



April 01, 2019

**Re: NOTICE #4 To Participants
RFI Concerning Dual Locomotives**

This notice (the “**Notice**”) is being furnished to Participants in accordance with the provisions of the RFI Document.

Explanatory Note

For the removal of doubt, with respect to any question or request not specifically addressed in this Notice, the RFI Documents remain unchanged and fully binding. It is hereby further clarified that throughout the RFI Process, ISR shall only be bound by information submitted by ISR in writing, and no oral or other non-written response or information will bind ISR for any purpose whatsoever.

Clarifications

Question: ISR has been requested to provide the Appendix H of the RFI document?

Answer: The referred document has been published at ISR’s website.

Question: ISR has been requested to provide the Appendix B of the RFI document?

Answer: The referred document has been published at ISR’s website.

Question: With regard to Section 0.9 (Basic Technical data), ISR has been requested to amend the statement “primary brake, related to 4 axles”

Answer: ISR has reviewed the request and decided to accept it. The statement should be "primary brake, related to 6 axles."

Question: ISR has been requested to clarify if the statement “Continuous traction effort with new wheels shall be close to electrically available starting tractive effort of ≥ 300 kN down to power hyperbola” mentioned for power supplying by catenary or diesel mode.

Answer: By diesel mode.

Question: With regard to Section 0.11 (Additional Requirements), ISR has been requested to clarify which engine emission standard should be met, UIC III A requirements or UIC III B requirements?

Answer: UIC III B requirements.

Question: With regard to Section 0.1 (General Operating Conditions), ISR has been requested to clarify the mode and capacity of the power supplied by Dual-Loco to coaches.

Answer: The Dual locomotive can be powered by 25kV AC catenary line and also by diesel engine 3000[kw].

Question: With regard to Section 0.11 (Additional Requirements/Vehicle Gauge), ISR has been requested to clarify if the 400m in this section is related to main track or line in depot? ISR has been also requested to inform what is the speed limit when the vehicle passes through the 400m vertical radius.

Answer: Participants are referred to section 3.11. The speed limit on 400 m vertical radius is depend on the vehicle design.

Question: Regarding Documentation and drawings, ISR has been requested to clarify if all the documents and drawings shall be submitted only at the Tender Stage.

Answer: we are currently at the RFI stage. Participants should submit any document and/or drawings which they think is relevant at this stage.

Question: Regarding Spare parts and special tools, ISR has been requested to clarify if all the documents shall be submitted only at the Tender Stage.

Answer: we are currently at the RFI stage. Participants should submit any document and/or drawings which they think is relevant at this stage.

Question: ISR has been requested to clarify details about the procurement plan, such as the general time schedule for this public tender and the quantity of such dual locomotives to be purchased.

Answer: Bidders are referred to the explanations of this RFI process. At this stage, ISR is not able to supply precise quantities and schedules.

Question: With regard to section 0.11 (Additional Requirements Vehicle Gauge), ISR has been requested to clarify about the coefficient of flexibility.

Answer: The coefficient of roll flexibility of the vehicle defined in UIC Leaflet 505-5.

Question: With regard to Section 0.14. (Dynamic Testing), ISR has been requested to clarify about the cant deficiency and explain why the cant deficiency is 150mm, while the requirement for cant deficiency in table A3 is 130mm.

Answer: During main line operation locomotive will operate with a permissible cant deficiency of maximum 130 mm.

Please see the **amended documents as appear on ISR's website** for further information.

Please confirm receipt of this notice by returning email to the undersigned at:
mirelah@rail.co.il.

Yours Faithfully,

Mirela Halfim
International Procurement Coordinator