

Minutes

July 25, 2012

PRE-BID MEETING FOR SUPPLY AND INSTALLATION OF 2 x 320 KVA D.G.SETS

The Pre-bid meeting for supply and installation of 2 x 320 KVA Diesel Generator Set was held on July 25, at 1500 hrs in the Seminar Room A-1. The following members were present:

Mr. B.V.Sawant
Mr. G.B.Gaikwad
Mr. N.V.Nagrathnam - Consultant
Mr. Vikas.Sanghavi - Consultant

There were 3 representatives of various parties who attended the meeting, the list of which is enclosed as Annexure – 2. The questions raised by the vendors and reply given from IUCAA is enclosed as Annexure -1.

All the vendors are content with the replies received from IUCAA and have confirmed that the scope of work requirement at IUCAA is clear to them along with the tender conditions mentioned therein.

The vendors had a site visit of location where the D.G. set is expected to be installed. The meeting concluded at 1630 hrs with vote of thanks.

B.V.Sawant

G.B.Gaikwad

N.V.Nagrathnam

Vikas Sanghavi

Annexure – 1

Clarifications regarding points discussed in Pre-Bid Meeting on 25.07.12 at 1500 hrs.

Following questions raised by :

Mr.M.N Mujawar and Mr. B.P.Yadav of Accurate Powertech India Pvt. Ltd.

Question : In case of Synchronization Panel 4 P MCCB are not used it shall be 3 P + Neutral Contactor.

Answer : ***In Sync. Panel 3P +N should be Used instead of 4 P***

Question : Please include NHP Make Battery Charger as we will give better services

Answer : ***Vendor to verify that tender specification confirms the NHP make battery Charger & to provide the details for consideration. However vendor to quote For the given make in list of approved make only.***

Question: In BOM you have specifically mentioned the Legrand Cat. No. for Switchgears and in list of make you have mentioned 2 to 4 makes, we shall be allowed to supply the equipment of Approved make as per the list

Answer : ***Vendor to supply materials confirming to first make from list of approved Make. Other make shall be considered, if the first make is not available & With prior approval.***

Mr. Mukund Gurav and Mr. N.M.Vartak of Kala Genset Pvt. Ltd.

Question :

Sr. No. 2 - It is mentioned "the Generator has to meet the full load of UPS (supporting the server equipments) in the event of mains failure in a single step.... . In addition, the cooling equipment loads will get connected too". The Gensets in this range are supplied with Turbo Charged Engines, which have a limitation on block loading, although they can take full load, when loaded in steps. We would like to know what is the UPS load and what is the Cooling equipment load and preferably with details of Air Conditioners, Chillers, etc. Also we would like to know what is the total harmonic distortion due to UPS load. If it is desired that the entire 256 KW load should be accepted in single step, then we may have to offer a much bigger Engine. Therefore, this point needs clarification. Also this Tender is for 2 Nos. 320 KVA Gensets, does the total load demand the running of both the DG Sets at all times?

Answer: - For 100 TF:-

UPS Load 168kW

Chiller Load 77 kW

Balance other loads 59kW

UPS THD less than 5%

Both DG Sets shall run if load demand exceeds capacity of 1 DG sets

Question:

Item No. 3 – It is mentioned “parameters that are crucial for data center operation such as fuel and lubricating oil levels in the tanks / sump respectively,...”. At present there is no method of knowing lube oil level in the Sump, except the dipstick. All other parameters are available in the Engine Controller, KG545, which has a RS-485 port for remote monitoring. Also the synchronizing and load sharing controller will have RS-485 port for accessing the data.

Answer: lube oil level by dipstick is acceptable in the absences of any other method

Question:

Item No. 17–Sudden 100% increase of load is not possible because of the block loading limitations.

Answer: - Vendor to confirm the block loading limit which should be more than combined load for UPS and other balance load.

Question:

Item No. 23–What is the rated load?

Answer: Rated Load is 304 kW.

Question:

Item No. 25 - Please clarity what is meant by the WEB and SNMP.

Answer: WEB = Web enabled IP based open & SNMP = Simple Network Management Protocol.

Question:

Item No. 1.2 Scope of Work, Sr. No. (e) - Teak wood battery stand cannot be supplied in the present canopied Gensets. A bracket is welded to the Base frame for placing the Batteries and subsequently they are clamped to the base frame.

Answer: - Bracket welded to base frame is acceptable

Question:

Sr. No. (h)–The Gensets are certified by ARAI and conform to the latest CPCB norms. Therefore, no approval from any other Pollution Control Board is required.

Answer: Genset certified by ARAI and confirming to the CPCB norms is acceptable, however any other strategic requirement shall be in the scope of vendor if required.

Question:

Sr. No. (j)–Full load test and 10% overload test can be shown at our Factory on resistive load bank. We presume that for testing at IUCCA site, the load will be provided by IUCCA.

Answer: Vendor to arrange 110% load test on chargeable basis for both the DG sets

Question:

Item No. 1.4.5 Fuel System, Sr. No. (c)–580 Liters capacity Fuel Tank will be provided inside the Canopy with fuel connections between Fuel Tank and Engine duly made. Therefore, fabricated steel platform will not be supplied.

Answer: *Fuel tank in side DG set canopy is acceptable as per respective Manufacturer's design capacity. However separate fuel tank capacity with stand etc needs to be provided as per tender by vendor*

Question:

Item No. 1.4.11 Engine Starting, Sr. No. (a)–It is mentioned that “engine starting devices, etc., that are given as original fitment on the Engine by Engine manufacturers shall be either removed or padlocking arrangement given...” With the present Engine Management System and Controllers used, this may not be possible.

Answer: *Engine to have manual control switch over and above present engine management system and controllers.*

Question:

Sr. No. (c) Duty Cycle / period of Operation, sub heading (i) Starting duty–Load details are not mentioned in the Tender documents. Therefore, we are unable to calculate the starting load.

Item No. 1.4.12 Engine instrumentation - All Engine / alternator parameters are displayed on the Engine Controller mounted inside the Canopy. The display is digital and there are no separate gauges or dials.

Item No. 1.6.2 Control of Diesel Generating Sets, Sr. No. (b) Resumption of Supply–It is mentioned that ‘provision shall also be made for effecting the changeover to normal supply through a selector switch’. This is not clear.

Answer: *The display shall be available to BMS. Zero or 304 kW. Ammeter selector switch needs to be provided to switchover when EB supply is restored.*

Question:

Item No. 1.8 Battery and Battery Charger–2 Nos. 12 Volt, 180 A.H. led acid Batteries are supplied as standard. For safety, the top of the Battery is sealed. Two terminals i.e. positive and negative and electrolyte filling caps are provided. Therefore, it may not be possible to measure cell to cell voltage. When the Engine is running, the Battery charging is from the Engine mounted Battery Charging Alternator. When the Engine is at stand-still and mains supply is available, the Battery charging will be from a mains operated SMPS based automatic Battery Charger (10 Amps., 24 Volt) provided in the AMF-cum-Synchronizing Panel. Any other type of Battery charger is not in the scope.

Answer: *Float cum booster separator charger to be provided as per Tender Specifications. However Manufacturer's charger and this charger shall be connected with manual change over switch as a stand by to battery charging system.*

Question:

Item No. 1.13 Neutral Point–The three phase terminals and neutral terminal are brought in a single terminal box mounted on the top of the Alternator.

Answer: *Alternator star point shall be connected to neutral feeder.*

Question:

Item No. 1.14.1 Commissioning Check Tests / Performance and Guarantee Test–Regulation Test. It is not clear what is meant by “manual regulation of the alternator load”.

Answer: *Vendor to be carried out Manual Regulation of the alternator load at site also 25%, 50%, 75%, 100% 110% load connected to alternator manually for test checks is considered as manual regulation.*

