
TENDER

10/EU/2017/ERTG

**REGARDING PURCHASE AND DELIVERY OF 5 ELECTRIC RUBBER GANTRY
CRANES**

Q&A table regarding technical specification (Employer's requirements) in accordance with point 5.6 of Terms of Tender.

Please also refer to point II.1.C of the Notice: Detailed technical specification (Employer's requirements) constitute an integral part of the Tender Documentation and is available in the registered office of the Ordering Party and, at Bidder's written request, shall be sent to the Bidder by post or e-mail by the expiry of the bids' submission date set out in point 6.12 of the Terms of Tender.

No	Question	Answer
1	Can XXXXXXXX offer as an option standard XXXXXXXX auxiliary diesel generator with same power as required by the Technical Specification chapter 7.1? Comment: XXXXXXXX standard auxiliary diesel generator will be around 10.000 EUR cheaper comparing to diesel generator required by the Technical Specification.	Please follow the specification
2	Regarding chapter 2.6. sentence “All greasing points should be in one place, on an overall grease blocks.”. From own experience XXXXXXXX proposes as most reliable and cost efficient solution to use Centralized lubrication system with manual feeding only for trolley, the rest of the crane to be without centralized lubrication. Is this acceptable for DCT Gdansk?	DCT accepts that the Centralized lubrication system with manual feeding will be on trolley only but the rest of the crane can be without centralized lubrication.
3	XXXXXXX can offer higher hoist speeds as follows: <ul style="list-style-type: none"> • Empty spreader 60 m/min • 40,6t with spreader 30 m/min XXXXXXX can offer shorter hoist acceleration times as follows: <ul style="list-style-type: none"> • Empty spreader 3 sec • 40,6t with spreader 2 sec Are better hoist performance numbers acceptable for DCT Gdansk?	We accept
4	Wheel loads of XXXXXXXX RTG cranes are slightly higher than the limit specified in the Technical Specification chapter 3.1 (same as 15 delivered to DCT Gdansk ERTG cranes have). Is this acceptable for DCT Gdansk?	Mistake in specification. Max. pressure on pavement 172 kN/wheel We accept
5	XXXXXXX can guarantee 40 m/min (not 70 m/min, chapter 3.2 of the Technical Specification) stack transfer speed without load when	We accept

	crane is powered by auxiliary diesel generator set. Is this acceptable for DCT Gdansk?	
6	<p>XXXXXXXX can offer better performance numbers for skew and trim system (chapter 3.2 of the Technical Specification) as follows:</p> <ul style="list-style-type: none"> • 5 degrees skew time: 5 sec (not 15.0 sec) • 5 degrees (not 2.5 degree) trim time: 5 sec (not 30.0 sec) <p>Are better skew and trim system performance numbers acceptable for DCT Gdansk?</p>	We Accept
7	<p>XXXXXXXX proposes to use ladders on the access side of the crane and e-room side (same as it was done on delivered cranes) this will reduce overall dimensions of the crane. Is this acceptable for DCT? Stairs are also possible to use in these places (as requested by the Technical specification, chapter 5.3), but overall width of the crane will increase.</p>	<p>[...]sill beams, to the trolley or evacuation route can be by ladders.[5.3] We accept</p>
8	<p>XXXXXXXX would like to offer own sway prevention system – Active Load Control System (same as was installed on the delivered cranes, and not as requested in chapter 4.1 of the Technical Specification), which consists of 4 auxiliary winches and which is better solution, as it not only efficient sway prevention system but also has integrated fine positioning system (trim, skew and side shifts), in addition XXXXXXXX Active Load Control System is a base for future automatization. Is this acceptable for DCT Gdansk?</p>	We accept
9	<p>XXXXXXXX RTG trolley does not require any anchoring device (as it is requested in chapter 5.4), because each trolley wheel has own electrical motor with integrated break which is sized to hold trolley on the place under specified in the Technical Specification wind loads and operational dynamic loads. Is this acceptable for DCT Gdansk?</p>	We accept
10	<p>XXXXXXXX RTG gantry does not require any additional equipment for preventing the gantry from moving in either direction (as it is</p>	We accept

	<p>requested in chapter 5.4), because in XXXXXXXX RTG cranes in each corner of gantry each pair of wheels has own electrical motor with integrated break which is sized to hold gantry on the place under specified in the Technical Specification operational wind loads, in addition to that parking mode of the gantry can be activated, which additionally prevents gantry from moving under heavy winds (In PARKING mode one wheel pair at each corner is pivoted through 90 degrees to hold the crane against moving in high wind conditions). Same solution was used on delivered cranes. Is this acceptable for DCT Gdansk?</p>	
11	<p>Kindly asking you to clarify following sentence from chapter 6, especially in the part about ‘3 levels’:</p> <ul style="list-style-type: none"> • ‘A Master-key system should be implemented in each lock with 3 levels and 5 keys for each level.’ 	<p>Master-key system should be implemented in each lock with 3 security levels and 5 keys for each lock and should be compatible with Master-key system existing in DCT.</p>
12	<p>For diesel generator enclosure we suggest to use color RAL 9001 (as was on delivered cranes) instead of RAL 5005, because it absorbs less heat from the environment, leading to less temperatures inside of the diesel generator enclosure. Is this acceptable for DCT Gdansk?</p>	<p>We accept</p>
13	<p>Hand release lever is not needed (as it is required in chapter 7.4.5) for XXXXXXXX hoist brake, because it is electromagnetic type brake. Electrical LockOut system is possible to make for electromagnetic type brake. Electromagnetic type brake cannot be release accidentally as thruster type brake. Is this acceptable for DCT Gdansk?</p>	<p>We accept</p>
14	<p>In relation to sentence from chapter 8.1 ‘All electrical components like circuit breakers, DIN power supply’s etc. should be unified and delivered by up to five different manufacturers’. XXXXXXX will use same number of manufacturers of all electrical components like circuit breakers, DIN power supplies, in order to</p>	<p>Please follow the specification</p>

	provide unification with already delivered cranes. Is this acceptable for DCT Gdansk?	
15	Please clarify sentence from chapter 8.2.1 ‘The LV cable should be connected to the special junction box via cable clamp drum. The parts shall be supplied with crane’. Does it mean that XXXXXXXX will need to supply with cranes power feeding boxes and tension relief drums? If so, then in what quantity and of what type?	Mistake. Should be out of specification
16	In relation to requirement in chapter 8.3.5 ‘The overload system shall be equipped with bypass controlled by a key’. XXXXXXXX proposes to use standard solution (as it is done on the delivered cranes) – bypass is in CMS under the password. Is this acceptable for DCT Gdansk?	We accept
17	In relation to requirement in chapter 8.3.9 <ul style="list-style-type: none"> • CONTROL PANEL OF TRIM/SKEW SYSTEM An adjustment of trim and skew system must be possible by buttons on the left joystick. XXXXXXXX proposes to use standard solution (as it is done on the delivered cranes) <ul style="list-style-type: none"> • CONTROL PANEL OF TRIM/SKEW SYSTEM An adjustment of trim on the right joystick An adjustment of skew on the left joystick Is this acceptable for DCT Gdansk?	Please additionally add adjustment by buttons. Please follow the specification
18	In relation to requirement in chapter 8.5.1 ‘On low voltage control circuits, no more than three devices shall be assigned to one circuit breaker’. XXXXXXXX will follow this requirement where it is possible, but keeping electrical design as close as possible to previous delivery in order to provide uniformity. Is this acceptable for DCT Gdansk?	We accept
19	In relation to requirement in chapter 8.5.5 ‘They must be made of rust proof materials located inside weatherproof box’. For better	We accept

	dissipation of heat, XXXXXXXX uses proven solution comprised of weatherproof resistors inside of rust proof box. Is this acceptable for DCT Gdansk?	
20	In relation to requirement in chapter 8.7. 'Black box' function is a part of XXXXXXXX CMS (same as on delivered cranes). Is this acceptable for DCT Gdansk?	We accept
21	In relation to requirement in chapter 8.8. XXXXXXXX would like to offer same CMS as on delivered cranes. Is this acceptable for DCT Gdansk?	We accept
22	Please clarify following requirement of chapter 8.16, where exactly cameras should be installed and what should shoot? 'Additional CCTV cameras should be located in the inner legs (from operator cabin side) dedicated for: <ul style="list-style-type: none"> • Safe container handling, clear view of handled container and truck cabin (1 camera) • Container positioning onto trailer pins (3 cameras)' 	<ul style="list-style-type: none"> • <i>Safe container handling, clear view of handled container and truck cabin (1 camera)</i> This camera should shoot on the top of truck and should be located for example on crane leg or walkway nearby truck lane. • <i>Container positioning onto trailer pins (3 cameras)'</i> One of camera should shoot on back pins of the trailer Second should shoot on middle pins of trailer Third camera should shoot on fore pins of trailer.
23	In relation to requirements in chapter 11. XXXXXXXX would like to use own proven combination of limit switches (same as on delivered cranes). Is this acceptable for DCT Gdansk?	We accept
24	In relation to requirements in chapter 13.1. XXXXXXXX would like to use own proven cabin, same as on delivered cranes. Is this acceptable for DCT Gdansk?	We accept
25	In relation to requirements in chapter 15. How the traffic light should be controlled? Simple and widely used solution would be with foot pedal from the cabin. Is this acceptable for DCT Gdansk?	No, it should be an automatic solution based on the spreader high.
26	In relation to requirements in chapter 19 b. XXXXXXXX would like to use same proven systems as on delivered cranes – Auto-Steering and Auto-Positioning. XXXXXXXX will not make any markings on the container yard stacks. Is this acceptable for DCT Gdansk?	We accept

27	In relation to requirements in chapter 19 d. XXXXXXXX would like to use same proven systems – one-way communication with loudspeaker. For two-way communication crane will be equipped with telephone system in accordance with chapter 10.2 (same set as on delivered cranes). Is this acceptable for DCT Gdansk?	We accept
28	In relation to requirements in chapter 19 e. There is no need for mirrors on the cabin, because DOME camera installed under the trolley provides same and even better functionality. Is this acceptable for DCT Gdansk?	We accept
29	In relation to requirements in chapter 19 a & h. Fenders are installed on the gantry corners (1 fender per corner) in order to fulfill the requirement (same set of fenders installed on the delivered cranes). Is this acceptable for DCT Gdansk?	19a – if crane will be equipped with 16-wheels that requirement does not apply. 19h – fenders have to be “people pusher”
30	In relation to requirements in chapter 19 i. XXXXXXXX would like to use same as on delivered cranes stack profiling system. Is this acceptable for DCT Gdansk?	We accept
31	In relation to requirements in chapter 19 j. XXXXXXXX would like to propose this system for e-room and transformer room, but for diesel generator enclosure offer as an option. Is this acceptable for DCT Gdansk?	We accept
32	In relation to requirements in chapter 20 ‘All passwords for PLC and other electronic devices’. XXXXXXXX will provide same set of passwords as for delivered cranes (Operator’s panel, CMS, inverters, diesel engine panel, but not to PLC). Is this acceptable for DCT Gdansk?	We accept only if will be possible to log in to PLC.
33	In relation to requirement in chapter II B. Already requested in chapter 19 i. Should it be removed from one of the chapters?	Point 19I is our requirement and chapter II B is describes requirements.
34	In relation to requirement in chapter II D ‘Operator’s seat’. Cannot be applied to cabin of XXXXXXXX RTG cranes, as cabin is designed to fit into rope reeving scheme of the crane and cannot be made	We accept

	bigger, and because of such optimal size it was possible to shift it forward for better visibility of the operator. Is this acceptable for DCT Gdansk?	
35	In relation to requirement in chapter II E. Same set of evacuation ladder will be installed on the cranes as on delivered cranes. Is this acceptable for DCT Gdansk?	We accept