

**CLARIFICATION TO BIDDER QUERIES AGAINST E-BID NO: 6300032421**

SL.No	Bidder Queries	BEML reply
1	The other coaches in the formation that make up the train have an existing fire detection system? <b>If yes</b> , we will need the details of the same to understand and define the system composing additional T and M coaches to integrate with the existing detection system. <b>If No</b> , then the proposed system shall work as standalone for the new T and M coaches. Future integration with complete rake formation will be possible.	Presently the other coaches in the formation that make up the train does not have an existing fire detection system. But proposed system shall have provision for extension (8-car configuration).
2	The Display(HMI), the FDCU and the sounder alarm must be mounted on the DT type coaches? Furthermore, whether the scope includes terminal block, Relays, MCCBs and other electrical items for interface with the coaches? Similar to the scope of KMRC project. Ref: PTS Clause 5.1 page 11 of PTS	HMI and sounder will be installed in T/M car and FDS shall communicate the Local Unit of TIMS in T/M car to provide information to driver in DT car.  Follow the tender condition.
3	The TIMS control unit is mounted on each carriage or is mounted in DT type coaches with driver's cab or is mounted on M and / or T type coaches. Ref: PTS Clause 5.3.2.1 Page 14	TIMS Unit is mounted in each (including T/M) car for communication.
4	Scope of work includes testing, commissioning and Integration of only M and T type coaches or the entire train are expected to be put into service with proposed FDS? Ref: PTS Clause 5.5 Page 15	Scope of work applicable for RS 15 cars.
5	TIMS receives only the fire and failure alarm from the FDCU or provides other reports Ref: Clause 5.2.1 Page 12	FDCU shall interface with TIMS with RS485 serial communication along with hardwire signals and FDCU shall provide complete report to TIMS (Follow the tender condition)
6	The HVAC system is deactivated in case of fire directly from the FDCU of the detection system or it is the TIMS control unit that deactivates the HVAC system following communication of FIRE from FDCU? Ref: PTS Clause 5.2.1 Page 12	FDCU shall provide hardwired signal to HVAC , further interface will be finalised during design stage.
7	The monitor will be placed in the driver's cab of the DT carriage, the FDCU will communicate with the monitor directly the operating states of the M and T type coaches or it is the TIMS control unit that will communicate with the monitor?	FDS-Monitor (HMI) is proposed to installed in T/M car.
8	Is the TIMS control unit the TCMS or are they two different control units if so is the FDCU (FDCU) to communicate both with the TCMS and with the TIMS?	It is TIMS only. TCMS shall be read as TIMS.
9	Is the software in SIL2 and furthermore certification by independent assessor required? Ref: PTS Clause 6.10 Page 34	Follow the tender condition.  There is no specific requirement regarding SIL level.
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1	In PTS, Paragraph 5.1 "Hardware" - In this table, The HMI is listed, but in the RS15-ERTS chapter 12.6 "Indication Circuit" is specified that the indication shall be with LED. Other information on the operative status of the FDU is shown on the VDU (HMI we suppose) through TIMS (TCMS)  We understand that the HMI is out of the scope of supply. Is it correct?	Display (HMI) for FDS is applicable.  Follow the PTS clause 5.1 & 5.2.
2	Paragraph 5.3 "Training" In this paragraph is a reference relative to the requirements specified in GS 9. Chapter 9 of the RS15-ERGS document is deleted. Can you clarify?	Refer the addendum-1

3	We don't find the layout of the coaches. Is possible to receive them?	Follow the PTS clauses, Required details provided in PTS, further details will be provided & discussed during design stage.
4	In the PTS document, it is required the detection function only for the passenger area, the technical area is not mentioned. Is it right? The monitoring of the technical area is not requested?	Follow the PTS clause 5.1 & 5.2.
5	What is the SIL degree requested? SIL1 or SIL2?	Follow the tender condition. There is no specific requirement regarding SIL level.
6	For the Spare parts: (PTS Clause 5.7) In the PTS document they are requested But in the RS15-ERGS-2.pdf document some voices are deleted.	Refer the addendum-1

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1	The Procurement of FDS will be for T and M car only or for all type of car such as DM, T and M car.	FDS shall be provided for RS 15 cars ( T & M).
2	How will the above work? Should we retrofit the old cars as well? Or is the demand that we should integrate our system with the current system already on the existing cars? And also an important question here is to clarify if the car configuration are to be fixed or not.	FDS System shall be provided for RS15 cars. Follow the tender condition.
3	Our software will not be shared with the customer. This is something we will never comply with. Please talk to the customer about what they really are asking for here and ask them to re-write the clause.	Follow the tender condition.
4	Please confirm how many total control panel need to be supplied 3 or 1.	Two (02) nos FDCU will be installed in each T and M car. Follow the PTS clause 5.1 & 5.2.

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1	There is no mention of any protection in Electrical panels or underframe equipment; if no OK. If yes, what technology to be used.	Follow the PTS clause 5.1 & 5.2.
2	We donot understand the need for the display, where will it be mounted in T / M car? Who will watch that.	Display (HMI) for FDS is applicable. Follow the PTS clause 5.1 & 5.2.
3	There is no mention of wires in intercoach couplers.	Cables will be provided between T & M car for FDS.
4	There is no information of where do we interface with TIMS; is there a port available in the new T and M car or the cable has to run the entire train length.	TIMS Unit is mounted in each (including T/M) car for communication.
5	The software has to be for 2 car train or 6 car or 8 car	Software has to be for 2-car unit but proposed system shall have provision for extension (6/8-car configuration)
6	What is the meaning of outside smoke detection – do we need to consider that??	Outside smoke detection is not applicable for FDS
7	What is the meaning of software for 6 / 8 car train. They system being asked for is only for 2 cars and as it we are not sure that what system is there on the balance cars?	Referred clause (PTS 8.2.6) , states about testing of FDS to be carried out in complete train formation (6/8 car) for 2-car unit system with TCMS.

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1	Please provide a vehicle layout.	Follow the PTS clauses, Required details provided in PTS, further details will be provided & discuss during design stage.
2	Should only the passenger area be monitored, or also technology cabinets?	Follow the PTS clause 5.1 & 5.2.
3	What exactly should be transmitted via the RS438 interface?	FDCU shall interface with TIMS with RS485 serial communication along with hardwire signals and FDCU shall provide complete report to TIMS. (Follow the tender condition)