Pre bid queries & complinace for tender T-03 of installation 50 EV charging station

SR No	Tender Clause	Tender Condition	Bidder Responce	MSEDCL respeonce
1	Price Schedule	Price Schedule	Sr # 2, the 3.5Core LT cable from substation to metering is mentioned but the size of the cable is NOT mentioned. As per the 15KW rating of the charger, the standard for the DC001 charger is 3.5 C x 16 sq. mm. LT aluminium armoured cable.	The size of cable required is 3.5CX 16 sqmm LT aluminium PVCarmoured cable.
2	2.1 of eleigibility criteria	Bidder should have experience in business of sale & service of charging equipment.	Bidder should have experience in business of sale & service of charging equipment/ electrical equipment manufacturer/ power generation company/ power distribution licensee/ power transmission licensee	Tender condition will prevail. No change
3	Section II 1. i	50 nos. DC Fast Charging DC-001 Charger on turnkey basis.	40 nos. DC-001 & 10 nos. 25 KW (CCC & Chademo) @ 10 different location.	Tender condition will prevail. No change
4	Section II (Preamble)	One Charging point at single location.	At least 2-4 charging points at single location to make it in line on Ministry of Power Guideline issued on 14th Dec 2018.	Tender condition will prevail. No change
	Section VII	Technical specification: EVSE – CMS Communication The EVSE should be able to communicate with CMS using Open Charge Point Protocol (OCPP) 1.5 or higher versions compatible to OCCP1.5.	As we discussed in the pre-bidding meeting the communication protocol OCPP 1.6 has been upgraded from 1.5. so JSW requests to please upgrade it to 1.6 as all the products and rules are for 1.6 & above	It is requested to be read as the EVSE should be able to communicate with CMS using Open Charge Point Protocol (OCPP) 1.5 or higher versions
5	Section VII	The Electrical Charging by DC supply voltage Type DC001, 100A with two different voltage output.	Recommend AC charging, AS The 100A DC charging station would be bulky in size and DC cable of 100A with suitable connector of charging would be difficult for handling. To generate 100A DC output from 415V DC input to charging station would be high in rating. DC Chargers are huge and they are more expensive. These are mostly used at the highways for charging buses and large vehicles continuously, may be 100s of buses in a day. Which currently we do not feel is the requirement. The costs of these chargers are 10times more than the AC chargers.	Tender condition will prevail. No change
6	Section II 1.VIII	Sufficient number of charging station units should be provided in case of malfunction or non-function of equipment.	Quantity of spare station units are not mentioned in tender.	In tender it self mentioned sufficient inventory it means you should keep available spare unit/component of unit that system shall not be shut down due to malfunctioning.
7	Apendix to technicap proposal	Time line of commissioning of charger is mentioned as 3 months after LOA.	The details of civil work/roof or any other construction are not covered and scope of the same is not mentioned in the tender.	Tender condition will prevail. No change
8	Section II XIII	The statutory permission responsibility of charger is in bidder scope	We would like to know any guidelines of the same from Electricity Board.	As per tender conditions and Ministry of Power Guideline issued on 14th Dec 2018.
9	Section II 2	Type tested as per IEC from international laboratory.	Specification mentions, MSEDCL shall test any random sample for type test at NABL Laboratory. This shall be done on extra costs if required ??	type test report as AIS 138 is sufficient at the time of inspection
10	Section II 2	Lead bidder of this consortium needs to be mandatorily an electrical equipment manufacturer or Electric Car manufacturer.	Please clarify.	Tender condition will prevail. No change
11	Section II 2	Bidder(s) should have experience in the business of, sale and service of charging equipment.	Please clarify	Tender condition will prevail. No change
12	Section II 2	AR -138 / ISO certification required	Ampower has all the equipment test as per European guideline. Hence the product is internationally type tested. Hence AR-138 and ISO certification shall not be available	Both documents are mendatory

13	Section I	EMD is required at the same time of bank guarantee.	Bank Guarantee should be withdrawn	Tender condition will prevail. No change
14	Section VII	Technical specification	The communication between Charger to Vehicle and Dashboard is needed to be revised and should be latest.	It is requested to be read as the EVSE should be able to communicate with CMS using Open Charge Point Protocol (OCPP) 1.5 or higher versions
16	Section I		Tender mentions estimated price as 200000 INR. Our Comment - Considering the large scope- Survey, Design, Civil work, erection, commissioning, supervision of erection and commissioning, maintenance / 5 years CMS, warrantee, Backup supply, Back up Unit and supply of electric charger unit, The cost of each unit @ 200000 INR which is very less, request you to reconsider.	Please submit the price scheduled as per tender condition and justified price will be considered.

sd/-
Chief Engineer (Infra)
MSEDCL, Mumbai