



Date: 29th May 2025

Contract title: Supply of a Power Cable Testing and Fault Location System Including Van.

Contract Ref#: GZ-PENRA-481129-GO-RFB

To: Bidders

Subject: Clarification No. 1 to Bid Document no.GZ-PENRA-481129-GO-RFB

In accordance with Instructions to Bidders (ITB), Clause no. 7 'Clarification of Bidding Documents' for contract reference no. **GZ-PENRA-481129-GO-RFB**, the Palestinian Energy & Natural Resources Authority "PENRA" ("The Purchaser") would like to provide the following response to a request for clarification received during the inquiry period:

Question no.1: Referring to the "specifications "The manufacturer must acknowledge the service request within a maximum of seventy-two (72) hours and dispatch qualified technician(s), when needed", The maintenance center for manufacturer is located in the Middle East and there is no problem within 72 hours. The only problem is obtaining approval from the other side for the technical team to enter the Palestinian Authority territories.

Answer no.1: Referring to the second paragraph (II) of the specifications "service during warranty period" the bidder is required to comply and submit a statement (confirmation) complying with the following: ***The manufacturer shall ensure timely repair and maintenance services by responding to any service call within the specified timeframe. The manufacturer must acknowledge the service request within a maximum of seventy-two (72) hours and dispatch qualified technician(s), when needed, within a maximum of seven (7) days from the date of the service request. The manufacturer shall provide PETL with a list of authorized technicians, including their qualifications and experience, to ensure compliance with the required service standards. All costs associated with the maintenance & support services during the first 5 years warranty period shall be covered in the bidder's price. The technician shall have at least 5 (five) years of experience in repair and maintenance of electronic equipment.***

The lead-time for dispatching qualified technician(s) is within 7 days, not 72 hours – however, within 72 hours, the manufacturer shall confirm and acknowledge the service request. We understand that entry into Palestinian Authority territories may require coordination with Israeli authorities and the lead-time for approving permits can be unpredictable, however, bidders are recommended to provide a service mobilization plan in which bidders may factor in any of the following:

1. Exploring remote diagnostics or interim support measures in the event of permit delays.
2. Any envisaged hybrid approach in the bidder's method statement

Our goal is to secure reliable, rapid support without diluting the service standard.

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Question no.2: Referring to the specification *"The system should be pre-mounted on a pallet for easy installation in a suitable van"*, is it possible to purchase the laboratory and install it inside the car in the Palestinian Authority territories, or must the laboratory be installed at the manufacturer's headquarters and then the car transported within the Palestine?

Answer no.2: To ensure full integration, factory-tested quality, and to eliminate any on-site assembly risks, the laboratory is recommended to be fully mounted, tested, and commissioned at the manufacturer's facility. However, if the contractor decided to assembly on-site in Palestine, the following conditions shall be met:

- The design must be provided and approved from both the manufacturer & PETL.
- The installation and assembly must be carried out by qualified personnel under the direct supervision of the manufacturer, and it must fall under the full responsibility and warranty of the manufacturer.
- All factory acceptance tests (FAT) must be conducted at the manufacturer's site.
- A comprehensive Site Acceptance Test must be conducted after the assembly to verify the full functionality of all systems, the proper integration between the vehicle and the lab equipment, the compliance with safety and performance standards.
- Training must also be delivered based on the same assembled system at the factory.
- The only acceptable activities to be carried out locally are the reinstallation and connection of the system into the pre-designed space, based on the approved layout

Question no.3: Referring to section no. 7.3.1 *"Commissioning Tests"*, the required D.C. testing shall be up to at least 60 kV. We can only provide either 40kV DC or 80kV DC, which one is needed?

Answer no.3: Please stick to the required specification. Providing a solution that supports 80 KV DC is considered responsive, however, lesser margin is considered a **deviation** which can lead to the rejection of the proposal – this will be assessed and decided by the technical evaluation committee.

Question no.4: Referring to section no. 7.3.2.2 *"Shock discharge generator"*, the minimum energy shall be 3000 J. We can only provide 2000 J or 4000 J, which one is needed?

Answer no.4: Please stick to the required specification. Providing a solution that supports 4000 J is considered responsive, however, lesser margin is considered a **deviation** which can lead to the rejection of the proposal – this will be assessed and decided by the technical evaluation committee.

Question no.5: Referring to section no. 7.3.2.5 *"Partial discharge measurement system."*, the Regulated HV excitation shall source up to 57 kV rms, based on VLF sinusoidal waveform according to IEC 60060-3. We can provide either 44kV RMS VLF Sinusoidal or 60kV RMS VLF CR, which one is acceptable:

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Answer no.5: Please stick to the required specification. 44kV RMS VLF Sinusoidal does not meet the voltage requirement. 60kV RMS VLF CR does not meet the required waveform according to IEC 60060-3. These **deviations** can lead to the rejection of the proposal – this will be assessed and decided by the technical evaluation committee.

Question no.6: Referring to paragraph VI, section no. 7.4 *“Safety Devices and Accessories”*, *the van shall be equipped with a 12/220V inverter, with at least 2500W nominal / continuous (not maximum or pick) power output, powered by an additional lithium battery, with a suitable protection. The inverter will supply well stabilized pure sinus wave output. The inverter shall be charged via the mains connection or via the vehicle's alternator.* Our system doesn't need emergency supply and these are additional very high costs, and not needed for our system.

Answer no.6: Please stick to the required specification. Providing a solution that does not support or comply with this specific specs is considered a **deviation** which can lead to the rejection of the proposal – this will be assessed and decided by the technical evaluation committee.

Question no.7: Referring to paragraph I, section no. 7.4 *“Additional accessories”*, *The vehicles with the Manual transmission shall be provided with PTO for operating at least 9KvA power source.*

Power supply generator is only possible to install in Germany. Can there be other alternatives?

Answer no.7: The PTO is a mechanical interface on the vehicle's transmission that transfers engine power to external equipment (e.g., your on-board cable-testing lab). Bidders may propose alternative technical solutions that can effectively fulfill the same functional purpose.

With Regards,

For and on behalf of the Purchaser (Palestinian Energy & Natural Resources Authority)

PMU Director – Eng. Abdul-Hadi Barakat



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