

E-TENDER NOTICE**FOR RELEASING ON NEWS PAPER, e-portal & U.P.S.R.T.C. website**

उ० प्र० राज्य सड़क परिवहन निगम, मुख्यालय,
परिवहन भवन, टेहरी कोठी, लखनऊ- 226001
पी०बी०एक्स: 2622363, 2628461, 2225439 2611107
फैक्स: 0522 – 2274526, 2628841, 2274578

bZ&esy% gmmmt.upsrtc09@gmail.com or gmmmt@upsrtc.com

E-Tender No.: 2091 MT/2024- 40MT/2024**Dated: 12 Aug'2024**

U.P.S.R.T.C. is inviting E-tenders from only eligible sources (Eligibility for participating in tender is given in the tender document) for following item:-

S N	Name of Items	Availability & e-submission of e-Tender on e-portal	Pre-Bid Meeting At Head Quarter Lucknow	Opening of e-Tender document
1	30 Nos. 9M READY BUILT ELECTRIC AC BUSES OF TYPE -II WITH 2X3 SEAT LAYOUT	15.08.2024 to 06.09.2024 At 15.00 PM	27.08.2024 At 15:00 Hrs.	06.09.2024 At 16.00 PM

All e-tenders of UPSRTC shall be available on the website of Govt. e-portal **e-tender.up.nic.in** Detailed Bill of quantity, Eligibility for participating in tender, Other terms and conditions of the tender and calendar/timing of the tender may be seen on Govt. e-portal **etender.up.nic.in**.

Please do visit **etender.up.nic.in** from time to time before last date of submission of tender for any possible amendment/corrigendum/addendum. Any amendment/corrigendum/addendum will only be published in e-portal **etender.up.nic.in**.

For any query/clarification regarding submission of e-tender vendors may call on following numbers:-

- 1- 8726005007
- 2- 8726005014

Additional Managing Director

TENDER FOR**30 Nos. 9M READY BUILT ELECTRIC AC BUSES OF TYPE -II WITH 2X3 SEAT LAYOUT**

From ,

M/s.....

To,
General Manager (MMT),
U.P. State Road Transport Corporation,
Head Quarter,
Lucknow.

Dear Sir,

I/We have read the terms and General Conditions and ATC of Tender attached with the Tender Form, and agree to abide by them. An earnest money of Rs..... (in words)
 Rs..... has been deposited in UPSRTC.

Name of Account- Earnest money deposit U.P.S.R.T.C., Head Quarter, Lucknow are:-

- (1) Account No. : **50100486520196**
- (2) IFSC Code : **HDFC0000412**
- (3) Bank & Branch Name : **HDFC BANK ALIGANJ LUCKNOW.**
- (4) Bank & Branch Address : **HDFC BANK, A-1/21 Sector-B, In front of Nehru Bal Vatika Opp. Aliganj, Lucknow-226024. (U.P.)**

- (5) Earnest Money UTR No..... Dateby which the amount has been deposited in UPSRTC's above account.

- (6) The earnest money shall be forfeited by UPSRTC if I/We submit false Tender and EMD/Security money shall be forfeited if I/We fail to fulfill the terms and conditions of the Tender in case an order is placed on me/we.

Earnest Money UTR No./Date should be quoted and the receipt of NEFT/RTGS Transaction should be uploaded along with the Technical Bid by the tenderer or incase if the EMD is to be deposited by the representative it should be clearly mentioned in the uploaded Tender along with authority that the tenderer takes the full responsibility.

SIGNATURE OF BIDDER
Name & Designation (With Stamp)

Uttar Pradesh State Road Transport Corporation
 Parivahan Bhavan, Mahatma Gandhi Marg
 Lucknow-226001 (U.P.)
 (A Government of U.P. Undertaking)
 Tel. No.: 0522-2628742, 2611107, 2625453 & Fax: 0522-2628841



**E-Tender Documents
For**

30 Nos. 9M READY BUILT ELECTRIC AC BUSES OF TYPE -II WITH 2X3 SEAT LAYOUT

E-Tender No.: 2091 MT/2024- 40MT/2024

Dated: 12 Aug'2024

(Two Bid System)

- | | | | |
|----|--|---|---|
| 1- | E-Tender Document will remain available on government e-portal etender.up.nic.in | - | 15.08.2024 (Time 10.00 Hrs.)
to 06.09.2024 (Time 15.00 Hrs.) |
| 2- | Pre-Bid conference | - | 27.08.2024 at 15:00 Hrs. |
| 3- | Last Date for e-submission of Tender Form is | - | 06.09.2024 till 15:00 Hrs. |
| 4- | Tender's technical Bid Opening on | - | 06.09.2024 Time 16.00 Hrs |

Rs.- 25,000/- +18% GST (Non Refundable)

TECHNICAL**PART**

E-Tender for supply of Fully Built AC Electric Buses as per specifications enclosed in annexure-8

From :

.....

To,

Chief General Manager (Tech.),
 U.P. State Road Transport Corporation,
 Head Quarter, Lucknow 226001.

Sub : E-Tender for supply of Fully Built AC Electric Buses.

Dear Sir,

With reference to your E-Tender Notice published in the news paper, I/We hereby E-Tender to supply of Fully Built AC Electric Bus to U.P. State Road Transport Corporation as per your bill of quantity and Terms and Conditions enclosed.

I/We have read the Terms and Conditions of E-Tender attached with the E-Tender Form, and agree to abide by them.

An earnest money of

Rs. (in words Rs.) in the Form of Demand Draft/Bank Guarantee No. date is enclosed along with the Bill of Quantity, Terms and Conditions and E-Tender Form duly signed and stamped. The security in shape of earnest money can be forfeited by U.P. State Road Transport Corporation if I/We fail to fulfill the conditions of E-Tender in case an order is placed on me/us or the offer is withdrawn by me/us unilaterally.

1-Signature of Witness

Address :

Date :

Yours faithfully

(SIGNATURE OF E-TENDER IN FULL)

(WITH DUE STAMP)

2-Signature of Witness

Address :

Date :

Note : E-Tender form contains includes bill of quantity, Annexure 1, 2, 3, 4, 5, 6, 7, 8, 9 & Technical Specification and General Terms & Condition of U.P. State Road Transport Corporation.

Signature of the Tenderer
 (With Stamp)

GENERAL TERMS AND CONDITIONS FOR FULLY BUILT AC ELECTRIC BUSES

General Terms and Conditions of the E-Tender for supply of the item mentioned in the bill of quantity, to U.P.S.R.T.C., are given below :

1- E-Tenderers are invited for supply of 30 Nos. 9M READY BUILT ELECTRIC AC BUS OF TYPE -II WITH 2X3 SEAT LAYOUT Buses with 10 suitable chargers, with 10 years AMC, as per specifications mentioned in the bill of quantity from the vehicle manufacturer. The E-Tender shall remain open for acceptances for a period of 90 Days commencing from the date of opening of the E- Tender.

2- The Selected bidder(s) shall establish complete charging infrastructure at the depots and terminating bus stations. **All Civil work and Electric transformer infrastructure needed to step down voltage upto 415 volt will be done by UPSRTC.**

3- E-Tenders must be filled/uploaded on the website of **Govt. e-portal : etender.up.nic.in** as per the guidelines given in e-portal. The payment of E-Tender Fee E-Tender cost Rs. 25,000/-+ 18%GST (Twenty Five Thousand+18%GST). in the shape of Demand Draft which is non-refundable, in favour of Secretary, U.P. State Road Transport Corporation, Lucknow shall be made available by the vendor to the CGM (T) office before the closing time limit of E-Tender.

4.EARNEST MONEY:-

Earnest money : A sum of Rs. 36,00,500.00 (Rs. Thirty Six Lac Five Hundred Only) in the form of Demand Draft or Bank guarantee.

4.1 The tenderers shall submit E-Tender in two parts i.e.

Part-I: Technical Bid shall consist of the Form of E-Tender along with General Terms and Conditions, Specifications, Drawings & photographs and all other documents as well as all Technical information required in accordance with the E-Tender Documents. Earnest money is to be deposited with technical bid. Prices shall not be mentioned anywhere in Part-I.

Part-II: Price Bid shall contain the Price Schedule only in the prescribed format Sheet.

All details except for the price shall be furnished in the *Technical* bid.

4.2 Earnest money deposited with Technical Bid shall be forfeited if:-

E-Tender is withdrawn within the period of its validity of 12 months from the date of opening of E-Tender.

5.ADDRESSING E-TENDER

The Technical & Financial Bids of the E-Tender should be separately uploaded superscribing following.(Financial bid should be given separately) along with the e-E-Tender. The last date for receipt (Uploading) of E-TENDER (Technical & Financial Bid) is as mentioned in the E-Tender notice.

6.within 4 days of technical bid opening tenderer are required to submit hard copy of the E-Tender along with their Technical bid only ,and which have been uploaded. Technical bid should reach UPSRTC HQ Lucknow on or before as mentioned in the E-tender notice NO FINANCIAL BID should be submitted along with the hard copy of technical bid.

7.PRE BID CONFERENCE :-

Pre bid conference with the tenderers will be held on date and time as mentioned in the E-Tender notice in UPSRTC Headquarter. Lucknow for any query/clarification about the E-Tender.

8.OPENING OF TENDERS

The entire E-Tender's technical bid will be downloaded on time and date as mentioned in the E-Tender notice. in the presence of tenderers or their AUTHORISED REPRESENTATIVE who may wish to be present.

9.ACCEPTANCE OF E-TENDER

The Corporation is not bound to accept the lowest or any E-Tender, neither to assign any reasons for rejection of the tenders. The tenderers on his part are bound by his offer.

10. EARNEST MONEY OF UNSUCCESSFUL TENDERS

Earnest money deposited by the unsuccessful tenderers will be returned as soon as possible after the E-Tender has been finalized.

11. DISCHARGE OF E-TENDER CONDITIONS

The Managing Director reserves the right to reject any E-Tender which does not conform to any of the above mentioned instructions or which does not accept the conditions laid down by U.P.S.R.T.C.

Signature of the Tenderer
(With Stamp)

12. PAYMENT TERMS AND SECURITY DEPOSIT:

The E-Tenderers are required to give the **acceptance of “45 days credit”** payment terms.

The tenderer has to submit a performance security equivalent to 5%(five Percent) of the value of the contract. Rounded to the nearest multiple of hundred, in form of bank guarantee issued by any Nationalized/Scheduled Bank with in 15 days (fifteen days) of the date of award of letter of acceptance. The bank guarantee should be valid for five years.

13. E-Tenders will be downloaded by the officers of E-Tender opening committee on time and date as mentioned in the E-Tender notice. Tenderers who desire to be present at the time of opening of the E-Tender may do so either in person or through an authorized agent with due authority in writing.

14. If any tenderer withdraws his E-Tender before expiry of the period referred to in Clause-1 above, UPSRTC may agree to allow such withdrawal, but in such a case Earnest Money deposited by the Tenderers shall be forfeited, in case of refusal to such withdrawal and acceptance of the E-Tender, still if the tenderer fails to perform his part of the contract, not only the Earnest Money deposited by the Tenderer shall be liable to be forfeited but shall invite other consequences of Breach of contract

15. Decision will be taken only after any new modification mandated by CMVR / Regulatory / Statutory changes comes in force.

16. Correction, if any made by the Tenderer in the offer must bear date and initial of the Tenderer.

17. The Managing Director, UPSRTC reserves the right to reject any or all the tenders without assigning any reasons.

18. **Purchase orders shall be placed as following:-**

Orders shall be placed on the firm offering lowest rates i.e. L-1.

19. Tenderer should quote rates **for** 30 Nos. 9M READY BUILT ELECTRIC AC BUS OF TYPE -II WITH 2X3 SEAT LAYOUT Buses with 10 suitable chargers, with 10 years AMC as per specifications enclosed in annexure-8. The buses should be as per AIS-052 Bus code (Revised up to date) and the design should be approved by ARAI Pune or any approved Govt. of India agencies, also the bus body fabricator workshop should be accredited by ARAI Pune or any approved Govt. of India agencies. For details regarding AIS-052 Buses Code refer to ARAI website. Tenderer must give Technical bid details showing all dimensions such as wheelbase, FOH, ROH, overall length, drawings of bus body etc. All dimensions should conform to CMVR/U.P. Motor Vehicle Rules, AIS-052 Bus code and other relevant rules. Base model should be approved by ARAI Pune. It will be the responsibility of the tenderer to ensure that there is no problem to UPSRTC in registration of the vehicle by RTO.

Tenderer has to submit details showing all structural details, inner and outer paneling, flooring, seating layout details etc. conforming to AIS-052 Bus code (Revised upto date). All dimensions should conform to AIS-052 Bus code (Revised up to date) and should also conform to CMVR/U.P. Motor Vehicle Rules and other rules.

20. Tenderer should also submit chassis details as per bill of quantity along with all standard fitments. Attach ARAI, Pune certificate.

The tenderer has to submit proof of submission of bus body design type approval to **ARAI or any Govt. of India approved agency along with technical bid.**

20(a) The Fully Built AC Electric Bus offered have to be delivered as per the agreed delivery schedule given by UPSRTC. However UPSRTC reserves the right to change the delivery schedule if the situation so desires failing which UPSRTC can cancel the Purchase order and the Earnest Money Deposited/ Bank Guarantee furnished shall be forfeited by UPSRTC. But M.D. UPSRTC may condone the forfeiture incase he is satisfied that the reasons provided by the manufacturer are beyond their control. However delay due to any changes in delivery schedule given by UPSRTC will not attract any penalty. But after starting of delivery any delay in subsequent deliveries will attract penalties as per the terms & conditions mentioned in the E-Tender.

20 (b) In case of failure to deliver the required number of buses duly completed in all respect within the specified period, the liquidated damages as mentioned below from the remaining period in respect of undelivered vehicle shall be payable by the contractor to the Corporation.

From 1st to 7 day Rs. 500 /- per day per bus.

From 8th day to 30th day Rs. 1000/- per day per bus

From 31st day till delivery of the bus Rs. 3000/-per day per bus

20-(c) The Second party shall have to complete the proto type bus **within 90 days** of receiving of purchase order.

20-(d) The Second party shall have to start supply of Fully Built Buses within 30days after the inspection and approval of Proto Type Bus.

20-(e) The Second party shall have to supply minimum 15 buses in next 60 days after start of supplies and shall complete full supply of ordered qty. in 120 days after start of supplies .(as per tender Clause 20-d)

20- (f) Fully Built Buses may be inspected twice during their fabrication-1st after super structure and 2nd after completion of bus Body.

Signature of the Tenderer
(With Stamp)

21. All Fully Built AC Electric Bus *supplied* will be subject to an inspection before being accepted by the Chief General Manager (Tech.) or his authorized, consignee/representative of the Corporation.
22. In all matters of dispute relating to this E-Tender the decision of the Managing Director, UPSRTC will be final and binding on Tenderer.
23. The contractor shall arrange orientation training at Central Training Institute, UPSRTC at Kanpur for 3 days for Drivers & Technicians in ratio of 3 to 4 as per number of AC Electric buses purchased as well as training at Depots where buses will be attached. Training will be provided free of cost as and when required by purchaser during the currency of contract.
24. Any other condition as per bill of Quantity and Technical Specification and all Annexure enclosed shall also be treated as condition of E-Tender.
25. Any E-Tender that does not contain all the information required according to the conditions stated above or deviated from the above conditions on his own shall be liable for rejection.
26. Managing Director, UPSRTC reserves the right to alter any quantity of Fully Built AC Electric Buses **and chargers**.
27. The Tenderer bidding for Fully Built AC Electric Bus has to quote rates in price schedule attached and uploaded separately as mentioned in clause-4 above.
28. Supplies of Fully Built AC Electric Bus will have to be made F.O.R. destinations/consignee, which in this case will be the CENTRAL WORKSHOP/ DR. RAM MANOHAR LOHIA WORKSHOP, KANPUR. However the tenderer have to quote rates F.O.R. workshops and F.O.R. tenderers warehouse separately.
29. In case there is an increase or decrease in Government Levies the same will be passed on to UPSRTC & vice versa.
30. **Definition of Contractor & Purchaser**
- 30.1 "Contractor" means the person, firm or company with whom the contract for the supply is placed and shall be deemed to include the contractor's Successors (Approved by the Purchaser), representatives, heirs executors and administrators, as the case may be, unless excluded by the terms of the Contract.
- 30.2 And "Purchaser" means Managing Director, Uttar Pradesh State Road Transport Corporation, Tehri Kothi, Head Quarter, Lucknow-226001 or his authorized representatives.
- 31.1 All the tenderer shall quote his rates along with acceptance to the AMC (annual maintenance contract) as per Annexure -5 only.
- 31.2 AMC will be for Ten years which may be extended for Period as mutually agreed upon.
- 31.3 AMC shall be on fixed rate for first three years and thereafter an increment of 8% per annum, on effective rates of previous year, shall be allowed to compensate for inflation, increase in labour and spare parts.
- 31.4 Bidders selected on above criteria has to deposit a security in form of bank guarantee from Nationalised/Schedule Bank. This security money shall be 5% (five Percent) of amount calculated on basis of three years AMC term, in this case three Lacs Kilometer and AMC rate for first three years per bus ordered. Bank Guarantee towards AMC to be submitted as per annexure no....
- 31.5 AMC has to be done in UPSRTC Depot.
32. Tenderes should confirm and Guarantee that the rates quoted are lowest for similar quantity, specification, terms & conditions and that there are no other lower rates or discounts etc., (Excluding Statutory duties) Quoted to any other STU's and/or Govt. Depts./Undertaking. In case of such default the difference shall be recovered from the ordered Firm/Tenderer, after the lower rate quoted in other STU's known from the date of E-Tender.
33. In case of strike or any labour problem or closure of the factory, the Contractor will immediately inform of the same to UPSRTC.
34. Any legal proceedings arising between the Corporation and the contractor if it is a must shall be instituted in the Courts situated in LUCKNOW alone.
- 35.1 All disputes and differences, arising out of the contract, shall be referred to the Sole Arbitrator appointed by the Managing Director of UPSRTC, Lucknow as per Indian Arbitration and Conciliation Act. 1996 and statutory modification thereof. All matters are subject to Court at Lucknow Jurisdiction only.
- 35.2 Tenderer is to submit technical details, warranty & Guarantee clause and Price Schedule only in the form attached with the Technical Bid and should be duly signed.
36. Tenderer is also required to submit list of all standard fitment supplied by him along with Chassis.

Signature of the Tenderer
(With Stamp)

37. CORRUPT OR FRAUDULENT PRACTICES:

The tenderer and their respective officers, employees, agents and advisers shall observe the selected standard of ethics during the E-Tender process and subsequent to the issue of the E-Tender and during the subsistence of the Agreement. Notwithstanding anything to the contrary contained herein, or in the E-Tender, the Authority may reject a Bid, withdraw the E-Tender terminate the Agreement, as the case may be, without being liable in any manner whatsoever to the Tenderer or Contractor, as the case may be, if it determines that the Tenderer or Contractor, 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 E-Tender Process. In such an event, the Authority shall be entitled to forfeit and appropriate the EMD or Bid Security, as the case may be, as Damages, without prejudice to any other right or remedy that may be available to the Authority under this E-Tender Document and /or the Agreement, or otherwise.

Without prejudice to the rights of the Authority under Clause hereinabove and the rights and remedies which the Authority may have under the E-Tender or the Agreement, or otherwise if a Tenderer or Contractor, as the case may be, is found by the Authority to have directly or indirectly or through an agent, engaged or indulged in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice during the E-Tender Process, or after the issue of the E-Tender or the execution of the Agreement, such Tenderer or Contractor shall not be eligible to participate in any E-Tender during a period of 2 (two) years from the date such Tenderer or Contractor, as the case may be, is found by the Authority to have directly or indirectly or through an agent, engaged or indulged in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practices, as the case may be.

For the purposes of this clause, the following terms shall have the meaning hereinafter respectively assigned to them:-

- (i) "Corrupt practice" means (a) The offering, giving, receiving, or soliciting, directly or indirectly, of anything of value to influence the actions of any person connected with the E-Tender Process (for avoidance of doubt, offering of employment to or employing or 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 E-Tender Process or has dealt with matters concerning the Agreement or arising there from, before or after the execution thereof, at any time prior to the expiry of one year from the date 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 E-Tender Process). Or
- (ii) Engaging in any manner whatsoever, whether during the E-Tender Process after the execution of the Agreement, as the case may be, any person in respect of any matter relating to the Project or the E-Tender of Agreement, who at any time has been or is a legal, financial or technical adviser of the Authority in relation to any matter concerning the Project
- (iii) "Fraudulent Practice" means a misrepresentation or omission of facts or suppression of facts or disclosure of incomplete facts, in order to influence the E-Tender Process.
- (iv) "Coercive Practice" means impairing or harming or threatening to impair or harm, directly or indirectly, any person or properly to influence any person's participation or action in the E-Tender Process.
- (v) "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 E-Tender Process, or (ii) having a Conflict of Interest, and
- (vi) "Restrictive practice" means forming a cartel or arriving at any understanding or arrangement among Tenderer with the objective of restricting or manipulating a full and fair competition in the E-Tender Process.
- (a) Convicted of a cognizable offence by any Court of law with imprisonment for a term exceeding one year, or
- (b) Imposed a penalty of rupees one crore or more for violation of the provisions of the Foreign Exchange Regulation Act, 1973 (46 of 1973) (since repealed) or the Foreign Exchange Management Act, 1999 (42 of 1999), or
- (c) Detained under the National Security Act, 1980 (65 of 1980) or the Narcotic Drugs and Psychotropic Substances Act, 1985 (61 of 1985), or
- (d) Adjudged guilty by the Stock Exchange Board of India or any other such Financial Regulatory Boards or Tribunals or Agencies, or
- (e) Found to be associated in any manner with an organized crime syndicate or its associate or with any Association declared unlawful under the Unlawful Activities (Prevention) Act, 1967 (37 of 1967) or any other law for the time being in force, or Found to be connected with activities prejudicial to the National Security, is not considered for selection as vendor for supply of tendered items.

Signature of the Tenderer
(With Stamp)

38. **DISQUALIFICATIONS**

Even though the Tenderer meets the pre-qualifying Criteria, they could be disqualified if they have.

38.1-Made misleading or false representations in the forms, statements and attachments submitted in proof of the qualification requirements.

38.2- If it is found that Tenderer's any previous contract any where was cancelled for his default in last three years.

38.3 Failed to provide any clarifications related thereto.

38.3.1 Where the Tenderer has already submitted the E-Tender Document and is a member of a entity which has already submitted the technical bid/E-Tender document or vice versa.

38.4 If any member of a Entity is replaced or withdraws, except without prior written permission of **UPSRTC** at any stage.

38.5 If any such information which would have entitled UPSRTC to reject or disqualify the Tenderer, becomes known after the bidder has been pre-qualified. UPSRTC reserves the right to cancel the pre-qualification of the Tenderer at any later stage, without assigning any reason thereof.

38.6 Where the applicant is a Joint Venture/ Partnership firm or an entity of similar nature, **UPSRTC** may disqualify . The entire entity for any of the reasons set out above, even if it applies in respect of only one member of the Entity.

38.7 Tenderer who canvass or attempt to influence the pre/post-qualification or selection process shall necessarily be disqualified from the process at any stage.

38.8 Any entity which has been barred by Government of India/any State Government or any of its agencies from participating in tendering or otherwise and the bar subsists as on the technical bid submission date, would not be eligible to submit any technical bid document. Any Tenderer who has earlier defaulted in payment to UPSRTC or has been associated as director or owner or signatory of such firm/company shall not be eligible to participate in process. A notarized affidavit to this effect shall have to be furnished by all Tenderer irrespective of their legal status.

38.10 Along with technical bids bidders have to mandatorily upload proof documents certificate photograph and others as required mentioned in Pre - Qualification questionnaire other wise such bids may be disqualified.

39. Tyres fitted in chassis at the time of supply should not be more than 3 months old.

40. The Tenderer has to provide Guarantee for bus body and other body materials for a period of two years or 3 lac kms whichever is later from the date of commissioning of the bus.

41. Bidder shall furnish the information on past supplies and their satisfactory performance to Govt. Departments/ STU's Attach proof of purchase.

42. It is mandatory to do localization as per GOI guidelines.

43. **Force Majeure Clause:** Provided however, if such failure referred to in clause (27) above shall have raised from an act of God or disorganization of public transport, thunder, flood, earthquake or any other inevitable or unforeseen circumstance beyond human control including any cause directly or indirectly interfering with the supply of raw material such as limitation of import license or any other cause which the UPSRTC may admit as reasonable ground for non-supply in time as may be justified by the circumstances of the case, the UPSRTC may forego the claim for any such loss or damage.

44. **Turnover** :-Average Annual financial turnover during the last 3financial years (**2021-22, 2022-23, 2023-24**) should be as bellow:-

(a) For Uttar Pradesh based Firms - Minimum 5% of the bid value-Rs. 1.80 Crore.

(b) For out side Uttar Pradesh based Firms - Minimum 10% of the bid value-Rs. 3.60 Crore

Tenderer shall submit Audited Balance sheets for these 3 Years. **(Submit Documentary Proof).**

**SINGNATURE OF TENDERER
(WITH STAMP)**

**SIGNATURE OF
CHIEF GENERAL MANAGER(TECH)
(WITH STAMP)**

BILL OF QUANTITY

- 5- E-Tender Document will remain available on government e-portal etender.up.nic.in - 15.08.2024 (Time 10.00 Hrs.) to 06.09.2024 (Time 15.00 Hrs.)
- 6- Pre-Bid conference - 27.08.2024 at 15:00 Hrs.
- 7- Last Date for e-submission of Tender Form is - 06.09.2024 till 15:00 Hrs.
- 8- Tender's technical Bid Opening on - 06.09.2024 Time 16.00 Hrs

TECHNICAL BID & FINANCIAL BID

S. No.	Particulars	Approx Qty.
1	<u>TECHNICAL BID & FINANCIAL BID FOR</u> The Fully Built AC Electric Bus should have seating layout and seats and Technical Specifications as mentioned in Annexure-7 Having minimum 38+D Nos. fixed passenger seats. The seat sets provided should conform to AIS-052 Bus Code.	30Nos.

Note :

- (a) All AC Electric Buses should have all standard fitment including compulsory items such as Easy Ride Seat, Seven Wheels with assembly with Spare Wheel carrier, Tool kit comprises of Hydraulic Jack, Wheel Brace, Tommy bar etc.
- (b) All AC Electric Buses offered should be fitted with minimum 38 passenger seats in 2X3 seating layout in conformity with specification as per Bus Code AIS 052 (Revised up to date).
- (c) All AC Electric Buses have to be fitted with ABS & SLD.

Signature of the Tenderer
(With Stamp)

PRE-QUALIFICATION QUESTIONNIER FOR AC ELECTRIC BUSES

The Technical-Bid pre-qualifications of E-Tenderer shall be judged with regard to following points which is mandatory, In case of not meeting these points with supporting document the E-Tender may be disqualified.

1. The bidder should be registered AC Electric Buses manufacturer. Please furnish certificate of Incorporation/Registration issued by the department of Industries and Commerce/Registrar of companies.
2. The Fully Built AC Electric Bus should be as per AIS-052 Bus code (Revised up to date) and the design should be approved by **ARAI Pune/ICAT Gurgaon or any Govt. of India approved agency also the bus body fabricator workshop should be accredited by ARAI Pune.** This certificate has to be submitted along with technical bid. Submission of drawings of Bus structure and seating layout which has been Submitted for type approval along with the technical Bid is mandatory. **Type approval should be provided at the time of proto type inspection.**
3. The Fully Built AC Electric Bus should have seating layout and seats and Technical Specifications as mentioned in **Annexure-7.** Having minimum **38+D Nos. fixed** passenger seats. The seat sets provided should conform to AIS-052 Bus Code.
4. Average Annual financial turnover during the last 3 financial years (**2021-22, 2022-23, 2023-24**) should be as bellow:-

(a) **For Uttar Pradesh based Firms - Minimum 5% of the bid value-Rs. 1.80 Crore.**

(b) **For out side Uttar Pradesh based Firms - Minimum 10% of the bid value-Rs. 3.60 Crore**

Tenderer shall submit Audited Balance sheets for these 3 Years. **(Submit Documentary Proof).**

5. Bidder has to provide annual maintenance contract (AMC) for 10 years as per terms and conditions mentioned.

6. The AC Electric Buses provided by E-Tenderer should have minimum Overall Length **as mentioned in Annexure----**

7. Minimum bus body building capacity 10 Nos. per month. **(Submit Documentary Proof).**

8. Minimum positive feedback from 2 STU's/Govt Dept/ Vehicle Manufacturer/ any private fleet owner who has attached vehicles to Govt./STU's also. **(Submit Documentary Proof).**

Financial bid Criteria

Financial bid evaluation shall be done on the basis of cost of vehicle and AMC Cost for 10 Lac Kilometers estimated bus operation in entire bus life as chart as per calculation chart given bellow:-

Financial Bid Evaluation

S.L.	Cost of 30 vehicles (Rs.)	GST on Cost of vehicles (Rs.)	Cost of 10 chargers(Rs.)	GST on Cost of chargers	Cost of 30 vehicles and 10 chargers with GST (Rs.) (2+3+4+5)	AMC Cost per kilometer (Rs.)	GST on AMC Cost per kilometer (Rs.)	AMC Cost per KM with GST (Rs.) (7+8)	AMC Cost for 10 Lac kilometers of 30 buses with GST (Rs.) (Column 9) x10,00,000x 30	Total Cost of vehicles and chargers with AMC of 30 buses for 10 Lac Kms.(Rs.) (6+10)
1	2	3	4	5	6	7	8	9	10	11

Note:- 1-Bidder quoting lowest rate on the basis of Total Cost of vehicle with AMC for 10 Lac Kilometers as mentioned above column No.11 will be selected as successful bidder.

2-Above Calculation is only valid for L-1 Bid Evaluation.

Signature of the Tenderer
(With Stamp)

AFFIDAVIT

Before the Authority,

1. I.....aged about.....son of.....resident of.....do hereby solemnly affirm and state on oath as under.
2. That I have been duly authorized to swear this affidavit on behalf of M/s.....
3. That Bidder or any of its Directors have not been:-
 - (i) Convicted of a cognizable offence by any Court of law with imprisonment for a term exceeding one year, or
 - (ii) Imposed a penalty of rupees one crore or more for violation of the provisions of the Foreign Exchange Regulation Act. 1973 (46 of 1973) (since repealed) or the Foreign Exchange Management Act. 1999 (42 of 1999), or
 - (iii) Detained under the National Security Act. 1980 (65 of 1980) or the Narcotic Drugs and Psychotropic Substances Act. 1985 (61 of 1985), or
 - (iv) Adjudged guilty by the Stock Exchange Board of India or any other Financial Regulatory Boards or Tribunals or Agencies, or
 - (v) Found to be associated in any manner with an organized crime syndicate or its associate or with any Association declared unlawful Activities (Prevention) Act. 1967 (37 of 1967) or any other law for the time being in force, or
 - (vi) Found to be connected with activities prejudicial to the National Security.
4. That all the statements made or information supplied in the Bid document are true and correct.

Deponent

Verification

I, the above named _____ do hereby verify on oath that the contents of paras 1 to 5 of my above affidavit are true and correct to my personal knowledge. Nothing has been concealed there from and no part of it is false. So help me god.

Deponent
Date.....

To be given on Non-judicial stamp paper of Rs. 10.00 duly attested by public notary.

SIGNATURE & STAMP OF BIDDER

ON STAMP PAPER**PROFORMA OF BANK GUARANTEE FOR Rs. 36,00,500.00(Rs. Thirty Six Lac Five Hundred Only) TOWARDS EMD****The Managing Director.****Uttar Pradesh State Road Transport Corporation****H.Q.Lucknow-226001.****E-Tender No. 2091 MT/2024-40MT/2024****Dated 12 Aug' 2024**

1.This deed of Guarantee made this day ofbetween a Bank incorporated under Banking Acthaving H.O. at and a Branch office at (hereinafter called the "bank") on the one part and UPSRTC a Statutory corporation constituted under RTC Act 1950 having H.O. at Tehri Kothi, Parivahan Bhawan, Lucknow (hereinafter called "the Purchaser") of the other part.

2-Whereas Managing Director. U.P State Road Transport Corporation has called for E-Tender for Purchase of Fully Built AC AC Electric Bus (herein called the Supplier) to:

(Name of Supplier)

(hereinafter called the Supplier)-

3. AND WHEREAS the Supplier is bound by the said E-Tender to submit to the Purchaser a EMD for a total amount of Rs.....(Amount in Figures and, words).

4. Now we undersigned (Name of the signatories)..... being fully authorized to sign and incur obligations for and on behalf of and in the name of(Full name of bank) herby declare that the said bank will guarantee the Purchaser the full amount of Rs. (Amount if figure& words)

5. After the Supplier has signed the aforementioned E-Tender with the purchaser, the bank is engaged to pay the purchaser any amount up to and inclusive of the aforementioned full amount upon written order from the purchaser to indemnify the purchaser for any liability or damage resulting from any defects or shortcomings of the Supplier *or the debt* he may have incurred to any parties involved in the work under the E-Tender mentioned above, whether these defect or shortcomings or debts are actual or estimated or expected. The bank shall *deliver* the money require by the purchaser immediately on demand without the necessity of a previous notice or of judicial or administrative procedures and without it being necessary to prove to the Bank the liability or damage resulting from am defects or shortcomings or debts of the Supplier. The Bank shall pay to the Purchaser in LUCKNOW any money so demanded through demand draft payable at LUCKNOW, notwithstanding any dispute/disputes raised by the Supplier in any suit or proceedings pending before any Court, Tribunal or Arbitrator/s relating thereto and the liability under this guarantee shall be absolute and unequivocal.

6. This guarantee 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 will be valid must be for at least six (6) months longer than the anticipated expiry date of Guarantee period as stated in "general terms and conditions". We undertake not to revoke this guarantee during its currency without the written consent of the purchaser.

7- At any time during the period in which this Guarantee is still valid, if the Purchaser agrees to grant a time extension to the Supplier or if the Supplier fails to complete the works within the time of completion as stated in this E-Tender, or fails to discharge himself of the liability or damages or debts as stated under Para 5, above, it is understood that the Bank will extend this Guarantee under the same conditions for the required time on demand by the Purchaser and at the cost of the Supplier.

8- The guarantee herein before contained shall not be affected by any change in the constitution of the bank are of the Supplier.

9- The neglect or forbearance of the Purchaser in enforcement of payment of any moneys, the payment whereof is intended to be hereby secured or the giving of time by the purchaser for the payment hereof shall in no way relieve the bank of their liability under this deed.

10- The Expression "the purchaser". "The bank" And "The Supplier" hereinbefore used shall include their respective successor and assignees.

In witness whereof I/we of the bank have signed and sealed this guarantee on the _____ day of _____ 2024 _____ being herewith duly authorized.

For and eth behalf of the _____ bank

Signature of authorized Bank official
Name:
Designation/Authority No.
Stamp/ Seal of the Bank

Signed, sealed and delivered
For and on behalf of the bank
By the above named _____
In the presence of _____

WITNESS1.

Signature
Name
Address

WITNESS2.

Signature
Name
Address

Signature of the Tenderer
(With Stamp)

ON STAMP PAPER**PROFORMA OF BANK GUARANTEE TOWARDS AMC**

The Managing Director.

Uttar Pradesh State Road Transport Corporation

H.Q.Lucknow-226001.

E-Tender No. 2091 MT/2024-40MT/2024

Dated 12 Aug' 2024

1.This deed of Guarantee made this day ofbetween a Bank incorporated under Banking Acthaving H.O. at and a Branch office at (hereinafter called the "bank") on the one part and UPSRTC a Statutory corporation constituted under RTC Act 1950 having H.O. at Tehri Kothi, Parivahan Bhawan, Lucknow (hereinafter called "the Purchaser") of the other part.

2.Whereas Managing Director. U.P State Road Transport Corporation has called for E-Tender for Purchase of Fully Built AC Electric Bus (herein called the Purchaser) to:

.....
(Name of Supplier) (hereinafter called the Supplier)-

3. AND WHEREAS the Supplier is bound by the said E-Tender to submit to the Purchaser a Bank Guarantee (towards AMC) for a total amount of Rs.....(Amount in Figures and, words).

4. Now we undersigned (Name of the signatories)..... being fully authorized to sign and incur obligations for and on behalf of and in the name of(Full name of bank) hereby declare that the said bank will guarantee the Purchaser the full amount of Rs. (Amount if figure& words)

5. After the Supplier has signed the aforementioned E-Tender with the purchaser, the bank is engaged to pay the purchaser any amount up to and inclusive of the aforementioned full amount upon written order from the purchaser to indemnify the purchaser for any liability or damage resulting from any defects or shortcomings of the Supplier *or the debt* he may have incurred to any parties involved in the work under the E-Tender mentioned above, whether these defect or shortcomings or debts are actual or estimated or expected. The bank shall *deliver* the money require by the purchaser immediately on demand without the necessity of a previous notice or of judicial or administrative procedures and without it being necessary to prove to the Bank the liability or damage resulting from am defects or shortcomings or debts of the Supplier. The Bank shall pay to the Purchaser in LUCKNOW any money so demanded through demand draft payable at LUCKNOW, notwithstanding any dispute/disputes raised by the Supplier in any suit or proceedings pending before any Court, Tribunal or Arbitrator/s relating thereto and the liability under this guarantee shall be absolute and unequivocal.

6. This guarantee 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 will be valid must be for at least six (6) months longer than the anticipated expiry date of Guarantee period as stated in "general terms and conditions". We undertake not to revoke this guarantee during its currency without the written consent of the purchaser.

7- At any time during the period in which this Guarantee is still valid, if the Purchaser agrees to grant a time extension to the Supplier or if the Supplier fails to complete the works within the time of completion as stated in this E-Tender, or fails to discharge himself of the liability or damages or debts as stated under Para 5, above, it is understood that the Bank will extend this Guarantee under the same conditions for the required time on demand by the Purchaser and at the cost of the Supplier.

8- The guarantee herein before contained shall not be affected by any change in the constitution of the bank are of the Supplier.

9- The neglect or forbearance of the Purchaser in enforcement of payment of any moneys, the payment whereof is intended to be hereby secured or the giving of time by the purchaser for the payment hereof shall in no way relieve the bank of their liability under this deed.

10- The Expression “the purchaser”. “The bank” And “The Supplier” hereinbefore used shall include their respective successor and assignees.

In witness whereof I/we of the bank have signed and sealed this guarantee on the _____ day of _____ 2024_____ being herewith duly authorized.

For and eth behalf of the _____ bank

Signature of authorized Bank official

Name:

Designation/Authority No.

Stamp/ Seal of the Bank

Signed, sealed and delivered

For and on behalf of the bank

By the above named _____

In the presence of

WITNESS1.

Signature

Name

Address

WITNESS2.

Signature

Name

Address

Signature of the Tenderer
(With Stamp)

StampAnnexure 4**MEMORANDUM OF UNDERSTANDING MADE ON THEDAY OF2024****By & BETWEEN**

U.P. STATE ROAD TRANSPORT CORPORATION (UPSRTC) Parivahan Bhawan, Tehri Kothi, Lucknow (hereinafter **Contractee**) which expression shall, unless repugnant to the context or meaning its hears, executors, administrators, successors and legal representative as contractee party

And

M/s, having its registered office at M/s hereinafter referred to as Contractor. Contractor which expression shall, unless repugnant to the context or meaning hereof, include its successors and assigns, as part of the contractor Part.

Where as the contractee floated their E-Tender No.: 2091 MT/2024-40MT/2024 Dated 12 Aug' 2024 called offers for purchase of Fully Built AC Electric Bus in which any manufacturer who is participating in E-Tender for supply of Fully Built AC Electric Bus to UPSRTC has to quote his rates along with AMC (annual maintenance contract). Contractor after duly understanding the purpose, requirements & implications of such bid, in letter & spirit, submitted its offer vide..... Contractee after following duly laid out established procedure has accepted the offer of contractor as per net rates exhibited in E-Tender which contractor has submitted on before entering into this contract.

NOW THIS AGREEMENT is entered into on the following terms and conditions:-

- (A) For the purpose of convenience, First party i.e. UPSRTC shall be called as contractee and second party i.e. successful bidder, as contractor.
- (B) The contractor shall be required to fulfill obligations as per their comprehensive AMC offer for life cycle(decided as per policy of contractee) as prescribed on footplate bus system which includes consumables, spare parts (Including Tyre), replacement of assemblies/sub-assemblies etc. taking into account preventive/docking maintenance, normal wear & tear, major repairs/over-hauling and break downs, Including tyre and batteries, broken lights and routine minor body repairs etc. inclusive of labour cost **to ensure 95% availability during first three year and 92% availability after three years till AMC.** The contractor shall be responsible for carrying out repairs and servicing etc. for complete buses till 10 years. However Contractee will provide washing & cleaning of buses and premises for repair and maintenance. Washing and cleaning will be done by contractor by using existing washing facilities on payment basis, as already established under a contract, on payment basis.
- (C) Selected bidder(s) to develop charging infrastructure including supply, installation and maintenance of all Necessary Electric system, sub- system, accessories and parts as required for charging infrastructure. Provide chargers and maintain complete charging infrastructure. For undertaking preventive and breakdown maintenance.
- (D) The Selected bidder(s) shall be responsible for maintenance of the buses and charging infrastructure in order to keep them in good working condition and to insure safty of the passengers. The expenditure relating to maintenance and upkeep of the bus charging infrastructure to be borne by the bidder.
- (E) Contractor shall be required to set up fully equipped operational workshop along with adequate staff strength in as many depots as decided by the contractee as per requirement of smooth bus operational setup.
- (F) Rates agreed upon shall be applicable to the respective year.
- (G) Contractor shall be required to set up fully equipped operational workshop along with adequate staff strength in as many depots as decided by the contractee at each location as per requirement of smooth bus operational setup
- (H) Damage due to accidents, fire, floods, earthquakes, other natural calamities and major body repairs is excluded.

1. Periodical/preventive maintenance of buses including sub assemblies at all locations of contractee will have to be done by the contractor as per the procedure laid down in Maintenance Manual of Vehicle manufacturer, which shall be provided to UPSRTC in advance and also maintain the buses as per latest practices and procedures laid down by vehicle manufacturer, Tyres, Sub assemblies manufacturer (Including use of required Spares, Tyres, battery etc). All spare parts including tyres and barites will be provided by contractor

2. During Annual Maintenance Contract Period, the contractor would provide his well trained resident engineers/Technicians/Labours at contractee's depot to attend the maintenance and servicing, of bus (s) to ensure quality assurance/control etc. and for checking and preventive and breakdown maintenance. The Bus wise AMC shall be on regular basis to ensure at least **95% availability of buses during first three years and 92% availability after three years till AMC.** Failure to arrange for an immediate repair/maintenance to keep prescribed percentage of availability, as the case, shall be liable for penalty as detailed further.

Similarly Contractor shall ensure such maintenance & upkeep of bus including tyres ,battery, and minor body repairs, so that there is no breakdown on this account. Still contractor shall make necessary arrangements such as online staff, Breakdown van etc so that in event of breakdown on road due to mechanical, Tyre, tube, flap failure (if it is due to poor upkeep or over usage

beyond prescribed limit fixed by vehicle manufacturer recommendations) are attended in shortest possible time period. In case of such breakdowns, penalty through recovery shall be imposed on contractor as detailed further.

3. Contractee shall provide its own premises at various locations equipped with basic necessary civil infrastructure required for running workshop such as sheds, stores block, bus inspection pit, rooms for keeping tools & plants etc. along with electrical wiring shall be provided. Location of such workshops shall depend upon optimum & practical viable size of fleet, which shall be decided by contractee.

However of the T& P, special tools, machines, IT system required for inventory & workshop management, store bins, furniture for its own personnel, lighting fixtures & consumables, security of area under usage of contractor, shall be set up by contractor at its own expenses. Contractor shall install a separate AC Electric meter for all its electrical consumption and pay for electricity consumed.

All supplies of spares for above AMC will be arranged by contractor by using his own resources including imports. The contractee shall pay for AMC in Indian rupees only.

4. Contractee may provide only space and other basic civil infrastructure as described in condition no. 4. Contractor shall be required to bear the expenditure towards cost of Electricity etc. Contractor shall be required to make own arrangement for Plant and Machinery, Tools, Jigs & Fixtures etc. required for proper Maintenance Services during Warranty and AMC period.

5. All payments relating to the Repair & Maintenance Work shall be made by contractee to contractor for which contractor shall submit bills every fortnightly for the kms. operated during this period contractee will make payment on ad-hoc basis, @ 75% of bill raised to the contractor up to 25th of the same month and final payment and balance payment will be made by 20th of the next month after all the deduction on account of diesel, Km curtailed and off road etc. **if any, decided by UPSRTC.**

6. The contractor should ensure that under AMC the facility for maintaining buses should be provided at designated depots as per annexure-5

7. During the repairs & maintenance work the contractor shall source required parts including tyre, tube & flaps of vehicles from vehicle manufacture or O.E supplier.

8. Fitness and related necessary minor body work & mechanical work will be sole responsibility of contractor for annual Fitness Certificate renewal (RTO passing). Fees for RTO passing will be borne by Contractee.

9. Main bulk power supply at 415 V (LT) for bus battery charging will be provided by UPSRTC only for operation of buses, record of which will be maintained by depot personnel.

10. Supervisors of the depot will carry out inspection of the maintenance & repair work done by contractor as per the standards/ norms of Vehicle manufacturer.

11. Supervisory staff of the contractee shall inspect all buses of the depot daily for Body condition, assemblies, spares and other accessories and if any of these is found lost/missing during repair & maintenance, contractor shall be held responsible for the said loss and amount of the loss will be recovered from the contractor. The amount of loss will be worked out by the Committee consisting of Service Manager, Asstt. Regional Manager (Depot) & Asstt. Regional Manager (Finance)/Asstt. Account Officer of UPSRTC or any such committee formed for the purpose by the contractee and the decision of the Committee in this regard shall be binding on contractor.

12. Contractor shall carry out repair & maintenance work in such a way that the operation of total No. of schedules in the depot shall not be affected. Contractee will provide full schedule to the contractor and if any change it will be mutually agreed upon only for the purpose of deciding schedule maintenances and daily checking.

13. Contractee reserves the right to increase/decrease the number of schedules as well as replace the old buses by new buses & vice-a-versa as and when required in the event of total loss of buses.

14. The buses of the respective depot will be driven/ handled only by the personnel of contractor who have valid Driving License issued from RTO authorities. These buses will be driven by his personnel only for the purpose of attending to breakdown/ accident place and repair/ maintenance work within the depot premises or from depot to the place of breakdown/accident & back to the depot.

15. The depot shall allow contractor to use available workshop premises of the concerned depot only for the purpose of Maintenance/ repair work of contractee. The contractor shall ensure the use of these workshop premises properly and maintenance/repair/cleanliness of the same will be done by contractor. For any damages/loss to the workshop facilities, the contractor shall be held responsible and amount of the loss will be recovered from the contractor. The amount of loss will be worked out by the aforesaid committee and the decision of the Committee in this regard shall be binding on contractor.

16. Latest technology Hand tools, Special Tools and Plant & Machinery required for Repair & Maintenance work will be brought in and used by contractor at his cost. In case of tubeless tyres, necessary plant & process (as per recommendation of vehicle manufacturer) shall be installed by contractor at its own cost.

17. Prescribed speed control limits (as per provisions of CMVR/UPMV /Local laws) in contractee's vehicles will have to be maintained & checked from time to time by the contractor.

Signature of the Tenderer
(With Stamp)

18. Any Kilometer required for testing of buses for any purpose will be verified by supervisor deputed by contractee.
19. Contractor shall employ sufficient well trained mechanical, electrical, tyre & body staff for repair & maintenance at depot. Contractor can keep staff depending upon the maintenance & repair work and increase/decrease in number of schedules of depot.
20. Contractor shall be obliged to establish & commence fully operational workshop at each agreed location in as many depots as decided by contractee with in 3 months period from the date of signing of agreement, failing which contractee shall be free to penalize contractor @ Rs 5000/- per day (Five Thousand) per depot.

21. PENALTIES:

In case proper maintenance & repair work of any vehicle(s) is not done by contractor and consequently a bus is not put into its scheduled trip or the schedule is delayed cancelled or results into breakdown as well as mechanical parameters are affected on this count, compensation thereof shall be paid by contractor to the contractee as per the decision taken by the Committee consisting of Asstt. Regional Manager, Senior Foreman and Senior Station Incharge of UPSRTC or any such committee formed for the purpose by the contractee, shall be liable to pay penalty as per details shown below herewith. Decision of committee shall be binding on contractor. The amount of penalty will be recovered from outstanding payment of the firm or from bank guarantee during warranty or annual maintenance period as the case may be.

(1). Penalty Due to Shortage of Buses per Schedule:

The Bus wise AMC shall be on regular basis to ensure at **least 95% availability of buses during first three year period and 92% availability after three years till AMC.**

Failure to arrange for an immediate repair /maintenance to keep prescribed percentage of availability, as the case, shall be liable for penalty of 50% of the AMC rate per Km applicable in that month, for the Km of schedule cancelled. Availability means 30 minutes prior to schedule departure.

(2). Penalty Due to Breakdown of Buses:

Contractor shall ensure maintenance & upkeep of bus including body in such a way so that there is no breakdown on this account. Still contractor shall make necessary arrangements such as online staff, Breakdown van etc so that in the event of breakdown on road due to mechanical, Electrical, Tyre, tube, flap failure etc, are attended in shortest possible time period. In case of such breakdowns, penalty through recovery shall be imposed on contractor to the extent of curtailment of schedule kilometer at the rate (paid to the contractor) corresponding to category of bus, year slab.

There shall be no penalty in accidents, relaxation of such Number of buses shall be adjusted for calculating 97% or 95% fleet availability .

(3). a) Penalty due to less kilometer coverage, by the AC electric buses, than the guaranteed kilometre coverage offered by contractor shall be made by the contractee.

(b) AC electric buses should run minimum of the guaranteed kilometre coverage given by vehicle manufacturer for new bus. As scheduled below Contractor shall ensure proper maintenance and upkeep of buses in such way that buses achieve reasonably guaranteed kilometer coverage.

In case of shortfall found by authorised committee ,due to any reasons, beyond decrease in guaranteed Km coverage after full charge(80%SOC) as scheduled below, Ist year-No decrease 2nd year- Not more than 5% 3rd year -Not more than 10%, 4th year Not-more than 15% In no case decrease in KM run after full charge(80%SOC) should not be more than 20% during AMC period. contractor will be penalized **@ Rs 1000 per km per month.** shortfall below above scheduled of the guaranteed km coverage **given by vehicle manufacturer for new bus.**

(4). A particular bus cannot be kept off Road for more than fifteen days other than accidental ones. Failing which a penalty of Rs. 1000.00 (One thousand) per bus per day will be imposed. For every Bus off road up to 22 days and after this penalty shall be doubled for every extra day up to 30th day and same shall be doubled after every subsequent week. A joint record will be maintained by the representatives of the contractee and the Contractor.

PAYMENT TERMS:

5.1 The Price of the service agreement plus GST as applicable per Km for a period of first three year. The km. to be taken into account for payment purpose will be scheduled/earned km. + dead km. dully verified by operating and technical supervisor and dully counter sign by depot manager and contractor by 3rd day

5.2 An annual increment of 8% per annum on AMC rates shall be allowed after fixed rate of **first three** years for the remaining period of the contract.

5.3 Prior to entering into Job Contract with UPSRTC for Repair & Maintenance work at various Locations as per details enlisted the contractor shall pay Security Deposit in form of bank guarantee from Nationalized bank. This security money shall be 10% (Ten Percent) of amount calculated on basis of three years terms, in this case Five Lacs Kilometer and AMC rate for first three years i.e. Rs. 2.46 (Rs.Two and paisa Forty Six Only) per chassis ordered. Based upon these a sum of Rs. 1,23,000.00 (Rs. One Lac Twenty Three Thousand only) per bus security has to be deposited for AMC period and six months after this period.

Any claim/recovery remaining unsettled after expiry of the MoU/contract shall be deducted from unpaid bills and the Bank Guarantee of the contractor. Decision of the Managing Director in this regard shall remain final & binding to the contractor. No interest on Bank Guarantee will be paid by (UPSRTC) CONTRACTEE.

Signature of the Tenderer
(With Stamp)

5.4 Bus utilization of minimum 200 Km/day/bus for respective depot subject to 100% availability of buses as per schedule to be provided by contractor.

5. Contractor is responsible for Service Tax if any applicable against this MoU/Contract and same should be directly paid to concerned department timely by the contractor under intimation to the CONTRACTEE.

6. Prevailing rules of the law whatsoever. The contractee shall in no way be responsible for any kind of payment or for any financial **liabilities towards** his maintenance staff. the contractor shall have to take comprehensive insurance for all the staff and premises under the contract and shall have produce the proof thereof till the contract is in force within a period of 15 days from date of signing of agreement. It is further clarified that because of any accident /natural calamity of any injury caused or causality of the workman or damage to contractual property, the contractor shall be solely liable and responsible **for** the consequence of the same and there shall not be any responsibility on the part of the contractee. Non adherence to adequate staff strength to the satisfaction of Technical head of the region or any competent authority of UPSRTC shall lead to termination of contract after due notice.

7. The contractor shall fulfill all the provisions of Rules and Regulation of the prevailing laws like Labour Laws, Industrial Dispute Act, Workman Compensation Act, Factory Act, and Motor Vehicles Act etc. Any dispute arising out of the prevailing laws the contractor shall be liable and responsible for the same.

8. The contractor shall not transfer, subcontract or assign this contract to any other party however services of authorized service provider can be taken but responsibility of maintenance shall be of vehicle manufacturer.

9. The contractor shall keep the premises/places under contract in good/neat and clean and in good hygienic condition. If any breach is committed then the CONTRACTEE shall have the right to terminate the contract without assigning any reason and also to recover the damages of the loss caused due to above from the contractor.

10. Contractor shall obtain necessary License/Permit under the prevailing Law and also fulfill the provisions of Labour Laws and Industrial Dispute Acts for which any issues arising out of these provisions of Laws, the CONTRACTEE will not be liable & responsible for the same.

In the case of default on the part of contractor, CONTRACTEE reserves the right to terminate contract by giving 15 days advance notice. In such case, Security Deposit and Bank Guarantee of the contractor shall be forfeited by the CONTRACTEE. In the case of formal termination of the contract, three months Notice can be given by contractor or CONTRACTEE as the case may be. However if the contract is terminating contractor has to bear additional cost for maintenance which may come in making alternate arrangement in the form of higher per km. rates, this extra cost because of rate difference has to borne by the contractor and also shall continue the maintenance till alternate arrangement comes in place.

11. The Contract Period of the E-Tender shall initially be for Ten years. However it may be extended for mutually agreed upon period depending upon past performance of the contractor.

12. If the contractor discontinue the contract without prior permission during the contract period, the bank guarantee deposit and out standing bills amount shall be forfeited and any damages/loss arise due to discontinuing contract will be recovered from the contractor using land revenue laws for improper maintenance.

13. The contractor being a partnership firm, shall give in writing the confirmation to the effect that, all terms & conditions contained herein in this E-Tender form shall be binding to all the partners of the firm. All partners of the contractor shall be responsible jointly and severally for any civil, criminal and other liabilities.

14. For any controversy or dispute arising out this work contract, legal jurisdiction shall be Lucknow Court only and not anywhere in the Country.

15. All disputes and differences, arising out of the contract, shall be referred to the Sole Arbitrator of the Managing Director of UPSRTC, Lucknow as per Indian Arbitration and Conciliation Act. 1996 and statutory modification thereof. All matters are subject to Court at Lucknow Jurisdiction only.

16. All type of repairing work including accidental repair shall have to be done by the AMC provider . In case where negligence is established by the competent committee of the depot, **action** shall be taken **against** the responsible employee of the contractee as per existing service rules. The contractee will reimburse the contractor only up to the extent of actual expenses made in such repair work duly verified and certified by the competent committee of the depot.

17. Contractor shall handover hundred percent vehicles in running road worthy condition after expiry of AMC or termination of AMC except for total loss of vehicles arises due to accident etc.

Contractor /Authorised Representative

Managing Director /Authorised Representative
(UPSRTC)

Signed in the presence of following witnesses:-

1- Name-----

Designation-----

2- Name-----

Designation-----

Signature of the Tenderer
(With Stamp)

SPECIFICATIONS FOR A.C. BUS BODIES & AC PLANT AND ITS ACCESSORIES

The material used in the construction of buses shall be as per Bureau of Indian Standards (BIS)/ Automotive Industry Standards (AIS) specifications meeting/ surpassing the performance & other requirements as given in the AIS-052 Rev-I Bus Code. In absence of above specifications, Association of State Road Transport Undertakings (ASRTU) specifications could be followed. Wherever Indian standards are not available, internationally acceptable standards may be referred /indicated. Specifications standards wherever indicated in the Technical Specification shall be conforming to the Specification Standards as amended upto date/ or latest. The safety requirement shall be as per Bus code.

BIS Standards are available from Bureau of Indian Standard, Manak Bhawan, 9-Bahadur Shah Zafar Marg, New Delhi-110002. Web site: <http://www.bis.org.in>. Similarly, AIS 052(Revision 1 or upto date) & other code Standards are available from Automotive Research Association of India, Post Box No.832, Pune -411 004. Web site: <http://www.araiindia.com>. ASRTU Specifications are available from Association of State Road Transport Undertakings, Plot No. 4-A, PSP Block, Pocket-14, Sector-8, Dwarka, New Delhi-110075. Web site: <http://www.asrtu.org>, E-mail address: asrtu@de12.vsnl.net.in.

All weather A.C. plant of not less than 12.0 Tons cooling capacity with heating arrangement would be fitted with main drive engine as per required load and comforts. The A/C Plant should have cooling capacity not **less than 27 KW**, having Max Air flow not less than 6500 cubic meter per hour. Electrical Power Consumption not more than 75A @ 24V DC, Compressor not less than 600 cc Cap. A/C Plant Manufacturer should have supplied A/C Plants for commercial Vehicle to OEM's viz Tata, Ashok Leyland, Force Motors etc. A/C Plant should be capable of maintaining inside temperature of passenger cabin area upto 20 degree centigrade at 44 degree centigrade ambient air temperature. Incase for additional electrical load of AC plant & accessories a separate alternator of adequate capacity to be provided and fitted apart from the alternator fitted in the chassis by the vehicle manufacturer. AC duct should be made such as every passenger will feel cooling/heating comfort including one opening in the crew cabin.

GENERAL DESIGN:

Stream- lined and balanced bus body with one folded type pneumatically operated Jack knife door with double roller bearing bushes and bottom & located in front of front wheel of the chassis, with a provision for mechanical operation in case of pneumatic failure. A separate emergency door and door for driver shall be provided. Driver and passenger cabin should be separated by partition with a provision of a door for entry of passenger into the passenger cabin from the driver cabin. It should confirm to latest MV act of Govt. and CMVR as notified by Union of India.

REGULATION:

The structure of the bus body, general appearance and seating lay out etc. shall be in accordance with the respective approved specifications of UPSRTC. Bus body shall comply with the AIS 052 bus code (Revised up to date) **in line with TYPE II** category of bus(unless specified by UPSRTC for higher category), latest Motor vehicles Act of Govt. and CMVR as notified by Union of India.

MOST IMPORTANT:-All the specifications are to be in consonance with the relevant AIS 052 bus code (Revised up to date). Latest adopted relevant AIS/BIS Specifications on any particular aspect, sub assembly, material/processes, etc. These specifications shall supersede any other factor. In case of any contradictions, it shall have to be consulted with UPSRTC to take guidelines. Any deviations from above shall be monetarily penalized and the cost shall be recovered from firm/bidder/contractor from pending bills or bank guarantee.

GENERAL DIRECTION:

A. The body should be rattle proof, dust proof and leak proof. When the chassis remain in the custody of the body builder, they should maintain the batteries by TRICKLE CHARGER free of cost. Modification to the fuel tank/radiator neck if any, should be carried out by the body builder as per directions without any cost without affecting the warrantee provided by vehicle manufacturer.

B. Inspection of the bus body shall be mainly in the following 2 stages. Body Builders should offer stage wise inspections after rectifying the defects communicated to him at the earlier stage of inspection, then only they will be allowed to go for next stage. Body Builder has to inform inspection committee of UPSRTC in writing for stage wise inspection with the chassis numbers as per terms of Agreement.

IST STAGE: After completion of metal treatment and structure and truss panel.

2nd & FINAL: Complete finished bus body including shower test before dispatch of completed bus with movement order from Inspecting Authority.

Signature of the Tenderer
(With Stamp)

- C. The vehicle shall be road tested before final inspection for the following possible defects:
 - I. Dust proofness
 - II. Rattle proofness of windows, body panels parcel racks doors, seat frames, driver partition, dash board etc.
- D. Following workmanship must be carefully followed:
 - I. All casting must be truly formed and free from visible blowholes.
 - II. All the bolts and rivets should be well fastened.
 - III. All welded joints must be chipped and well ground to get smooth surface.
 - IV. Sharp corner should be ground and made smooth.
 - V. Whether pitch between rivets / bolts are not specified, it shall be 100mm.
- E) Bidders should fabricate the bus body as per AIS 052 code to ensure that there should be no problem in registration of Buses in U.P.

Signature of the Tenderer
(With Stamp)

TECHNICAL INFORMATION

- 1- Year of Establishment.....
 2- Factory Registration No.
 3- Factory Address.....
 4- Ware House Address (If any)
 5- Contact Person :
 Name.....
 Address.....
 Phone /Fax No.....
 Mob. No.....
 E-mail ID.
 6- VAT/CST Registration No.
 7- Production Capacity.....

Sl.	Items	Total production capacity of firm (per month)	Supply capacity to UPSRTC (per month)
1	9M READY BUILT ELECTRIC AC BUSES OF TYPE -II WITH 2X3 SEAT LAYOUT		

- 8- Minimum lead-time required for delivery, from the date of purchase order. (in days)
 9- Brand Name.....
 10- Disputes with UPSRTC (IF ANY)

SIGNATURE OF TENDERER
 (with Stamp)

SCHEDULE**PRE-QUALIFICATIONS MANDATORY CONDITIONS FOR THE BIDDER FOR 9M READY BUILT ELECTRIC AC BUSES OF TYPE -II WITH 2X3 SEAT LAYOUT**

Sr. No.	QUESTIONNAIRE	ANSWER
1	The bidder's should be registered AC Electric Buses manufacturer. Please furnish certificate of Incorporation/Registration issued by the department of Industries and Commerce/Registrar of companies.	
2	The Fully Built AC Electric Bus should be as per AIS-052 Bus code (Revised up to date) and the design should be approved by ARAI Pune/ICAT Gorgon or any Govt. of India approved agency also the bus body fabricator workshop should be accredited by ARAI Pune. This certificate has to be submitted along with technical bid. Submission of drawings of Bus structure and seating layout which has been Submitted for type approval along with the technical Bid is mandatory. Type approval should be provided at the time of prototype inspection.	
3	The Fully Built AC Electric Bus should have seating layout and seats and Technical Specifications as mentioned in Annexure-7 . Having minimum 38+D Nos. fixed passenger seats. The seat sets provided should conform to AIS-052 Bus Code.	
4	Average Annual financial turnover during the last 3 financial years (2021-22, 2022-23 & 2023-24) should be as bellow:- (a) For Uttar Pradesh based Firms - Minimum 5% of the bid value-Rs. 1.80 Crore. (b) For out side Uttar Pradesh based Firms - Minimum 10% of the bid value-Rs. 3.60 Crore Tenderer shall submit Audited Balance sheets for these 3 Years. (Submit Documentary Proof).	
5	Bidder has to provide annual maintenance contract (AMC) for 10 years as per terms and conditions mentioned.	
6	The AC Electric Buses provided by Bidder should have minimum Overall Length as mentioned in Annexure-	
7	Minimum bus body building capacity 10 Nos. per month. (Submit Documentary Proof).	
8	Minimum positive feedback from 2 STU's/Govt Dept/ Vehicle Manufacturer/ any private fleet owner who has attached vehicles to Govt./STU's also. (Submit Documentary Proof).	

Note : For technically qualifying answers to all these must be positive.

Technical Specifications

SPECIFICATION OF 9M READY BUILT ELECTRIC AC BUS OF TYPE -II AC WITH 2X3 SEAT LAYOUT.

Sr. No.	Parameter	Specification
1.	Propulsion System	Electrically Propelled Bus using Electric Propulsion System.
2.	Type of Battery	Li-ion OR Li-ion Phosphate Battery OR Li-NMC OR Superior.
3.	(a) Battery Pack Rating and Energy / Power (b) Minimum & Maximum Charging % (c) Maximum 30 Min. Power(kw) (d) Motor/s Capacity	<p>Battery Pack Rating and Energy / Power available for Propulsion, any deterioration In Propulsion Power with usage consequently reducing charge.</p> <p>Minimum & Maximum Charging % Maximum 30 Min. Power(kw) Motor/s Capacity = As per OEM design</p> <ol style="list-style-type: none"> 1. No. of Motors / Batteries as per Manufacturer's design. 2. Electrical Re-generation required. 3. Charging Mode – AC or DC Charging required. 4. Off Board or On Board Charging Required 5. Charging Time less than 4 hours. 6. Safety – Short circuit / Over Temperature is mandatory.
4.	Battery Cooling System	Efficient & Robust Battery Cooling System to be provided for Minimum Maintenance.
5.	Battery Life	As per OEM design
6.	Battery Charging System	As per Manufacturer's design.
7.	Electric Drive Motors	Optimal Rating, Type, Make, Model of Electric Drive Motors with minimum maintenance.
8.	Rated Performance at GVW in Stop / Start In Mofussil Operation	Attain Bus Maximum Speed of at least 70 kmph (Without Speed Limiter) at GVW Load, Air Conditioning and Other Sub System Operational.
9.	Acceleration (Meter / Sec. ²)	As per OEM design
10.	Bus Speed of 0 – 30 kmph in Seconds.	≤ 10.5
11.	Maximum Speed	Maximum Speed should be at least 80 kmph
12.	Grade ability from Stop at GVW	17%
13.	Power Requirement for Air Conditioning System, ITS, etc..	Required to be provided by Electrical Propulsion System.
14.	Electrical Propulsion System.	Electrical Propulsion System / Sub Systems (Batteries) Temperature, Motor Speed in RPM, Vehicle Speed, Motor Percent Load (Torque), Diagnostic Message (Electrical Propulsion System Batteries, Cooling System, Motor, Traction Controller Specific), SOC it Vehicle Health Monitoring System (Battery Health + Regenerative Brake Charging).
15.	Electrical Propulsion System Location	As per Manufacturer's Design / Preferably Battery Location below floor.

16.	Charging Range	160 km. (Air conditioned on status with 80 % SOC shall run throughout the contract period and considering traffic congestion)		
17.	Transmission	Automatic and as per Manufacturer's Design.		
18.	Front Axle	As per Manufacturer's Design.		
19.	Rear Axle	As per manufactures design.		
20.	Steering	AS per CMVR		
23.	Brakes	Disc Cam/ Drum Brakes with ABS System as per CMVR Rules. (at both front and rear end)		
24.	Wheels (Tyres)	As per OEM design		
25.	Turning Circle	As per CMVR Rules.		
26.	Front End Structure	As per manufacturer design.		
27.	Driver Seat	As per requirements of AIS: 023.		
26.	Chassis	As per CMVR Rules		
		19.1	Wheel Base	As per CMVR & OEM Design
		19.2	Front Over Hang	as per CMVR
		19.3	Rear Over Hang	as per CMVR
		19.4	Total Length	Not more than 9500 mm.
27.	Towing Hook	Rigid Towing Hook at Front should be provided as per manufacturers design.		
28.	Suspension	As per manufacturers design fully Air Suspension at front and rear end		
29.	Shock Absorber	AS per OEM		
30.	GVW	As per CMVR Rules & its amendments		
31.	Speed Limiting Device	As per CMVR		
32.	Accessibility	AS per OEM design , maintenance friendly		
33.	Control Panel	The Control panel with required control meters shall be easily visible and accessible as per current CMVR & AIS: 052 requirements.		
34.	Type of Bus	Type II ACX 9Meter , Bus Model should be approved as per AIS: 052 and its amendments from time to time by any Government Approved Organization.		
35.	Seating System & Seating Capacity.	2 x 3 Standard fixed Seat = Minimum 34 + D(Co – Driver same as per passenger seat) + (1 Driver)- AIS 023		
	Body Dimensions			

36.	i.	Overall Length Max	9500 mm.
	ii.	Overall Width Max.	2600 mm.
	iii.	Over all Height	as per CMVR
	iv.	Floor Height	650 mm Minimum
37.	Floor Structure		As per manufacturers design.
38.	Vehicle Structure		As per manufacturers design. To meet AIS: 052 norms and tested as per AIS: 031: 2004 (Roll-Over-Test).
39.	Step pan		Step pan should provide with sturdy structure, antiskid strip, step edging angle as per rule of AIS: 052 with safety precautions.
40.	Paneling		
	a.	Out-Side Paneling	As per Manufacturers design
	b.	In-Side Paneling	As per Manufacturers design
41.	Decorative Aluminum Extruded Section		As per Manufacturers design and meeting std of IS :733
42.	Insulation		Confirming to IS: 15061 of 2002
43.	Passenger & Driver Cabin Flooring		As per Manufacturers design
44.	Bulk Head Partition		If provide, then it shall be as per OEM Design
45.	Driver Work Area		Driver Work Area should be as per AIS: 047.
46.	Dash Board		FR Grade Composite glass fiber reinforced fiber dash board or Better Material as per manufacturers design and should be sturdy, durable & decorative with suitable metallic colour paint.
47.	Driver & Co-driver Luggage Booth		Personal Luggage Booth for Driver & Co-driver in Driver Cabin with proper locking arrangements.
48.	First Aid Box		1 No. in Driver Cabin as per CMVR Rules.
49.	Passenger Door		In-swing / Out-swing Pneumatic Door with clear glass window as per requirement of AIS: 052 at LH Side in front of front axle. Door mechanism should be robust type to avoid any rattling with good aesthetic look with proper rubber sealing to avoid ingress of water & dust. Emergency switch should be provided inside & outside of door. The steps should be as per requirement of AIS: 052 and AIS: 153.
50.	Driver Door		As per manufacturers design with clear glass sliding window, steps to be provided for driver, Magazine pouch & Bottle holder to be provided on driver door with proper rubber sealing to avoid ingress of water & dust.

51.	Emergency Exit & Door	As per manufacturers design to be provided at driver side behind rear axle with proper rubber sealing to avoid ingress of water & dust. Also rear windshield acts as an emergency exit for which glass breaking hammers to be provided with emergency exit stickers in red colour inside of glass also 2 to 4 both side windows should be declared as an emergency exit with provision of hammer & stickers.
52.	FRP Front Show	With aesthetic view in One Piece Curved Laminated Windshield Glass with Heavy Duty Glass either pasted or mounted with rubber beading, Wiping System at Bottom of Windshield(Wiper motor bracket to be reinforced) Aerodynamic Shape should be provided. FR grade FRP material should be provided.
53.	FRP Rear Show	With aesthetic view including one piece Toughened single glass either pasted or Mounted with rubber beading at rear body back of FRP Material or as per manufacturers design. FR grade FRP material should be provided.
54.	Battery Box	As per manufacturers design Battery Box should be properly fitted with proper Provision for fitment of Battery Cable to avoid short circuit of Wiring.
55.	Luggage Booth	As per AIS: 052
56.	Roof Hatch	As per CMVR/as per AIS: 052 and AIS: 153.
57.	Window & Window Glasses	Full stuck on pasted glasses as per manufacturers design. As per IS: 2553 (Part II) of 1992 or time to time revision. (Tinted & Clear Glasses with visibility Percentage as per CMVR Rules). Window Gasses for driver cabin bulk head partition should be clear and all other window glasses should be Tinted Gray / Bronze Colour.
	Decency frame/Step Partition	Near passenger step suitable size and space hand holds to be provided for boarding the passengers.
	Hand Holds.	Hand Holds should be provided as per AIS: 052 Bus Body Code Norms. LH side foremost seat and seat near rear emergency door should have seat belt and Hand holds for safety of passenger.
60	Provision for Disabled Person.	Provision for disabled person as per CMVR, AIS: 052 and AIS: 153.
61	Sun visor for Windshield	To be provided full width with Good Quality Material and Roller type as per manufacturers design.
62	Rear View Mirror	As per CMVR provisions
63	Cabin Mirror	Suitable 1 No. in Driver cabin to observe movements of passengers.
64	Destination Board	LED Digital Display Destination Board 1 No. at Front & 1 No at Rear as per AIS: 052 Bus Body Code.

65	Mud Flap	To be provided as per manufacturers design.	
66	Passenger Seats	Type Approved Standard High Head Rest as per AIS: 023. Seat belts to be provided at Rear Five Seater RH Side 3 Nos. Seat & wherever it is necessary.	
67	Front, Rear Bumper	It should be strong enough to withstand dash. It is mainly to avoid damage of Front and Rear show.	
68	Spare Wheel Bracket	Must be provided and shall be as per OEM design	
69	Registration No. Plate	1) Registration No. plate should be High security Registration plate (HSRP) as per CMVR.	
70.	Air Cond. System with AC Blower & Hat Rack.	i.	Mounting of the AC Unit shall be of Aerodynamically fabricated with roof mounted evaporator and condenser.
		ii.	Electro Mechanical Control shall be easily accessible on dash board to set the temperature.
		iii.	AC ducting facility shall be provided for each row of passenger seats on both side of the bus and also sufficient for driver cabin.
		iv.	Capacity of AC Unit shall be at least 27 KW
		v.	Hat Rack should be as per manufacturers design with suitable colour Rexene/fabric to meet IS: 15061 of 2002. The interior luggage racks shall be so designed in such a way that the luggage is prevented from falling in the event of sudden braking or due to forces generated during cornering. AC Double Vent adjustable Louvers Blower with reading light should be provided.
			Air passage / Duct to be provided in the Driver Work Area at suitable location for proper in-flow of air inside the driver cabin. Driver Work Area should be provided with Blower to ensure proper ventilation
71.	Paint		2K Metallic Paint. (Base Coat + Clear Coat With P.U. Painting System. Colour scheme will be finalized by the UPSRTC.
			Step Pan Colour Code should be suitable for disable person as per CMVR. Manufacturer can provide different colour vinyl also.

Electrical			
72.	Battery for Ancillaries Equipments, Lights and Light Signaling Devices.		<p>[1] Maintenance Free Two Batteries of 12 V each, as per OEM design for Ancillaries Equipments, Lights and Light Signaling Devices.</p> <p>[2] The Battery cable should be as per IS: 2465 & IS / ISO 6722. The connections shall be tinted copper enclosed in high density PVC Sleeve (with plastic corrugated) as per CMVR Rules.</p> <p>[3] The remote battery cut off switch with dash board control is provided or Battery Cut-off Switch near driver seat be accepted. The battery cable should pass through good quality rubber grommet at required places to avoid short circuit and thermal incidences.</p>
	i.	Head Light Assy.,Fog Lamp, Side Indicator Lamp, Tail Lamp Assy.Etc..	As per CMVR Rules & requirement of AIS: 052.
	i.	Passenger saloon Light	Sufficient and attractive LED Tube Lights with inbuilt LED night lamps to meet the requirement of LUX as per AIS: 052.
	ii.	Night Lamps	2 Nos. LED Night lamps to be provided.
	iii.	LED Light	Sufficient LED Lights should be provided at Driver Cabin, Battery Box, Luggage Booth, Conductor, Step Light, near spare wheel bracket etc...
	iv.	Number plate Light	For Rear side number plate light should be provided.
	v	Charging Socket	Concealed Type Safety Socket or USB of sufficient capacity for each Row of Passenger Seat.
	i.	ETIM Charger	ETIM Charger should be provided in Driver Cabin
	vi	PA System	Mike, Amplifier, 4 Nos. Speaker of reputed make viz. Ahuja, Carbon or its equivalent manufacturers, as per AIS : 153.
	ix	Warning Device for Emergency door	Good quality as per requirements of CMVR & with suitable Sound level.
	x	Hooter	As per requirements of CMVR and AIS 052
	.	Side Indicator Lamp	As per CMVR and AIS 052
	x.	Side Marker Lamp	Type Approved with Umber Reflector as per AIS : 052 requirements.
	xii	End Outline Marker(Height marker)	2 Nos. White at Front & 2 Nos. of Red at Rear with Proper Fitment. (Type Approved).
	x	Reverse Horn	1No. to be provided.
	x	Inverter	As per CMVR

	xviii	Intelligent Transport System (ITS) as per AIS : 140.	2 nos. of CCTV at suitable location (to cover complete passenger & driver cabin area) along with mobile DVR (Digital video Recording) & the storage of Min. 30 days recordings with suitable mounting in the bus. Body builder should provide test certificate of ARAI or its equivalent Government approved agencies for all Parts & Accessories of CCTV.	
			2) Reversing camera should be provided with 7" screen.	
			3) Wi-Fi unit (Optional)	
			4) (a) Vehicle Location Tracking Device (b) Panic button for every two seater passenger Seat.	
	Xix.	Wiring.	All bus wiring should be as per IS: 2465 of 1984. Bus should be fitted with Master Multiplex Wiring compatible for auxiliary system like Intelligence Transport System (ITS) confirming to IP : 67 & AIS : 153.	
73.	Wind Screen Wiping System		Wind Screen Wiping System should be as per CMVR and IS : 15802.	
74	Retro-Reflective Tape of 50 mm wide as per AIS : 090 (Type Approved)	i.	White Colour at Front Side as per AI:052 requirement	
		ii	Red Colour at Rear Side as per AIS : 052 requirement	
		iii	Yellow colour at LH & RH as per AIS:052 requirements.	
75.	Stickers		Seat Nos., UPSRTC Monogram, various instructions as per CMVR Rules should be displayed with proper stickers of good quality.	
76.	Tool Box		Standard Tool Box to be provided at appropriate space With Light Arrangement.	
77.	Reflector		As per CMVR requirement	
78	Door Lock & Hinges		Should be Type Approved.	
79	Fire Extinguisher		As per AIS 052	
80	Fire Detection & Suppressor System (FDSS)		Fire Detection & Suppression System (FDSS)	
81	Safety Belts		Safety Belt for Co-Driver Seat & Where ever Necessary as per IS: 15140 of 2003 (Type Approved) should Provide, 3 Point Safety Belt For Driver Seat should be provided.	
82	Curtain Rail & Curtain		Curtain rail with good quality hooks & suitable colour fabric curtain (FR Grade) to be provided for side window, partition window & windshield. (Colour of fabric will be decided by UPSRTC after the sample provided)	
83	Wheel Caps		As per OEM Design	
84	Digital Clock		1No. Digital clock of standard make to be provided on partition saloon side.	
85	Document Box		1 No. to be provided.	
86	Tools for Repairing		Tools shall be supplied as per CMVR / MMVR the required Spanners, Plier, screwdrivers, etc Tools for primary repairing and maintenance of Electric Bus.	

87	Tools for Tyre Repairing	1) Hydraulic Jack.- 1 No. of suitable capacity. 2) Spanner for spare wheel bracket- 1 No. or as required. 3) Suitable Tommy Bar - 1 No. 4) Wheel Spanner for Tyre Removal.
88	List CMVR Kit Items	1) Choke Block (Without Bracket) - 2 Nos. 2) Warning Triangle -2 Nos. 3) Spare Fuse as per requirement of chassis - 2 Nos. each 4) Spare Bulb for Head Lamp as per CMVR - 2 Nos. 5) Any other CMVR Kit - If required as per amendment from time to time
89	Noise Level	Noise level shall be as per requirements of CMVR & AIS: 052 & Its amendments time to time, applicable at the time of delivery of the chassis.
90	Bus Should be Type Approved As per AIS: 052 & Complies to AIS:153, AIS :140 & IP 65	

