Date: 07/07/2025

ADDENDUM -1

BEML SRM Tender Ref : 6300039733 dated 03.07.2025

Tendered Item : **INTERIOR LIGHTING SYSTEM"**

Project : Standard Gauge High Speed Train Project.

Sl. No.	Description	FOR	READ AS
01	PTS	PTS ref: FPIIC/TD/038 Dtd: 27.06.2025 REV-00	Procurement Technical Specification (PTS) is revised and the following latest PTS (REVISION 01) is uploaded. PTS: FPIIC/TD/038 Dtd: 02.07.2025 REV-01 Bidders to consider this latest revised PTS.
02	Qualification /Eligibility Criteria	**6. Qualifying Criteria for supplier and Vendor Approval** **6.1. Proven Design (Clause 5.1.9, of ICF/MD/SPEC-447):** a) The Sub-systems and equipment's proposed to be used in the Trains are based on proven technology and designed for high-speed trains. b) The proposed Interior Lighting System by the Supplier against this PTS shall satisfy the "Proven Design" Clause 5.1.9, of ICF/MD/SPEC-447. c) The Proposed type of Interior Lighting system should have been proven design i.e., the design of equipment components etc., shall be based on sound, proven and reliable engineering practices. For the avoidance of doubt, the Contractor may	**Qualification Criteria is revised.** **Qualification Criteria as per Clause 6 of PTS ref: FPIIC/TD/038 Dtd: 02.07.2025 (REVISION-01)** **1. Proven Design (Clause 5.1.9, 3.1.5 of ICF/MD/SPEC-447)** a) The Sub-systems and equipment's proposed to be used in the Trains are based on proven technology and designed for high-speed trains. b) The proposed Interior Lighting System by the Supplier against this PTS shall satisfy the "Proven Design". Clause 5.1.9, 3.1.5 of ICF/MD/SPEC-447 c) The Proposed type of Interior Lighting system should have been proven design i.e., the design of equipment components etc.,

		require the Supplier to conduct such tests and trials as may be necessary to establish the reliability and efficiency of such technology and designs in accordance with the good industry practice. d) The proposed lights in passenger area shall be of indirect type with a dedicated concave and treated reflective surface formed of metal/alloy extrusion. The construction shall be such a way that in case of fire hazard, the hot materials of diffuser, PCB etc., shall not be falling downwards. e) The Supplier shall manufacture and supply the Interior Lighting system only from such manufacturing units that have supplied the Interior Lighting system that fulfill the proven design requirements as above. **6.2. Qualifying Criteria:** a)The Supplier can be a consortium comprising of Original Equipment Manufacturer (OEM) of the interior lighting system and their associates who are conducting businesses as per the Law of the land. b)Either OEM or Supplier should have supplied Interior Lighting System for High-speed trains (operating speed 250 kmph and above) having experience in design, development, manufacturing, supply, testing and commissioning. c)The proposed type of Interior Lighting System manufactured and supplied by the either by supplier or OEM should have been in use, have established their satisfactory performance and reliability in trainsets operating at speed of 250 kmph and above, in at least two (02) projects for minimum 3 years prior to the bid opening date.	shall be based on sound, proven and reliable engineering practices. For the avoidance of doubt, the Contractor may require the Supplier to conduct such tests and trials as may be necessary to establish the reliability and efficiency of such technology and designs in accordance with the good industry practice. d) The proposed lights in passenger area shall be of indirect type with a dedicated concave and treated reflective surface formed of metal/alloy extrusion. The construction shall be such a way that in case of fire hazard, the hot materials of diffuser, PCB etc., shall not be falling downwards. e) The Supplier shall manufacture and supply the Interior Lighting system only from such manufacturing units that have supplied the Interior Lighting system that fulfill the proven design requirements as above. f) The Supplier shall demonstrate, to the satisfaction of the Purchaser, that the Sub-systems proposed to be used in the Train are based on proven technology and design. In case of new development for the application in high-speed RS, by a proven OEM can be considered subject to proper justification, comprehensive validation and additional warranty of at least 03 years of DNP beyond 02 years of project DNP. Development of any subsystem based on proven technology may be verified and validated by third party experts. **2 Qualifying Criteria** a) The Supplier can be a consortium comprising of Original Equipment Manufacturer (OEM) of the interior lighting system and their associates who are conducting businesses as per the Law of the land. b) Either OEM or Supplier should have supplied Interior Lighting System for High-speed trains (operating speed 250 kmph and above) having experience in design, development, manufacturing, supply, testing and commissioning.

		d)Either the Supplier or OEM and should have carried out design and manufacturing of aggregates / sub-assemblies proposed for Interior Lighting system shall be state-of-art & of proven design and shall have been in use and have established their satisfactory performance and reliability in trainsets operating at speed of 250 kmph and above, in at least two (02) projects for minimum 3 years prior to the bid opening date. In case of new development for the application in high-speed rolling stock, by a proven OEM can be considered subject to proper justification, comprehensive validation and additional warranty of at least 03 years of Defect Notification Period (DNP) beyond the project DNP. Development of any subsystem based on proven technology may be verified and validated by third party experts. e)Proposed Interior Lighting system should have been in service during the preceding three years or more in respect of Interior Lighting system in similar two (2) High-Speed Rail projects. To this effect, the Supplier shall submit relevant document along with the technical offer. f)All 'sub systems' shall be procured from the approved vendors and sourced from only such manufacturing units that have supplied the sub-systems that fulfil the proven design requirements as above. g)The Supplier shall have established International Quality systems and certification like ISO 9001/ISO 14001/IRIS. The Supplier shall submit supporting documents in this regard. h)The Supplier shall submit Inspection & Test Plan / Quality Manual followed. i)The Supplier shall undertake to provide support during Installation, Testing & Commissioning, service trials, revenue service and DNP period either by themselves or through sister company or a partner in India. The Supplier shall submit detailed proposal in this regard.	c) The proposed type of Interior Lighting System manufactured and supplied by the either by supplier or OEM should have been in use, have established their satisfactory performance and reliability in trainsets operating at speed of 250 kmph and above, in at least two (02) projects for minimum 3 years prior to the bid opening date. d) Either the Supplier or OEM and should have carried out design and manufacturing of aggregates / sub-assemblies proposed for Interior Lighting system shall be state-of-art & of proven design and shall have been in use and have established their satisfactory performance and reliability in trainsets operating at speed of 250 kmph and above, in at least two (02) projects for minimum 3 years prior to the bid opening date. In case of new development for the application in high-speed rolling stock, by a proven OEM can be considered subject to proper justification, comprehensive validation and additional warranty of at least 03 years of Defect Notification Period (DNP) beyond the project DNP. Development of any subsystem based on proven technology may be verified and validated by third party experts. e) Proposed Interior Lighting system should have been in service during the preceding three years or more in respect of Interior Lighting system in similar two (2) High-Speed Rail projects. To this effect, the Supplier shall submit relevant document along with the technical offer. f) All 'sub systems' shall be procured from the approved vendors and sourced from only such manufacturing units that have supplied the sub-systems that fulfill the proven design requirements as above. g) The Supplier shall have established International Quality systems and certification like ISO 9001/ISO 14001/IRIS. The Supplier shall submit supporting documents in this regard. h) The Supplier shall submit Inspection & Test Plan / Quality Manual followed.

		j)The technical support of Supplier shall be made available through permanent positioning of Supplier's staff at Depots for meeting DNP obligation as per ICF/MD/SPEC-447. k) The Supplier shall give an undertaking to supply spares for a minimum period of 15(fifteen) years from the date of commercial operation of each trainset.	i) The Supplier shall undertake to provide support during Installation, Testing & Commissioning, service trials, revenue service and DNP period either by themselves or through sister company or a partner in India. The Supplier shall submit detailed proposal in this regard. j) The technical support of Supplier shall be made available through permanent positioning of Supplier's staff at Depots for meeting DNP obligation as per ICF/MD/SPEC-447. k) The Supplier shall give an undertaking to supply spares for a minimum period of 15(fifteen) years from the date of commercial operation of each trainset.
03	NIT condition on Commercial Evaluation (refer Page 9 of NIT document)	1. Bidder has to quote for all the items. Commercial evaluation will be based on total bid value for all the items put together. 2. Reverse Auction shall be conducted if Minimum 2 technically accepted firms received & Reverse auction will be as per BEML norms. 3. Commercial Ranking shall be arrived based on the Grand Total of all the tendered items in above Table (1). The bidder whose offer is lowest will be considered as L1. 4. The commercial bids of the vendors will be opened subject to technical acceptance based on Technical bid evaluation. 5. Bidder should quote for all tendered line items. Bidders / Bids having partial participation will be rejected.	These NIT conditions remains same and valid. Bidders have to submit compliance indicating that they have submitted offer for all the tendered line items. This declaration should be submitted along with their Technical Bid.