



## JAIPUR CITY TRANSPORT SERVICES LIMITED

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GST No.- 08AABCJ9735HIZA

No. MD/JCTSL/2025-26/D- 3639

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### Corrigendum No. -01

NIB No. 07/2025-26, Dated 23-01-2026

e-Procurement ID No. 2026\_JCTS\_532359\_1

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RFP FOR SELECTION OF BUS OPERATOR FOR Procurement, Supply, Operation and Maintenance of 400-9M & 50-12 M AC Fully built Pure Electric Buses and Development of Allied Electric and Civil Infrastructure on Gross Cost Contracting (GCC) in Jaipur City (Urban and Sub Urban)

Sr. No.	Page no.	Clause/Description	Specification	Amendments
1	11	3.1, Eligibility and Qualification Criteria for the Bidders	The Original Equipment Manufacturer (OEM) shall be an Indian Manufacture of the Electric bus having a manufacturing facility in India	The Original Equipment Manufacturer (OEM) & its Associates shall be an Indian Manufacture of the Electric bus having a manufacturing facility in India

Sr. No.	Page no.	Clause/Description	Specification	Amendments
2	11	4.2, Bid Processing fees	The amount of bid processing fees Rs. 2500/- (INR Two thousand)	The amount of bid processing fees Rs. 2500/- (INR Two thousand Five hundred)
3	24	3.11.3 - Bid Security form of Bid Security	The Bid Security may be given in the form of banker's cheque or bank demand draft or bank guarantee in specified format of a Scheduled Bank in India	The Bid Security may be given in the form of banker's cheque or bank demand draft or bank guarantee in specified format of a Scheduled Bank in India. Bid security may also be given in the form of Insurance Surety bond Insurer by registered with Insurance Regulatory and Development Authority of India (IRDAI).
4	39	Performance Security	Performance Security	The Performance Security may also be given in the form of Insurance Surety Bond issued by Insurer registered with Insurance Regulatory and Development Authority of India (IRDAI). Rest as per RFP as mentioned in clause 6.6
5	46	1.1, Eligibility and Qualification Criteria for the Bidders	The Original Equipment Manufacturer (OEM) shall be an Indian Manufacture of the Electric bus having a manufacturing facility in India	The Original Equipment Manufacturer (OEM) & its Associates shall be an Indian Manufacture of the Electric bus having a manufacturing facility in India
6	49	2.2 (a)(iii) Qualification Criteria for Electric bus Maintenance	On board the battery should be able to be charged within 4 hours to full capacity	On board/off board the battery should be able to be charged within 4 hours to full capacity
7	51	2.7	One of the partners of JV/Consortium must be manufacturer of Electric Buses and must have 26% (twenty six per cent) or more of the aggregate issued, subscribed and paid up equity share capital.	One of the partners of JV/Consortium must be manufacturer or its associates of Electric Buses and must have 26% (twenty six per cent) or more of the aggregate issued, subscribed and paid up equity share capital.

8	56	Form tech I, Point no 19	Bid shall be valid for a period of 120 days from the date fixed for the bid submission deadline in Accordance with Bidding Document	Bid shall be valid for a period of 180 days from the date fixed for the bid submission deadline in Accordance with Bidding Document
9	85	Bus characteristics Maximum Bus Floor height	650 mm	Maximum Bus Floor height 650 mm
10	85	3, Battery pack rating and energy / power available for propulsion; Any deterioration in propulsion power with usage and consequently reducing charge; Min & max charging %  Maximum Thirty Minutes Power (kW) Motor/s capacity	Battery pack rating and energy / power available for propulsion; Any deterioration in propulsion power with usage and consequently reducing charge; Min& max charging % Maximum Thirty Minutes Power (kW) Motor/s capacity:150 kW (min) 1. No of Motors/ batteries as per the Bus manufacturer's design. 2. Power consumption $\leq$ 1.3 kWh per km. 3. Electrical Regeneration required. 4. Charging mode: AC or DC charging required. 5. OFF board OR ON board charging required. 6. Charging time: less than 4 hours. 7. Safety: Short circuit /over temperature/lightening protection mandatory 8. CMVR certification mandatory	Value- As per CMVR  Rest as per RFP

11	86	3.2, Battery life (No. of charging cycles)	Battery life: Batteries to last for 7 years	For Guidelines purpose only (3000 cycle minimum)
12	87	3.8	The temperatures/environment conditions of Pune and Pimpri Chinchwad area	The temperatures/ environment conditions of Jaipur
13	87	5.1, Rear axle	Single reduction, hypoid gears, full floating axle shafts with optimal gear ratios suitable for urban operations (To be considered as a guideline)	As per OE design
14	87	7.3, Kneeling	Not applicable	Applicable for 400 mm/ 650 mm floor height as per AIS:153
15	88	9.2, Electrical wiring & controls -type	Multiplexing type -- As specified separately under ITS specifications and conforming to IP67.	As per AIS: 052 & AIS: 153 As per CMVR
16	88	10, Speed limiting device (optional)	Mandatory as per CMVR. SLF	SLF 80 KMPH As per CMVR
17	88	13.1 D, Wheel-base	6000 ±200mm	As per UBS-II, 6000 (-200, +400) mm
18	89	14.1, Type of doors	LH Side doors – Power operated doors, JK type / Swing in door 800mm width one no. ahead of front axle and one no. 1200mm width preferably behind rear axle or ahead of rear axle.  RH side door- for BRT application Power operated doors, JK type door 1200mm width, 2 no's (steeples)	LH Side doors – Power operated doors, JK type / Swing in door 800mm width one no. ahead of front axle and one no. 1200mm <b>minimum</b> width preferably behind rear axle or ahead of rear axle.  <b>Tender is not for BRTs application</b>
19	89	14.3.1, Rear service doors (near side/non- driver side)	Behind rear axle	As per OE design 2 no's

20	90	14.3.2 (E), Number of gates	1	2 Nos As pe OE design
21	90	14.5, Entry/Exit doors, refer "D" in figure 3 of UBS II - for off side/driver side location - steps not required for level boarding	RH side two nos. BRT (Step less) doors	Deleted
22	90	14.7, Maximum height (mm) of other steps (where required)		
	A	if door ahead of rear axle	250	First Step 400 mm, second step 250 mm
	B	if door behind rear axle	250	First Step 400 mm, second step 250 mm
23	90-91	14.8, Ramp for wheel chair at the gates wherever required		
	A	Dimensions	Not applicable	As per AIS
	B	Material	Not applicable	As per AIS
	C	Load carrying capacity (in kilograms)	Not applicable	As per AIS
	D	Device to prevent the wheel chair roll off the sides when the length exceeds 1200mm	Not applicable	As per AIS
	E	Device to lock wrapped up ramp	Not applicable	As per AIS

	H	Emergency doors/exits or apertures (Numbers) Dimensions in mm	As per AIS 052 Refer Cl. 20 and 21 of Part I for detail description. As per AIS 052	As per AIS : 052 & AIS : 153 and As per CMVR
24	91-92	15.2, Bus structure - materials specifications etc.	OEM should ensure GI tubular structure of 60x40x2, 40x40x2, 50x50x2, 40x20x2 etc. To meet the requirements of Annexure 3 of UBS II. / <b>AIS:153</b> Exterior panels: a) Stretch panel: 1.0mm GP sheet b) Skirt and roof panels: Aluminium 1.2mm Interior panels: Roof and side pre-coated Aluminium sheet of 1.2mm (0.7+0.5) as per STU requirement	As per OE design approved as per CMVR
25	92	15.5 (B), Steps on floor	No steps/hump inside bus except where required for entry/exit	OE design approved as per CMVR
26	92	15.6, (C) Safety glasses and fittings: Side windows:	Flat, 2-piece design-top fixed/sliding & bottom sliding/ fixed/pasted toughened glass IS 2553 (Part-2)-1992/latest.	Single piece flat/ curved pasted toughened glass as per IS 2553 (Part-2)-1992/latest.
27	93	15.7.1 (C), Seat area/seat space per Passenger (width*depth) mm	400X350	As per AIS : 052
28	94	15.7.1 (J), Clearance space for seated Passenger facing partition (mm)	Minimum 350	As per AIS : 052

29	94	15.7.1 (L), Area for seated passengers (sq. mm.) type 1 NDX/SDX:	400X350	As per AIS : 052
30	94	15.7.1 (N), Number of seats including one for wheel chair	33 seats + wheelchair + driver	35 seats + wheelchair + driver
31	95-96	16.3, Safety requirements of electrical	As per AIS 052 Two nos. one Manual Battery cut - off switch (isolator switch) near driver's seat and one electronic on drivers dash board	Battery Cut off Switch : "Three nos. one Manual Battery cut-off switch (isolator switch) near driver's seat, one electronic on driver's dashboard and one manual at the rear compartment"
32	97	18.4, Fire extinguisher:	FDAS as per AIS:135 amendment no.3 plus 10 kgs fire extinguishers.	FDAS as per AIS:135 amendment no.3 plus fire extinguishers.
33	97	18.13, Emergency exit doors, warning devices etc.:	R H Side emergency door mandatory Dimensions as per AIS 052/CMVR	As per AIS : 052 & AIS : 153 and As per CMVR
34	97	18.16, Towing device front/rear	Heavy duty 1.2 times (minimum) the kerb weight of the bus with 30° of the longitudinal axis of the bus. As per CMVR & IS 9760 - ring type Towing device front and rear required	Heavy duty 1.2 times (minimum) the kerb weight of the bus with 30° of the longitudinal axis of the bus. As per CMVR & IS 9760 – <b>D Shackle</b> Towing device front and rear required
35	98	19.2, Cabin luggage carrier	As per AIS 052	Deleted
36	99	25, Roof hatches	Two nos. roof escape hatches	As per AIS : 153

37	100	-	Field trials to be conducted before opening the financial bid for the range assured with GVW & routes specified STU	Deleted
38	100	9 mtr AC Buses ebus technical specification	Electric Bus Technical specification 9-meter AC/ Non -AC Bus Complaint with the requirements of CMVR AIS:052 + AIS:153 & AIS:140	Electric Bus Technical specification 9-meter AC Bus Complaint with the requirements of CMVR AIS:052 + AIS:153 & AIS:140
39	100	3, Battery pack rating and energy / power available for propulsion; Any deterioration in propulsion power with usage and consequently reducing charge; Min & max charging %  Maximum Thirty Minutes Power (kW) Motor/s capacity	Battery pack rating and energy / power available for propulsion; Any deterioration in propulsion power with usage and consequently reducing charge; Min & max charging % Maximum Thirty Minutes Power (kW)  Motor/s capacity:120 kW (min)  1. No of Motors/ batteries as per the Bus manufacturer's design. 2. Power consumption $\leq$ 1.0 kWh per km. 3. Electrical Regeneration required. 4. Charging mode: AC or DC charging required. 5. OFF board OR ON board charging required. 6. Charging time: less than 4 hours. 7. Safety: Short circuit /over temperature/lightening protection mandatory CMVR certification mandatory	Value - As per CMVR  Rest as per RFP
40	101	3.2, Battery life (No. of charging cycles)	Battery life: Batteries to last for 7 years	For Guidelines purpose only (3000 cycle minimum)

41	102	5.1, Rear axle	Single reduction, hypoid gears, full floating axle shafts with optimal gear ratios suitable for urban operations (To be considered as a guideline)	As per OE design
42	102	9.2, Electrical wiring & controls -type	Multiplexing type -- As specified separately under ITS specifications and conforming to IP67.	As per AIS: 052 & AIS: 153 As per CMVR
43	103	10, Speed limiting device (optional)	Mandatory as per CMVR. SLF	SLF 80 KMPH As per CMVR
44	103	13.1, Bus dimensions' mm		
	B	Overall width (sole bar/floor level- extreme points)	2400-2600 mm	OE design approved as per CMVR
45	103	13.3, Floor height above ground (mm)	400mm/900 mm /650 mm	Maximum Floor height above ground 650 mm
46	104	14.5, Maximum height (mm) of other steps (where required)		
	A	if door ahead of rear axle	250	First Step 400 mm, second step 250 mm
	B	if door behind rear axle	250	First Step 400 mm, second step 250 mm
47	105	14.6 (H), Emergency doors/exits or apertures (Numbers) Dimensions in mm	As per AIS 052 and as per AIS 153.	As per AIS 052 and as per AIS 153 and As per CMVR
48	105	15.2, Bus structure - materials specifications etc.	OEM should ensure GI tubular structure. To meet the requirements of Annexure 3 of	OE design approved as per CMVR

			UBS II + AIS:052 + AIS:153 Exterior panels: as per STU requirement	
49	106	15.5 (D), Floor surface material	12mm/19 mm thickness phenolic resin bonded densified laminated compressed wooden floorboard (both side plain surface) having density of 0.95 - 1.25 gms/cc conforming to IS 3513 (Part-3): type VI 1989 or latest. The flooring should also be boiling water resistant as for marine board BIS:710-1976/ latest and fire retardant as per BIS:5509-2000 (IS15061:2002) or <b>Chequered Plywood 12mm/19mm thick</b>	15mm thickness phenolic resin bonded densified laminated compressed wooden floorboard (both side plain surface) having density of 0.95 - 1.25 gms/cc conforming to IS 3513 (Part-3): type VI 1989 or latest. The flooring should also be boiling water resistant as for marine board BIS:710-1976/ latest and fire retardant as per BIS:5509-2000 (IS15061:2002) or <b>Chequered Plywood 15mm thick</b>
50	106	15.6 (C), Side windows:	Flat, 2-piece design-top fixed/sliding & bottom sliding/fixed/pasted toughened glass IS 2553 (Part-2)-1992/latest.	Single piece flat/ curved pasted toughened glass as per IS 2553 (Part-2)-1992/latest.
51	107	15.7.1 (C), Seat area/seat space per Passenger (width*depth) mm	400X350	As per AIS: 052
52	107	15.7.1 (J), Clearance space for seated Passenger facing partition (mm)	Minimum 350	As per AIS: 052
53	107	15.7.1 (L), Area for seated passengers (sq. mm.) type 1 NDX/SDX:	400X350	As per AIS : 052
54	107	15.7.1 (N), Number of seats including one for wheel chair	31 seats + driver	25 seats+ wheel chair+ driver

55	108-109	16.3 (E), Battery cut - off switch (isolator switch):	As per AIS 052 Two nos. one Manual Battery cut - off switch (isolator switch) near driver's seat and one electronic on driver's dashboard	Battery Cut off Switch: "Three nos. one Manual Battery cut-off switch (isolator switch) near driver's seat, one electronic on driver's dashboard and one manual at the rear compartment"
56	109	18.4, Fire extinguisher:	FDAS as per AIS:135 amendment no.3 plus 10 kgs fire extinguishers.	FDAS as per AIS:135 amendment no.3 plus fire extinguishers.
57	110	18.12, Emergency exit doors, warning devices etc.:	R H Side emergency door mandatory Dimensions as per AIS 052/CMVR	As per AIS: 052 & AIS: 153 and as per CMVR
58	110	18.15, Towing device front/rear	Heavy duty 1.2 times (minimum) the kerb weight of the bus with 30° of the longitudinal axis of the bus. As per CMVR & IS 9760 - ring type Towing device front and rear required	Heavy duty 1.2 times (minimum) the kerb weight of the bus with 30° of the longitudinal axis of the bus. As per CMVR & IS 9760 – <b>D Shackle</b> Towing device front and rear required
59	111	18.2, Cabin luggage carrier	As per AIS 052	Deleted
60	112	25, Roof hatches	Two nos. roof escape hatches	As per AIS: 153
61	112	-	Field trials to be conducted before opening the financial bid for the range assured with GVW & routes specified STU	Deleted

### Critical Dates

1	4	Last time and date upto which Bids can be submitted electronically on e-procurement Portal to JCTSL	10/03/2026 Upto 6.00 PM	18/03/2026 Upto 6.00 PM
2	4	Time span and date of physical submission of instruments of Bid Security, Processing Fee and Price of Bidding Document in the office of JCTSL	11/03/2026 Upto 12.30 PM	19/03/2026 Upto 12.30 PM
3	4	Time and date of opening of Technical Bids	11/03/2026 3.00 PM	19/03/2026 3.00 PM



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