North – South Commuter Railway (NSCR) Project (Malolos – Tutuban) Package CP03: Rolling Stock			
ITEM NO.	**REFERENCE CLAUSE/ SECTION**	**GENERAL BID BULLETIN CONTENTS**	**ADDENDUM/SUPPLEMENT**
1	General Bid Bulletin No. 9, Annex "C", Item 13 Section VI, Page TS-69, Clause 13.6 Battery Paragraph 1	*Revisions/Amendments:* The battery shall have sufficient capacity to supply all low voltage power loads during failure of the low voltage power supply for a minimum period of 90 minutes~~one (1) hour~~ of normal train operation. The Contractor shall submit the battery capacity for the Engineer to review taking into account not only this requirement but also an appropriate allowance rate.	The revisions to the referenced TS Clause shall be read as follows: "The battery shall have sufficient capacity to supply all low voltage power loads during failure of the low voltage power supply for a minimum period of one (1) hour of normal train operation and for a minimum period of 90 minutes of passenger emergency lighting."
2	General Bid Bulletin No. 10, Annex "A", Item 6 Volume II, Section VI, Page TS-61, Clause 11.1Propulsion System General Paragraph 4	*Clarification Request:* We acknowledge receipt of additional information for acceleration requirements within Table 11-1 under GBB No. 9, Annex C, Item No. 11. We received this additional information and came to our opinion that this new acceleration requirements will result a need to increase the traction motor capacity to almost double of what currently planned under the original performance requirements. Our key concerns include: 1. Size of traction motor will have to be too large so that the currently required wheelbase of 2,100 mm (TS 1.3.4 j) cannot be met. 2. Due to the traction motor capacity increase which will also require the size and weight increase of related equipment, train set weight of 270t/trainset per TS 1.7.2 cannot be met. 3. Currently, there is no traction motor existing in Japanese propulsion equipment suppliers' product line for EMU. The traction motor size to meet this	

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		acceleration rate may be used for a locomotive design; however, this only works with such heavier axle load than that of EMU's, thus, this will likely result in spinning of motor axle wheels since it will way exceed the wheel/rail adhesion. With the above reasons, we respectfully request the Employer to delete the high acceleration rate requirements in Table 11-1 within GBB No. 9, Annex C, Item No. 11; specifically acceleration rate of 2.8 km/h/s for speed range of 31-50 km/h, 2.3 km/h/s for speed range of 51-97 km/h and 1.04 km/h/s for speed range of 98km/h – 115 km/h *Response:* 1411) Deceleration use by simulation: ~~3.0 km/h/s~~the maximum performance;	The response to General Bid Bulletin No. 10, Annex "A", Item 6, Paragraph 4, Item no. 14 is revised to read as follows: xxx 1411) Deceleration use by simulation: ~~3.0 km/h/s~~the maximum service brake ~~performance~~; xxx