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<tr><th>S. No.</th><th>Section No.</th><th>Page No.</th><th>Para No/ Clause No.</th><th>Description as Per RFP/ DCA</th><th>Amended Clause</th></tr>
<tr><td>1.</td><td>Section 1 of RFP</td><td>11</td><td>1.2 Scope of Bid</td><td>1.2.6 A Concession Agreement as per the format provided in Volume II (“Concession Agreement”) shall be signed in terms of either Clause 2.1.18 or Clause 2.1.19. The period of Concession Agreement and assured kms per bus per day for the e-buses is as follows:
<table>
<tr><th>Bus Type</th><th>Number of buses</th><th>Assured Kilometres per e-bus per month</th><th>Concession Period</th></tr>
<tr><td>Double Decker Air-Conditioned Electric Bus</td><td>20</td><td>4,500</td><td>12 years</td></tr>
</table></td><td>A Concession Agreement as per the format provided in Volume II (“Concession Agreement”) shall be signed in terms of either Clause 2.1.18 or Clause 2.1.19. The period of Concession Agreement and assured kms per bus per month ~~day~~ for the e-buses is as follows:
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<tr><th>Bus Type</th><th>Number of buses</th><th>Assured Kilometres per e-bus per month</th><th>Concession Period</th></tr>
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</table></td></tr>
<tr><td>2.</td><td>Article 27 of DCA</td><td>100</td><td>27.1.5</td><td>27.1.5 Through out the Concession Period, the Authority has agreed to deposit in the Escrow Account all the Project Revenues and other receivables as per Clause 27.2.1 and maintain the Minimum Escrow Balance. The Authority for this purpose shall take grants/contributions/financial support from Government of Tamil Nadu (“GoTN”). It is clarified that the non-receipt of grants/contributions/financial support from GoTN shall not absolve the Authority from its obligation to maintain the Minimum Escrow Balance in. Failure of the Authority to comply with this Clause 27.1.6 shall result in the Authority Event of Default.</td><td>Clause 27.1.5 of DCA is modified as follows:

27.1.15 Through out the Concession Period, the Authority has agreed to deposit in the Escrow Account all the Project Revenues and other receivables as per Clause 27.2.1 and maintain the Minimum Escrow Balance. The Authority for this purpose shall take grants/contributions/financial support from Government of Tamil Nadu (“GoTN”). It is clarified that the non-receipt of grants/contributions/ financial support from GoTN shall not absolve the Authority from its obligation to maintain the Minimum Escrow Balance in. Failure of the Authority to comply with this Clause 27.1.5 ~~27.1.6~~ shall result in the Authority Event of Default.</td></tr>
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<tr><td>3.</td><td>Schedule L of DCA</td><td>185</td><td>S. No. 40</td><td>The operator shall install the following list of equipment to ensure majority of the periodic and unscheduled maintenance activities are carried out at the maintenance depot. The equipment required to be installed at the depot must include the list of equipment provided below. The list is inclusive and not exhaustive and operator shall install additional tools/equipment to ensure maintenance activities of the bus may be undertaken at the depots.<table><tr><th>S. No</th><th>Equipment</th></tr><tr><td>40.</td><td>1 (one) Simulator for driver training in the Depot</td></tr></table></td><td>S. No. 40 of Schedule L is modified as follows:

The operator shall install the following list of equipment to ensure majority of the periodic and unscheduled maintenance activities are carried out at the maintenance depot. The equipment required to be installed at the depot must include the list of equipment provided below. The list is inclusive and not exhaustive and operator shall install additional tools/equipment to ensure maintenance activities of the bus may be undertaken at the depots.<table><tr><th>S. No</th><th>Equipment</th></tr><tr><td>40.</td><td>1 (one) Simulator for driver training in the Depot (optional)</td></tr></table></td></tr>
<tr><td>4.</td><td>Schedule AA of DCA</td><td>240</td><td>1.9</td><td>1.9 The offered bus shall meet the Phased Manufacturing program (PMP) requirements and Performance & Efficiency Eligibility Criteria for Electric Bus Category Vehicle under PM E-Drive Scheme. The same shall be verified by MTC.
For this S.O. 4259(E) dated 29 September 2024 — PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) Scheme and S.O. 1078(E) dated 3 March 2025 Annexure 5 - Phased Manufacturing Programme (PMP) for Electric Vehicles for eligibility under PM E-DRIVE Scheme – Table 2: PMP for Vehicle Category e-buses (M2/M3) shall be referred.</td><td>Clause 1.9 of Schedule AA stands deleted</td></tr>
<tr><td>5.</td><td>Schedule AA of DCA</td><td>241</td><td>1.13</td><td>Source of Data:</td><td>Clause 1.13 of Schedule AA stands deleted</td></tr>
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				F. PM E-Drive scheme: S.O. 4259(E) and S.O. 1078(E) — PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) Scheme including Operational guidelines issued by MHI-https://pmedrive.heavyindustries.gov.in	
6.	Schedule AA of DCA	242	2.2	2.2 Vehicular Mass: Considering the city bus application passenger occupancy varies a lot throughout the daily operations. Peak hour occupancies are substantially high. For the purpose of this schedule, peak payload is calculated with following presumptions. Peak payload for the buses shall be taken as 66 seated passengers plus 2 times standee passengers (No. of standee passengers calculated as per AIS 052) plus luggage (7.5 Kg per passenger) carried by 50 % of total passengers distributed evenly in the passenger area. No standees are to be considered in upper deck. For all purposes, wherever maximum Vehicular mass (M_{max}) is required to be considered, it shall be arrived at by adding the peak payload to curb weight of the vehicle as declared by manufacturer or Manufacturer's Declared GVW whichever is higher. The bus shall be provided with safety interlock that shall give audio-visual warning signal on dashboard in Driver's compartment, when the bus gets loaded in excess of M_{max} as defined in this clause. If this overload situation continues beyond 2 to 3 minutes, bus shall automatically go into	Clause 2.2 of Schedule AA is modified as follows: Vehicular Mass: Considering the city bus application passenger occupancy varies a lot throughout the daily operations. Peak hour occupancies are substantially high. For the purpose of this schedule, peak payload is calculated with following presumptions. Peak payload for the buses shall be taken as minimum 60 ~~66~~ seated passengers plus 2 times standee passengers (No. of standee passengers calculated as per AIS 052) plus luggage (7.5 Kg per passenger) carried by 50 % of total passengers distributed evenly in the passenger area. No standees are to be considered in upper deck. For all purposes, wherever maximum Vehicular mass (M_{max}) is required to be considered, it shall be arrived at by adding the peak payload to curb weight of the vehicle as declared by manufacturer or Manufacturer's Declared GVW whichever is higher. The bus shall be provided with safety interlock that shall give audio-visual warning signal on dashboard in Driver's compartment, when the bus gets loaded in excess of M_{max} as defined in this

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				Limp home mode (it can't be driven beyond speed of 10 kmph).	clause. If this overload situation continues beyond 2 to 3 minutes, bus shall automatically go into Limp home mode (it can't be driven beyond speed of 10 kmph). Alternatively, the safety provisions to address the overload (excess of Mmax) situation shall adhere to recommendations of CMVR/ ARAI certification/ AIS: 052.
7.	Schedule AA of DCA	244	2.14	All designs and drawings including maintenance & service manuals shall be supplied in hard copy, in duplicate, and in electronic form. All drawings shall be provided in auto-cad format.	Clause 2.14 of Schedule AA is modified as follows: All designs and drawings including maintenance & service manuals shall be supplied in hard copy, in duplicate, and in electronic form. All drawings shall be provided in CAD ~~auto-cad~~ format.
8.	Schedule AA of DCA	245	2.21	2.21 A comprehensive solution for fire mitigation is required along with the robust detection system. A full-coverage multi-area fire-protection solution is essentially required on the electrical buses specifically for vulnerable passenger saloon areas on lower and upper deck as well. A liquid-based extinguishing agent, which is non-corrosive, may be used as one part of the complex system solution, also to provide effective cooling capacity to slow the fire development, allowing safe evacuation of passengers. In order to cover all risk areas in an EVs, the main risk scenarios may be divided into protection areas such as, passenger compartments, high voltage areas and control panels, channels of wiring harnesses and	Clause 2.21 of Schedule AA is modified as follows: 2.21 A comprehensive solution for fire mitigation is required along with the robust detection system. A full-coverage multi-area fire-protection solution is essentially required on the electrical buses specifically for vulnerable passenger saloon areas on lower and upper deck as well. A liquid-based extinguishing agent, which is non-corrosive, may be used as one part of the complex system solution, also to provide effective cooling capacity to slow the fire development, allowing safe evacuation of passengers. In order to cover all risk areas in an EVs, the main risk scenarios may be divided into protection areas such as,

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				high voltages cables, Traction battery compartment, both for protection of batteries from outside fire and containment at battery fire / thermal runaway. The different areas shall be thus protected in various ways by robust detection and suppression systems – both liquid- and gas-based solutions. The FDSS needs to achieve early detection of battery malfunction in order to shut the battery down before a full thermal runaway occurs and further design the suppression systems for vehicles powered by Li-ion and other batteries in an optimised way of formulation of extinguishing agents and possible integration within the Li-ion / other batteries management system. The vehicle manufacturer shall provide the detailed write up on the FDSS system being provided in the bus being offered against this Tender while submitting the bid.	passenger compartments, high voltage areas and control panels, channels of wiring harnesses and high voltages cables, Traction battery compartment, both for protection of batteries from outside fire and containment at battery fire / thermal runaway. The different areas shall be thus protected in various ways by robust detection and suppression systems – both liquid- and gas-based solutions. The FDSS needs to achieve early detection of battery malfunction in order to shut the battery down before a full thermal runaway occurs and further design the suppression systems for vehicles powered by Li-ion and other batteries in an optimised way of formulation of extinguishing agents and possible integration within the Li-ion / other batteries management system. The vehicle manufacturer shall provide the detailed write up on the FDSS system being provided in the bus being offered against this Tender while submitting the bid. Alternatively, the fire safety provisions shall adhere to the recommendations of CMVR/ ARAI certification/ AIS: 052.
9.	Schedule AA of DCA	247	2.24 (viii)	viii) Fire hazards to be taken into account in the analysis shall at least consist of the following: Components whose surface may reach temperatures above the auto-ignition temperature for fluids, gases or substances that are present in the fire prone areas and electrical components and cables with a current or voltage	Clause 2.24 (viii) of Schedule AA is modified as follows: viii) Fire hazards to be taken into account in the analysis shall at least consist of the following: Components whose surface may reach temperatures above the auto-ignition

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				high enough for an ignition to occur as well as hoses and containers with flammable liquid or gas (in particular if those are pressurized). The analysis shall be fully documented and submitted as a part of bid document.	temperature for fluids, gases or substances that are present in the fire prone areas and electrical components and cables with a current or voltage high enough for an ignition to occur as well as hoses and containers with flammable liquid or gas (in particular if those are pressurized). The analysis shall be fully documented and submitted along with prototype submission. ~~as a part of the bid document~~.
10.	Schedule AA of DCA	248	3.2	Performance data / curves / charge - discharge cycle curves and other details of the electric propulsion system have to be supplied during proto inspection. A detailed set of calculations indicating adequacy of said electric propulsion system for proposed urban bus be provided along with all performance parameters of selected electric propulsion system.	Clause 3.2 of Schedule AA is modified as follows: Necessary information pursuant to performance data / curves /charge - discharge cycle curves and other details of the electric propulsion system have to be shared with the team carrying out the Prototype inspection prior to or during the inspection.
11.	Schedule AA of DCA	249	3.9	3.9 The Electric powertrain shall be equipped with an electronically controlled management system and 24-volt battery electrical systems. Full electronic management of powertrain shall include on-board diagnostic and driver alerts for crucial parameters for ReESS System, axle load control, Lubrication system, Motor, ReESS coolant system, Vehicle performance (powertrain specific). In addition to the requirements of OBD II as per CMVR, the bus should have suitable audio and visual indication for the driver to be displayed at the dashboard to recognize the mal-functioning	Clause 3.9 of Schedule AA is modified as follows: 3.9. The Electric powertrain shall be equipped with an electronically controlled management system and 24-volt battery electrical systems. Full electronic management of powertrain shall include on-board diagnostic and driver alerts for crucial parameters for ReESS System, axle load control, Lubrication system, Motor, ReESS coolant system, Vehicle performance (powertrain specific). In addition to the requirements of OBD II as per CMVR, the bus should have suitable audio and visual indication for the driver to be displayed at the dashboard to

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				a) speed limiting device, b) ReESS and its cooling system, c) other systems that are crucial for safe functioning of the vehicle that have direct effect on passenger safety and d) high voltage cabling system unsafe situations e) tyre pressure	recognize the mal-functioning of a) speed limiting device, b) ReESS and its cooling system, c) other systems that are crucial for safe functioning of the vehicle that have direct effect on passenger safety and d) high voltage cabling system unsafe situations e) tyre pressure (optional)
12.	Schedule AA of DCA	253	6.1	6.1 The bus shall be fitted with electronically controlled Pneumatic (air bellow) suspension at front and rear axles. The suspension system shall be fitted with shock absorbers, anti-roll bars, or any other suitable system for trouble free operation and jerk free comfortable ride quality in existing road conditions of Chennai Metropolitan areas. The air suspension should be adequately protected from / Propulsion systems / any heat source etc. for minimizing ageing effect on the air bellows.	Clause 6.1 of Schedule AA is modified as follows: 6.1 The bus shall be fitted with electronically controlled Pneumatic (air bellow) suspension at front and rear axles. The suspension system shall be fitted with shock absorbers, anti-roll bars, or any other suitable system for trouble free operation and jerk free comfortable ride quality in existing road conditions of Chennai Metropolitan areas. The air suspension should be adequately protected from / Propulsion systems / any heat source etc. for minimizing ageing effect on the air bellows. Or, as per the recommendations of CMVR/ ARAI certification/ AIS: 052.
13.	Schedule AA of DCA	253	6.2	6.2 Electronic control module for suspension system shall account for controlling floor level, enhancing comfort by absorbing shocks in case of road irregularities, Uniform Spring rate in all loading conditions, auto-correction of bellow height to protect driveline angularity related	Clause 6.2 of Schedule AA is modified as follows: 6.2 Electronic control module for suspension system shall account for controlling floor level, enhancing comfort by absorbing shocks in case of road irregularities, Uniform Spring rate in all

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				problems, counter road unevenness, monitor bellow failures and provide passenger ride comfort to commuters.	loading conditions, auto-correction of bellow height to protect driveline angularity related problems, counter road unevenness, monitor bellow failures and provide passenger ride comfort to commuters. Or, as per the recommendations of CMVR/ ARAI certification/ AIS: 052.
14.	Schedule AA of DCA	254	6.3	6.3. The full air suspension system both at front & rear shall be with stabilizer bar.	Clause 6.3 of Schedule AA is modified as follows: 6.3. The full air suspension system both at front & rear shall be with stabilizer bar. Or, as per the recommendations of CMVR/ ARAI certification/ AIS: 052.
15.	Schedule AA of DCA	254	8.4	8.4. At low speed and in case of high braking force, the electric and the pneumatic braking systems shall blend into each other to provide a smooth braking.	Clause 8.4 of Schedule AA is modified as follows: 8.4. At low speed and in case of high braking force, the electric and the pneumatic braking systems shall blend into each other to provide a smooth braking. Or, as per the recommendations of CMVR/ ARAI certification/ AIS: 052.
16.	Schedule AA of DCA	254	8.7	8.7. Electronic braking control system (EBS) shall provide uniform distribution of braking force on all wheels, contributing to smooth braking, optimizing braking with minimal pedal force thereby reducing driver fatigue. EBS shall monitor brake pad condition, brake pad temperatures, brake pressures and any other crucial parameter for effective performance of brake system under all possible city driving conditions.	Clause 8.7 of Schedule AA is modified as follows: 8.4. Electronic braking control system (EBS) shall provide uniform distribution of braking force on all wheels, contributing to smooth braking, optimizing braking with minimal pedal force thereby reducing driver fatigue. EBS shall monitor brake pad condition, brake pad temperatures, brake pressures and any other crucial parameter for effective performance of brake system under

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					all possible city driving conditions. Or, as per the recommendations of CMVR/ ARAI certification/ AIS: 052.
17.	Schedule AA of DCA	255	8.11	8.11. An additional provision for parking brakes is also to be provided to prevent auto application of parking brakes due to loss of pressure in the hand-brake line.	Clause 8.11 of Schedule AA is modified as follows: 8.11 An additional provision for parking brakes is also to be provided to prevent auto application of parking brakes due to loss of pressure in the hand-brake line. Alternatively, additional provision for parking brakes shall adhere to AIS: 052 specification/CMVR/ ARAI certification.
18.	Schedule AA of DCA	255	9.2	9.2. Splash aprons of minimum 6.50 mm thickness composed of rubberized fabric shall be installed behind wheels as needed to reduce road splash and protect under floor components. The splash aprons shall extend downward to within 100 mm of the road surface at static conditions with bus loaded at Mmax. Apron widths shall be no less than tyre / wheel widths symmetrically fitted to cover whole wheel widths. Splash aprons shall be bolted to the bus under structure. Other splash aprons / metallic guards shall be installed where necessary to protect bus equipment from mud / splashing water / gravels like projectiles from running tyres etc.	Clause 9.2 of Schedule AA is modified as follows: Splash aprons of minimum 5.00 mm thickness composed of rubberized fabric shall be installed behind wheels as needed to reduce road splash and protect under floor components. The splash aprons shall extend downward to within 100 mm of the road surface at static conditions with bus loaded at M_{max}. Apron widths shall be no less than tyre / wheel widths symmetrically fitted to cover whole wheel widths. Splash aprons shall be bolted to the bus under structure. Other splash aprons / metallic guards shall be installed where necessary to protect bus equipment from mud / splashing water / gravels like projectiles from running tyres etc.
19.	Schedule AA of DCA	261	22.3	22.3. At least one emergency exit of size 1250 x 550 mm shall be provided on opposite side of the of the service door.	Clause 22.3 of Schedule AA is modified as follows:

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					22.3 At least one emergency exit of size as specified in AIS: 052/CMVR/ ARAI certification ~~1250 x 550 mm~~ shall be provided on opposite side of the of the service door.
20.	Schedule AA of DCA	261	22.4	22.4. At least one escape roof hatch having inscribed area of 70 x 50 cm shall be provided as an emergency exit.	Clause 22.4 of Schedule AA is modified as follows: ~~At least one escape roof hatch having inscribed area of 70 x 50 cm shall be provided as an emergency exit.~~ Number, dimension & location of Escape roof hatches as emergency exit/s shall be provided as per the AIS 052/CMVR/ ARAI certification.
21.	Schedule AA of DCA	262	23.2	23.2. To take into account passenger load Floor shall be constructed with 18 / 19 mm thickness phenolic resin bonded densified laminated compressed wooden floor board (both side plain surface) having density of 1.2 gm/cc conforming to IS 3513 (Part-3): type VI 1989 or latest. The flooring should also be boiling water resistant as for marine board IS 710-1976 / latest and fire retardant as per IS 5509-2000 (IS 15061:2002). The floor shall be coated with Anti-skid material of 3 mm thick anti-skid type silicon grains ISO: 877/76 for colour, IS: 5509 / 15061 for fire retardancy.	Clause 23.2 of Schedule AA is modified as follows: To take into account passenger load Floor shall be constructed with minimum 15 mm thickness phenolic resin bonded densified laminated compressed wooden floor board (both side plain surface) having density of 1.2 gm/cc conforming to IS 3513 (Part-3): type VI 1989 or latest. The flooring should also be boiling water resistant as for marine board IS 710-1976 / latest and fire retardant as per IS 5509-2000 (IS 15061:2002). The floor shall be coated with Anti-skid material of 3 mm thick anti-skid type silicon grains ISO: 877/76 for colour, IS: 5509 / 15061 for fire retardancy.
22.	Schedule AA of DCA	262	26.0	In addition to emergency exits, at least two no. of Escape hatches shall be provided as per the AIS	Clause 26.0 of Schedule AA is modified as follows:

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				052. One in front portion and one in the rear position. Both these hatches shall have electrically operated fans. The one mounted in the front portion of roof shall be sucking the fresh air in the passenger compartment, while the one fitted at the rear shall be expelling the compartment air to outside atmosphere, thus creating forced ventilation across the passenger compartment. This system shall be automatically controlled through control system for Air conditioning and ventilation. It shall be put ON in the event of failure of Air Conditioning system when the bus is running / under operation.	In addition to emergency exits, at least two no. of Escape hatches shall be provided as per the AIS 052/ CMVR/ ARAI certification. One in front portion and one in the rear position. Both these hatches shall have electrically operated fans. The one mounted in the front portion of roof shall be sucking the fresh air in the passenger compartment, while the one fitted at the rear shall be expelling the compartment air to outside atmosphere, thus creating forced ventilation across the passenger compartment. This system shall be automatically controlled through control system for Air conditioning and ventilation. It shall be put ON in the event of failure of Air Conditioning system when the bus is running / under operation.
23.	Schedule AA of DCA	263	27.0	27.0 Stanchions and stop-request chimes Vertical stanchions shall be so positioned to facilitate access to seats for those standing. The stanchions shall comply with UBS II spec with tubing with PVC sleeve or powder coated. Each stanchion shall be provided with buzzer switch at the height of 1200 mm for the convenience of passengers to announce their wish to alight the bus. Sufficiently audible electronic type Stop Chimes shall be provided in the bus, one in driver’s compartment & one near exit door. The interval between chimes shall be 3 to 4 seconds. In addition**,** a red pilot light shall also be provided	Clause 27.0 of Schedule AA is modified as follows: Vertical stanchions shall be so positioned to facilitate access to seats for those standing. The stanchions shall comply with UBS II spec with tubing with PVC sleeve or powder coated or stainless steel. Each stanchion shall be provided with buzzer switch at the height of 1200 mm for the convenience of passengers to announce their wish to alight the bus. Sufficiently audible electronic type Stop Chimes shall be provided in the bus, one in driver’s compartment & one near exit door. The interval between chimes shall be 3 to 4 seconds. In addition, a red pilot light shall also

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				on driver's dashboard when the bell push is pressed. Stop request switch shall be provided on alternate stanchion on both left and right side alternatively on both decks.	be provided on driver's dashboard when the bell push is pressed or **an audio & popup indication pursuant to the same may be provided in the cluster** Stop request switch shall be provided on alternate stanchion/Window pillar on both left and right side alternatively on both decks.
24.	Schedule AA of DCA	263	28.1	28.1. The seats (design, spacing and sizing) and its anchorages shall comply AIS 052 Bus code specification for Semi DLX type and AIS 023. The passenger seats preferably should be front facing, (in case rear facing seats are provided, suitable head restraint complying applicable AIS standard.) comfortable, durable & maintenance free of 'PP-LD' (Polypropylene Low Density) / LDPE moulded construction meeting the performance requirements of AIS 023 and other requirements as per the Bus Code. The PP-LD / LDPE moulded seat shall be appropriately fitted with moulded flame-retardant Polyurethane (PU) cushion for seat & back rest as per Bus Code. The seats shall be upholstered with waterproof expanded vinyl coated fabric to match the seat & interior décor conforming to IS 8698 of Class-A, Grade-I, Type-A. Suitable integral type seat hand grab rails shall be provided, one on top of backrest & one at the back of backrest, for seated passengers. However, the seat pitch shall be maintained at 680 mm (minimum). A hand rest shall be provided to the gangway side of passenger seats on isle side.	Clause 28.1 of Schedule AA is modified as follows: 28.1. The seats (design, spacing and sizing) and its anchorages shall comply AIS 052 Bus code specification for Semi DLX type and AIS 023. The passenger seats preferably should be front facing, (in case rear facing seats are provided, suitable head restraint complying applicable AIS standard.) comfortable, durable & maintenance free of 'PP-LD' (Polypropylene Low Density) / LDPE moulded construction meeting the performance requirements of AIS 023 and other requirements as per the Bus Code. The PP-LD / LDPE moulded seat shall be appropriately fitted with moulded flame-retardant Polyurethane (PU) cushion for seat & back rest as per Bus Code. The seats shall be upholstered with waterproof expanded vinyl coated fabric to match the seat & interior décor conforming to IS 8698 of Class-A, Grade-I, Type-A. Suitable integral type seat hand grab rails shall be provided, one on top of backrest ~~& one at the back of backrest~~, for seated passengers. However, the seat pitch shall be maintained at 680 mm

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					(minimum). A hand rest shall be provided to the gangway side of passenger seats on aisle side.
25.	Schedule AA of DCA	264	30.1	A driver door of not less than 1600 mm height and 650 mm wide, with maximum space for sliding window using the material like glazing & glass as used in the other side window glasses, shall be provided for entry and exit to driver's work area.	Clause 30.1 of Schedule AA is modified as follows: A driver door of not less than 1600 mm height and 650 mm wide, with maximum space for sliding window using the material like glazing & glass as used in the other side window glasses, shall be provided for entry and exit to driver's work area. Alternatively, driver door dimensions & specifications shall be provided as per the AIS 052/CMVR/ ARAI certification.
26.	Schedule AA of DCA	264	30.4	30.4. Driver's Barrier assembly - A Driver's Barrier assembly shall be fitted in driver's cab. The manually operated driver barrier assembly shall be provided before the front Exit door for the protection of the passenger standing near the gate in the gangway of the driver cab. The driver shall be able to operate the barrier assembly easily while sitting.	Clause 30.4 of Schedule AA is modified as follows: 30.4 Driver's Barrier assembly - A Driver's Barrier assembly shall be fitted in driver's cab. The manually operated driver barrier assembly shall be provided before the front Exit door for the protection of the passenger standing near the gate in the gangway of the driver cab. The driver shall be able to operate the barrier assembly easily while sitting. Or as per the AIS 052/CMVR/ ARAI certification
27.	Schedule AA of DCA	264	31.1	31.1. The bus shall have aesthetically and ergonomically designed dash board and instrument panels moulded in suitable polymeric material. All the dashboard controls and instrumentation system shall be as per the bus code. All controls that are manually operated shall be on right side on Instrumentation Panel. Controls should have self-illumination for night	Clause 31.1 of Schedule AA is modified as follows: 31.1. The bus shall have aesthetically and ergonomically designed dash board and instrument panels moulded in suitable polymeric material. All the dashboard controls and instrumentation system shall be as per the bus code. All controls that are manually operated shall

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				time operations. The bus shall have dash board with full instrumentation panel containing meters and gauges to indicate important parameters like air pressure in brake tanks, coolant temperature, ReESS charging current, Vehicle overload signal, all tale tells, side indicators, head lights, hand brakes, Service door control and its status, high cooling system temperature & low coolant level, low air pressure, ReESS SOC, applicable OBD 2 diagnostics, shall be provided at the driver's dash board.	be on right side on Instrumentation Panel. Controls should have self-illumination for night time operations. The bus shall have dash board with full instrumentation panel containing meters and gauges to indicate important parameters like air pressure in brake tanks, coolant temperature, ReESS charging current, ~~Vehicle overload signal,~~ all tale tells, side indicators, head lights, hand brakes, Service door control and its status, high cooling system temperature & low coolant level, low air pressure, ReESS SOC, applicable OBD 2 diagnostics, shall be provided at the driver's dash board. Or as per the AIS 052/CMVR/ ARAI certification
28.	Schedule AA of DCA	265	33.0	33.0 Sun Visor Adjustable sun visors shall be provided for the windshield & the driver's side window. Visors shall be shaped to minimize light leakage between the visors & windshield. Visors adjustment shall be made easily by hand with positive locking & releasing devices and shall not be subject to damage by overtightening. Sun Visor on window shall not obstruct viewing of rear vision rear view mirror. Sun visor construction & material shall be strong enough to resist breakage during adjustment. Visors wherever deployed shall be effective in the driver's field of view at angles of more than 5o above horizontal.	Clause 33.0 of Schedule AA is modified as follows: Adjustable sun visors shall be provided for the windshield ~~& the driver's side window~~. Visors shall be shaped to minimize light leakage between the visors & windshield. Visors adjustment shall be made easily by hand with positive locking & releasing devices and shall not be subject to damage by overtightening. ~~Sun Visor on window shall not obstruct viewing of rear vision rear view mirror.~~ Sun visor construction & material shall be strong enough to resist breakage during adjustment. Visors wherever deployed shall be effective in the driver's field of view at angles of more than ~~5o~~5° above horizontal.
29.	Schedule AA of DCA	267	37.0	37.0 Wind Screen Washing, Wiping System and Demisting System	Clause 37.0 of Schedule AA is modified as follows:

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				The windscreen washing and wiping system shall be in accordance with CMVR / IS: 7827 Part 1, 2, 3 (section 1, 2) or latest and comply with AIS 011. A high output two speed demister shall also be fitted in the driver's cabin to draw fresh air from front facia.	The windscreen washing and wiping system shall be in accordance with CMVR / IS: 7827 Part 1, 2, 3 (section 1, 2) or latest and comply with AIS 011. ~~A high output two speed demister shall also be fitted in the driver's cabin to draw fresh air from front facia.~~
30.	Schedule AA of DCA	267	38.0	38.0 Fire Extinguishers In addition to FDSS three (3) numbers of multipurpose duly filled fire extinguishers of total capacity of 15 kg minimum conforming to BIS: 13849-1993 or latest, for dousing of fire caused in the bus by any of the sub-systems / any other causes including but not limited to that in ReESS (traction and or others), of capacity and quantity as per the provisions of GSR-853 (E) dated 19.11.2001 notification of Government of India, shall be provided as per the Bus Code, one each in passenger compartment of upper and lower deck and one in driver’s work area. Fire extinguishers shall be encased & fitted with proper reinforcement. The enclosure box shall have transparent breakable glass at front cover. Glass breaking hammer shall be provided with each encased cylinder.	Clause 38.0 of Schedule AA is modified as follows: 38.0 Fire Extinguishers In addition to FDSS three (3) numbers of multipurpose duly filled fire extinguishers of total capacity of 15 kg minimum conforming to BIS: 13849-1993 or latest, for dousing of fire caused in the bus by any of the sub-systems / any other causes including but not limited to that in ReESS (traction and or others), of capacity and quantity as per the provisions of GSR-853 (E) dated 19.11.2001 notification of Government of India, shall be provided as per the Bus Code, one each in passenger compartment of upper and lower deck and one in driver’s work area. Fire extinguishers shall be mounted with proper structural reinforcement, complying with AIS 052/CMVR/ ARAI certification. ~~have transparent breakable glass at front cover. Glass breaking hammer shall be provided with each encased cylinder.~~
31.	Schedule AA of DCA	268	41.0 (15)	41.0 Bus Dimensions	Clause 41.0 (15) of Schedule AA is modified as follows:

S. No.	Section No.	Page No.	Para No/ Clause No.	Description as Per RFP/ DCA	Amended Clause
				15. Seating capacity: Total No. of passengers 66 with 2 x 2 with seating layout No. of standee shall be declared by Vehicle manufacturer based on the floor space available for that purpose on lower deck. **ref. Bus code AIS 052**	Total No. of passengers 60 ~~66~~ with 2 x 2 with seating layout No. of standee shall be declared by Vehicle manufacturer based on the floor space available for that purpose on lower deck. ref. Bus code AIS 052
32.	Schedule AA of DCA	271	43.20	43.20. Two separate additional out-lets are to be provided with appropriate relays & fuses in wiring harness for fitment of electrical auxiliary devices/ systems to be added later on in the buses, if required.	Clause 43.20 of Schedule AA is modified as follows: Minimum one separate additional out-lets are to be provided with appropriate relays & fuses in wiring harness for fitment of electrical auxiliary devices/ systems to be added later on in the buses, if required.
33.	Schedule AA of DCA	272	43.21	43.21. Minimum two DC (Direct Current) out-lets of 24V, and one 220 AC out let shall be provided at suitable location for charging of electrical/electronic equipment like Electronic Ticketing M/c, other Electronic/Electrical equipments etc.	Clause 43.21 of Schedule AA is modified as follows: Minimum one DC (Direct Current) out-lets of 24V, and one 220 AC out let shall be provided at suitable location for charging of electrical/ electronic equipment like Electronic Ticketing M/c, other Electronic/Electrical equipments etc.
34.	Schedule AA of DCA	272	46.0	46.0 Fog Lamps The bus shall be fitted with fog lamps at both front and rear as prescribed in CMVR. Fog lamps shall be Type approved as per applicable AIS 012 and installed as per AIS 008.	Clause 46.0 of Schedule AA is modified as follows: Clause 46.0 Schedule AA modified as follows: The bus shall be fitted with fog lamps at ~~both~~the front ~~and rear~~ as prescribed

S. No.	Section No.	Page No.	Para No/ Clause No.	Description as Per RFP/ DCA	Amended Clause
					in CMVR. Fog lamps shall be Type approved as per applicable AIS 012 and installed as per AIS 008.
35.	Schedule AA of DCA	273	48.0	48.0 Provisions for Advertisement Card Holders / Exterior Advertisement Friendly Design The bus should have a provision for replaceable ‘Coving Panels’ (PVC panels) for advertisements on both sides of the bus. These panels of suitable size should be able to be inserted in a bracket matching with the bus contours fixed above window frame and below roof sealing. The maximum number of panels as could be accommodated along the length shall be provided.	Clause 48 of Schedule AA stands deleted.
36.	Schedule AA of DCA	274	54.0 (5)	54.0 Intelligent Transport System (ITS) 5) Pole Mounted Validators to be fitted at Entry and Exit on Buses for smart card ticketing;	Clause 54.0 (5) of Schedule AA is modified as follows: 54.0 Intelligent Transport System (ITS) 5) Pole Mounted Validators to be fitted at Entry and Exit on Buses for smart card ticketing (optional)
37.	Schedule AA of DCA	276	56.0	The ITS provided shall be type approved in compliance with IS 16833:2018.	Clause 56.0 has been modified as follows: The ITS provided shall be type approved in compliance with IS 16833 and IS 16490 and Vehicle location tracking system as per AIS: 140
38.	Schedule AA of DCA	279	58.0 (d)	58.0 Ventilation and Air conditioning (VAC) climate control system: (d) Two no. of Escape hatches shall be provided as per the AIS 052. One in front portion and one in the rear position. Both these hatches shall have	Clause 58.0 (e) of Schedule AA is modified as follows: 58.0 Ventilation and Air conditioning (VAC) climate control system:

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				electrically operated fans. The one mounted in the front portion shall be sucking the fresh air in the passenger compartment, while the one fitted at the rear shall be expelling the compartment air to outside atmosphere, thus creating forced ventilation across the compartment. This system shall be automatically controlled in the event of failure of Air Conditioning system, manual override may be provided from Driver's compartment by a control on Instrument panel. When AC system is ON the manual control switch which manually operates these fans, shall become non responsive to its actuation.	(d) Two no. of Escape hatches shall be provided as per the AIS 05/ CMVR/ ARAI certification 2. One in front portion and one in the rear position. Both these hatches shall have electrically operated fans. The one mounted in the front portion shall be sucking the fresh air in the passenger compartment, while the one fitted at the rear shall be expelling the compartment air to outside atmosphere, thus creating forced ventilation across the compartment. This system shall be automatically controlled in the event of failure of Air Conditioning system, manual override may be provided from Driver's compartment by a control on Instrument panel. When AC system is ON the manual control switch which manually operates these fans, shall become non responsive to its actuation.
39.	Schedule AA of DCA	279	58.0 (e)	58.0 Ventilation and Air conditioning (VAC) climate control system: (e) Air Curtains on entry / exit gates to avoid loss / gain of heat and / or cool air when doors are frequently opened for boarding / alighting of passengers, having minimum air flow rating of 1000 ± 50 m^3/hr at each gate that shall be switched on along with the Door open command, remain operational throughout the door opened phase and switched off once the door is completely closed. Air Curtain shall only be operational when Air conditioning system is ON. Type of air curtains at entry exit gates their power	Clause 58.0 (e) of Schedule AA is modified as follows: 58.0 Ventilation and Air conditioning (VAC) climate control system: (e) Air Curtains on entry / exit gates to avoid loss / gain of heat and / or cool air when doors are frequently opened for boarding / alighting of passengers, having minimum air flow rating of 1000 ± 50 m^3/hr at each gate that shall be switched on along with the Door open command, remain operational throughout the door opened phase and switched off once the door is completely closed. Air Curtain shall only be

S. No.	Section No.	Page No.	Para No/ Clause No.	Description as Per RFP/ DCA	Amended Clause
				consumption etc. be accounted for while deciding / Propulsion systems power, etc.	operational when Air conditioning system is ON. Type of air curtains at entry exit gates their power consumption etc. be accounted for while deciding / Propulsion systems power, etc. Or as per the AIS 052/CMVR/ ARAI certification
40.	Schedule AA of DCA	279	58.0 (f)	58.0 Ventilation and Air conditioning (VAC) climate control system: (f) The whole bus body shall be thermally insulated with flame retardant Polyurethane or glass wool of minimum 40 kg/m3 density as per Bus Code.	Clause 58.0 (f) of Schedule AA is modified as follows: 58.0 Ventilation and Air conditioning (VAC) climate control system: (f) The whole bus body shall be thermally insulated with flame retardant Polyurethane or glass wool of minimum 40 kg/m3 density as per Bus Code. Or as per the AIS 052/CMVR/ ARAI certification

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