Changes Requested by M/s. TATA Motors Ltd	Changes Requested by M/s. VE Commercial Vehicles Ltd	Changes Requested by M/s. Ashok Leyland Ltd	Reply
Page 7 Clause 1.4	Delivery Period: The successful bidder shall effect the delivery of the offered model within 60 days from the date of purchase order including prototype inspection	Prototype bus will be supplied within 60 days from the date of issue of Purchase Order. Balance 09 buses will be Delivered within 90days after acceptance of Prototype bus.	Proto type bus will be supplied within 90 days from the date of issue of Purchase Order. Balance 09 buses will be delivered within 120 days after acceptance of Proto type bus. Kindly consider	Delivery schedule amendment as below is requested: Prototype : 60 days from PO Balance delivery : 9 Nos. within 90 days after acceptance of prototype bus	No change

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Page 9 Clause 2.2.1	<p>Scope</p> <p>The tenders are invited for the design, manufacture, supply, testing and commissioning of 10 Nos. Bus Chassis and Bus Body for AC Seater 13.5 Mtr Diesel Propelled Buses of BSVI Norms or Latest with Retarder as per CMVR Norms. The bidder shall offer the warranty for a period of 3 years or 4,00,000 Kms which ever is earlier</p>	<p>Request to amend as the Chassis warranty for a period of 3 years or 4,00,000 Kms which ever is earlier from date of Invoice.</p> <p>Body warranty of 2years or 2.5 lakh Kms whichever is earlier.</p>		<p>As per our standard condition, warranty of 2 years or 2.5 lakh Kms whichever is earlier will be applicable from the date of delivery of bus</p>	<p>Scope</p> <p>The tenders are invited for the design, manufacture, supply, testing and commissioning of 10 Nos. Bus Chassis and Bus Body for AC Seater 13.5 Mtr Diesel Propelled Buses of BSVI Norms or Latest with Retarder as per CMVR Norms. The bidder shall offer the warranty for a period of 3 years or 4,00,000 Kms which ever is earlier</p> <p>Body warranty 2 years or 2.5 lakh km whichever is earlier</p>
Page 11 Clause 2.9	<p>Scope</p> <p>On expiration of the warranty period, the successful tenderer shall be willing to provide after sales support including supply of spares for an additional period of minimum 10 years or</p>	<p>Please amend this with "subject to maximum of 15 years as per CMVR norms".</p>			<p>No change</p>

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	till the supplied buses are in use subject to a maximum period of 20 years as per existing rules. The period to be decided by the tender Inviting Authority and shall be binding. The parts and components if required for the bus body to be provided by the successful bidder till the buses are in use.				
Page 14 Clause 4.1.5	<p>Payment Instalments</p> <p>a. Chassis</p> <p>1. On request of the bidder along with the invoice of the chassis, when the chassis is billed in favour of KSRTC and transferred for body building, a part payment of 60% of the total agreed price of the chassis will be made for which an unconditional bank guarantee @110% to be submitted by the successful bidder.</p> <p>2. 30% of the</p>	<p>a. Chassis - Mobilization advance of 60% for chassis against BG, and balance 40% against bus delivery</p> <p>b. Bus body - Mobilization advance of 60% for chassis against BG, and balance 40% against bus delivery.</p>	<p>Request to consider as below for enabling smooth participation.</p> <p>Chassis 60% once chassis transferred to bus body builder and upon submission of 110% BG – OK 30% with in 15 days of delivery of bus – OK 10% within 30 days of registration (not after 30 days) of bus</p> <p>Bus Body 50% payment of total bus body value as mobilization advance once chassis received at Bus body Builder along with 110% BG.</p>	<p>Amendment Requested</p> <p>a. Chassis</p> <p>1. On request of the bidder along with the invoice of the chassis, when the chassis is billed in favour of KSRTC, and transferred for body building, a part payment of 60% of the total agreed price of the chassis will be made within 15 days of delivery of chassis for which an unconditional bank guarantee @110% to be submitted by the successful bidder.</p>	No change

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	<p>balance payment of agreed price of the chassis will be made within 15 days of delivery of bus and acceptance at delivery point specified in the Purchase order.</p> <p>3. 10% of the balance of agreed price of chassis will be made after 30 days from the date of registration of the bus and its</p> <p>b. Bus Body</p> <p>1. 90% of the agreed price of the bus body will be made within 30 days of delivery of bus and acceptance at delivery point specified in the Purchase order.</p> <p>2. 10% of the balance of agreed price of bus body will be made after 30 days from the date of registration of the bus and its satisfactory performances.</p>		<p>40% payment of total bus body value within 15 days of delivery of bus 10% payment of total bus body value within 30 days of registration.</p> <p>Please mention interest payable by STU in case of any delay beyond the mentioned tender terms at 10% per Annum for chassis manufacturer & bus body builder. Most of the bus body builders are not willing to make bus body to KSRTC stating delay in payment disbursement for earlier supplies which is impacting participation competitively. Request to consider the above points to boost Confidence among bidders.</p>	<p>2. 30% of the balance payment of agreed price of the chassis will be made within 15 days of delivery of bus and acceptance at delivery point specified in the Purchase order.</p> <p>3. 10% of the balance of agreed price of chassis will be made after 30 days from the date of registration of the bus and its satisfactory performances.</p> <p>b. Bus Body</p> <p>1. 90% of the agreed price of the bus body will be made within 15 days of delivery of bus and acceptance at delivery point specified in the Purchase order.</p> <p>2. 10% of the balance of agreed price of bus body will be made after 10 days from the date of registration of the bus and its satisfactory</p>	

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				performances.	
Page 16 Clause 4.1.6	Time for making payments by Tender Inviting Authority: 60% of the Payment will be made within 30 days of delivery of the bus along with the required documents at delivery point specified in the purchase order and balance 40% will be released within 45 days after the registration and successful evaluation of the bus			Request Authority to amend clause as below 60% of the Payment will be made within 15 days of delivery of the bus along with the required documents at delivery point specified in the purchase order and balance 40% will be released within 45 days after the registration and successful evaluation of the bus	No change
Page 17 Clause 4.3.1	Documents to prove that the Bus Chassis and Bus Body for AC Seater 13.5 Mtr Diesel Propelled Buses of BSVI Norms offered are having the approval from Competent Certifying Authority. (Scanned copy should be uploaded)		The type approval certificate for the said bus will be submitted at the time of delivery of Proto type Bus. Kindly Consider	The type approval certificate for the said bus will be submitted at the time of delivery of Proto type Bus Amendment Required: Bidder can submit Type Approval certificate of offered bus body at the time delivery of prototype bus	Documents to prove that the Bus Chassis and Bus Body for AC Seater 13.5 Mtr Diesel Propelled Buses of BSVI Norms offered are having the approval from Competent Certifying Authority. (Scanned copy should be uploaded) Or Type approval certificate for the bus body shall be submitted at the Proto

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					Inspection. An undertaking shall be uploaded.
Page 17 Clause 4.3.2	Documents to prove that the offered Diesel Chassis is having the approval from ARAI / Competent Authority. (Scanned copy should be uploaded)	The type approval certificate for the said bus body will be submitted at the time of delivery of Proto type Bus.			No change
Page 19 Clause 4.3.17	The bidder should upload Type Approval Certificate of Bus Body Builder as per AIS : 052.	The type approval certificate for the said bus body will be submitted at the time of delivery of Prototype Bus.	The type approval certificate for the said bus will be submitted at the time of delivery of Proto type Bus. Kindly Consider	The type approval certificate for the said bus will be submitted at the time of delivery of Proto type Bus Amendment Required: Bidder can submit Type Approval certificate of offered bus body at the time delivery of prototype bus	The bidder should upload Type Approval Certificate of Bus Body Builder as per AIS : 052. Or Type approval certificate for the bus body shall be submitted at the Proto Inspection. An undertaking shall be uploaded.
Page 35 Clause 5.19.5	Evaluation of Price Bids Prices quoted by the Tenderer for the Bus Chassis and Bus Body for AC Seater 13.5 Mtr Diesel Propelled Buses of BSVI Norms or Latest with Retarder as per CMVR Norms shall			Justification Price validity can be maximum 8 months from date of PO till delivery of buses. We cannot extend one year price validity due to changes in CMVR / Raw Material price escalations. Request that this	No change

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	<p>be firm for one year from the date of financial bid opening or for the complete delivery of the buses whichever is later. But any change in statutory levies shall be made applicable.</p>			<p>clause be amended for price quoted shall be firm for Eight (8) months. Amendment Requested Prices quoted by the for the Bus Chassis and Bus Body for AC Seater 13.5 Mtr Diesel Propelled Buses of BSVI Norms or Latest with Retarder as per CMVR Norms shall be firm for 8 months from the date of financial bid opening. But any change in statutory levies shall be made applicable.</p>	
<p>Page 37 Clause 5.23.1</p>	<p>Signing of Contract The vehicle manufacturer shall be solely responsible for the execution of whole contract, whether the bus body is built inhouse or through their authorized body builder. The vehicle manufacturer shall execute an agreement for ensuring after sales support as well as supply of spares for an additional period of</p>	<p>Please amend this with "subject to maximum of 15 years as per CMVR norms".</p>			<p>No change</p>

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	<p>minimum 10 years or till the supplied buses are in use subject to a maximum period of 20 years as per existing rules. The period to be decided by the tender Inviting Authority and shall be binding on the successful tenders. The Draft Agreement will be provided after prototype inspection. The successful tenderer shall submit bank guarantee of required validity period</p>				
Page 40 Clause 5.24.5	<p><u>Liquidated damages for non supply and performance:-</u> The successful bidders shall supply the ordered quantity of vehicle as per the delivery schedule given by KSRTC. If buses are not supplied as per supply schedule given by KSRTC, liquidated damages will be realised from the supplier at the rate of 0.5% of the Cost of item per week for each week or part there of,</p>	Please amend this with-upto a maximum deduction of 3% of the contract value.			<p>No change (As per Kerala Store Purchase Manual)</p>

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	up to a maximum deduction of 10% of the Contract prices and there after the Corporation will consider the termination of the contract at the risk and cost of the contractor.				
Page 42 Clause 5.27.1	<p>After Sales Service conditions:</p> <p>The successful tenderer should have service centre facility for satisfactory execution of the contract and the details shall be provided to the Tender Inviting Authority in writing.</p>		Request to please share the location and number of buses one each location, where these buses would operate		The successful tenderer should have service centre facility for satisfactory execution of the contract during the warranty period and the details shall be provided.
Page 42 Clause 5.28.1	<p>Guarantee/Warranty terms:</p> <p><u>Warranty Conditions.-</u> The Bus Chassis and Bus Body for AC Seater 13.5 Mtr Diesel Propelled Buses of BSVI Norms or Latest with Retarder as per CMVR Norms offered should have a warranty period of 3 Years / 400000 km which ever</p>	<p>Please delete guarantee as the same does not exists in today's scenario.</p> <p>Please amend this with Chassis warranty- 3yearsor4lakhkms. whichever is earlier from the date of invoice. Bodywarrantyof2yearsor 2.5 lakh Kms whichever is earlier.</p>	As per our standard condition, warranty of 2 years or 2.5 lakh Kms which ever is earlier will be applicable from the date of delivery of bus. Kindly consider	As per our standard condition, warranty of 2 years or 2.5 lakh Kms whichever is earlier will be applicable from the date of delivery of bus. Differential warranty will be applicable for wear and tear items, perishable and vendor warranty parts as per OEM	<p>Guarantee/Warranty terms:</p> <p><u>Warranty Conditions.-</u> The Bus Chassis and Bus Body for AC Seater 13.5 Mtr Diesel Propelled Buses of BSVI Norms or Latest with Retarder as per CMVR Norms offered should have a warranty period of 3 Years / 400000 km which ever</p>

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	<p>is earlier. Any premature failure of aggregates and accessories of the Bus Chassis and Bus Body for AC Seater 13.5 Mtr Diesel Propelled Buses of BSVI Norms or Latest with Retarder as per CMVR Norms within the warranty period shall be replaced free of cost on intimation from KSRTC. The bidder should provide warranty for all value added services as per AIS:140/ BIS: 16833 such as Vehicle Tracking System (VLT Device), Security Camera Network (CCTV) with Panic Button, LED Destination Board System (LDBS) as per IS: 16490. If the warranty attentions are not done in the above stipulated time and consequently KSRTC will realize the penalty as per section 5.36 of this NIT and this amount will be realized from the security</p>	<p>Chassis Warranty period of 3 years or 4 lakh kms OK for major aggregates, engine and driveline. For rest of the parts / items, standard manufacturer warranty will be applicable. For supplier parts, warranty applicable will be as per supplier terms and condition. Necessary amendments to be done.</p> <p>Body warranty of 2years or 2.5 lakh Kms whichever is earlier.</p>		<p>policy and will not be covered under the master warranty tenure of the tender. All other items will be as per the warranty tenure mentioned in tender. Vehicle attention and restoration is as per nature of the job. Penalty for warranty attention not agreed and request authority to remove the same from scope.</p>	<p>is earlier. Any premature failure of aggregates and accessories of the Bus Chassis and Bus Body for AC Seater 13.5 Mtr Diesel Propelled Buses of BSVI Norms or Latest with Retarder as per CMVR Norms within the warranty period shall be replaced free of cost on intimation from KSRTC. The bidder should provide warranty of 2 year / 2.5 Lakh kilomerer for all value added services as per AIS:140/ BIS: 16833 such as Vehicle Tracking System (VLT Device), Security Camera Network (CCTV) with Panic Button, LED Destination Board System (LDBS) as per IS: 16490. If the warranty attentions are not done in the above stipulated time and consequently KSRTC will realize the penalty as per section 5.36 of this NIT and this</p>

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	deposit. If the security deposit is not sufficient to meet this, the same will be realized from any other payment due to them or legal steps will be initiated against the Tenderer, including revenue recovery.				amount will be realized from the security deposit. If the security deposit is not sufficient to meet this, the same will be realized from any other payment due to them or legal steps will be initiated against the Tenderer, including revenue recovery.
Page 44 Clause 5.28.5	On expiration of the warranty period, the successful tenderer shall be willing to provide after sales support in supply of spares for an additional period of minimum 10 years or till the supplied buses are in use subject to a maximum period of 20 years as per existing rules. The period to be decided by the tender Inviting Authority and shall be binding.	Please amend this with "subject to maximum of 15 years as per CMVR norms".			No change
Page 44 Clause 5.28.6	Site Visits: The successful tenderer shall visit each depots as part of preventive maintenance during the	Technical support will be given on need basis.	1)Vehicles to be sent to nearest Eicher authorized dealerships for repair/maintenance work. 2) For any		Technical support shall be provided as and when required.

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	warranty period.		breakdowns, KESRTC has to raise the complaint on EOS no - 18001023531 , Vehicles will be attended . 3)STU to inform to VECV AMSPOC To align the services		
Page 45 Clause 5.29.1	Training The bidder shall arrange orientation training as and when required for drivers/ technicians/ supervisors/ engineers of the KSRTC in respect of proper handling of safety critical fitments and their effective use and maintenance aspect of the complete bus system.	Training will be given through train the trainer programme at KeSRTC premises			No change
Page 45 Clause 5.29.2	The vehicle manufacturer shall provide training to minimum 3 Drivers and 3 Mechanics and 1 Mechanical Supervisor and officers per bus on driving, vehicle maintenance and electrical and electronics (OBD and	Please clarify as to the number of training sessions and the duration thereof.			No change

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	multiplexing), reconditioning of aggregate such as engine, gear box, rear axle etc free of cost including in house training.				
Page 45 Clause 5.29.2	The vehicle manufacturer shall provide training to minimum 3 Drivers and 3 Mechanics and 1 Mechanical Supervisor and officers per bus on driving, vehicle maintenance and electrical and electronics (OBD and multiplexing), reconditioning of aggregate such as engine, gear box, rear axle etc free of cost including in house training.	Training will be done to the instructor at KSRTC Trg centre, further trg to be done through TTT at KeSRTC premises. Any technical support will be provide by TML.			No change
Page 45 Clause 5.29.3	As training activity is an integral part of these contract, KSRTC will not make any payment for providing training.	Training will be given through train the trainer programme at KeSRTC premises.			No change
Page 47 Clause 5.32	If a Force Majeure situation arises, the successful tenderer shall promptly notify	Please waive off the requirement of giving notice regarding Force Majeure events as the			No change

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	<p>the Tender Inviting Authority in writing of such conditions and the cause thereof within twenty one days of occurrence of such event. Unless otherwise directed by the Tender Inviting Authority in writing, the successful tenderer shall continue to perform its obligations under the contract as far as reasonably practical, and shall seek all reasonable alternative means for performance not prevented by the Force Majeure event</p>	<p>proof of the same may not be available.</p>			
<p>Page 49 Clause 5.33</p>	<p>Venue of Arbitration: The venue of arbitration shall be the place from where the contract has been issued, i.e., Trivandrum, Kerala.</p> <p>Disputes if any shall be settled through mediation and the Corporation will notify mediating official</p>	<p>Please amend with Mumbai.</p>			<p>No change</p>

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	from time to time and only when mediation is failed, litigation with in the jurisdiction of the courts at Thiruvananthapuram and Ernakulam need to be sought.				
Page 51 Clause 5.36	Penalties for non - performance The penalties imposed by the Tender Inviting Authority will be published on the website of the Tender Inviting Authority for a period as decided as appropriate by it with a view to prevent other government institutions from procurement of items from such tenderers.	Please add "the penalty shall be subject to an overall liability of ____%only".			No change
Page 52 Clause 5.39	Spares and After Sales Service: The bidder shall confirm adequate availability of spare parts and after sales service for the buses offered in the bid during warranty period and further up to 10 years failing which actions will be taken for	Please amend "Maximum period of 10 years".			No change

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	blacklisting the bidder and other consequent legal formalities.				
Page 52 Clause 5.40	Service Manuals and Spare parts Catalogue :- Detailed maintenance and service manual / workshop manual, spare parts catalogue etc shall be specially prepared for the supplied bus in soft copy or printed booklet along with the first supply of buses.	Spare parts catalogue will be provided online access. Number of workshop manual required to be confirmed-for 10 buses 1 workshop manual will be given.	Request to please confirm, if manuals can be provided in Soft copy. If hard copy required, please confirm the quantity for the same		Service Manuals and Spare parts Catalogue :- Detailed maintenance and service manual / workshop manual, spare parts catalogue etc shall be specially prepared for the supplied bus in soft copy or printed booklet along with the first supply of buses. Owners manual to be provided to each vehicle, Workshop Manual 10 hard copies, Detailed spare parts catalogue Soft copy / Online access required
Page 53 Clause 5.44	Liquidated damage for supply performance – The successful Tenderers shall supply the ordered quantity of Bus chassis and Bus body as per the delivery schedule given	Please amend this with-upto a maximum deduction of 3% of the contract value.			No change (As per Kerala Store Purchase Manual

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	<p>by KSRTC. If Bus chassis and Bus body are not supplied as per supply schedule given by KSRTC, liquidated damages will be realised from the supplier at the rate of 0.5% of the cost of item per week for each week or part there of, up to a maximum deduction of 10% of the contract prices and there after the Corporation will consider the termination of the contract at the risk and cost of the bidder, as per the provisions of Kerala Store Purchase Manual.</p>				
<p>Page 55 Appendix - I SI No.9</p>	<p>Engine: Positioned at Front, 230 HP (Minimum) electric ignition, 24V Electrical System, 4 Cylinder Engine.</p>	<p>Request to accept Engine with 6 cylinder with Minimum 220 HP as per OEM design for optimum performance of the bus and better engine life, approved by ARAI. We have supplied the 13.5mtr Bus with this Engine to Karnataka STU and Private bus operators and are</p>			<p>No change</p>

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		getting good performance. Further, Kerala KSRTC has MCV bus fleet with 2 axles, are with 6 cylinder Engines only thus will have better service maintenance.			
Page 55 Appendix - I SI No.10	GVW: 18500 kg Minimum	Request to accept- Minimum 18000 Kg as per CMVR			No change
Page 55 Appendix - I SI No.12	Engine management: Engine oil pressure, Engine coolant temperature, Engine speed in RPM, vehicle speed etc.	Engine Oil pressure cannot be displayed; kindly delete			No change
Page 55 Appendix - I SI No.13	Engine operational requirements: Engine should perform efficiently at ambient temperatures of approximately -5° 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.	Add as per Indian atmospheric conditions		Amendment Required Engine should perform efficiently at ambient temperatures of approximately -5° to 45° C, humidity level from 5% to 100%, and altitude levels of up to 1500 meters, generally operating in the semiarid zone/hilly region prevailing in the area.	No change
Page 55 Appendix - I	Front Suspension: Air Suspension	Request to accept Front - Parabolic Suspension for better Service, lower	Request to allow Weveller/Air Suspension considering		No change

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SI No.19		maintenance and cost of buses for this Intercity application.	the application and industry prevalence		
Page 55 Appendix - I SI No.22	Electric Horn: 24 V as per IS.1884:1993 Matched Pair (Low & High tone) Reverse horn of 75-100 db shall be provided	Kindly delete reverse horn from Chassis scope.	Kindly allow Single Ton/ Dual Tone		No change
Page 55 Appendix - I SI No.23	Braking system: Full air brakes dual line 'S' - cam with ABS, Front disc	Request to accept Front-Drum brakes for better Service, lower maintenance and cost of buses For this Intercity application.	Kindly allow Front Drum/Disc Brake considering the application and Industry prevalence		Braking system; Full air brakes dual line 'S' - cam with ABS, Front disc / Drum
Page 56 Appendix - I SI No.27	Batteries: Maintenance free/Low maintenance type lead acid batteries for 24 V system-performances as per BIS: 14257-1995 (latest). 2x 12V of 150 AH and above. Minimum 2 Years warranty.	Pl amend battery warranty 1 year	Request to consider Battery Warranty as 1 year		No change
Page 56 Appendix - I SI No.28	Alternator and Self Starter: Alternator and Self starter shall be so located as to prevent ingress of oil or rain water into them and to	Request you to please consider better performing and more reliable Alternator and Self starter as per OEM design and integration, thus request to			No change

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	be mounted in such a way that there will not be any difficulty in removing and replacing these items. Preferred make : Lucas TVS	Accept OE make approved by ARAI			
Page 56 Appendix – I SI No.29	Tyres: 295/80 R 22.5 Tubeless Tyre – 6 +1 (For Spare carrier). Suitable winch type spare wheel carrier for holding the spare wheel carrier that can be permanently used on bus.			Temporary spare wheel carrier can be provided. It is mounted on LH FSM on chassis Amendment Required 295/80 R 22.5 Tubeless Tyre – 6 +1 (For Spare carrier). Temporary Spare Wheel Carrier or Winch type spare wheel carrier can be provided	Tyres: 295/80 R 22.5 Tubeless Tyre – 6 +1 (For Spare carrier). Suitable winch type spare wheel carrier / as per OEM design for holding the single spare wheel that can be permanently used on bus.
Page 56 Appendix – I SI No.34	Seating capacity: 50+1 (All seat reclinable luxury type, 2 X 2 layout with leg support.) Every seat must have its advertisement space for pasting sticker behind the back rest. Leg support shall be provided for all passengers. Bottle holder in each seat with magazine pouch on	Please clarify whether Calf or Leg support. With Calf support, 50+1 layout cannot be achieved.	Please clarify whether Calf or Leg support. With Calf support layout cannot be achieved.	Please clarify whether Calf or Leg support. With Calf support this seating layout cannot be achieved.	Seating capacity: 50+1 (All seat reclinable luxury type, 2 X 2 layout with leg support.) Every seat must have its advertisement space for pasting sticker behind the back rest. Leg support shall be provided (leg support not required) for all passengers. Bottle holder in each

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	seat back rest.				seat with magazine pouch on seat back rest.
Page 56 Appendix - I SI No.38	Power requirements for ITS ; Required		This point is not clear. Please elaborate.		No change
Page 57 Appendix - I SI No.43	WIFI: Wifi facility with Router required	Router will be provided, subscription and other renewal to be in KeSRTC Scope.			No change
Page 57 Appendix - I SI No.44	Speed Setting Device: Speed Setting shall be attended by the Vehicle Manufacturers as and when required when the Government amend the speed limit from time to time. Scan tool shall be provided each for 5 buses for diagnosis of complaints and to carry out possible rectification, as and when required.	Speed setting device is RTO regulatory part and cannot be provided to customer. Any speed setting to be done through TML workshop only. No need for diagnostic tool to be given for speed setting, need to amend.			No change
Page 57 Appendix - I SI No.50	Type of doors /No. of Passenger door: 1 No. of Power Operated Door as per AIS:052 CMVR/Approved by Competent Authority,	Request to kindly clarify on the door for AC Type III buses In swing door is preferred rather than JK door, Pls confirm.	Suggest to change as in swing Type Door being AC bus.		Type of doors /No. of Passenger door: 1 No. of Power Operated Door as per AIS:052 CMVR/Approved by Competent Authority,

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	Jack & Knife type				Jack & Knife / Swing door
Page 58 Appendix x – I SI No.57	FDSS / FDAS: FDSS / FDAS shall be provided for Type III bus as per CMVR / KMVR as required at the time of registration of vehicle.	For Type III buses FAPS system is mandatory. Kindly amend the clause as FAPS to be provided instead of FDAS/FDSS. Since this is Type-III bus, please confirm on the fitment of FPAS	Since this is Type-III bus, please confirm on the fitment of FPAS.	Since this is Type-III bus, please confirm on the fitment of FPAS.	Shall comply as per CMVR/KMVR.
Page 58 Appendix x – I SI No.68	Floor material: 3mm thickness Aluminum Chequered Sheet with cats paw design.	Request to kindly amend with Plywood + 1.2 mm Vinyl as Aluminum chequered plate is not recommended for AC long distance buses considering the NVH factor	Will be as per AIS-052 type approval certificate of Manufacturer. Kindly consider	Will be as per AIS-052 type approval of certificate of Manufacturer.	Floor material; Minimum 12mm BWR Plywood having density of minimum 1.1 gm/cm ³ and 3mm vinyl shall be used as per AIS : 052 / AIS:119
Page 59 Appendix x – I SI No.82	Heat resistance: Bonnet of the engine compartment should be PUF insulated and noise free as per CMVR / Industry standards.	O.E. bonnet will be retained.	O.E. bonnet will be retained.	OEM bonnet will be retained	Heat resistance; Bonnet of the engine compartment should be PUF insulated and noise free as per CMVR / Industry standards to avoid heat transfer to the driver cabin.
Page 60 Appendix x – I SI No.97	Lighting- internal & external illumination: As per AIS:052 All interior lights should be LED Type, OE fitting	As per AIS052 Fancy type illumination will not meet the prescribed illumination.			No change

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	<p>preferred in case of head lamp (4 Nos.) and tail lamp. Also provide 8 Nos. of marker lamps and night lamp.</p> <p>Fancy type LED illumination of different colours shall be provided inside of the bus.</p> <p>LED illumination shall be provided entire length of outside of the bus.</p> <p>Wheel arch Lamp and Grill Light shall be provided</p>				
Page 61 Appendix - I SI No.109	<p>Towing device front/rear:</p> <p>As per CMVR & IS 9760-ring type</p>			<p>Front tow pin only can be provided. Ring type not available. Rear tow pin cannot be provided Amendment Required Towing device front - As per CMVR & IS 9760-ring or pin type</p>	<p>Towing device front: As per CMVR & IS 9760-ring type</p>
Page 61 Appendix - I SI No.110	<p>Bumpers-front and rear: As per AIS:052, Detachable type, easily removable in order to support the engine.</p>	<p>Front center bumper of detachable type for front engine buses will be provided for easy removal of front Engine, Will be as per AIS-052 of body builder.</p>		<p>Will be as per AIS-119 Manufacturers design.</p>	<p>Bumpers-front and rear: As per AIS:119/ AIS:052, Detachable type, easily removable in order to carry out maintenance and repair</p>

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					work of buses without difficulty.
Page 61 Appendix - I SI No.114	Mobile Charging unit: One each in seat on both sides, which should be concealed and tamper proof.	Request to clarify on the Charging point to be USB type or 3 pin type or USB with Cport			Mobile Charging unit; One each in each berth on both sides, which should be concealed and tamper proof. USB with C port preferred
Page 61 Appendix - I SI No.117	<p>Destination Board</p> <p>2 Nos. of Destination Board to be provided as per AIS:119/AIS:052.</p> <p>Front Destination Board</p> <p>Full length LED Display board of 3 lines in which first and second lines in static and third line in scrolling type.</p> <p>Length: 197.8 cm Height: 37 cm Width: 5.8 cm with 3 lines with one line big font in multi colour. Should be fitted close to the front wind shield glass in such a way that reflection from the</p>	<p>Request to amend to LED destination board with Single colour.</p> <p>Request to amend to LED destination board thru USB Port only</p>	<p>This point is not clear. Please elaborate. Kindly mention full length LED Destination Board with 3 lines as per OEM dimensions. Kindly clarify why boards are required on Left & Right Sides- Request to remove this.</p> <p>Please modify: Transfer of Data via Bluetooth OR Wifi OR USB.</p>		<p>Destination Board;</p> <p>2 Nos. of Destination Board to be provided as per AIS:119/AIS:052.</p> <p>1) Front Destination Board</p> <p>Full length LED Display board of 3 lines in which first and second lines in static with single color (<i>Amber colour</i>) and third line in scrolling type.</p> <p>Length: 197.8 cm Height: 37 cm Width: 5.8 cm with 3 lines with one line big font in multi colour. Should be fitted close to the front wind shield glass</p>

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	<p>LED board should not distract the driver.</p> <p>Rear Destination Board Length: 103 cm Height: 23 cm Width: 5.8 cm</p> <p>LED board in rear, Left and Right sides with one line with big font and two lines in orange colour. Full length LED Display board of 3 lines in which first and second lines in static and third line in scrolling type.</p> <p>Destination Boards on all sides to be independently programmable through transfer of data via blue tooth, Wifi and USB port.</p>				<p>in such a way that reflection from the LED board should not distract the driver.</p> <p>2) Rear Destination Board</p> <p>Length: 103 cm Height: 23 cm Width: 5.8 cm</p> <p>LED board is having 3 lines, in which one line with big font and two lines in orange colour. First and second lines in static with single color (<i>Amber colour</i>) and third line in scrolling type.</p> <p>Destination Boards on all two sides to be programmable from single point through transfer of data via blue tooth, Wifi and USB port.</p>
Page 62 Appendix - I SI No.119	<p>Driver Cabin Separation: Half partition with grill shall be provided as per</p>	<p>Request to kindly amend to provide single pipe type separate or instead of Grill type.</p>			<p>No change</p>

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	AIS:052. Separation should not restrict the driver seat position adjustments and a suitable fan may be provided.				
Page 62 Appendix - I SI No.120	<p>Accessories:</p> <ol style="list-style-type: none"> 1. Fully equipped tool kit containing Tommy bar, Wheel spanner, Screw driver (heavy duty), cutting pliers and Hydraulic Bottle Jack 15 Ton (Minimum Capacity). 2. One Window glasses of each kind used in the bus to be supplied as spare for every 5 buses. 3. One diagnosing tool should be supplied for every 5 buses. 4. Laptop will be provided by KSRTC. One hand held tool with necessary software will be provided for every 5 buses. <p>Full equipped tool kit and suitable hydraulic Bottle jack – 1 No. and</p>	<ol style="list-style-type: none"> 1) One diagnostic tool is sufficient for 10 buses. Need to amend. 2) Instead of Laptop, Scan tool to be amended. No laptop required. 			No change

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	<p>separate bottle holder for driver. Rack for hand bag one each per berth. Bottle holder for each berth. News paper / magazine pouch for each berth. AC vent with control for each berth.</p> <p>Provision for food storage and small parcell shall be arranged near the driver compartment.</p>				
Page 63 Appendix – I SI No.122	<p>Paneling Materials:</p> <ol style="list-style-type: none"> 1. Out side Roof : Aluminium Coil Sheet (minimum 0.9mm) Bitumin tape should be used at all joint areas to arrest water leakages) 2. Inside Side roof: Aluminium 3. Inside below window sill: Aluminium / Stainless steel / As per AIS:052 type approval 4. Window sill flaps :As per AIS:052 	Will be as per AIS-119 type approval certificate of Bus body			No change

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	<p>type approval</p> <p>5. Inside window pillar flaps: / As per AIS:052 type approval</p> <p>6. Front and Rear face paneling : FRP/As per AIS:052</p> <p>7. All remaining paneling : Aluminium / GI Sheet</p>				
Page 63 Appendix - I SI No.123	Safety bracket for propeller shaft; As per KMVR		Kindly clarify this point. Request to remove this		No change
Page 64 Appendix - I SI No.125	Safety bracket for diesel Tank: Required (Fully covered Grill type)	Cannot be provided with chassis; kindly delete	Kindly clarify this point. Request to remove this		Shall comply as per CMVR/ KMVR
Page 64 Appendix - I SI No.127	<p>Front grill opening</p> <p>The flip grill shall be openable for more than 120° to the vertical plane. The flip grill should have sturdy telescopic shock absorber support in opened condition.</p> <p>The opening should be sufficient for the easy</p>	Will be as per AIS-052 type approval certificate of Body builder.	<p>Kindly allow as per OE Design</p> <p>Will be as per AIS-052 type approval certificate of Manufacturer. Kindly consider</p>	<p>Amendment Required:</p> <p>The flip grill shall be uplifting type for easy accessibility and as per manufacturer design</p>	<p>Front grill opening:</p> <p>The flip grill shall be openable for more than 120° to the vertical plane. The flip grill should have sturdy telescopic shock absorber support in opened condition.</p> <p>The opening should be sufficient for the easy</p>

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	removal of inter cooler radiator etc and refitting of these items. The flip grill should have sturdy telescopic shock absorber/Mechanical Stay rod for the support in opened condition.				removal of inter cooler radiator etc and refitting of these items. The flip grill should have sturdy telescopic shock absorber/Mechanical Stay rod for the support in opened condition. Or The flip grill shall be uplifting type for easy accessibility for carrying out maintenance and repair work of buses without difficulty
Page 64 Appendix - I SI No.128	Gear box inspection cover; 75x50mm size inspection cover shall be provided		Kindly allow as per OE Design		Gear box inspection cover; 70cmx65cm size inspection cover shall be provided
Page 64 Appendix - I SI No.129	Vehicle location tracking device and emergency button; In built TRNSS based VLT Device for Automatic Vehicle Location System, which is approved by Kerala MVD(with compliance of AIS :140 with minimum 5 Nos of emergency buttons for		Kindly give the details of central server. Integration will be in the scope of STU. Limited OBD data without affecting confidentiality of OEM as per OEM conditions can be shared. If no integration is there, Would request to remove this line	Request Authority to amend clause as below: In built TRNSS based....Fleet reports, KMPL (Fuel and DEF), Gear utilisation, RPM utilisation, Idling, Critical alerts like low DEF, Low coolant, safety alerts like harsh braking, harsh acceleration, over speed, Vehicle usage	No change Shall be provided the data and other maintenance details as per OEM hardware and software.

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	<p>access to every passenger in the bus, preferably inbuilt box) This VLT device shall be integrated with other VLT system implemented by KSRTC and also provide suitable web based application with 5 year subscription to be provided. Fleet reports, KMPL (Fuel and DEF), Gear utilisation, RPM utilisation, Idling, Critical alerts like low DEF, Low coolant, safety alerts like harsh braking, harsh acceleration, over speed, Vehicle usage analysis, preventive maintenance dash board etc. The OBD data should be transferred to a central server.</p>			<p>analysis, scheduled maintenance dash board etc. The OBD data should be transferred to a central server</p>	
<p>Page 101 Appendix - III</p>	<p>The buses offered should have a minimum warranty for a period of 3 years / 3 lakh kilometer whichever comes earlier, ie aggregate and bus body items provided in these buses</p>	<p>1.Clause is not acceptable to us as vehicle is not maintained by us. We don't have any control on the maintenance, usage of genuine parts and lubricants. 2) Vehicles are not</p>			<p>The buses offered should have a minimum chassis warranty for a period of 3 years / 4 lakh kilometre and body warranty for a period of 2 year or 2.5lakh kilometre whichever</p>

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	<p>due to defective design, material or workmanship from the date of registration of the vehicles. Any premature failure of aggregates and accessories of the Fully Built Buses within the warranty period shall be attended free of cost within 2 days of intimation from the depot/workshop of KSRTC. If the warranty attentions are not done in the above stipulated time and consequently KSRTC sustains any loss on account of this, such losses will be realized from the security deposit at the rate of Rs.1000/- per day, which exceeds 48 hours in the event reason for the delay is not justified and convinced to KSRTC. If the security deposit is not sufficient to meet this, the same will be realized from any other payment due to them or legal steps will be initiated against the</p>	<p>reported to our workshop hence there is no tracking of vehicle off-road. 3. In case of rejection of warranty, necessary approvals are not getting from STUs hence there is delay for attending the vehicles. 4. There is no proper communication system available for monitoring the vehicle off-road. 5. Joint system to be developed for vehicle off road tracking. 6. Vehicle off road period starts from the day the vehicle reports To the workshop or a day after the written communication is received by TML. 7. STU to repair the vehicle on their own by replacing the parts from their stock and parts will be inspected at their workshop for joint warranty decisions. This will help both the parties to minimize the time for repairs.</p>			<p>comes earlier, ie aggregate and bus body items provided in these buses due to defective design, material or workmanship from the date of registration of the vehicles. Any premature failure of aggregates and accessories of the Fully Built Buses within the warranty period shall be attended free of cost within 2 days of intimation from the depot/workshop of KSRTC. If the warranty attentions are not done in the above stipulated time and consequently KSRTC sustains any loss on account of this, such losses will be realized from the security deposit at the rate of Rs.1000/- per day, which exceeds 48 hours in the event reason for the delay is not justified and convinced to KSRTC. If the security deposit is not sufficient to meet this, the same will be</p>

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	Tenderer, including revenue recovery	8. For any major repairs which is beyond the limit/scope of STU, vehicle can be send to TML workshop for repairs. 9. Penalty is not acceptable to us.			realized from any other payment due to them or legal steps will be initiated against the Tenderer, including revenue recovery.
	Split Billing of Chassis & Bus Body		Please clarify if split billing of chassis & bus body is permitted. Chassis by Chassis Manufacturer and Bus Body by bus body builder. Also clarify on the respective Bank Guarantee if chassis Manufacturer to provide for BG of chassis value & Bus Body Builder to provide BG for Body value.		The agreement shall be executed by the Vehicle Manufacturer. Performance Security for bus chassis shall be furnished by Vehicle Manufacturer and the same for Bus Body shall be furnished by the Bus Body builder as per 5.24.1 of NIT .
	AIS153		AIS 153 is not applicable for split billing and body builders will not get AIS 153 Certification. Request to allow AIS052 certification only hence.		Shall comply as per CMVR/KMVR.

Tender Inviting Authority