

Kenya Bureau of
Standards

Standards for Quality life

OUR REF: KEBS/T028/2023/2024

4TH APRIL 2024

TO ALL INTERESTED BIDDERS.

ADDENDUM NO.1 TO TENDER NO. KEBS/ KEBS/T028/2023/2024 - SUPPLY, DELIVERY, INSTALLATION, COMMISSIONING AND USER TRAINING OF MOTOR VEHICLE INSPECTION EQUIPMENT

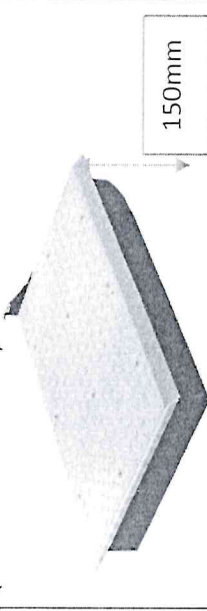
The clarifications are made to the specified provisions of the Tender document for the Supply, Delivery, Installation, Commissioning and User Training of Motor Vehicle Inspection Equipment

1. RELATIONSHIP WITH THE PRINCIPAL TENDER DOCUMENT

Save where expressly amended by the terms of this Addendum, the Principal Tender Document shall continue to be in full force and effect. The provisions of this Addendum shall be deemed to have been incorporated in and shall be read as part of the Principal Tender Document.

2. CLARIFICATIONS HAVE BEEN SOUGHT AS FOLLOWS:

S/N	CONCERN RAISED	RESPONSE
Table SN #1	Play Detector – Point V Minimum hydraulic pressure requirement is 16Mpa = 160 bar This is excessive and restrictive, most hydraulic play detectors work @ 120bar. Will the tender board consider revising this please?	The requirement for minimum hydraulic pressure for play detector has been revised to 12MPA
	Play Detector – Point VIII Maximum pressure per side requirement is 120 bar. * V and VIII have conflicting specification requirements, so could the tender board confirm the requirement on both items as	The requirement for minimum hydraulic pressure has been revised to 12MPA

<p>being 120bar?</p> <p>Play Detector – Point VI Maximum Test Plate Dimension requirement is 625 x 625 x 150mm. The thickness of 150mm is excessive and restrictive, can this be reduced to 8-10mm?</p>	<p>The 150mm stated in the tender document is not thickness but the height of the play detector (See below attached)</p> 
<p>Table SN #2</p> <p>Speedometer Tester – Point H The requirement is for an automatic blocking system. This is restrictive, and our request is to include the option of a pneumatic lifting bar for easy roller exit.</p> <p>Speedometer Tester – Point I The axle load requirement is 4ton. This is excessive and restrictive, as a light vehicle lane is usually restricted to a maximum GVM of 3,500kg. How can the vehicle weigh 3,500kg and have an axle weight of 4,000kg? Could the tender board please consider reducing the axle load to minimum of 2,000kg?</p> <p>Speedometer Tester – Point II There is an air pressure requirement of >0.8Mpa What is this air pressure for? * If the option of an exit aid lifting bar is included, then there is a pneumatic requirement of 105 bar.</p>	<p>The requirement is amended to include the option of pneumatic lifting bar. So, the Speedometer tester will be either automatic blocking system or pneumatic lifting bar for easy roller exit.</p> <p>The equipment will also be used for testing light commercial vehicle. The requirement of 4tons also cater for the safety factor. See attached inspection lane layout. The requirement therefore remains as is.</p> <p>The requirements will remain as is since 0.8Mpa is less than 105bars</p>
<p>Table SN #3</p> <p>Headlight Tester – Title Can the title please be changed to Digital Headlight Tester?</p> <p>Headlight Tester – Scope The scope calls for '<i>Testing the luminous intensity of the vehicle head and rear lights</i>'. Will the tender board please consider revising the scope to 'Testing the luminous intensity of the vehicle headlights?' The inspection of rear lights is a physical inspection and cannot be performed with a headlight tester.</p> <p>Headlight Tester – Point D</p>	<p>The heading remains as is.</p> <p>The test machine is for headlights only. The statement is therefore amended as follows "Testing the luminous intensity of the vehicle head lights",</p> <p>The statement remains as is.</p>

	<p>The tender calls for a device with 'Automatic height adjustment of measuring housing at aluminium column'</p> <p>Can the word 'Automatic' be removed as this suggests that the tester would be required to lift up and drop down? automatically (without the intervention/guidance of an examiner)?</p>	
<p>Table SN #4</p>	<p>Gas Analyser – Point 1</p> <p>The performance specifications of the gas analyser call for a measuring range of 'NO: 0~5,000 x 10-6 (%)'</p> <p>An accurate NO (Nitrogen Oxide) assessment cannot be performed without the combination of load, boost pressure and high engine temperature.</p> <p>Load cannot be generated in a static test; this has to be performed on a dyno or a road test.</p> <p>Would the tender board either remove the requirement for NO evaluation or include the requirement for a load dyno.</p>	<p>The performance specification for Gas Analyzer remains as is.</p>
<p>Table SN #5</p>	<p>Opacimeter – Main Features</p> <p>Point (f) calls for a 'Serial interface chip for card reader connection, bar code reader, PC and other external data reading.'</p> <p>units for comparing vehicle target date'.</p> <p>What would this be for?</p> <p>Point (j) calls for a 'Holder for truck emission probe with vertical stacks.</p> <p>If this test lane is for cars, why is there a requirement for a truck probe?</p>	<p>i. Serial interface chip for card reader connection, bar code reader, PC and other external data reading are for data transfer.</p> <p>ii. The "Holder for truck emission probe with vertical stacks." Is amended to read "Holder for Emission Probe with Vertical Stacks"</p>
<p>Table SN #6</p>	<p>Side Slip Tester – Scope</p> <p>The Scope advises 'For testing the wear on the bushes, bearings and the steering system'.</p> <p>This scope refers to an axle play detector, not a side slip tester.</p> <p>Please consider revising the scope to 'For the inspection of horizontal axle geometry (toe-in / toe-out).'</p> <p>Side Slip Tester – Main Features</p> <p>Points A to L refer to the features of an axle damping tester, please consider revising.</p>	<p>The scope is amended to read "For the inspection of horizontal axle geometry (toe-in / toe-out)"</p> <p>Main Features will be revised as follows. Points A to L will be replaced with</p> <ol style="list-style-type: none"> Checks axle geometrics within a few seconds. High precise sensor ensures the accurate reach 0.1mm

		<p>c) Display of test results on integrated scale in brake tester instrument dial face (connection to display)</p> <p>d) Display of test results and graphics on screen in m/km (connection to screen display)</p> <p>e) Rest plate is pushed laterally based on side slip and the deviation is displayed.</p> <p>f) Can be connected to a printer to print-out test results with graphics, date, and time.</p> <p>g) Test result evaluation.</p> <p>h) Check vehicle deviation, toe-in, speed and display on monitor vividly.</p> <p>i) Communication desk with integrated Switching and electro-cabinet</p> <p>j) Floor unit as self-supporting framework</p> <p>Main Features have been revised as follows Point (V) i.e. Motor Power 3.0 kW X 2 and point vii i.e. Testing Frequency 23Hz will be removed while the other requirements will be retained.</p>
<p>Table SN #7</p>	<p>Side Slip Tester – Performance Specifications Points V to VIII refer to axle damping (<i>shock</i>) tests, please consider revising.</p> <p>Roller Brake Tester – Performance Specifications Point (ii) calls for a 'Axle load (<i>drive over</i>) – 4ton'. This is excessive and restrictive, as a light vehicle lane is usually restricted to a maximum GVM of 3,500kg. How can the vehicle weigh 3,500kg and have an axle weight of 4,000kg? Could the tender board please consider reducing the axle load to minimum of 2,000kg? Then Point (iii) refers to 'Braking Force range of 0-9000N'. At the same time Point (viii) refers to a 'Value display of 0-8kN' * III and VIII have conflicting specification requirements, so could the tender board confirm the requirement on both items as being 0-8000N (0-8kN)?</p>	<p>i. The axle load will remain as is -4tons. ii. The display value is revised to $0 >= 9kN$</p>

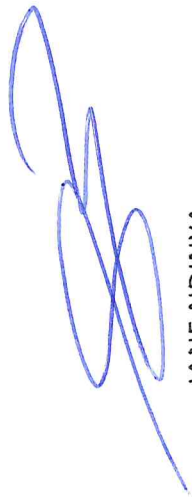
<p>Table SN #8</p>	<p>Shock Absorber Tester – Title An individual shock absorber is removed from a vehicle and tested separately in a workbench press, Can the title please be changed to Suspension Tester or Axle Damping Tester? This change would then refer to the entire suspension system of the vehicle, not just the shock absorber.</p>	<p>Title is amended to “Shock Absorber Tester only floor mounted /Suspension Tester/ Axle Damping Tester”</p>
<p>Shock Absorber Tester – Scope The current scope is ‘Used for testing the brake efficiency for service brakes and hand brakes’ which is obviously applicable. Please would you change to ‘Used for testing the axle damping capabilities of the entire suspension system’.</p>	<p>The scope is amended to “Used for testing the axle damping capabilities of the vehicle suspension system”</p>	<p>The requirement remains as is</p>
<p>Shock Absorber Tester – Main Features Points A to K refer to the features of a roller brake tester, consider revising.</p> <p>Shock Absorber Tester – Performance Specifications The axle load requirement is 3ton. This is excessive and restrictive, as a light vehicle lane is usually restricted to a maximum GVM of 3,500kg. How can the vehicle weigh 3,500kg and have an axle weight of 3,000kg? Could the tender board please consider reducing the axle load to minimum of 2,000kg?</p>	<p>The requirement remains as is</p>	<p>The requirement remains as is</p>
<p>Shock Absorber Tester – Performance Specifications Point (vi) calls for an ‘Amplitude of 6mm’, can we please receive clarification on this requirement. Point (v) calls for a ‘Testing Frequency of 23Hz’, can we please receive clarification on this requirement.</p>	<p>i. Amplitude is maximum extent of vibration. ii. Testing Frequency of 23Hz’ is for simulating the real road highest vibrations”</p>	<p>The machine will be operated by an inspector.</p>
<p>Scissor Lift – Main Features Point (a) refers to a ‘Fully Automatic lifting procedure’. This suggests that the lift operates automatically, and when it comes to any vehicle lift, this is impossible. All lifts require the intervention of a person to press and release the up & down buttons. Would the tender board please consider revising?</p>	<p>The requirement remains as is</p>	<p>The requirement remains as is</p>
<p>Scissor Lift – Performance Features Point (viii) refers to a ‘6ton lifting capacity’.</p>	<p>The requirement remains as is</p>	<p>The requirement remains as is</p>

	<p>This is excessive and restrictive, and we respectfully remind the tender board that the maximum GVM for a light vehicle is 3,500kg.</p> <p>Would the tender board consider reducing the lifting capacity for the scissor lift to 4ton or 5ton?</p>	
<p>Table SN #10</p>	<p>Sound Level Meter – Performance Specifications</p> <p>Point (ii) refers to a 'Frequency Range of 20Hz – 12.5kHz', can we please receive clarification on this requirement?</p>	<p>This is the frequency range for the sound level meter.</p>
<p>SUMMARY</p>		
<p>1</p>	<p>1. The tender specifications call for test benches rated for axle weights of between 3,500kg and 4,000kg. These axle weights fall into the globally accepted light vehicle category, and we have prepared our clarification. However, the KEBS team at the meeting today advised that the test lanes must accommodate light vehicles as well as heavy vehicles. KEBS needs to urgently look into the specifications and revise them to match the vehicle type requirements.</p>	<p>Drawing showing the proposed layout of the inspection Centre is hereby annexed to the tender document for bidder's information.</p> <p>i. Necessary amendments have been made as indicated in this addendum.</p>
<p>2</p>	<p>2. The 2nd topic that is cause for concern is that the KEBS team advised that the tender requirement includes the civil/building works for the in-ground test bench equipment. Civil/building works are not mentioned anywhere in the tender document, so this came as a surprise.</p>	<p>i. Civil works will be undertaken by a different contractor. However successful bidder for this tender will be called upon to give advice on how the ground will be set.</p>
<p>3</p>	<p>3. Having visited the Naivasha site today, we see that the facility does not seem to allow for vehicles being tested to drive through (in on one side and out on the other side). This is going to severely affect and complicate the efficiency of the test centre.</p>	
<p>4</p>	<p>4. Finally, we saw the carpark area outside, and noticed that the surface consists of industrial stones (small rocks). Should these stones lodge into vehicle tyres, and then be dropped into the moving parts of the test benches, this will also negatively affect the longevity of the equipment. We have experience with this challenge.</p>	

3. DEADLINE FOR SUBMISSION OF TENDER

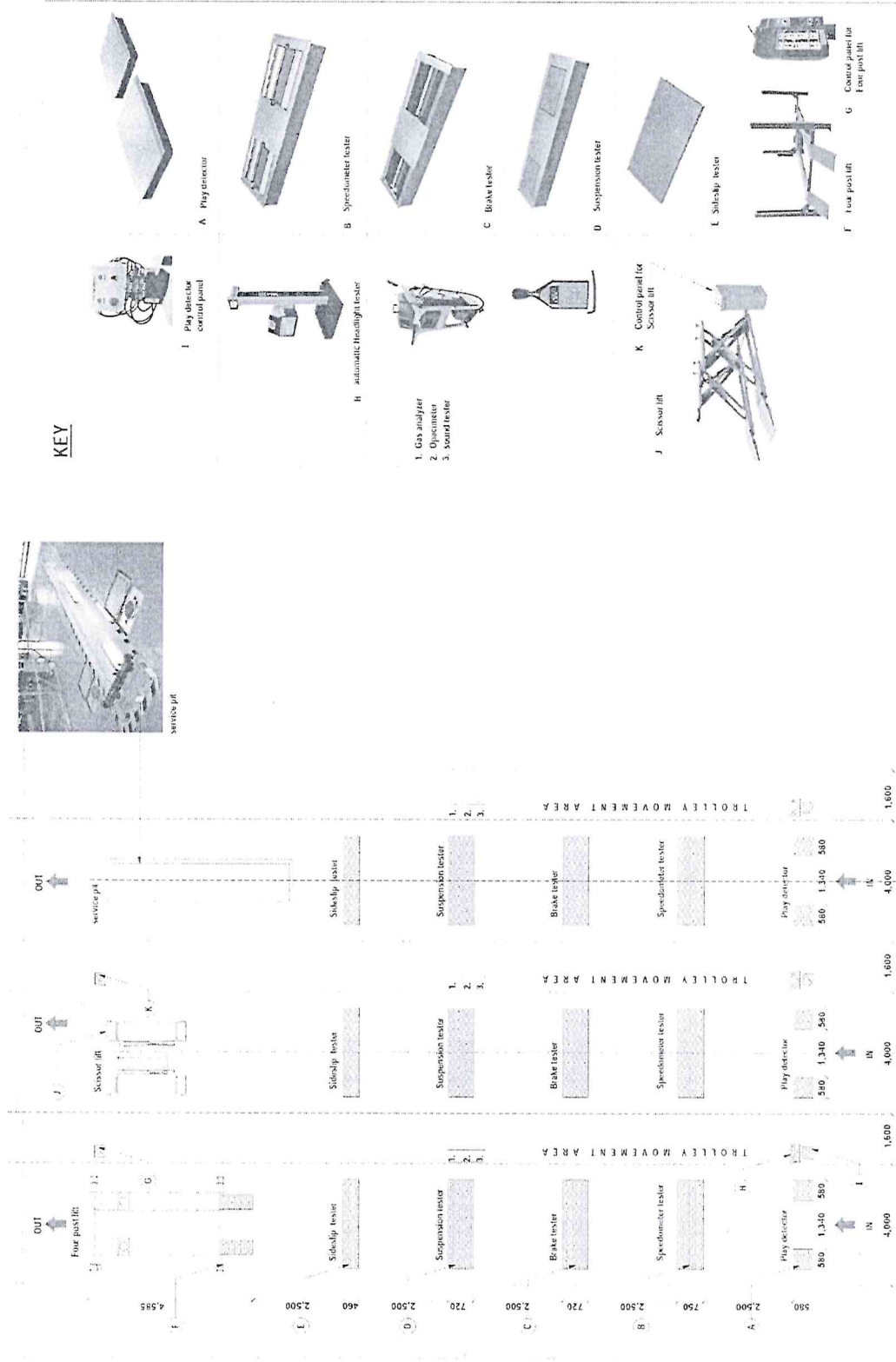
The tender closing date has been extended to Thursday 25th April 2024. The time for submission and opening remains the same as indicated in the Tender document.

All the other terms and conditions remain as per the tender document.



JANE NDINYA
CHIEF MANAGER, SUPPLY CHAIN.

Annex 1(proposed layout of the inspection center)



FLOOR PLAN LAYOUT



KENYA BUREAU OF STANDARDS
 KENYA BUREAU OF STANDARDS
 P.O. BOX 30478 NAIROBI
 TEL: +254 (0) 20 6942000

SCALE: 1:50
 DATE: NOV., 2022

DRAWN BY: JERRY LUBALLO
 CHECKED BY:

DRS/NO
KEBS MOTOR VEHICLE INSPECTION CENTER

KEBS / 199-A

APPROVED BY: