**HOTEL CORPORATION OF INDIA LTD.**



**Unit : Chefair Flight Catering,**

**Centaur Hotel Premises, IGI Airport,**

**New Delhi-110037**

**TENDER NOTICE**

Sealed quotations are invited from the reputed contractors/suppliers for the following works in two bid system.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Tender No. | Item | Estimated cost | EMD | Due on |
| DEL/13/2020 | Fabrication of 05 No. of Hi lifts for Chefair Flight Catering, Delhi | Rs.143.00 lac. | Rs.50,000/- | 18.01.2021 |

The further details regarding tender documents, please our visit our website [www.centaurhotels.com](http://www.centaurhotels.com)

Amendments (if any) shall be hosted only on HCIL website 07 days prior to opening of the tender and no separate intimation for Amendment/extension shall be published in the newspaper. The corporation reserves the right to accept or reject any quotation without assigning any reason.

Sd/

Dy. Mgr-Corporate Purchase

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**HOTEL CORPORATION OF INDIA LTD**.

**CHEFAIR FLIGHT CATERING**

**IGI AIRPORT**

**NEW DELHI-110037**

**Tender No. DEL/13/2020 Dated: 23.12.2020**

**Due Date : 18.01.2021**

**Sub: Tender for Fabrication, installation, testing and commissioning of the body building of high lift- 05 Nos. at Chefair Flight Catering, New Delhi.**

Sealed / closed Tenders are invited by Hotel Corporation of India Limited, herein referred as ‘HCIL’ , a wholly owned subsidiary of “Air India Ltd ” in two bid system from reputed Service providers for fabrication of hi lifts at Chefair Flight Catering, IGI Airport, New Delhi. Prospective bidders should quote their best /lowest rates as applicable to Public Sector Cos., Govt. Depts., or institutions of repute. Offers should be submitted as per following tender documents:

**1. Details of Tender documents:**

|  |  |  |
| --- | --- | --- |
| **S.N.** | **Particulars** | **Annexure** |
| **1.1** | **Technical section/General terms & conditions/ Scope of work** | **I** |
| **1.2** | **Certificate for unconditional acceptance of Terms &**  **Conditions of the tender.** | **II** |
| **1.3** | **Technical Bid Form- Part A.** | **III** |
| **1.4** | **Price Bid Form Part B** | **IV** |

**2.0** **Important dates:**

**2.1 Last date / time of submission of tender :18.01.2021 at 1500 hrs. on**

**2.2 Date/time of opening of technical bid :18.01.2021 at 1530 hrs. on**

**3.0 METHOD OF SUBMISSION OF QUOTATIONS IN TWO BID SYSTEM**

**4.1 ENVELOPE ONE** - **“Technical Bid - Part A”**

a) Envelope one shall contain duly filled Technical bid Form, EMD, and required self-attested documents as per check list .The envelop should be super scribed with Envelope one – “Technical Bid- Part A” for “Tender No. DEL/13/2020, dated: 23.12.2020, Due Date 18.01.2021. Name of the Tenderer /Co. and address to be written at the bottom of envelope for identification purpose.

b) EMD of Rs.50,000/-. Should be in the form of original Demand Draft / Pay Order or by Cash receipt (Cash deposited to HCIL before submission of tender).

c) EMD paid by way of Cheque or in any other form or with lesser amount shall not be acceptable and such Tenders shall be out rightly rejected.

1. Submission of EMD after opening of the Technical bids is not permitted.

**4.2 ENVELOPE TWO : “Price Bid Form – Part B” :**

a) Envelope two shall contain duly filled price bid as per format “Price Bid – Part B” (Annexure IV) given in the Tender. The envelope to be super scribed with Envelope two - “Price Bid – Part B” , Tender No. DEL/13/2020, dated : 23/12/2020 Name of the tenderer / Co.and Address to be written at the bottom of envelope for identification purpose.

b) The Price Bid must be signed by the authorized signatory of the Co and be stamped with Co. Seal.

**Contd..2/-**

**Page : 2**

**4.3 ENVELOPE THREE (MASTER ENVELOPE) :** The above two sealed / closed envelopes (Envelope One and Envelope Two) must be put in the “Third / Master Envelope” which should be super scribed with “Quotation for Tender No. DEL/13/2020, dated: 23.12.2020 Due Date: 18.01.2021 Name of the tenderer / Co. and Address to be written at the bottom of envelope for identification purpose. The tenders should be submitted at the following address on or **before 1500 hrs. of 18.01.2021**

**Dy. Manager,**

**Corporate Purchase Section,**

**Hotel Corporation of India Ltd.,**

**Centaur Hotel,**

**IGI Airport,**

**New Delhi-110037.**

1. The tenderer(s) may use “HCIL” Tender Documents for applying to this tender and must put their Co’s Stamp on each page duly signed by the Authorized signatory of the Tenderer .Tenderer canuse their Co.’s letter head for submission of Bids but in this case, tender details have to be typed in the manner / format shown in our “Price Bid Form- Part B”(annexure-IV).
2. The perspective Tenderers / bidders may send their offer in sealed / closed envelope through messenger or through courier services so as to reach us at above mentioned address on or before 18.01.2021 **by 1500 hrs.**
3. The tender closing date may be extended at the sole discretion of ‘HCIL’.
4. Tenderer(s) who wish to attend tender opening may do so OR send their representative with authorization letter on their Co.’s letter head signed by their authorized signatory which should be produced at the time of opening of tender at above address / time.
5. ‘HCIL’ reserves the right to reject any tender in part or full or annul the whole tender process without assigning any reason.
6. The Commercial Bids of only technically suitable vendors will be opened thereafter and date / time will be advised only to the technically qualified bidders. No enquiries / correspondence from bidders shall be entertained in this regard.

**Tender documents are placed on our website: http://www.centaurhotels.com. and can be downloaded free of cost.**

Sd/- **Dy.Manager-Purchase**

**(Corporate Purchase)**

**Hotel Corporation of India Ltd**

**Unit: Chefair Flight Catering, New Delhi.**

**Technical Section Annexure -I**

**Specification for F.I.T.C of the refrigerated van body Hi-lift at CFCD**

1. **Scope of work:**

Fabrication, installation, Testing and Commissioning the hydraulic system with van body on the new cbc truck chassis BS-6 with power take off (PTO) shall be supplied by Chefair Flight Catering, New Delhi as specified complete in all respect for smooth and safe operation at Chefair Flight catering, New Delhi complete as required at site.

1. **General Dimension:** This specification is to be read in conjunction with following documents and I.S. specifications wherever applicable:-
   1. AHM-910 Basic Requirement for Aircraft Handling Equipment.
   2. AHM-913 Basic Safety Requirement for Aircraft Handling Equipment
   3. AHM-915 Standard Controls.
   4. AHM-927 this specification outlines the functional requirement for a vehicle equipped with a lifetable van body to allow loading/unloading of a catering equipment into/from aircraft. This unit shall be capable of servicing aircraft with still height ranging from 2.75 meter (110 inches) to 5.88 meter. The recommended capacity of the unit shall consist of
   5. A van body in which the catering equipment is transported, elevated or lowered, when lowered fully the floor being of the van body shall not be more than 1700 MM.
   6. A platform at the front end of the van body to allow for alignment with aircraft door still.
   7. A lifting device with stabilizers, to lower and raise the van body with 3500 Kgs. payload.
2. **STRUCTURE AND OVERALL DIMENSIONS:**
   1. Hi-Lift shall be fabricated on a standard automotive chassis supplied by HCI: Chassis Tata/Eicher BS-6 CNG, Wheelbase 5105 MM, Tilt & telescopic Power steering.
   2. The general dimension shall be as under:
3. Length: 9000 mm approx.
4. Width: 2500 mm approx.
5. Height: 3820 mm approx.
6. Floor height: 1700 mm approx.
   1. It shall satisfy all the requirement of Motor Vehicle Act as it shall be registered to ply on public roads.
   2. The Hi-Lift should be road worthy for transportation by road.
   3. The Lowest point of the structure of the loaded unit shall not be less than 200 MM above the ground level.
   4. The Steel structure shall be welded as IS: 813 & / or with high tensile bolting with self-locking nut and washers. The bolting shall confirm to IS: 1363, IS: 1364 & IS: 1367. The hardware shall be cadmium plated. The aluminium structure shall be riveted with suitable hardware.
   5. All steel section shall be degreased and chemically treated (cold phosphating) before assembly.
   6. Workmanship shall be of top quality. Only standard components/material hardware shall be used for construction, keeping in view the interchangeability, standardization any easy availability for replacement.
   7. The exhaust shall be fitted with spark arrestor and the vehicles shall be fitted with wooden chocks to prevent rolling of vehicle.
   8. All rolling & sliding members shall be provided with adequate greasing points which are accessible for periodic maintenance. The design of refrigeration van body H-Lift mechanism including bearing pins, sliders, rollers and refrigeration unit shall be assembled in such a manner that any component can be easily removed for repair/replacement when worn out.
   9. The cab shall not exceed the leading edge of the firm platform in its full horizontally retracted position.
   10. When the stabilizers are extended indication should be there in control panel.
   11. When the van body or stabilizers are in up/down position control panels should have indication according and while taking van body up a hooter to be provided in driver’s cabin to indicate van body up operation is in progress.
7. **Van Body Internal Dimension:**
   1. **Under Frame:**

**3.1.1** Under frame shall comprise of steel longitudinal cross member of channel/box sections, designed to support the hydraulically operated scissors lift mechanism, van body and the payload. The lifting capacity of the mechanism shall be 3500 kg and weight of the van body. The under frame shall be fitted to the vehicle of chassis using brackets, high tensile U-bolds with “Balta” packing. The drilling of holes on chassis/modifying the chassis shall be avoided.

* 1. **Refrigerated Van Body:**
     1. The internal length shall be 6000 MM (Min.). The internal width shall be 2300 MM (Min.). The free height shall be 1500 MM (Min.)
     2. The construction shall be confirmed to standard body building practice. Adequate sizes of Aluminium alloy extruded sections/tubes/plates shall be used for vertical and horizontal members of van body structure.
     3. The outer skin shall be of GI: 0.8MM thick and inner skin of aluminium 0.91 MM thick, PUF insulated panels with additional Sun roof for added protection against heat and water. The outer body surface shall be painted with polyurethane based paint of approved colour by the client. The panels have inner of CFC free rigid PUF with density of 40-45 kg/m3 to give ideal thermal insulation. All the panels are held together with GI angles from outside, which are along the length and welded at ends to form a monoque body.
     4. The side-walls shall be PUF insulated panel with reinforcements. Front wall is reinforced to take the load of condensing unit of the refrigeration unit.
     5. The floor shall be suitably reinforced from inside, with metal tubes to gives long lasting trouble free service. The above floor panels shall be reinforced PUF insulated panels at the bottom covered with aluminium alloy square tubes. Chequered plate be provided for even distribution of load.
     6. The ceiling will be suitably reinforced to take the load of indoor unit (Evaporator unit) of approved Make & Model.
     7. A specially designed sub structure shall be provided to mount the body on Hi-Lift frame.
     8. The sidewalls shall be fitted with two length of ‘C’ rails made out of extruded aluminium alloy, which shall protect the side walls from falling cargo and additional rigidity to sidewalls.
     9. The Roof shall have an extra sun-roof which ensure that there is no leakage of water under any circumstances and additional thermal sealing, which reduces heat load by 15%. The means the operating hours of refrigeration unit are reduced thus giving direct operational cost saving and also increased life of the refrigeration unit.
     10. The body shall be designed and mounted in such a manner that in case of need or when chassis outlives its useful life, the body can be placed on a similar chassis with little effort so as to increase the life of the body thus reducing life cycle cost of body.
     11. The necessary jointing shall be eccentric cam locks and riveting on outer and inner angles. The outer angles are weld at corners to form a monoque frame. All joints are to be sealed with PU sealant.
     12. The outer angle shall be GI. 120x50x03 MM duly painted and the inner angle shall be AI. 30x30x02 MM unpainted.
     13. The outside panel of the van body shall be of 100 mm thickness & 80 mm sheet for the roof. The inside panel shall be of 91 mm aluminium sheet up to the height of 1120 mm on both side.
     14. There shall be two upward folding shelves of 1680 mm length and 360 mm width on each side of the van at the height 1120 mm. The shelves shall be fabricated out of 16 SWG SS adequately reinforced with aluminium extruded sections. Both the sides shall have slotted strips and rod holder plates at 1000 mm height for anchoring food carts.
     15. There shall be 4 nos. tubes light fitting on each side of van body with independent control through 20 Amp. Capacity miniature circuit breakers. There shall be flood lights one each at the rear top and at the front top of the van body. The wiring inside the van shall be through wiring channel on with rubber strips.
     16. Two sets of two leaf type doors shall be provided at the front and rear, with centrally locking system and properly sealed with gaskets for prevention of cold air leakage.
     17. The rear end of the body shall be equipped with full length heavy duty rubber buffers which have to be fitted on the reinforced members of the van body.
     18. There shall be access steps and grab handles of SS 20 G sheet are used for step, at the rear of the body to allow easy entry into the van when fully lowered.
     19. The interior of the van body shall be designed for easy cleaning with no dirt or rubbish traps and constructed of a non-absorbent non-toxic material.
     20. Single piece Galley loading Transfer Bridge to allow smooth handling catering equipment from the front platform to the aircraft should be provided.
     21. Floor drainage system to be provided.
     22. Two-maintenance stand to be provide which housed at rear of the unit.
     23. One lowering bar to be provided at rear to tow the vehicle in case of breakdown.
  2. **REFRIGERATION UNIT**
     1. The refrigeration unit shall be designed with made of Carrier model: Supra/ Voltas/Thermoking/BlueStar suitable for maintaining the inside required temperature 4 degree centigrade to 6 degree centigrade accorded to 20’x 7’x 7.5’ container. The unit shall be comprising of: 719 CC Tri Vortex Diesel engine, 05K – 4 Cylinder Compressor; Stand by Motor; Automatic Hot gas defrosting system, 70Amp Alternator
     2. The Refrigeration Unit shall be mounted on the chassis and driven by separate engine. All necessary refrigerant, refrigerant pipeline, insulation, temperature control switch, digital temperature gauge shall be provided.

* 1. **Non- Refrigerated Van Body:**
     1. The internal length shall be 6000 MM (Min.). The internal width shall be 2300 MM (Min.). The free height shall be 1500 MM (Min.)
     2. The construction shall be confirmed per standard body building practice. Adequate sizes of Aluminium alloy extruded sections/tubes/plates shall be used for vertical and horizontal members of van body structure.
     3. The floor shall be suitably reinforced from inside, with metal tubes to gives long lasting trouble free service. The above floor panels shall be reinforced without PUF insulated panels at the bottom covered with aluminium alloy square tubes. Chequered plate be provided for even distribution of load.
     4. A specially designed sub structure shall be provided to mount the body on Hi-Lift frame.
     5. The sidewalls shall be fitted with two length of ‘C’ rails made out of extruded aluminium alloy, which shall protect the side walls from falling cargo and additional rigidity to sidewalls.
     6. The Roof shall have an extra sun-roof which ensure that there is no leakage of water under any circumstances and additional thermal sealing, which reduces heat load by 15%.
     7. The body shall be designed and mounted in such a manner that in case of need or when chassis outlives its useful life, the body can be placed on a similar chassis with little effort so as to increase the life of the body thus reducing life cycle cost of body.
     8. The necessary jointing shall be eccentric cam locks and riveting on outer and inner angles. The outer angles are weld at corners to form a monoque frame. All joints are seal with PU sealant.
     9. The outer angle shall be GI. 120x50x03 MM duly painted and the inner angle shall be AI. 30x30x02 MM unpainted.
     10. The outside panel of the van body shall be of 100 mm thickness & 80 mm sheet for the roof. The inside panel shall be of 91 mm aluminium sheet up to the height of 1120 mm on both side.
     11. There shall be two upward folding shelves of 1680 mm length and 360 mm width on each side of the van at the height 1120 mm. The shelves shall be fabricated out of 16 SWG SS adequately reinforced with aluminium extruded sections. Both the sides shall have slotted strips and rod holder plates at 1000 mm height for anchoring food carts.
     12. There shall be 4 nos. tubes light fitting on each side of van body with independent control through 20 Amp. capacity miniature circuit breakers. There shall be flood lights one each at the rear top and at the front top of the van body. The wiring inside the van shall be through wiring channel on with rubber strips.
     13. Two sets of two leaf type doors shall be provided at the front and rear, with centrally locking system and properly sealed with gaskets for prevention of cold air leakage.
     14. The rear end of the body shall be equipped with full length heavy duty rubber buffers which have to be fitted on the reinforced members of the van body.
     15. There shall be access steps and grab handles of SS 20 G sheet are used for step, at the rear of the body to allow easy entry into the van when fully lowered.
     16. The interior of the van body shall be designed for easy cleaning with no dirt or rubbish traps and constructed of a non-absorbent non-toxic material.
     17. Single piece Galley loading Transfer Bridge to allow smooth handling catering equipment from the front platform to the aircraft should be provided.
     18. Floor drainage system to be provided.
     19. Two-maintenance stand to be provide which housed at rear of the unit.
     20. One lowering bar to be provided at rear to tow the vehicle in case of breakdown.

* 1. **PLATFORM:**
     1. The front platform shall consist of two parts:

1. Fixed platform over the full width of the van with a minimum length of 2150 mm.
2. Sliding bridge shall be at least 800 mm to a maximum of 1000 mm.
   * 1. The fixed platform shall be designed to support a distributed load of 600 Kg. or a concentrated load of 300 Kg. at either forward quarter area without deflecting more than 6 mm.
     2. Adjustable handrails made of SS square pipe covered with wire mesh shall be provided between the platform and the sliding bridge.
     3. Extendable handrails shall be provided along with the sides of the sliding bridge.
     4. The extension and retraction of the sliding bridge shall 600 mm. The operation shall be possible using main hydraulic supply and electrically controlled. The bridge extension shall have a restructure in the circuit to control the extension platform touches the aircraft.
     5. The sliding bridge shall be designed to support a distributed load of 350 Kg. and a concentrated load of 100 Kg. on the extended front end. Maximum deflection shall not be more than 6 mm when fully extended and loaded with 100 Kg.
     6. The handrails shall have locking arrangements and extended portion shall not interfere with the aircraft door.
     7. The area directly below the sliding bridge shall be free from all components and/ or obstructions within at least 0.3 of the aircraft interference area. The platform thickness in this arear shall be kept to a minimum.
     8. The front platform shall have the full width buffer and front portion of railing also be provided with ‘D’ rubber buffers.
     9. The handrails shall be designed to permit opening the aircraft door.

**4.0 SAFETIES:**

* + 1. There shall be indicator lights for van body up, stabilizers up/down.
    2. There shall be a warning horn during van body up/down and platform out operation and while reversing vehicle.
    3. Safety props/pin shall be provided so that the scissors mechanism can remain locked in raised position without hydraulic power during maintenance/repair.

1. **OPERATION:**
   1. Van body: up/down operation.

**5.2** Stabilizer: up/down operation.

* 1. Platform: in/out operation.
  2. Emergency Operation: Emergency operation of stabilizers & van body: In case of engine failure-there should be a power pack of 12 Volts or 24 V DC in addition to hand pump for retracting stabilizers & taking van body down.
  3. Operation panel in Driver’s cabin shall have provision for operation of body (Up/Down), stabilizers (Up/Down) Platform (In/Out) with proper safety switches.

**6.0 MOBILITY AND STABILITY: (STABILISERS)**

**6.1** The vehicle shall be fitted with four stabilizers. They shall be hydraulically operated and electrically controlled. When extended, the stabilizers shall be capable of withstanding a wind velocity of 129 km/h (80 mph) without toppling when the van body is in fully raised condition.

**6.2** There shall be four stabilizers in all (vertically extending type).

**6.3** For the final safe positioning to the aircraft door a positive non-jerking slow speed is required.

**7.0 HYDRAULIC SYSTEM:**

**7.1** The hydraulic oil used in hydraulic system shall be Hyd. Oil 46 or equivalent.

**7.2** The hydraulic system pressure shall be less than 2000 psi. There will two pressures in the system. One for body & other for stabilizer & platform which is less than 1000 psi.

**7.3** The hydraulic cylinders shall be of seamless tubes with hard chromed piston rods. There shall be ease in changing the oil seals.

**7.4** The hydraulic tanks should be mounted in such a way that drainage of oil changing of suction and return filter shall have easy access.

**7.5** The hydraulic tank capacity shall be at least 3 times the output of the pump. It shall have an isolator valve, breather, level indicator/gauge, strainer and 30 Micron return line filter element. Hydraulic tank shall be easily accessible for inspection of fluid level and normal maintenance and should be with tightened.

**7.6** The hoses shall be of proper length and suitably clamped in such a way that there shall be no kinking and or sunning with other components.

**7.7** All hydraulic plumbing shall be of M.S. seamless pipes of appropriate diameter and SAE 100 R2 hoses having standard fitting. The sizes of hoses shall be selected that velocity of fluids shall not exceed specified value for control valves for fabrication.

**7.8** The control valve assemblies and shall be of Hyster or reputed make, 12 Volts DC type, whereas other hydraulic components shall be of Yuken of polyhedron make only.

**7.9** The location of hydraulic components shall be such that cases of maintenance is achieved and layout of lines shall be minimized.

**8. ELECTRICAL SYSTEM:**

**8.1** The unit shall be provided with normal automotive lighting, yellow colour obstruction light with flasher.

**8.2** Adequate lighting for working shall be provided inside the van body and main switch to operate the same shall be provided in driver’s cabin.

**8.3** Controls for raising and lowering the van body extending and retracing stabilizers and front platform shall be provided in the vehicle cabin.

**8.4** One food light assembly to be mounted on driver’s cabin for platform and aircraft door still illumination.

**8.5** Indication light shall be provided to show power ON’.

**8.6** All the wiring shall be routed through PVC flexible pipe with proper clamping to avoid any damage due to rubbing or chaffing or fouling with the moving components.

**8.7** The electric circuit shall be protected by incorporating miniature circuit breakers, relays and proximity switch for all circuits of appropriate capacity.

**8.8** All wires shall be colour coded and wire terminals shall be numbered to match the numbers indicated in the wiring diagram. Wire end must be connected with crimped copper lugs and fixed to the terminals with plate’s screws.

**8.9** The unit shall have 12V DC negative grounded electrical system confirming to standard practice.

**8.10** Battery tray (sliding type) suitable for large battery to be provided.

**9. PAINTING:**

**9.1** The fabricated part of the structure will be thoroughly cleaned with steam and rust preventive precoats shall be given before two coats of epoxy paint. Aluminium panels shall have two coats of mental primer and finished with two coats of Polyurethane based paints. Outside colour scheme shall be as per HCI colour scheme as available at site. The scissor & underneath body painted nonrusting tough coat of maroon colour.

**10. INSPECTION:**

**10.1** HCI will constitute the Inspecting authority. The Inspector will have access to the supplier’s works for the purpose of inspection of fabrication or test of the equipment and may elect the samples of materials used in fabrication. The supplier shall provide such facilities for carrying out test, inspection etc., free of cost. Supplier shall provide all documents to prove the quality of materials/ components/consumables used.

The inspection will be carried out at the following stages.

**10.2** The inspection will be carried out at the following stages.

**10.2.1** Inspection of material/components/consumables/documents.

**10.2.2** Scissors mechanism arms and their assembly. Hydraulic cylinders test.

**10.2.3** Completed structure before panelling. Testing of hydraulic system and controls.

**10.2.4** Before painting of structure.

**10.2.5** Final painting and finishing product.

**10.2.6** Load and operation testing of complete unit for acceptance.

**10.3** The supplier will be proceeding from one stage to another only after the component/equipment is inspected. The same procedure will be adopted for any required rectification/repair/modification or when suggested by; HCI.

**10.4** HCI reserves the right to inspect equipment and to reject if found defective in workmanship or otherwise unsuitable for use and purpose intended or not in compliance with the specifications. Even though, inspection is carried out by HCI’s representative, such inspection shall not relive the supplier of the responsibility for furnishing equipment confirming to the required standard.

**10.5** If HCI waives the right in inspect any equipment, any such waiver shall not relive the supplier of the responsibility for inferior quality of equipment by lowering the standard.

**11.0 MISCELLANEUS:**

**11.1** The supplier shall provide the following:

**11.2** Copies of manufacturing drawings as required by HCI for discussions/suggestions. Schematic drawings of hydraulic and electric circuits to meet the functional requirement of adequacy. Hydraulic layout and electrical wiring diagram.

**11.2.1** Copies of spare parts catalogue, operator’s manuals, maintenance and overhaul manual/ fantom view of hydraulic pump, control valve lift cylinders, etc., indicating the parts of all components.

**11.2.2** An undertaking to supply parts required for next ten years use both vendor items and fabricated party and a separate warranty from the manufacture of the Refrigeration unit.

**11.3** No modifications to the chassis are permitted without specific consultations with the chassis manufacture and supplier shall directly correspond with manufacture of chassis and must obtain a written permission for modifications.

**11.4** The specification and drawings are guideline. Minor features of the Hi-Lift are not included in this specification. These will be finalized mutually between HCI and supplier at drawing stage and during the development of prototype by the supplier. Any deviation in the specifications shall be permitted only after written consent of HCI or their representative.

**11.5** One operation & maintenance manual to be given illustrating, Hydraulic circuit, electrical circuit, refrigeration circuit & other diagram with trouble shooting of the operation.

**12.0. Terms of Payment:**

**12.1** 75% Payment after completion of fabrication at party’s workshop in all respect and satisfactory full load operation & testing in presence of representatives of the Chefair flight catering, New Delhi against PO load test charge to be done by the contactor.

**12.2**. 20% balance will be given after delivery with satisfactory trial operations on the tarmac of the Delhi Airport and submission the registration certificate, approvals, NOC etc. from the all statutory authority.

**12.3**. 5% Payment after successful completing of DLP of one year from date of handed over.

Or

**12.4** 5% will be given equal amount of Bank Guarantee valid for a period of one year. Payment shall be released only after submission of valid contractor all risk insurance policy.

**13.0.** **General Terms & Conditions**:

13.1.The rate shall be quoted inclusive of the transportation cost of shifting the new chassis from Chefair Flight Catering, New Delhi to the party’s workshop to the registration office and will be delivered at the Chefair flight Catering, New Delhi at no extra cost.

* 1. No escalation clause is applicable for this work.

**13.3** At present we are using the same brand quality equipment machine with required capacity and there providing services are satisfied in CFCD.

13.4The rate should be inclusive of all taxes, levies, duties, labour, transportation charges, tools, tackles, hard wires, etc. all complete.

* 1. The rate should be inclusive of the registration of the new Hi-Lifts from the Transport Authority for national permit statutory fee for the same will be paid by the Chefair Flight Catering, New Delhi.
  2. The Contractor will strictly adhere to the Security Rules & Regulations of the Chefair and obtain necessary gate passes, entry permit, etc. from its Security Department.
  3. The defect liability period will be for a period of 12 month from the date of handing over of the completed works.
  4. The decision of Vice President, HCI will be final in case of any technical dispute.
  5. All the work will be carried out as per the laid down norms and procedures of the related statutory bodies or Govt. Institutions wherever required and available.
  6. All materials required for this work are to be checked-in through the Security Department of the CFCD and the Security checked-in Receipts to be accompanied with the bills.
  7. Statutory deductions for ESI, PF, and IT etc. will be done from the bills.
  8. During the defects liability period of 12 months all defective parts will be repaired/replaced free of cost promptly by the contactor.
  9. 15. All type defective spare parts shall be replaced at free of cost during the warranty period whenever required. -
  10. 16. Deviation if any shall be paid up to 5% of the quoted rate beyond 5% payment would be made on quoted rate or estimated cost whichever is less.

**14.0: PRICE PREFERENCE:**

**14.1**  MSME units in India, registered with MSME Udyog Aadhaar under its single point registration scheme, will only be eligible for price preference of 15% over the quotation of Large Scale Industries as per the Govt. of India guidelines. However the eligible MSME units registered with MSME Udyog Aadhaar shall have to match the Lowest (L-1) quoted by the Large Scale Units. The supply point of any such units should exist in Delhi / NCR so that supplies are made on as and when required basis and without taking much of delivery time.

**14.2** This benefit will be extended to those MSME units which are registered with MSME Udyog Aadhaar as on date of closing of the tender and would not be extended to the MSME units which obtain registration with MSME subsequent to the date of closing of the tender. The supply point of any such units should exist in Delhi / NCR so that supplies are made on as and when required basis and without taking much of delivery time.

**14.3** If the eligible MSME unit does not match the L-1 price of the large scale units, then the large scale unit which has quoted L-1 price will be considered for placement of order.

**14.4** In tender, participating MSME quoting price within price band of L-1 + 15% shall also be allowed to supply

a portion of requirement by bringing down their price to L-1 price, In a situation where L-1 price is from someone other than a MSME then such MSME shall be allowed to supply upto 25% (twenty five percent) of the total tendered value.The 25(twenty five)percent quantity is to be distributed proportionately among these bidders, in case there are more than one MSMEs within such price band matching L-1 quotation of Large Scale Units.

**14.5** Within this 25% ( twenty five percent ) quantity, a purchase preference of five percent is reserved for MSMEs owned by Scheduled Caste (SC)/Scheduled Tribe (ST) entrepreneurs if they participate in the tender process and match the L-1 price.

**14.6** Also a provision of 3 % reservation for women owned MSMEs within the above mentioned 25% (twenty five percent) will also be incorporated as per MSME guidelines.

**14.7** The Policy is meant for procurement of only goods produced and services rendered by MSMEs and not for any trading activities by them.

**15.0 Work Completion period:**

As per the terms of the tender, the party will have to handover to the HCI after completing the bodybuilding construction work and also provide complete documents with each new high lift so that the organization can operate uninterrupted can go.

**15.1** The one refrigerated van body and one non-refrigerated van body hi-lifts within the first sixty days after receiving the purchase order.

**15.2** The other two non-refrigerated van body hi -Lifts will have to be delivered within the next sixty days after first delivery.

**15.3** The next thirty days will have to hand over the last one refrigerated van body to the high-lift after the second delivery.

**16.0 Engineer-in-charge:**

The SAM-Maintenance & SAM-Operations of the CFCD shall be the Engineer-in- charge of this work.

**17.0 Liquidity Damages:**

The work shall be throughout the stipulated period of this contract proceed with expedition and diligence. In case of delay, a penalty 0.5% per day (subject to maximum 5%) will be deducted from the bill on the non-completed portion of the work.

**18.0** **Extension of Time:**

ln case of the delay of work which is beyond the control of the contractor with proper justification shall be considered by CFCD. However granting I not granting of extension of time shall be based on the facts and is at the discretion of the CFCD.

**19.0** **Defect Liability Period**-

D.L.P. shall be 12 months from the date of handing over of the completed works.

**20.0.** **Post qualification requirement:**

Site visit-The tenderer is advised to visit and examine the site of works and its surroundings at his/their cost and obtain for himself on his own responsibility, all information that may be necessary for preparing the tender and entering into a contract.

**21.0**. **Prequalification Criteria:**

**21.1** Only those authorized agencies, who have experienced in this field for not less than 5 years &

**21.2** The work completed during the last 5 years ending 31-03-2020.

* 1. One completed work of 80% of the estimated value. OR

**21.4** Two completed works of 50% of the estimated value. OR

**21.5** Three completed works of 30% of the estimated value. AND

**21.6** The Contractor should have annual turnover of 30% of the estimated value during the last 3 years.

Note:- Only those who meet the prequalification criteria would be considered for opening for financial bid.

**For any further Technical Clarifications Please contact:**

Sr. Asst.Manager- Maintenance

Chefair Flight Catering,

New Delhi-110037

Ph. 25607605

**ANNEXURE –II**



**HOTEL CORPORATION OF INDIA LTD.**

**C E R T I F I C A T E FOR UNCONDITIONAL ACCEPTANCE OF TERMS & CONDITIONS OF THE TENDER (TO BE SUBMITTED WITH TECHNICAL BID- PART A) ON TENDERER’S LETTER HEAD)**

To,

Sr. Manager – Purchase,

Corporate Purchase Section,

Hotel Corporation of India Ltd,

Centaur Hotel,

IGI Airport,

NEW DELHI-110037.

Dated:

Sir,

**Sub: C E R T I F I C A T E FOR UNCONDITIONAL ACCEPTANCE OF TERMS & CONDITIONS, SPECIFICATIONS OF THE TENDER No.** **DEL/12/2020, Dated: 09.12.2020**, Due On: 11.01.2021 for Supply of **Milk Products** at Centaur Hotel, Chefair Flight Catering & Canteen at IGIA, New Delhi.

It is certified that we have studied and understood and hereby agree for the terms and conditions, Scope of Supplies and specifications of the subject Tender for Supply of **Milk Products** at Centaur Hotel, Chefair Flight Catering & Canteen at IGIA, New Delhi.

**AUTHORISED SIGNATORY**

**COMPANY SEAL**

**HOTEL CORPORATION OF INDIA LTD.**



**Tender No. DEL/13/2020 dated : 23.12.2020, Due Date: 18.01.2021 Annexure-III**

**Sub: Tender for Fabrication,installation,testing and commissioning of the body building of high lift- 05 Nos. at Chefair Flight Catering, New Delhi.**

**TECHNICAL BID FORM – PART A**

|  |  |  |  |
| --- | --- | --- | --- |
| 1 | Name of Contract | Fabrication, installation, Testing and Commissioning the hydraulic system with refrigerated van body on the new cbc truck chassis BS-6 with PTO. The chassis with PTO shall be supplied by Chefair Flight Catering, New Delhi as specified complete in all respect for smooth and safe operation at Chefair Flight catering, New Delhi complete as required at site. Total Hi Lifts: 02  Fabrication, installation, Testing and Commissioning the hydraulic system with non-refrigerated van body on the new cbc truck chassis BS-6 with PTO. The chassis with PTO shall be supplied by Chefair Flight Catering, New Delhi as specified complete in all respect for smooth and safe operation at Chefair Flight catering, New Delhi complete as required at site. Total Hi Lifts: 03 | |
| 2 | Name of the Bidder / Co. |  | |
| 3 | Status of the Bidder i.e. Whether applying as a Principal/Auth Distributor/dealer/ Merchant. Documentary proof to be enclosed**.(MUST)** |  | |
| 4 | Complete Address of the bidder/Co. |  | |
| 5 | Telephone No. / Mobile No./ Fax No.  /email ID |  | |
| 6 | Name of Contact Person & mobile. |  | |
| 7. | Proof of address : copy of latest electricity bill / MOU having address/ MCD receipt for HouseTax etc having address of bidder/Co | Yes / No |  |
| 8. | Whether **EMD of Rs.50,000/-** enclosed. Original DD/Cash receipt to be enclosed. **(Must)** | Yes/No | DD/Cash Receipt No. ……  Date…………………. |
| 9. | Whether tenderer is having 3 yrs experience for Fabrication of hi lifts**(MUST)** | Yes / No |  |
| 10 | Whether list of clients attached | Yes / No |  |
| 10.1 | Whether order copies as proof of 3 yrs experience attached. | Yes / No |  |
| 10.2 | Whether copy(s) of performance certificate from the user(s) attached .in support of 3 yrs experience. | Yes / No |  |
| 11 | Whether having PAN/GIR regn No. A self attested copy to be enclosed**. (MUST)** | Yes/No | Regn No……,Date…. |
| 12 | Whether Tenderer is having an average annual turnover of **Rs. 20.00 Lacs for last 03 Fin yrs** i.e. 2017-18,2018-19,2019-20. *Self Certified copy of ITR , Balance Sheet, Profit and loss account duly verified by Regd. Chartered Accountant to be enclosed in suppor****(MUST)*** | Yes/No | 2017-18 Rs………….  2018-19 Rs………….  2019-20 Rs…………. |
| 13 | Whether having Service tax/GST No. *Self attested copy to be enclosed.* ***(MUST)*** | Yes/No |  |
| 14 | Whether Certificate for unconditional acceptance of all the terms and conditions of the tender on the Bidder’s letter head enclosed as per format (Annexure-III). **(Must)** | Yes/No |  |
| 15 | Are you already doing business with HCIL or any of HCIL Units under some other name? If so, what name? | Yes/No | ………………… |
| 16 | Has your company been Black Listed by any agency of the Airport or else where. If yes, please give details. | Yes / No | If yes, details. ……………… |
| 17 | Any other information which you feel would qualify you to be enlisted in our list of suppliers. |  |  |

**Undertakings : To be agreed & signed by the tenderer(S)**

**1.**  It is confirmed that we have the capability & capacity to supply the material for which we

have quoted rates in the Financial Bid Form – Part –B as per terms & conditions of the

tender.

2. It is also confirmed that we have carefully gone through and have understood and hereby agree to abide by all the General Terms & Conditions and Specifications governing the tender.

3. It is also confirmed that I am authorized to sign the tender documents and the

information given is true and correct to the best of my knowledge and belief and no

material is concealed.

4. It is also confirmed that the documents attached in support of the details filled in the

Technical Bid Part –A above are correct.

**Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Name & Designation:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Co. Name & Seal: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Date: \_\_\_\_\_\_\_\_\_\_\_**

**Place: \_\_\_\_\_\_\_\_\_**

** Hotel Corporation of India Ltd.**

**PRICE BID Form - Part-B Annexure-IV**

**Tender No.DEL/13/2020 Dated: 23.12.2020 Due Date: 18.01.2021**

**Specification for F.I.T.C of the refrigerated van body High lift at CFCD**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Sr.No. | Description of Work | Unit | Qty. | Unit Value Rs. | Amount Rs. |
| 1.  2. | Fabrication, installation, Testing and Commissioning the hydraulic system with refrigerated van body on the new cbc truck chassis BS-6 with PTO. The chassis with PTO shall be supplied by Chefair Flight Catering, New Delhi as specified complete in all respect for smooth and safe operation at Chefair Flight catering, New Delhi complete as required at site.  Fabrication, installation, Testing and Commissioning the hydraulic system with non-refrigerated van body on the new cbc truck chassis BS-6 with PTO. The chassis with PTO shall be supplied by Chefair Flight Catering, New Delhi as specified complete in all respect for smooth and safe operation at Chefair Flight catering, New Delhi complete as required at site.  Sub Total:  Discount it any:  Add GST:    **Grand total of Rs.** | Nos.  Nos. | 02  03 |  |  |

**Rupees in words:** ………………………………………………………………………………………………………………………

……………………………………………………………………………………………………………………..

**Signature of the Contractor with seal/stamp**.