TENDERERS' REQUESTS FOR CLARIFICATIONS TO THE SUPPLY TENDER DOSSIER AND RESPONSES OF THE CONTRACTING AUTHORITY (No.1)

Contract Title: Post-Earthquake Transport Recovery Action (PETRA) in Kahramanmaraş

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QUESTION-1:

Below questions are for clarification of articles 2.1.12, 2.1.13, 2.1.14, 2.1.15; Is there an extra charge for KMM's existing fleet management software integration? The company providing the electric bicycles does not have any authority regarding the integration. The technical competencies required for the integration will be provided by the Contractor, but the company that makes KMM's existing fleet management software should be responsible for the entire integration process without any charge. Otherwise, the tender will not be competitive. This issue is not specified in tender specifications. How long does the integration take per bike? API documents need to be published with the tender for compatibility check for integration of the software.

QUESTION-2:

According to 2.3.1, "The charger shall be compatible with the bicycle battery (Item 2.1) and the KMM's existing fleet management software". There is no connection between the charger and the management software. This item is not understood, can you please give detailed information?

ANSWER- 1 and 2:

Please refer to Changes to the Tender Dossier No.1.

QUESTION-3:

The tender is for 50 e-bikes, 50 batteries and 50 chargers. It is not clear whether 50 e-bikes include batteries or is it just the e-bike without batteries.

ANSWER-3:

Please refer to Annex II+III Technical Specifications + Technical Offer in the Tender Dossier.

Item 2.1 - Quantity of electric bicycle: 50 (each bicycles include battery)

Item 2.2 - Quantity of bicycle battery: 50 (apart from Item 2.1)

Item 2.3 - Quantity of bicycle battery charger: 50

QUESTION-4:

Specification Text No.: 1.2. Specification Text: The tenderer shall provide a copy of the original type approval certificate which contains the brand, type and commercial name of the offered electric buses, showing that they have been homologated in the M3 category by a competent authority in one of the EU member states along with its offer. Explanation: As the vehicle configuration changes, the type approval also expands and changes. For this reason, we request that the type approval of the vehicle we propose be requested at the first delivery of the vehicles. We kindly request that the type approval (even if it is not the recommended tool) issued by the competent authorities in Europe be sufficient at the tender stage. We request that the item be as follows: The bidder will submit the Type approval certificate of the electric bus at the bidding stage, and is obliged to submit the type approval of the proposed vehicle upon delivery of the first vehicle.

QUESTION-5:

Type approval, which certifies that the vehicle meets regulatory and safety standards, can come later in the process. This allows bus manufacturers to update and improve their designs or make necessary modifications without needing type approval before submitting their offer. By allowing type approval to be completed before delivery, procurement authority gives manufacturers flexibility in developing or customizing buses according to specific contract requirements and allows for a more efficient process. It balances design with regulatory compliance at the appropriate time. With this regard we request from authority to accepted that submission of Vehicle Type Approval with bus delivery.

ANSWER-4 and 5:

Copy of the original type approval certificate for the offered electric buses shall be given by the tenderer along with its offer. In case of a change in the vehicle configuration depending on the technical specification, new type approval certificate (if needed) shall be submitted by the contractor during the first vehicle delivery.

QUESTION-6:

Specification Text No.: 1.2. Specification Text: The test report that the batteries and/or electric buses have successfully passed the safety tests required by ECE-R100.2 or international equivalent standards obtained from independent test organizations. Explanation: Due to the rapid change in current battery safety measures and regulations and standards, the first vehicle delivery will be a more suitable time for document delivery in order to deliver the battery that complies with the most appropriate battery safety test rules to the customer. We request that the item be as follows: The test report showing that the batteries and/or electric buses have successfully passed the safety tests required by ECE-R100.2 (or its more recent version) or international equivalent standards obtained from independent testing organizations will be submitted to the administration upon first vehicle delivery.

ANSWER-6:

The relevant statement remains unchanged as defined in the section of 1. Technical documentation to be provided by the tenderer / the contractor for LOT 1 – Electric Bus And Charging Station in the ANNEX II + III: Technical Specifications + Technical Offer

QUESTION-7:

Specification Text No.: 1.1.3.2 Specification Text: The battery shall be Li-ion types; LFP or LTO. Explanation: Battery packs with Lithium Ion based NMC, NCM, LFP chemistries are used to meet long range demands in electric buses with a single charge. Due to its energy density, LTO chemical is not suitable for long-range electric buses on a single charge. Therefore, we request the addition of Lithium-based NMC Batteries. All battery packages are produced and certified in accordance with the ECE R100 standard. Therefore, safety levels are equal for every chemical. We request that the item be as follows: The battery shall be Li-ion types; LFP, or NMC.

QUESTION-8:

Today's electric bus manufacturers can use 3 types of battery structure. These are LFP, LTO and NMC types. Although each battery structure has its own advantages and disadvantages, the vast majority of today's electric bus manufacturers prefer the NMC batteries. Therefore, restricting it to only two specified types could stifle competition and create unequal opportunities. We request that the NMC battery type is also acceptable within the scope of the tender.

ANSWER-7 and 8:

The Specification 1.1.3.2 of Annex II+III Technical Specifications + Technical Offer remains unchanged as stated in the Tender Dossier.

QUESTION-9:

Specification Text No.: 1.1.9.1 Specification Text: Brakes- The vehicle shall have at least following brake systems; operational service brake (foot brake), hand brake, door brake, EBS or equivalent, ABS or equivalent, ASR or equivalent, ESP or equivalent systems. Explanation: Since the maximum speed of municipal buses is 80 km/h, all features and safe driving are possible with the Brake system without ESP. ESP request requires extra homologation and documentation process. For this reason, we request that the ESP request in the article be removed in order to prevent producers from being in a difficult situation. We request that the item be as follows: The vehicle shall have at least following brake systems;operational service brake (foot brake),hand brake, door brake, EBS or equivalent, ABS or equivalent, ASR or equivalent.

ANSWER-9:

The Specification 1.1.9.1 of Annex II+III Technical Specifications + Technical Offer remains unchanged as stated in the Tender Dossier.

QUESTION-10:

Specification Text No.: 1.1.13.5 Specification Text: The profiles to be used will be steel or stainless steel or aluminum alloy of at least St 44 quality, resistant to all loads. The chassis frame will be subjected to full immersion cataphoresis to prevent rust. After the cataphoresis process, no drilling or welding will be done on the chassis. Explanation: Apart from the KTL coating process, there are different processes that protect the vehicle body and the vehicle. To be competitive, it is necessary to accept different solutions that will protect the vehicle chassis for many years. We request that the item be as follows: The profiles to be used will be steel or stainless steel or aluminum alloy of at least St 44 quality, resistant to all loads. After the cataphoresis process, no drilling or welding will be done on the chassis. Equivalent applications are also accepted as an option to the cataphoresis process, as long as the protection class and technology are proven.

ANSWER-10:

The Specification 1.1.13.5 of Annex II+III Technical Specifications + Technical Offer remains unchanged as stated in the Tender Dossier.

QUESTION-11:

Specification Text No.: 1.1.28.1 Specification Text: The interior of walls and ceiling shall be made of non-flammable, dirt-resistant, waterproof, and easily washable plastic materials. Explanation: This article is not understood, we demand its removal. It is not understood that plastic material is required for the interior parts of the ceiling and side walls. The inside of the side and ceiling closures are covered with sponge-based insulation material that provides high sound and heat insulation. We request that the item be as follows: Removal or more detailed and understandable explanation.

ANSWER-11:

Here the subject is not the insulation but the interior trim in other words linings covering the walls, and ceiling shall be plastic, which shall be non-flammable, dirt-resistant, waterproof, and easily washable.

QUESTION-12:

Specification Text No.: 1.1.40.4 Specification Text: The proposed in-vehicle industrial LCD monitors should be at least 19” in LCD technology and equipped with LED backlighting. Each vehicle should have two double-sided screens in the middle of the vehicle and one inward-facing screen at the rear. The screens in the middle of the vehicle should be designed to be front/back. Explanation: LED backlighting and one inward-facing screen at the rear cause unnecessary electricity usage and inefficient use for a 12-meter vehicle if the comparison is made by investigating other Europe countries' electric bus tenders. We request that the item be as follows: The proposed in-vehicle industrial LCD monitors should be at least 19” in LCD technology. Each vehicle should have two double-sided screens in the middle of the vehicle. The screens in the middle of the vehicle should be designed to be front/back.

ANSWER-12:

Please refer to Changes to the Tender Dossier No.1.

QUESTION-13:

2. Design and manufacture: 2.1. The Minimum Mean Distance Between Failure (MDBF) and Mean Distance Between Service Failure (MDBSF) values shall be given at the design stage. The MDBF value for the entire fleet shall not be below 15,000 km operating value and the MDBSF value shall not be below 150,000 km operating values.

Explanation: We request that the values be reduced due to the low number of vehicles envisaged in the fleet.

Our change request: 2. Design and manufacture: 2.1. The Minimum Mean Distance Between Failure (MDBF) and Mean Distance Between Service Failure (MDBSF) values shall be given at the design stage. The MDBF value for the entire fleet shall not be below 10,000 km operating value and the MDBSF value shall not be below 90,000 km operating values.

ANSWER-13:

The relevant statement remains unchanged as defined in the section of 2. Design and manufacture for LOT 1 – Electric Bus And Charging Station in the ANNEX II + III: Technical Specifications + Technical Offer

QUESTION-14:

During the warranty period, all kinds of repairs, maintenance, and tire renewal of the vehicles during the 5-year warranty period shall be the responsibility of the contractor and related costs shall be borne by the contractor. When the tread depth of tire falls below 4 mm, tire will be replaced with a new one. Tire puncture repair is the responsibility of KMM.

Explanation: We request that the tyre operation be excluded from the scope, as a garage service is not foreseen.

Our change request: During the warranty period, all kinds of repairs, maintenance, of the vehicles during the 5-year warranty period shall be the responsibility of the contractor and related costs shall be borne by the contractor.

ANSWER-14:

The relevant statement remains unchanged as defined in the section of 7. Warranty requirements for LOT 1 – Electric Bus And Charging Station in the ANNEX II + III: Technical Specifications + Technical Offer.

QUESTION-15:

Today's electric bus manufacturers can use 3 types of motors. These are hub motor, direct coupled to the axle and central motor. Although each motor has its own advantages and disadvantages, the vast majority of today's electric bus manufacturers prefer the central motor in order to easily put new motors into service in their vehicles. Therefore, in order not to limit competition and to open the tender to more advantageous price offers, we request that the central motor is also acceptable within the scope of the tender.

ANSWER-15:

The central motor excludes from the scope of tender and the specification 1.1.2.1 of Annex II+III Technical Specifications + Technical Offer remains unchanged as stated in the Tender Dossier.

QUESTION-16:

In parallel with our request for the central motors to be added to the tender technical specifications, since there is a differential system after the central motors, the torque requirement expected from the motor is lower compared to hub motors and motors directly coupled to the axle. At this point, since the important thing for vehicle performance is the torque that will be generated in the tire, the lower torque amount to be given with central motors can easily provide the 18% climbing ability requested in the tender conditions, so we request that the requested maximum torque of the motor be updated to 1850 Nm.

ANSWER-16:

The Specification 1.1.2.3 of Annex II+III Technical Specifications + Technical Offer remains unchanged as stated in the Tender Dossier.

QUESTION-17:

There are generally 3 types of doors used for city buses. These are Outward opening swinging type, Outward opening sliding type, Inward opening swinging type doors. It was shared in the technical specifications that the door is requested to be inward opening type, but a sliding on the tracks type. Inward opening swinging type doors has sliding tracks which keep the doors within position. We would like to ask to authority that is it acceptable within specification?

ANSWER-17:

Please refer to Changes to Tender Dossier.

QUESTION-18:

In today's battery technologies, battery life is related to usage and daily desired range values. Battery suppliers can guarantee 80% state of charge (SoC) value after 5 years. Therefore, we request that the requirement be updated to 80%.

ANSWER-18:

The relevant statement remains unchanged as defined in the section of 7. Warranty requirements for LOT 1 – Electric Bus And Charging Station in the ANNEX II + III: Technical Specifications + Technical Offer.

QUESTION-19:

UN ECE R66 deals with the roll-over protection of Category Class II and Class III vehicles/buses which are currently being used for service and intercity buses. These vehicles/buses are very sensitive to roll-over due to their high speed limits, high ceiling heights and higher center of gravity than other vehicles due to the presence of luggage carrying areas under the passenger area. Since the buses requested in the tender is classified as Class I, it is not subject to UN ECE R66 obligation according to European Union regulations. This is because Class I buses have lower roll-over risk due to below conditions; The buses are designed for urban use, the speed is limited to 80 km/h, the ceiling height is low due to the lack of luggage space at the bottom of the bus, the center of gravity is lower when compared to Class II and III buses. As a result, In order to have most advantageous of this procurement, we kindly request you to delete from the item 1.1.53.2.

ANSWER-19:

The Specification 1.1.53.3 of Annex II+III Technical Specifications + Technical Offer remains unchanged as stated in the Tender Dossier.

QUESTION-20:

The current fresh air system and air flow in the vehicles are not at a level that will provide the air flow needed to create an air curtain effect in the wide passenger doors of the vehicles. In order to provide the air flow required to create an air curtain effect, very large capacity fans will need to be applied to the vehicles. This will result in both cost and the application of unnecessary large systems to the vehicles. We kindly request that this item be deleted from the requirements.

ANSWER-20:

Specification 1.1.32.18 of Annex II+III Technical Specifications + Technical Offer remains unchanged as stated in the Tender Dossier.

QUESTION-21:

There is a contradiction between the two specification items (1.1.14.2 / 1.1.26.1). Is the wheelchair ramp to be in the vehicle required operated by the driver electronically or manually? We demand that the request must be clearly stated.

ANSWER-21:

Please refer to Changes to the Tender Dossier No.1.

QUESTION-22:

As BMC, we have been the leader in the export market in urban buses and especially CNG-fueled urban buses since 1990. We have many years of experience in urban bus production. In addition, we are the partner of a company that has been providing infrastructure services for many years in the field of electric urban buses and has sold both engineering and system infrastructure for the electric conversion of vehicles, and has completed an electrical system infrastructure agreement with European capitals such as Paris. In this context, we have experience far beyond the requested reference on both urban buses and electric vehicles. For this reason, we would like to ask you to inform us whether the submission of a reference combining our partner's experience with electricity infrastructure in public transport and our experience with city buses would be accepted by the authority.

ANSWER-22:

Please refer to Article 16 (Selection criteria) of the Additional information about the Contract Notice.

QUESTION-23:

Rain sensors are a feature that is not generally used as standard by today's city electric bus manufacturers. Therefore, in order not to limit competition and to open the tender to more advantageous price offers, we kindly request that this item be deleted from the specifications.

ANSWER-23:

Specification 1.1.16.5 of Annex II+III Technical Specifications + Technical Offer remains unchanged as stated in the Tender Dossier.

QUESTION-24:

City buses are designed to allow significant air exchange due to frequent passenger boarding and alighting, which helps to maintain air quality within the cabin. Implementing sophisticated air purification systems can significantly increase the overall cost of the bus. Also, bus air conditioning systems have already fresh air inlet and filters that can capture larger particles, and dust, providing air quality improvement without the need for additional purification. We kindly demand that the requirement be removed from the specifications.

ANSWER-24:

Specification 1.1.32.14 of Annex II+III Technical Specifications + Technical Offer remains unchanged as stated in the Tender Dossier.

QUESTION-25:

The heating function of the air conditioning system operates using heat pumps, while "convectors" are connected to an electric heater. Additionally, since this electric heater does not rely on gas, it is not affected by cold weather conditions. We request that the use of electric heaters for "convectors" is also approved.

ANSWER-25:

Please refer to Specification 1.1.32.15 of Annex II+III Technical Specifications + Technical Offer in the Tender Dossier.

QUESTION-26:

Since the electric central motor is positioned inside the vehicle and is supported by underbody protection against external objects that may come from below, we requested change the subject of items as the electric motor have at least IP 55 protection rating according to IEC 60529 standard.

ANSWER-26:

Specification 1.1.2.4 of Annex II+III Technical Specifications + Technical Offer remains unchanged as stated in the Tender Dossier.

QUESTION-27:

The UNECE R118 regulation primarily addresses fire safety for vehicles, but its mandatory for M3 category vehicles classified II or III. It is not mandatory for m3 class 1 vehicles. However, suppliers still have their own R118 approvals for the materials used in the vehicle. We request that the specified item changed so that the R118 approvals on a part basis will also be considered sufficient.

ANSWER-27:

Specifications 1.1.13.2, 1.1.25.6, 1.1.30.12, 1.1.44.14, 1.1.44.15 and 1.1.53.3 of Annex II+III Technical Specifications + Technical Offer remains unchanged as stated in the Tender Dossier.

QUESTION-28:

The driver's area is usually more protected from direct exposure to the elements compared to other parts of the vehicle. Buses are designed with enclosures that shield the dashboard from rain, snow, and dirt. Since it is not exposed to much dust and dirt, there is no need for a high level of protection. We kindly request that you consider an acceptable protection class of IP 52.

ANSWER-28:

Specification 1.1.21.1 of Annex II+III Technical Specifications + Technical Offer remains unchanged as stated in the Tender Dossier.

QUESTION-29:

Additional information about the Contract Notice in line with the technical capacity requirement, bidders are asked to provide evidence of at least EUR 9,000,000.00 or two contracts with a budget of at least EUR 4,500,000.00 each in the supply of electric buses implemented during the reference period. The limited number of ebus manufacturers restricts competition and market growth. Including tram manufacturers, who share similar technologies, could increase producers, boosting competition and improving quality. Both trams and ebuses are electric, eco-friendly, and efficient for urban transport, making them key to sustainable solutions. In this regard, we hereby kindly request you to count the trams as a selection criteria (work experience) as it has similar components and features to the ebuses.

ANSWER-29:

The Article 16 Selection criteria remains unchanged as stated in the Additional information about the Contract Notice.

QUESTION-30:

According to "Additional information about the Contract Notice" document, Article No. 3, "The tenderer has delivered supplies (proportion carried out by the candidate) under at least one contract with a budget of at least EUR 200.000,00 or at least two contracts with a budget of at least EUR 100.000,00 each in supply of electric bicycle or bicycle sharing system implemented during the reference period." is stated. In the above statement you mentioned requirements about bicycle sharing systems. Sharing Vehicle Software is the most important component of bike sharing systems. Is it possible to offer sharing vehicle system software sales under at least one contract with a budget of at least EUR 200.000,00?

ANSWER-30:

Please note that the contracting authority cannot give a prior opinion on assessment of the tender evaluation process.